

# Loch Lomond Sailing Club Vice Commodore's Diary



## Spring 2022

Spring has sprung and the sun is out as I write the pre-amble of the first VC diary of 2022. I hope like me, you are optimistically looking forward to a return to something like a normal season this year with some good sailing ahead of us. The last couple of years have seen varied use of the club with many members taking the opportunity to explore parts of the loch the regular race schedule often doesn't permit. Your committee and the army of volunteers that support them have been as busy as ever over the last two years to make sure that we are fully prepared for a return to normality. It remains our expectation that all facilities will be open when the season formally starts on the 30<sup>th</sup> April.



Ahead of the 30<sup>th</sup>, there is the opportunity to get out early in the informal racing organised by Peter McLaren which runs throughout April. Peter organises this every year for the members keen to get on the water early, but as it falls outside the formal season no safety crews are allocated. If you wish to participate, please ensure you reciprocate and volunteer to be Race Officer on one of the days.

I'd like to take the opportunity to thank all the members who have taken the time to respond to the various surveys over the winter. It is really important that you have your say in what happens at the club. Please look out for future surveys and take the opportunity to let us know your thoughts.

The Spring General Meeting is online again this year on the 19<sup>th</sup> April, following the success of the last two seasons. The flexibility this brings suits many members, but it does deny us the opportunity to get together sociably at club. The Committee are interested to hear views on whether this should continue or return to an in-person meeting in subsequent years, perhaps alternating the SGM online, and the AGM at the club.

Unfortunately we have had issues with dog mess on site over the last couple of seasons. We are keen that we don't want to impose unnecessary restrictions, so I would encourage all dog owners to review the updated guidance on the club website and in the clubhouse. Please act responsibly to make sure the site is a place for everyone to enjoy.

I hope to see you all down at the club through the season.

Stephen Couch  
Vice-Commodore.

*Photo: View from Conic Hill, by Colin Carrie.*

## Dates for your Diary 2022

A graphic titled "Event Highlights 2022" for the Loch Lomond Sailing Club (LLSC). The background is a photograph of several white sailboats racing on a lake. The LLSC logo is in the top left corner. A list of events is presented in dark grey boxes with white text, overlaid on the image. The events are: May 28<sup>th</sup>/29<sup>th</sup> – Lomond Isles; June 11<sup>th</sup> – Hawk Race Day & Club Social; June 18<sup>th</sup> – Head of the Loch Race; July 17<sup>th</sup> – Pursuit Race 1; August 13<sup>th</sup>/ 14<sup>th</sup> – Trophy Weekend; September 2<sup>nd</sup>/ 3<sup>rd</sup> Dinghy Weekend; September 10/11<sup>th</sup> Barts Bash and Pursuit Race 2; and October 1<sup>st</sup>/ 2<sup>nd</sup> FF & Keelboat Weekend. The website address www.lochlomondsc.co.uk is in the bottom right corner.

**LLSC**

# Event Highlights 2022

May 28<sup>th</sup>/29<sup>th</sup> – Lomond Isles

June 11<sup>th</sup> – Hawk Race Day & Club Social

June 18<sup>th</sup> – Head of the Loch Race

July 17<sup>th</sup> – Pursuit Race 1

August 13<sup>th</sup>/ 14<sup>th</sup> – Trophy Weekend

September 2<sup>nd</sup>/ 3<sup>rd</sup> Dinghy Weekend

September 10/11<sup>th</sup> Barts Bash and Pursuit Race 2

October 1<sup>st</sup>/ 2<sup>nd</sup> FF & Keelboat Weekend

[www.lochlomondsc.co.uk](http://www.lochlomondsc.co.uk)

### Tea Shop Changes

For the 2022 season, the Sailing Committee has been looking at ways to reduce the duty burden for members, after all we'd all rather be sailing than on duty. One change that is being trialled is an honesty box approach to the post racing teas and coffees. Duty teams will be asked to setup the tea and coffee facilities and members will then help themselves and pay into the honesty box.

Items will be priced appropriately to keep the process simple, but no change will be available, so come with some coins if you want a hot drink. Please don't forget to clean up after yourself!

Let us know what you think of the new system as the season beds in.

### A note from the Treasurer

Please be careful with equipment as replacements cost us all money. If there are items that you find needing general upkeep please don't just walk past but take the time to make the appropriate person(s) aware so items can be fixed. Water at the club is metered so please use wisely to keep costs down.

## Sailing Update

The sailing committee has made some changes ahead of the 2022 season, all with the aim of making the most of the time on the water whilst keeping the sailing varied and interesting. They have also taken on board some of the comments from the last few seasons. Below are the key points to note for 2022:

1. Race start times and starting order have been updated in response to feedback from the faster dinghies. The dinghies and Flying Fifteens will now start first at 1400 with the keelboats starting second at 1403. Class flags will remain unchanged, so please refer to Course Charts and the Sailing Instructions to make sure you are familiar with the processes.
2. Over the winter there was discussion about the Keelboat fleet moving to the RYA NHC system. The consensus was to stay with the PY system, but to review class handicaps on an annual basis based on previous seasons collated performances. Please ensure you have reviewed the 2022 Club Handicap list in case your class has been updated this season.
3. The course options have seen the introduction of light-wind courses for Dinghy and Flying Fifteen Points races. Please refer to Dinghy/FF Course Charts for more detail.
4. The club moorings and Park Authority restricted areas have been added to excluded areas for racing. All boats must take care through the keelboat moorings when leaving and returning to the shore and are NOT ALLOWED to sail through the moorings when racing. Similarly, boats are NOT ALLOWED to sail through any exclusion zone introduced by the Park Authority.
5. To encourage people down to the club to race in marginal conditions, DNS (rather than DNC) points will be awarded to boats which are ready to race when racing is abandoned. Refer to the Sailing Instructions for details of what 'ready to race' means in different situations.

I'd also like to remind competitors of the importance of signing on correctly before a race starts. The role of signing on is well established and doing so correctly makes production of the race results much simpler for the Results Coordinator. Additionally it is an important safety aspect, ensuring that the Race Officer is aware of who is on the water in each boat. Competitors MUST fully and accurately complete the sign on sheet or they risk being disqualified.

## Abandoned Property

The Membership Team (with House & Grounds) have been identifying owners for 'abandoned' property, and in some cases assisting members to sell their vessels on to pastures new. They have successfully moved on wayfarers, lasers and keelboats freeing valuable space on site. This is a constant challenge, and the team are keen to continue with member's support.

Remaining unidentified property now exists behind the sheds on the racking (right) and we ask members to look to see if they can assist in its identification. Any property remaining at the end of the summer risks being disposed of by the Committee.





## Ceardach Refurbishment

Over a period of two years, somewhat delayed by the COVID lockdowns, a significant refurbishment of Ceardach and deep clean of Mory has taken place with the boats relaunched in 2021. Many of you will not yet have had the opportunity to see this great work.

Ceardach required a major overhaul including replacement windows, new 12 volt electrical system, refurbished navigation lights, new air horns, new radio antenna and speaker, new ropes and fenders and cleaning and painting the interior of the hull. In addition to the labours of the Team, new woodwork was formed by John Hill a professional Shipwright.

What will be less obvious are the hours of work on a cold concrete floor removing the old anti-fouling and applying a new coat, repairs to the bow and gel coat and cleaning and painting the bilges, decks, and even the ballast weights. In addition, Ceardach had her trailer refurbished including the fitting of new wheel bearings

Mory had an extensive clean, in and out using power hoses and the quaintly named Bar Keepers Friend stain remover. The engine was overhauled and a solar panel was fitted to maintain a charge in the battery to ensure smooth engine start up.

When the boats were launched last year, the team had the satisfaction of seeing both boats emerging into the sunshine looking at their best. Both boats should now give many more years service with effective routine maintenance which at the time of writing is currently ongoing for 2022.

I'd encourage you to take a look at them both when you are next at the club, and in particular at Ceardach which is looking better than I ever recall seeing her. No more pulling out club marks for this old lady! The team will be keen to hear what you think about the work and no doubt looking for volunteers to pass on the detailed knowledge for future generations to keep these two vessels looking at their best.

I am sure you will join me in thanking (from left to right), Steve Leeper, Crawford MacCalman, Sid Ashford, David Smith and team leader David Fairbairn for this great and timeconsuming piece of work, to protect these two valuable assets for years and hopefully generations to come.



## RIB Fuel for 2022 and onwards

In September 2021, the Government decreed that petrol should contain a higher percentage of ethanol, to a level of 10%, now known as E10 petrol. This E10 petrol has an unfortunate side effect in that it causes corrosion of fuel pipes, carburettors and gaskets in older petrol engines, which includes older outboard engines.

Given the age of all of our RIB engines, they fall into the category that are at risk of corrosion in the fuel systems. There is a simple solution to this problem, and that is from this point on, the Club will purchase only E5 grade of petrol which contains 5% ethanol. This action has been recommended by Yam-Power who service our engines. The members who undertake the fuel runs are asked to remember that **only E5 petrol is to be purchased.**

Petrol pumps are now clearly marked to show the percentage of ethanol content, e.g. E10 or E5 which is the Premium (Super/V-Power depending on the petrol supplier). It is recommended that Club members who own outboard engines more than 5 years old, should consider using only E5 grade petrol to avoid problems with their engines.

## Key Wall

After an idea that came from a few of our regular Race Officers, in 2019 a key wall was installed in the phone box to house all the club keys. With Covid restrictions closing the clubhouse in 2020 and 2021 you may not be aware of this but we are now delighted to announce we can finally use this facility.

Thanks go to Peter Edmond for his creation and Fergus Crawford for his expert installation of the lock which uses the same key as the clubhouse door.

The safe will no longer be in use and Race Officers or their delegates, should ensure all keys are back on the wall at the end of every weekend and that the door is locked as part of securing the clubhouse.



## And finally...

As we look ahead to what I hope will be a great season on the water I'd like finally to remind people that as the restrictions around COVID ease we will hopefully see many more people at the club. Whilst it is likely that all legal restrictions will have been removed in Scotland, many members may be anxious at being in busy public spaces for the first time in two years. I ask you to respect each other's space and decisions around mask wearing, and to keep yourselves and those around you safe.

Stephen Couch

Vice-Commodore

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