

Telltale January 2019

## Commodore's Corner

I hope all our members enjoyed a very good Festive Season. Congratulations to the three sailors who had the strength to christen 2019 afloat.

Although its a bleak non-sailing three months until the clock change ushers in the new season on 31st March, now might be a good time to order the spare parts for your boat that Santa failed to bring. There is still time, these dark evenings, for the Keelboaters to complete their Log entries for the "Lismore Light". Not too late for a New Years Resolution for boat owners, which is easy to keep. Please check your craft on a regular basis. Rain filled boat covers could be expensive to replace. Roll on Spring.

## Past Events

- 26th Oct 2018 . The form of of the AGM was changed this year, being held on a Friday evening, and including a free buffet. The annual prize-giving was held just after the AGM, and this new “streamlined” format led to a reasonable turnout. This in turn produced a quorum which allowed some amendments to the Constitution to be passed. (See club website for details)
- We had a social evening at the clubhouse on Friday 21st December, where the assembled company enjoyed mince pies and mulled wine.
- 15th/16th September saw the annual Challenger event taking place at the club. 10 trimarans took part in some gusty conditions.
- 5th December : St Columba's RC Primary School visit.
- Xmas Lunch 13th Dec at the Crannog Restaurant.
- Closing muster/Pursuit race was held on 30th September

## Prize-winners 26th October 2018



### **Trophy Winners 2018**

#### **Dinghies:**

Frostbite Shield : Keith Falconer in a Laser

**First series:** (Commodore's Cup) Jon Gay in Laser Radial **Second series:**(Merlin Trophy) Keith Falconer & Ian Fleming in an Albacore. **Third series:** (K.K. Cameron Trophy) Jon Gay & Amanda Henderson in an RS400

Black Rock Race: Keith Falconer & Ian Fleming in an Albacore .

Loch Eil Race (Commodore's Prize) Jon Gay & Amanda Henderson in an RS400

No Duffers Race: Vince Dean & Hamish Loudon . Pursuit Race: Martin Balcombe in Club Wayfarer

Faulkner Trophy (Best Crew): Amanda Henderson

#### **Keelboat & Solings :**

Brass Monkey: Kenny Clark in Soling "So Long"

Keelboat Overall winner: Marian Austin & Crew in "Scintilla"

Soling Series 1: (Omega Trophy) Hamish Loudon & Crew in "Solaris"

Soling Series 2 : (Lochaber Wheel) Keith Falconer & Tim Sims in "Just Gonnies No"

Soling Series 3 (Scapa Trophy) Steph James & Crew in "Maverix"

Corran Red race: Hamish Loudon & Crew in "Solaris"

The Cannon Trophy (Best Junior crew) Josh & Freya Balcombe



During the first race, one of the boats sustained damage to the rudder. The skipper, with the assistance of Jon and Hamish, fashioned a new rudder from a discarded cupboard door., the source of which is unknown. Perhaps Challenger sailors always carry such items in the car boot.

This craft had nothing to do with the Challenger series, but appeared for a while before the racing started. The crew (from Newcastle Uni ) were training for a trans-atlantic rowing attempt in November, to raise money for charity. The rowing boat left shortly after this photo was taken, heading for the Caledonian Canal.



St. Columba's R.C. primary school (P1) visit to Lochaber Yacht Club



The next generation of Lochaber Yacht Club sailors. See you in 10 year's time !

Shoudn't we  
be over there  
on Loch  
Linnhe ?



Even on dry land, be-  
ing in charge of a RIB  
can be fun.

# Christmas Lunch at the Crannog restaurant.



## Future Events

### Future events

19th Feb Film Festival. Part of this will involve a torchlight procession down the hill on the opposite side of Loch Linnhe from the sailing club. The club will be assisting with transporting the runners across the loch, using the club RIBS.

30<sup>th</sup> March Fitting out supper at the clubhouse. Speaker to be arranged.  
Adults £12 per head, Juniors £6 each.

18<sup>th</sup> & 19<sup>th</sup> May. Soling National Championships at LYC. About 50 expected to attend, including crews and support teams.

Volunteers will be required for safety boats.

28<sup>th</sup> May: Dinghy Hill Race

22<sup>nd</sup> & 23<sup>rd</sup> June: Club Regatta. Keelboat races on 22<sup>nd</sup>, Dinghies on 23<sup>rd</sup>.

29<sup>th</sup> August: Souter's Lass dinner cruise, tickets £25 per head.

7<sup>th</sup> & 8<sup>th</sup> September: Challenger Travellers event at LYC.

21<sup>st</sup> & 22<sup>nd</sup> September: RS400 Scottish Tour event at LYC.

*I have decided to step back from producing "Telltale", as the club now has a well managed Facebook page. This is a better platform, as it allows information to be updated regularly, and also allows members to add information and photos. This will therefore be the last issue, but if there is someone out there who wishes to continue the newsletter, please contact me at [monty712@btinternet.com](mailto:monty712@btinternet.com), or phone 07880 647825.*

*Best wishes to all for the coming season !*

*Domhnull Montgomery*

Thanks to Jim Douglas for providing a copy of the log for the summer cruise of “Dons Sottise”. The first excerpt is included below:

### **Dons Sottise Islay 2018 Summer Cruise**

#### **Well, what to do in 2018?**

Last year’s adventure to Tiree had the Medical Musketeers in heroic mode providing emergency medical care and a guided passage home from Ulva ferry to a distressed French lady.

This year’s specification included “The McNicol knees” and a care order issued with the medical authority of an orthopaedic surgeon. “Pontoons should be encouraged, and dinghy transfers

avoided. In addition, you should avoid prolonged bracing at the helm in heavy seas”.

Careful analysis of this advice showed no advice against distillery tours in the Southern Seas where we have observed an increased prevalence of pontoons. Yes, the Doris Mhor and Corryveckan en route to the Sound of Jura can produce “heavy seas” for the unprepared, but this is



Dons Sottise our trusty Moody 35!

The other factors for passage planning included an enforced late absence from Peter and the McNicol knees boarding en route with family commitments.

Michael and Allen had to swap at an island airfield and our Tiree formula of hiring a car for the middle weekend made Islay the obvious choice. Iain our historian and remote island medical expert had a working knowledge of Islay, and so became our tour guide.

Friday 20 July: Michael and Colin arrive on the evening train. Christine is in Glasgow looking after grandchildren and I had been working. Victualling and provisions this year are enhanced by M&S, home bargains, Aldi and Morrisons to reach new heights of epicurean delight.

Regular readers of our Lismore Light log may recall the 3 medical musketeers’ medical emergency in Ulva last year was complicated with out of date medication in the boat first aid kit. Aramis is determined to keep D’Atgnon MCA legal this season, as the last medical man standing. He reorganizes the first aid kit with meticulous labelling and storage for the in-date medicines!

Michael, Colin and Jim depart Letter Shuna on Saturday with a plan to collect Iain from Adfern by Wednesday. The initial plan for the grey, drizzled day was Loch Spelve on Mull, but the tides and weather required a rethink.

We decided on a mooring in Oban. We tried Heather Island off Kerrera for the first time. We can highly recommend Heather Island if you don't want diesel, water or a shower. It is located in a wonderfully sheltered bay. Heather Island is an Oasis of quiet calm in Oban, with decent chain strops and pick up buoys. An honesty box at the farm needs a trip ashore in the dinghy. It becomes the obvious choice when stopping in Oban at £10 a night compared to £30 on the new transit pontoons with the noise of ferry and car traffic.

The new transit pontoons in Oban bay are good for supplies and a crew change, but Oban is now the second busiest ferry terminal in the UK after Dover. Oban bay has been improved with a traffic management system to help congestion in the North channel. All arriving and departing ferries announce their ETA at Dunollie point on Channel 12. This is very helpful to visiting yotties hanging around the North entrance like primary school children waiting for the green man to cross the A82 in summer.

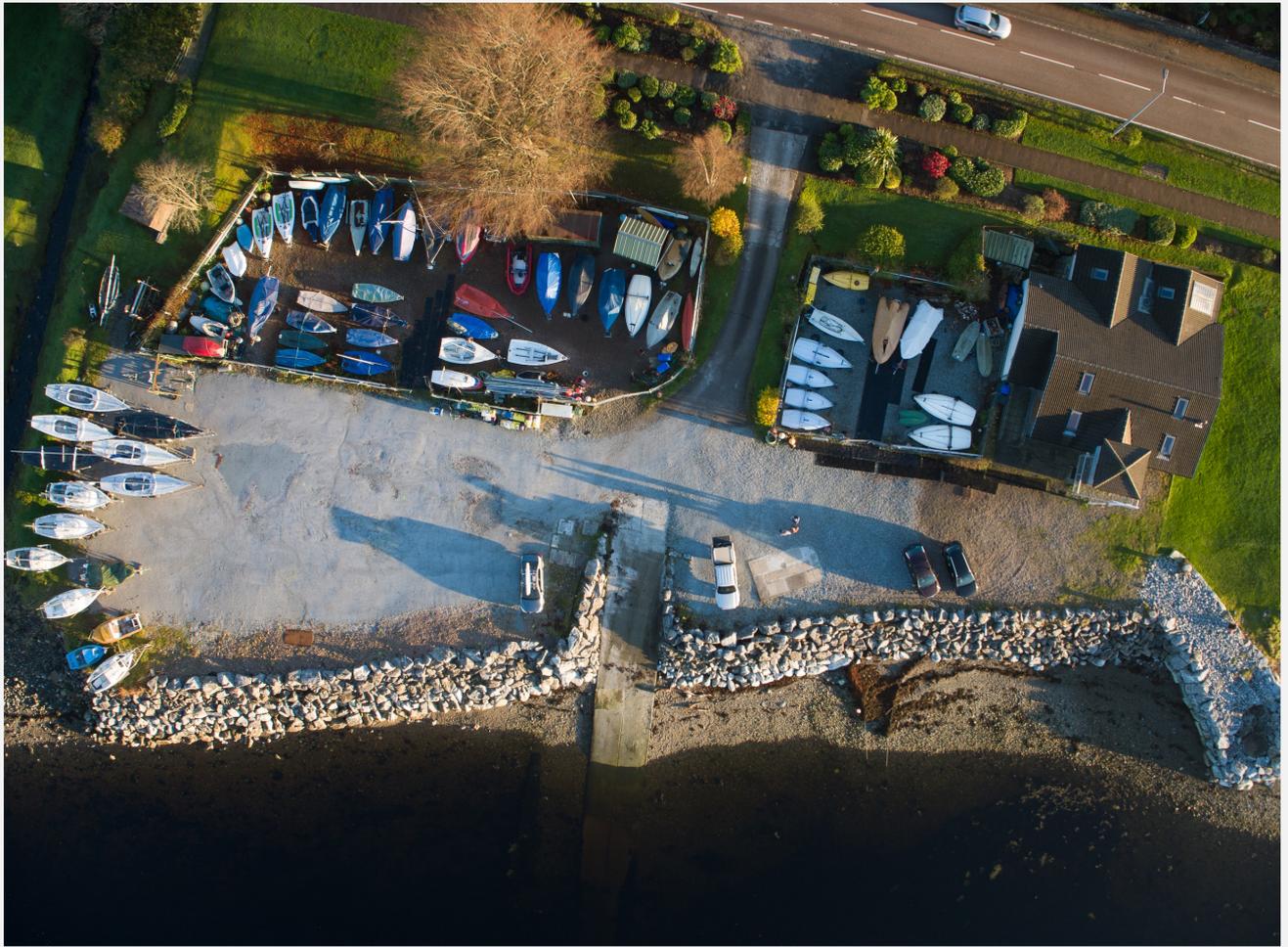
Heather Island "Dine in for 3" from M&S was a rather splendid Lasagne with a Greek salad and Australian red. It was cooked in our shiny new gas cooker installed with everlasting thanks to Mr Brian Fallows LYC, master gas man. Pudding was Scottish strawberries with Grahams cream followed by a Tain cheese selection. Life is indeed tough, on Dons Sottise off tranquil Heather Island!

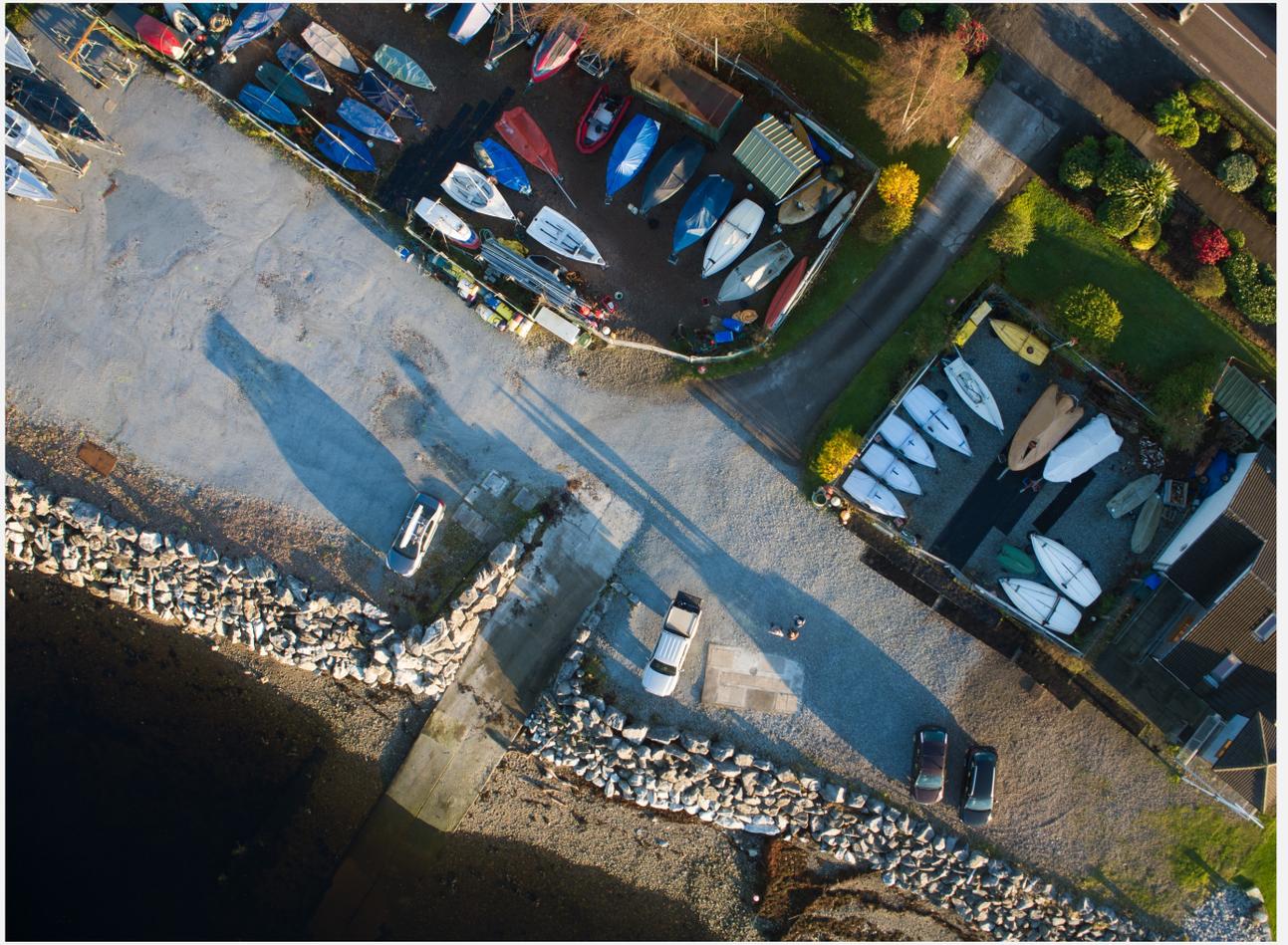
Sunday was a leisurely start on the mooring in misty drizzle to enhance the Scottish experience mid-summer. The main task for the day was the seriously jammed mainsail reefing. In the last-minute pre-launch haste of Creran Yard with the approaching dark of April, I had managed to seriously jam the main in the mast furling. Sad to say, but in my haste, I did not read my own instructions in my "how to do it" section of my maintenance log. Christine was helping me in the yard, but like most men I did not read the instructions first. So, we ended up with the main rolled on the inside of the mast the wrong way around and jammed solid. You can imagine the conversation in the yard.

The only hope without taking down the mast was a skilled crew of three on a sheltered mooring, reading my instructions first and then a degree of strength and knack. The main has to come out, topping lift on, drop the sail and take it out of the track. Then unfurl the drum and fiddle round the roller into the port side before hoisting again.

Success, and the big white flappy thing is working again!

**THE CLUB SEEN FROM A DIFFERENT PERSPECTIVE :  
DRONE PHOTOGRAPHS COURTESY OF ANDY MCKENNA**





Thanks to Keiran Shatwell and Lucy Burns for providing us with an account of their summer cruising in the Adriatic and Ionian Seas . A short section is included below.

## Cruising Log from the Adriatic and Ionian 2018

Arrived back on S/Y Black Gold on Sunday and spent the day servicing engine, installing new double battery bank and general sorting out.



Monday:  
Woke up to stiff breeze on the bow which presented a problem getting the head sail back on. Moment of inspired thinking from yours truly resulted in a solution, use the marina's mooring bouys to do this task. Into town first to

pay the annual sailing permit, even though we were only going to be in Croatia for 2 days, and pick up supplies. Slip the lines and head from our pier for the final time to pick up said mooring buoy and hoist the headsail. That done we headed out to sea. Winds better than expected so hoisted the main and head sail and set best course to windward for Vis Island, some 35nm distant. A fair old breeze blowing had us doing 7kts hard into the wind with a rolling sea to contend with. As expected the wind dropped and the mathematics of VMG meant that with reluctance we furled the sails and fired up the noisy lump of cast iron to motor as directly as the current would allow. A turtle flapped his flipper at us then a swordfish jumped clear of the water to entertain. No dolphins though.

Arrived in Komiza, on the western side of Vis, to find the harbour wall full and not many of the mooring bouys in the bay free. This in April! Imagine how busy it will be in August, they'll be firing broadsides at each other to get in.

Tuesday:

First job was to get alongside so we could pay our mooring for the night, call the police and arrange for them to arrive to clear us out of Croatia. After getting the paperwork all signed we slipped the lines and headed south towards Vieste on the very tip of the spur of Italy. 14hrs and 70nm away. Winds were light and as usual dead on the nose so it was noisy lump time again. With the light winds came flat seas so we rocketed along at a steady 6kts SOG, trundled past Palagruza Island, the furthest outpost of Croatia and where my phone rang! Yes 35nm from the coast and I still had mobile signal!! Crossed the border so lowered the Croatian flag and raised the Italian flag in its place. Was that a turtle? Might have been a flipper then again could have been a log. As the sun set though we were blessed with a pod of 5 dolphins off the starboard beam.

Arrived in Vieste and dropped the anchor under the old town walls for a few hours shut eye before continuing on.

Wednesday:

Oh god 4:45 is early, especially when it's been a rolly old night on the hook. Felt like sleeping in a washing machine at times. Weighed anchor, yes it does weigh 33kg, and continued motoring round the spur towards Manfredonia to clear in, have a shower and catch some zzzz. Made good time and arrived at Marina Del Gargano at 8:45. Tied up and headed to the police station to check in.

Spent the rest of the day snoozing, drinking coffee and doing some general maintenance on the boat after the crossing. Wind picked up steadily with gusts over 20kts around lunchtime and the storm isn't even here yet. Thursday could be a wee bit breezy so think we'll stay put.

Thursday:

As forecast it threw it down with a massive thunderstorm. Thunderbolts and Lightening very very frightening!! Wind picked up to 40kts sustained so think it was a prudent move to stay put in harbour. Spent the day sheltering from the worst of the rain but ventured into the town to pick up supplies and see what Manfredonia had to offer. First time we've been flooded into a marina!



Had to take a huge detour onto the breakwater to get out. Manfredonia is a very industrial town so wasn't expecting much in the way of prettiness. Found the Cathedral de Papa Giovanni XXiii which was quite impressive then stumbled across the old town fort and found the main shopping street but overall it's not somewhere we'd put on the must see list. Winds remained in the high 20s for the remainder of the day with continued intermittent heavy

rain, only easing off overnight.

Friday:

Woke up to sunshine and lighter winds, 10-15kts, with the forecast for the winds to reduce during the day. After a hearty breakfast and a cup of proper coffee we slipped the lines and headed SE towards Trani, some 30nm down the coast. After bashing our way out past a non existant fish farm and ending up almost out of sight of land but still in only 10m of water we hoisted the sails and made best course to windward towards Trani. With the no1 reef in both sails we were still rolling along at 6 to 7kts through the water. Suddenly the wind dropped, span through 360deg, settled in a totally different direction and at 4kts. So it was noisy lump time. Then the heavens opened and we ended up in the middle of a thunderstorm. "Yea though I sail through the storm in the shadow of death I will fear no evil for thou art with me, thy sextant and compass they guide me". Made it to Trani a little later than expected but not much, motored in and tied up stern to on the town moorings. Nice little harbour but watch out as the slime lines really do live up to their name, yuck! Had a lovely fish dinner in a harbour side restaurant and retired for the night, only to be assaulted by loud music until 3am!!

Saturday:

Spent the morning exploring the town. Have to say I haven't seen a tree house quite like here. Trani has an interesting old town full of winding, twisty narrow streets complete with laundry hanging overhead, and the harbour area has a good range of



cafes, bars and restaurants to chose from. Decided to head off towards Bari and see what the weather brought us. For a change we had the wind dead behind us but at a paltry 6kts it meant we had to motor again as we'd be lucky to get 3kts under sail. Made revolutions for 6kts and heading SE. Bari came and went as we continued on to Cala Ponte Marina for the

night. Tied up in the marina, which again was half empty, opened the wine for a pre dinner drink then made carbonara. After dinner checked the forecast and decided on the plan ahead as the run from here to Brindisi is a long one with no real safe havens to escape to.

