

Iniscealtra Sailing Club. Newsletter.



Spring 2004.

Message from the Editor.

A big thank you to all members who attended our AGM on Jan 30th, it was well supported. Our new 2004 committee is listed and we extend a warm welcome to the new committee members Pat Carroll and Tom Fitzgibbon. Remember we are on the web and it's updated weekly with racing results and any other information that I have. If you wish to be added to our e-mail list then just send your email address to deegal@eircom.net As usual I'm always looking for new articles for our newsletter so just send them in to the above email or post to D.Gallagher 61A The Fairways Monaleen. Limerick.

Safe sailing for 2004. Deirdre

Membership fees due...

Reminder to all that club membership fees are due for 2004, please forward payment asap to Tim Egan c/o 2 Huntsfield Drive, Dooradoyle. Limerick

FYI membership fees for 2004 are...

Family membership €190

Single membership €165

Associate membership is €150 (proof of other full membership required)

Irish Sailing Association affiliation is €20

Lift In. Saturday 27th March.

The first event of the year is the boat **Lift In** which is scheduled for Saturday the 27th of March, all boat owners please arrive early to enable a smooth launch. The Committee contact's for the day are John McNamara, Tim Egan and Pat Mortell.

Mast Hoist ready for use...

The mast hoist is ready for use, Paul O'Leary is the clubs officially trained operator. He will be holding training days for other club members during the season ahead, keep an eye on the club notice board for updates. Until then he is the only person insured to operate the hoist. There is a club charge of €25 for use of the hoist which will be available for use after lift in.

Elm trees to be felled after lift in.

The three old Elm tree's near the slip are to be felled during the week of March 29th. No one likes to see this happen but they were inspected by a tree surgeon during the winter and he has advised that this must be done as they are dead, have become brittle and are a danger. We ask that all cradles be removed from the club and that dinghy's and other personal belongings be moved to a safe location for the operation.

2004 Committee

Commodore: John McNamara

Vice Commodore: Gar Flanagan

Rear Commodore: Brian Griffin

Secretary: Deirdre Gallagher

Treasurer: Tim Egan

Harbour Master: Hugh McGrath

Racing Captain: Dan O'Donnell

Moorings Captain: Der O'Mahoney

Safety Officer: Ger Naughton

Cruising Captain: Tom Bolger

General Committee: Nigel Roberts

General Committee: Pat Carroll

General Committee: Tom Fitzgibbon

**We are on the Web.
\\homepage.eircom.net/~icsc**

Racing Sponsors needed....

We are looking for sponsors for a the Spring, September and October Series, or for a specific race such as the Commodores Cup or Gortmore Bell. For further information contact. Dan O'Donnell at dan_o'donnell@dell.com



Forget the brush, just trowel it on!

I.S.C. Racing Calendar - 2004

I.S.C Racing - Spring Series

The spring series will be an eight race series to be run from April through May.

The first race takes place on Sunday, April 4th. The Series will conclude on May 23rd with the May Fly cup. Two discards allowed.

Date	Event	Venue	Briefing	Start
Apr.4	Race 1	M/Shannon	12.00	12.30
Apr.11	Race 2 (Deer Rock Trophy)	M/Shannon	12.00	12.30
Apr. 18	Race 3	M/Shannon	12.00	12.30
Apr. 24 (Saturday)	Race 4 (Ciss Ryan Cup)	G/Kennedy	12.00	12.30
May 2	Race 5	M/Shannon	12.00	12.30
May 9	Race 6	M/Shannon	12.00	12.30
May 15 (Saturday)	Race 7 Commodores Cup	M/Shannon	11.00	11.30
May 23	Race 8 MayFly Cup	M/Shannon	12.00	12.30

I.S.C Racing - September Series

A series of 4 races for the September Series Trophy, one discard.

The Gortmore Bell takes place, as usual on the 2 Saturday in the month, September 11th

Date	Event	Venue	Briefing	Start
Sept 5	Race 1	M/Shannon	12.00	12.30
Sept 11 (Saturday)	Race 2 Gortmore Bell	M/Shannon	10.30	11.15
Sept 19	Race 3	M/Shannon	12.00	12.30
Sept 25 (Saturday)	Race 4 (Gary Barge Wheel)	G/Kennedy	11-00	11.30

I.S.C racing - October Series

A series of 4 races for the October Series Trophy, one discard.

The ISC perpetual cup is the final race in 2004.

Date	Event	Venue	Briefing	Start
Oct 3	Race 1	M/Shannon	12.00	12.30
Oct 9 (Saturday)	Race 2 (Gary Visitors)	G/Kennedy	11:00	11:30
Oct 17	Race 3	M/Shannon	12:00	12:30
Oct 24	Race 4 (ISC Perpetual Trophy)	M/Shannon	12:00	12:30

Annual Entry for all Races: €70. Spring Series: €40. Autumn Series €45. Otherwise: €7 per race. (€20 for Gortmore Bell.)

Important note. Life jackets must be worn by all crew during races, boats who are not in compliance will be disqualified.

*Dan O'Donnell .
Racing Captain.*

A BIG Thank You..



Above, one of the new ladders (and cleat) which has been recently installed. A valuable safety aid.

The Committee wish to give a big thank you to Hugh O'Neill for the huge amount of work he has done with the site this winter and spring. He has managed with great success to get the piers replaced, new electric and water points installed. Also two new ladders have been installed and dredging is due to commence shortly. Thank you Hugh. *ISC Committee.*

Right, one of the eleven services point which have now been installed. Water, Light and Power is now available practically every boat length.



Marine Notice No. 13 of 2000

SCHEME FOR SAFE DISPOSAL OF TIME-EXPIRED PYROTECHNICS (TEPs)

The Department of the Marine and Natural Resources wishes to announce the establishment of a scheme for the safe disposal of TEPs. Individuals or organisations may bring expired pyrotechnics to the chandlers listed below, where they will in turn be transported to the army for safe disposal. The following points should be noted when bringing TEPs to the listed chandlers:

- (1) Expired pyrotechnics should be handled with due care and diligence. Every effort should be made to avoid any action that might cause fire or explosion.
- (2) Misfired or faulty pyrotechnics should not be returned with TEPs. Where pyrotechnics are suspected of being in a dangerous condition the Gardai should be notified.
- (3) TEPs should be contained in a paper or plastic bag which in turn should be stored in a strong cardboard box.
- (4) When transporting TEPs packages must be securely stowed to prevent movement during transport. No matches or other goods should be carried in the vehicle.
- (5) There should be no smoking when handling or transporting TEPs.

List of Chandler Companies where time-expired pyrotechnics (TEPs) can be brought.

C.H. Marine Ltd.,
Midleton Marine Ltd
Union Chandlery Ltd.,

Any enquiries concerning this Marine Notice should be addressed to Maritime Safety Division - Tel: 01-6199240; Fax: 01-6620774
Secretary General,
Department of the Marine and
Natural Resources,

Note: Derg Marine used to accept these items, however Midwest Marine do not offer this service at the moment. It is advisable to call the Chandler beforehand to make sure they still offer this service. Non local names have been omitted due to space limitations.

Letter to the editor...

What a wonderful attendance we had at our AGM 2004. The members came from far and near, it was great to see. Well done members, says I to myself, as I looked down that lovely ornate hall packed with happy sailors. There had been a steady flow through the door until it was standing room only. Surely it is just the perfect place for sailors to meet, sitting out in the middle of the mighty Shannon, and the water going by at ten or fifteen knots out into the Atlantic Ocean and beyond.

Commodore John MacNamara was in the chair and having warmly welcomed all present, he got the business on course and away. 2003 had been a year of much progress and development and it was clear that the club was in quite good shape although not without a list of ongoing matters and work to keep us busy well into the future.

One old chestnut however was raised once again by some of our honourable and long time members. They expressed unhappiness at restrictions being placed on would be new members who had applied to join the club. These good and sincere members felt that ISC should have an open door policy for new members. Many people would agree that in an ideal world of unlimited space and ample facilities all would favour an open door where new members should be a feature of any club. The real world for ISC, is that we have quite a small facility, probably the smallest club area in the country with a clearly defined boundary line and not much hope of extending. It is indeed our good fortune to have what we have and to manage it with care and respect.

It is worth remembering that compared with other sailing clubs and other sports, much the same applies. Is there any club where Sam can arrive with his boat and expect to join and be accommodated, as Frank Cooper used to say, just like that. Rugby people, including those who have played at senior and National level may not get even one ticket for Thomond Park on a big day. Many people who have served the GAA as a club president, in the past, may fail to get a ticket to an All Ireland. People who have as much as E5000. in their mit, cannot buy their way into most golf clubs. That may be very disappointing but that is just how it is.

We need to take stock. The sport and leisure world has seen massive changes in the past few years and in the very recent past especially. At a guess, there are thirty newcomer boats arriving in Lough Dergh each year, and have for some time for some time now and these are not 15ft items either. All the new facilities are filled almost overnight at stiff space rates.

Anybody who went to the London Boat Show 2004 could see that it was at least three times bigger than Earls-court has been. So as they say, we know what is coming down the track. We have to run things differently from here onwards. Careful management of our resources, more respect for ourselves, and for the other users.

Top of the list has to be HARBOUR HOGGING. A member must not leave the boat in the club harbour. Everyone knows what that means. There is no need for a rulebook about it. You don't park your bike in the kitchen. Members will not get away with devising clever ways of circumventing normal procedures. Leaving the boat, days before the weekend in order to stake out a spot will not wash. The Newsletter has listed most of the abuses in the past so there is no need to go over that again except to say that nobody wants the job of policeman much less seeing a member getting a red card. We are however faced with the vexatious problem of managing scarcity while at the same time trying to please everybody. We the members will need to give that task all the support and co-operation and understanding and appreciation that we can possibly muster in the interest of being a happy club.

Pat Mortell.

Impellor Check

Now is a great time to check or replace the impellor on your inboard. We place an enormous responsibility on this little item and it sometimes doesn't get the respect it deserves. Inspect/Change it now while the boat is out. Some points to note are:-

Pay attention to the orientation of the blades ensuring the new one goes back the same way.

Make every effort to find any missing impellor bits as it is quite likely that they are lodged somewhere in the water path.

Lubricate the housing with some grease to aid priming and dry running.

Replace the paper gasket with a new one.

Volvo recommend removing the impellor when laying up the boat. (not much point in telling you this now)

Finally, admire the new gush of water when you start your engine for the first time this year.

Cool Engine Runnings, Fran

Dinghy's.

Would the owner of the red and white dinghy stored in the club please contact the secretary at deegal@eircom.net or phone (061) 338213. Thank you.

We also request that all owners identify their dinghies by putting an appropriate mark on same as we are attempting to sort out better storage etc.