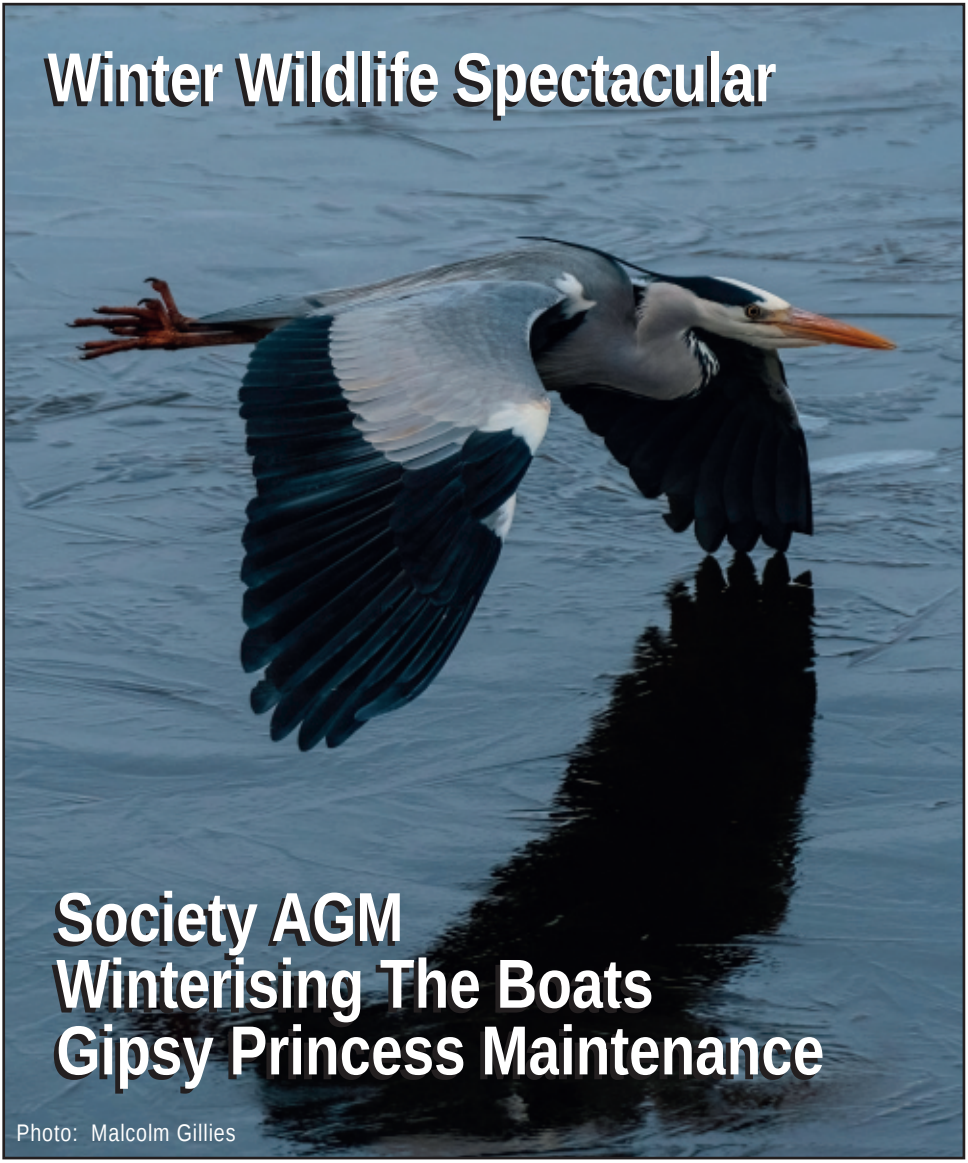
Forth & Clyde Canal Society

CANALNEWS

Spring 2024 £1.50 / FREE to Members ISSUE 183



Winter Wildlife Spectacular

Society AGM
Winterising The Boats
Gipsy Princess Maintenance

Photo: Malcolm Gillies

CHAIRMAN'S CHAT



Meeting The A-team

I joined as a member in January 2023, I was new to Kirkintilloch and wanted to get involved in something locally. Over the winter months the society mainly focuses on the maintenance of its three boats, with people setting aside a few hours on a Tuesday, Thursday or Sunday morning to help out. It was on one of those cold winter mornings that I first rocked up. Greeted by Stewart Proctor, Dave Connell, Willie Boyle, Jim Miller and Scott Castel – The A team. I couldn't have asked for a better first day, Jim had me crawling around the engine room showing me the pre-start checks, Scott explained that boats have fancy terms for left and right and Willie showed me the ins and outs of the boats, it was great.

I didn't know a hammer from a spade but they still put me to use. I think that's what I love most about the society, a lot of the members are really knowledgeable and passionate about what they do, and if you go in with an open mind and a willingness to learn, you will see improvements in yourself.

Spring to Autumn is when the society really comes alive, with regular charters, training nights and canal maintenance, it is a busy time for the society. In terms of charters I crewed, we had family birthdays, physic sailings, whisky tastings, heck on one cruise the customers even had me up on karaoke. They are a wild bunch that Maryhill lot! The summer ends with the Kirkintilloch canal festival, 2023 was my first ever canal festival and it didn't disappoint. It was great to see thousands of people flock to Kirky and use the canal, what a laugh we had.

When you break it down into segments, it's amazing how much I have seen and done since that cold winter's morning in January 2023; one thing is for sure, I haven't looked back since.

Liam Bond

Paper or digital? You choose...

Just a quick note to remind members that unless you request a paper copy of Canal News, you'll be emailed a digital copy going forward. If you'd prefer a paper copy, they'll still be available, just email secretary@forthandclyde.org.uk and let them know you'd prefer a good old fashioned paper copy.

Editor's Note

Hello! The new year brings a new issue, a new editor, and a new committee. Who am I? Well, I'm glad you asked.

I've been living on a 58ft narrowboat in Glasgow for two years, but a boat owner (a GRP cruiser) for about eight years, and a member of the FCCS for just over a year. I started (and still edit) a free Linux computer magazine (I won't bore you with the details) that I've been doing every month now for over 15 years.

Please, feel free to drop me an email to let me know what you like/dislike about the magazine, or if you want to write an article.

All the best!
Ronnie
ronnietucker@gmail.com

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NEWS IN BRIEF



3 May. Bistritz.--Left Munich at 8:35 P.M., on 1st May, arriving at Vienna

Kelpies' cousin at Stockingfield Bridge

The Kelpies' cousin has slithered into Glasgow, marking a major milestone in Scottish Canals' Stockingfield Bridge community artwork project.

The Beithir, a 121-metre mythical serpent in Scottish folklore, will form the centrepiece of the community artwork being installed on the site of the new active travel bridge in North Glasgow.

The headpiece, which stretches three metres wide, by two metres high, and four metres long, was cut into nine pieces, before it could be transported from its sculpture studios in Maryhill to the city's bridge.

It will now be connected to the body, which has been formed using reclaimed material from the site and will be covered in mesh and coated in ferro cement with a mosaic finish.

The Beithir was designed by Stockingfield Bridge's artist curator Nichol Wheatley, who will work with Make it Glasgow, a community interest company, to complete the project which is expected to take up to five years. They will work in collaboration with the local communities and beyond to make thousands of tiles required to cover the sculpture.

Nichol explained: "I'm deeply



honoured to be the artist for the Beithir. I've worked in and around Maryhill over the last 25 years and I'm delighted to be making the Kelpies' cousin at Stockingfield Bridge. The body has been formed from earth that would have gone to landfill, the head has been made by a local company - Scott Associates - in Maryhill, and the decoration of the body, which will take five years, will be done by the three communities that were divided until the new bridge arrived.

The Lord Provost of Glasgow Jacqueline McLaren was invited to fix the first tile on the Beithir's head, which will form The City Crest.

The Lord Provost said: "It's fantastic to be fixing the first tile of the serpent's head and I'm looking forward to its completion as the Beithir makes its dramatic appearance from the water on what promises to be a landmark structure and a real crowd pleaser. Congratulations to everyone involved."

The £14m active travel bridge, which was officially opened last December, connects Ruchill, Maryhill and Gilshochill over the Forth & Clyde Canal for the first time since 1790.

Scottish Canals maps out journey to net zero

Scottish Canals has launched its Net Zero Routemap bolstering its commitment to tackle Scotland's climate emergency.

The canal custodians' routemap outlines the course the Non-departmental Public Body will take to achieve its target of reaching net zero for direct carbon emissions by 2030.

Scottish Canals CEO John Paterson



Lord Provost of Glasgow Jacqueline McLaren fixes the first tile onto the Beithir's head, which will form The City Crest.

NEWS IN BRIEF



Dr Olivia Lassiere, Scottish Canals' Environment Manager, Scottish Canals' CEO John Paterson, Scottish Canals' Chief Operating Officer Richard Millar at The Falkirk Wheel.

said: "In 2021, like so many organisations who attended COP26 in Glasgow, Scottish Canals made a bold commitment to meet this challenge head on and reach net zero for our direct emissions by 2030-15 years ahead of Scotland's already ambitious target to meet this milestone.

At the heart of the Routemap lies The Falkirk Wheel, one of Scotland's most visited tourist attractions, and Scottish Canals' highest energy consuming site.

The organisation has already invested significantly in the site with office and meeting room space now heated via a heat pump system powered by roof mounted photovoltaic (PV) arrays which were installed in 2022. This has displaced a gas boiler previously used and is the first step in the decarbonisation of this unique landmark.

Scottish Canals has begun the initial stages of its fleet decarbonisation and invested in electric vehicles, principally panel vans on the Lowland Canals. Electric vehicles now account for over 25 per cent of the organisation's fleet with further investment being made in charging infrastructure at seven locations throughout the network.

Minister for Transport Fiona Hyslop said: "I welcome Scottish Canals new Net Zero Routemap to eliminate direct emissions by 2030.



NEWS IN BRIEF


Kirkintilloch Canal Festival 2023

Kirkintilloch Canal Festival 2023

The Kirkintilloch Canal Festival is an annual event held in Kirkintilloch, celebrating the town's rich canal heritage. The festival typically features a wide range of activities and entertainment for visitors of all ages. The 2023 festival included boat trips along the Forth and Clyde Canal, live music performances, food and drink vendors, a market including arts and crafts stalls, and various family-friendly activities.

The festival serves as a vibrant showcase of the town's close connection to the canal, which played a significant role in Kirkintilloch's history. The event also aims to promote community engagement, with local organizations and businesses. The festival is organised primarily by East Dunbartonshire Council (EDC) and delivered in partnership with Kirkintilloch Baptist Church, Forth & Clyde Canal Society, Seagull Trust, East Dunbartonshire Leisure & Culture (EDLC), Police Scotland, Scottish Canals, New College Lanarkshire (Kirkintilloch Campus) and the Regent Centre.

Kirkintilloch Canal Festival provides a wonderful opportunity for the local community and visitors to come together and enjoy the scenic beauty and cultural significance of the canal. It's a lively and enjoyable gathering that celebrates the town's heritage, fostering a sense of pride and community spirit.



FEATURES

Society at Work

Jim Miller continues his series on the maintenance of Gipsy Princess

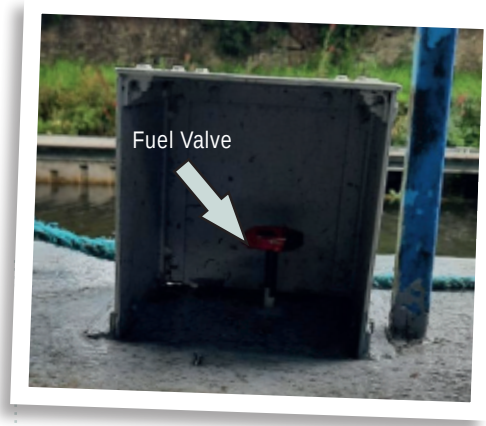
To ensure that the Gipsy Princess has a smooth running engine there is a requirement to conduct maintenance as you would on any internal combustion machine. Ideally this should happen at least once per year or at a specific number of hours that the engine has been used (see maintenance log).

The first part of the maintenance is to ensure that you have the required service components namely:

- Air filter cartridge,
- Fuel filter,
- Oil filter,
- 2 x 5 litre containers of 15 – 40 mineral oil,
- Empty bowl to catch any water from separator then any fuel spillage when changing fuel filter,
- Empty receptacle(s) for collecting used engine oil.
- Oil/fuel filter removal tool,
- Funnel for filling engine with new oil,
- 10mm spanner.

Once you have all the above components ready, and to hand, you are ready to begin.

The first step is to close the fuel supply valve which is located on the aft port corner of Weatherdeck adjacent to the fuel filling point. The reason for this is that the fuel flow is based on a gravity system so leaving this valve open allows fuel to flood the Engine Room when the fuel filter is removed.

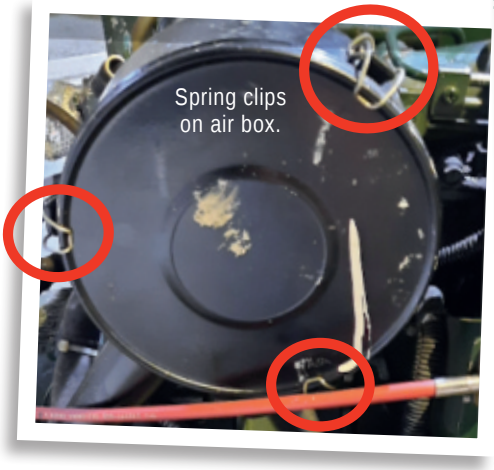


Once the valve is closed it is safe to begin work in the Engine Room.

Before Starting work on the engine the very first job is to remove any collected water from the Fuel/Water separator. As the fuel is less dense than the water any collected water (fuel floats on water) will be at the very bottom of the filter housing bowl. To facilitate water removal, there is a drain plug that is opened thus allowing you to remove any water or other contamination that is in the bowl. Collect the water, if any, in a bowl and discard safely i.e. not in the canal.

Now starting with the easier, cleaner

step, the first task is to replace the air filter. This is managed by releasing the 3 spring clips around the air box "lid" and lifting out the old elements and replacing them with the new ones.



Once the air filter box has been closed it is now time to remove old engine oil from the sump. Unlike a motor vehicle you cannot access the drain plug on the sump of the engine so the manufacturers provide a drain pump to facilitate this process.

To start, turn the oil valve to a vertical position then remove the blanking plug from the end of the "tap". Place the old oil receptacle under the outlet "tap" and begin using the pumping handle to remove old oil. Continue pumping until oil flow stops – note that you may have to replace the receptacle depending on the size of the unit. Once old oil has been drained make sure that the blanking piece is refitted and the oil valve is returned to its horizontal position.

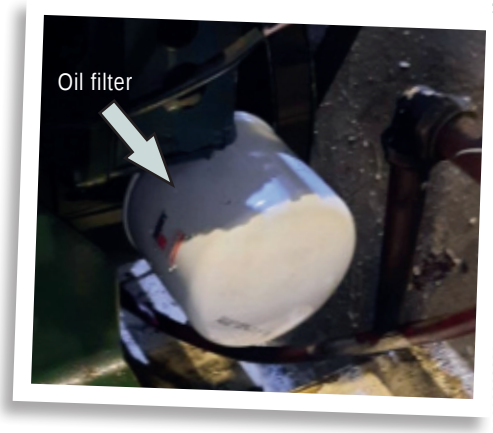


It is now time to remove the old oil filter and replace it with the new item. To begin, place a receptacle and or rag underneath the oil filter then using the removal tool unscrew from the engine – beware there may be some oil still in the filter body hence the receptacle and or rags. Prior to fitting a new filter it is recommended that the new filter has some fresh oil poured into it so that the engine has some oil available on start up. Before fitting the filter, smear some oil onto the rubber gasket to ensure that a good, lubricated, seal between

FEATURES

Society at Work (cont.)

filter housing and engine is obtained.



It is now time to replenish the engine with new oil. Remove the filler cap from the rocker cover, place a funnel outlet into the rocker cover and fill with oil, checking fill level regularly with a dip stick until level is reached (approx. 8 litres).

Once the oil has been replenished it is now time to replace the fuel filter.

Begin replacing the fuel filter by placing a clean empty bowl under the fuel filter to catch any spillage when filter is released. Any spillage collected can, provided it is clean, be poured into a new filter prior to fitting.

Once the bowl is in place, use the



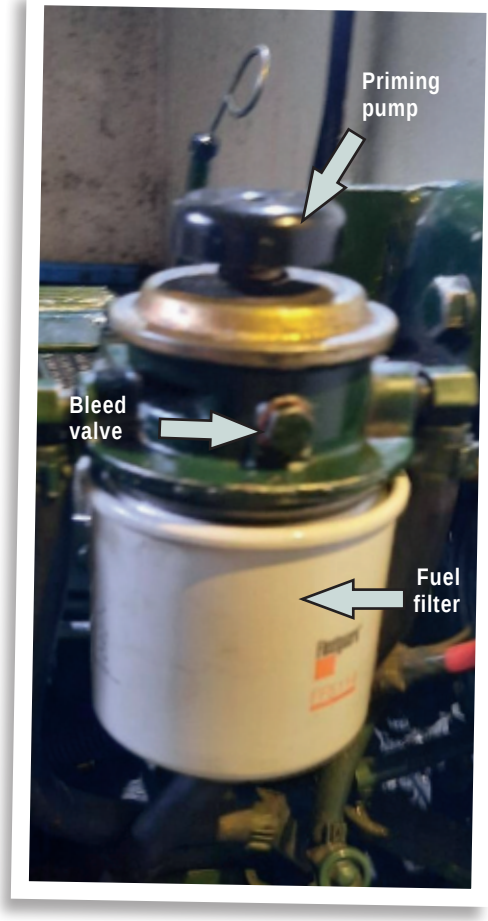
Starboard separator


Port separator

filter removal tool to unscrew the filter cartridge from the mounting and place it to one side.

Take the new filter and, like the oil filter, coat the rubber gasket with clean fuel. Pour saved fuel into the filter body and screw onto the mounting.

Once the filter is in place, open the external fuel valve to allow fuel to flow back into the system.



Start to fill the new fuel filter with diesel by pumping the priming pump up and down until resistance is felt. To make sure that the filter is full, open the bleed valve using a 10mm spanner, and watch until all air bubbles are expelled and a steady flow is obtained.

Finally test the tension on the 3 off fan belts fitted at the front end of the engine, if it is felt that they are slack or over tight tension as necessary to make sure that alternators and engine cooling water pump are functioning correctly.

Before putting tools away and tidying up, start the engine and check for any leaks from the new oil filter and new fuel filter.

Please note that the cooling system has not been mentioned in this process as that is checked every time, prior to starting, that engine is used.

Finally, if anyone has questions or is unsure of terminology then please ask any member of the Maintenance Team who will be pleased to take you into the engine room and point out all the components referred to.

FEATURES

Winter Wildlife Spectacular

Kelvin Valley comes alive with winter migrants. Malcolm and Paul welcome our wetland winter birds.


Whooper swans

As you wander along the canal, one of the first signs that winter is on its way is the sight and sound of big skeins of geese flying in from the north east. And a sure sign that spring is coming is the big skeins flying back north again

One of their main destinations is the many wetlands in the Kelvin Valley around the Kilsyth area. These have all been created by humanity, whether by design such as the canal and Banton Loch or by accident such as mining subsidence wetlands and quarry ponds. Now over twenty species of winter birds enjoy these wetlands.

The big skeins of geese are greylags flying in from Iceland and pinkies (pink footed geese) flying all the way from Greenland. The clamour of incoming geese is joined by the noisy honking of our local growing flock of Canada geese.

Look carefully at the swans, in winter our local mute swans are joined by yellow-billed whooper swans flying in from Iceland..

Our local resident ducks, the mallards and tufties, are also joined by northern migrants. Big flocks of teal, our smallest duck, fly in from as far as arctic Russia. Wigeon from northern


Peewits

Scotland are joined by much bigger flocks from Scandinavia. Goldeneye's and goosanders. are very distinctive birds breeding mainly in upland Scotland or Scandinavia and coming to the canal and lowland locks to get sufficient food for winter.

Wading birds also flock to our local wetlands for the winter. Curlews and peewits breed in smallish numbers in the hills around Kilsyth and they are joined by much larger flocks from Scandinavia and eastern Europe. Flocks of peewits are a wonderful sight, flashing alternately white and black as they wheel around in the sun. Smaller numbers of noisy oyster catchers, redshank, and snipe can also be spotted.

Fish eating birds come to join the throng, especially herons and cormorants. Our local herons are now joined by the all white egrets, newly moved north as this species becomes established in Scotland. Cormorants can be seen on Spiers Island at Banton Loch, spreading out their wings to dry in heraldic fashion.

The canal towpath is lined with hawthorns and they are festooned with


Heron

bright red berries in the autumn. But not for long. Very big flock of winter thrushes, redwings and field fares, fly in from Iceland and Scandinavia to enjoy the feast. This greatly annoys our local mistle thrushes which rattle and chatter loudly as they try and maintain their winter food supply

Soon our arctic migrants will be heading back north and our resident birds will be dispersing to their breeding areas. We hope you enjoy our winter wildlife spectacle whilst it lasts.

Malcolm Gillies is a keen Kilsyth based photographer and Paul Carter is a wetland bird surveyor for the Kilsyth area.


Egret

FEATURES

Winterising The Boats

Dave Connell explains what's involved in keeping the boats in good condition over the winter months.

Maryhill

We need to connect Maryhill to the shore power and power up the dehumidifier to keep the boat dry over the winter. It requires the dehumidifier to be emptied every few days. If left it will switch off when full. Also, use the small electric fan heater to add some heat to the boat for a couple of hours a day. Unfortunately, Maryhill doesn't have a timer. I use my own timer to do that.

The water system should be drained down. The pipes are mainly plastic but the calorifier is not. So it would be affected by frost.

Water tanks should be emptied by running the cold tap in the main cabin. Adjust the pressure to suit the speed that way the water runs away from the sink into the sump below the forward cabin bed. It is pumped overboard from there. There is a float switch in the sump to switch on this pump. Leave the lid on the sump because it helps suck the water through the pipe from the sink. When this is getting near the end, turn on the hot tap to drain the calorifier, and eventually flush the toilet and turn on the taps in the bathroom and the shower. Put the shower head down into the shower base to drain it. And finally, below the front seat in the main cabin is the pressurizing pump. On the top of it is a see-through cap to see the flow of water. Unscrew this lid to let air in and switch the pump on briefly to pump it dry. If it freezes as it did last year this might save it cracking. Leave the taps open all winter and remember to close them before refilling the system with fresh water in the spring.

When filling the water tank in the spring, watch the level in the tanks rather than fill it to the deck level. I think there is a leak in the air vent where it can't be seen letting water overflow into the boat.

There is no bilge pump in the main cabin so if there is any water spilled into the cabin, the only way to get rid of it is to vacuum it out through the hole at the bottom of the locker below the rear seat. And using the vacuum, suck out what you can from the carpet. The dehumidifier will do the final drying. Like I did last year when the water pressurizing pump cracked.

A little antifreeze needs to be put in the U bend in the basin in the bathroom and the bowl of the toilet. Both empty

into the boat's waste tanks and if left dry would let the smell from the tank back into the boat. The second pump below the front bunk is to pump the water from the shower base into the sump.

Voyager

Voyager needs to be connected to the shore power supply. Insert the time switch into the circuit below the main control panel. With the time switch set to switch ON for two hours morning and evening. In the engine room the 24 volt battery charger is connected to keep the domestic 24V battery topped up. And also a 12V charger to keep the generator's 12V battery topped up. The bow thruster battery will be kept charged with its own battery charger at the bow. The bow thruster battery is still a battery that needs its water level checked and topped up. Also switch ON the heater at the rear of the cabin and switch ON the dehumidifier.

Remove the water from the kettle and the urn, remove all cans of soft drinks and bottles of water from the boat. Switch OFF the power to the pump that pressurizes the water in Voyager. Drain the water out of the pressurized system by turning on the taps in the toilet and galley sink and the hot water heater in the galley. Also, turn off the water supply to the toilet. Then push both the fill and empty buttons at the same time to get as much water out of the toilet pipes as possible. Remove the fuse supplying the toilet. Then, put a little antifreeze in the bowl of the toilet and a little in both sink U bends.

Make sure you have a spare 24V bilge pump and float switch for the front sump before the winter, because most winters I have had to change something in the sump.

Put a tarpaulin over the bow of Voyager. Support this using a ladder going from the roof to the bow, and tied from one side of the boat, under the boat in a cross formation to get it tight. It is important to get this done properly to keep as much water out of the fore deck as possible. This is because the water in the foredeck of Voyager gathers at the cabin end, and will spill into the cabin if the pump in the sump fails for any reason. When the overboard pipe from the sump, which flows through the non return valve freezes, the sump pump needs to be switched off till it thaws. It wouldn't be able to pump any water out anyway.

If the power to the sump pump had been left powered while frozen, and the float switch turns on the pump before the outlet thaws it will possibly flatten the battery. By drawing more than normal current because of the increase of pressure.

Or if the ice has frozen the blades in the pump, the pump will burn out. A stalled pump with 24V across it won't last very long or it could burn out the float switch. The fuse is only a 15A fuse but it does also power the pump in the fore peek. We could measure how much they both take when

running under load. And maybe lower it to 10A and hope it doesn't blow and cause a flood in the front cabin.

FEATURES

Winterising The Boats (cont.)

Last winter the boat was sitting bow down as it was on the slipway and you saw how quickly the water level rose.

Gipsy

Put a tarpaulin over the bow of Gipsy to reduce the number of visits required to the boat, and pump out the bilges running the engine from time to time to keep the batteries charged up.

Empty the kettle and remove cans of soft drinks, and full plastic bottles of water that will burst if frozen.

The toilet in Gipsy is similar to that in Voyager. When flushing, the water enters from a pressurized supply by opening a solenoid powered valve. The pressurizing pump in Gipsy is located behind the toilet and switched on automatically when the valve is opened, dropping the pressure. This pump gets its power from the “Domestic water pumps” switch and fuse on the right of the panel beside the rear entry steps. This switch also supplies the power for the toilet macerator, the electronics and the water pump for the galley basin. Also behind the toilet is a tap to isolate the water supply to this toilet pump.

To winterise the toilet, turn off this water supply to the toilet and flush the toilet. This will depressurise the water supply in the toilet and lower the level in the toilet bowl. Don't worry about hearing the pressurizing pump continue running. It will continue to run because the water supply is turned off. The toilet might have to be flushed a second time to get the water level in the bowl down. When the Macerator stops running the electronics are still finishing the cycle of putting water back in so leave time for the toilet to complete its cycle, about 10 seconds of putting water in, before pushing the air switch again. Nothing will seem to happen but it will be going through the process of putting water in before the macerator starts to pump out again. The water inlet valve will be open after the macerator stops. Wait another ten seconds before switching the switch on the panel beside the steps to OFF to stop the pressurizing pump. The waste tank in Gipsy is in the locker above the engine room so when the macerator pumps out the toilet, it pumps it through a non return valve at the bottom of the pipe, up to the top of the tank and drops it into the tank. If the non return valve leaks it will empty the pipe back into the bowl. Put some antifreeze in the bowl but remember the macerator is behind the bowl so its capacity is more than you can see.

Forty Years Ago

The Years of Waste" was our front page lead, marking 21 years since the canal was closed and a priceless asset lost. We said "*The Caledonian Restaurant Boat, the Stables Bar, the Seagull Trust and our own Ferry Queen are tangible proof that there is potential*". We called for urgent action by the Local Authorities and British Waterways to implement the improvements detailed in their local plan for the canal.

Thirty Years Ago

Our New Year cruise, cheese and wine quiz night, film night, canal history, Manchester Ship Canal and canal campaigning and 'pike bites dog at Kelvinhead' all featured.

Twenty Years Ago

M80 Threat to Canal - What You Can Do" was our front page story, continuing our long and successful campaign to stop the M80 being re-routed over the canal at Auchinstarry. This is now a popular marina and water sports centre with a pub and art gallery.

Ten Years Ago

Opening of the iconic Kelpies at the Falkirk end of the canal, news of loads of canal activities, walking routes, wildlife and canal history all featured along with reports of our AGM and New Year cruise.

New Editor

Oh the irony. It was ten years ago (CN#154) that one ***Paul Carter*** took over as editor. Now, ten years later, he's off to (finally!) enjoy his retirement.



Ferry Queen and the Caledonian forty years ago



LETTER FROM THE EDITOR

Welcome to Canal News #183

I'd like to welcome one and all to **Canal News #183**. I'm hoping you don't notice much of a difference between this and **Canal News #182**. As you probably read in the previous issue, it was Paul's last issue as editor. I wish him all the best, and I hope he enjoys his retirement. I enjoyed meeting him in chilly December 2023 and being passed the mighty Forth and Clyde Canal Society USB stick of power. I'm sure he'll still pop-up in future issues of Canal News. As The Eagles once said: "*you can check out, but you can never leave*".

Submissions

I'd like to use this space to ask you, kind reader, to submit something for a future issue. You don't need to be a literary genius. I'm certainly not! The basic rule is that it needs to have something to do with the society, boats and/or the Forth & Clyde canal. It could be your story of how you ended up buying a boat, ended up living on a boat, how you fixed something on your boat, maybe a story about the history of the F&C? Maybe your history with the F&C? Anything. For the magazine to continue, I need articles to put in it. Don't forget to put your name in the article, or in the email, so that I can give you credit.

Not just words, but pictures too. Feel free to email me photographs of your boat or the things you see on your jaunts around the F&C. Remember to put your name and a bit about the photo in the email.

Feel free to email anything you have to me, Ronnie, at ronnietucker@gmail.com.

Ronnie
Editor, Canal News



Where I'm based at: Panmure Wharf near Firhill Stadium

Charter a Society Boat

The Canal Society has a fleet of three boats available for charter. Each boat comes fully crewed. Our boats are an ideal way to enjoy a family celebration or enjoy a cruise for your organisation. Each boat has a galley to organise your own catering.



VOYAGER

Up to 45 passengers or maybe 40 if you are catering. Hourly rate of £150 first hour.



GIPSY PRINCESS

Up to 25 passengers or maybe 20 if you are catering. Hourly rate of £120 first hour.



MARYHILL

Up to 6 passengers. Each charter is considered on its merits and the lowest figure would be £90.

Charges are reduced for second and subsequent hours at progressively reduced rates and a full day charter may enjoy a discount. Charities, youth groups and other eligible organisations may be considered for a reduction on the final figure calculated.

The boats are generally based at the Stables Restaurant, Kirkintilloch, G66 1RH. Cruises can also start at Southbank Marina in Kirkintilloch, Spiers Wharf in Glasgow and Auchinstarry Basin, Kilsyth, by special arrangement. One way trips are also sometimes available to Glasgow, Auchinstarry and the Falkirk Wheel, and are advertised on our website.

PLEASE CHECK WEBSITE FOR CURRENT COVID-19 GUIDELINES

Telephone bookings to Robert Irvine 01236 735 533
Further information at forthandclyde.org.uk

SOCIETY NEWS - AGM



11th December 2023

Chairman's remarks

It was an interesting AGM, well attended. At the AGM Brian Elder was appointed membership secretary but has since resigned due to personal issues. Paula Braceland has volunteered to take this on in the meantime. JM welcomed new committee members and sent thanks to those who have stood previously. Junior member, Caleb Braceland has earned his jacket and is now an honorary crew member. Lessons have been learned this year and the hope is that the society will progress peacefully.

Canal News

• Canal News to be sent digitally going forward but can still be sent by post to those who wish. An update on this to be included within the next issue to make members aware of the change.

• Ronnie met with outgoing editor, Paul and received digital backups of some issues going back about ten years. Using the archives, he has made a searchable database of photos

• Paul is going to write a SPLASHBACK article, but it would be handy to have access to FCCS archives (or to old PDFs) to create future SPLASHBACK articles.

• Need writers from inside or outside the society to fill pages. There's no backlog of articles so the next issue can't be released until we have new articles. Hopefully, we can still get #183 out for Spring.

Crew Training

• Scott & Jim Require all names of active crew members to update manuals for MCA – still required.

• MCA have asked for a proper drill matrix on board and to streamline paperwork.

• James Pert and Scott Castel have confirmed that they are happy to

continue as trainers.
• Boat Master fee reclaim to be implemented and will be considered on a case-by-case basis, dependent on circumstances.

Society Assets

Maryhill

• Weed guard fabricated however method of attachment still to be found as drilling into hull is not an option.
• "Winterisation" required – systems drained down to prevent frost damage.

Voyager

• As per Maryhill, Voyager requires to be taken out of water for outer bottom clean
and inspection.
• Top sides require to be rubbed down and paintwork repaired followed by full coat applied to both Wheelhouse top and Cabin top. This can be done either in water or out of water whichever is most convenient due to weather.
• Toilet flush circuit board to be sourced to replace the current pair of buttons. While the button system works it was done as a temporary solution.
• Generator requires to be inspected to find source of oil leak. This may require removal of generator for strip and repair.
• Medical First Aid Kit to be checked for expiry date of items.
• Starboard side bow thruster contacts cleaned and replaced.
• Access hatch to Bow Thruster compartment requires new gasket.
• Bilge water discharge pipe running forward from Sump to Bow Thruster compartment requires bhd gland to be re-sealed as it is passing water.
• Spare contactors to be kept on board.



SOCIETY NEWS



Gipsy Princess

• Wood work around forward doors and windows requires to be completed.
• Alternative MP3 player tried however issue remains. New media player required. Microphone can be used in the short term.
• Canopy - potential for fitting corrugated Perspex panels being investigated.
• External painting requires to be done. GP is on slip and requires Bottom to be power washed, scraped down and painted. This includes rudder and skeg.
• Hull requires to be power washed, scraped down and painted.
• Once back in water, house top requires to be power washed, scraped down and painted.
• Cabin bilge discharge pipe requires to be rerouted to avoid "crushing" at final bend. Pipe to be cut and an elbow fitted to outlet while pipe route is to be rationalised to reduce resistance to flow.
• New fan belt for engine start battery alternator requires to be purchased and fitted.

Slipway / Container

• Winch service complete.
• Trolley securing shackles purchased and await fitting.
• New shackle for winch purchased and awaits fitting.
• Tractor engine service to be arranged.
• Tractor radiator requires to be flushed and re-filled with correct anti-freeze concentration.
• New container arriving on Thursday (14th December).
• Hydraulic lift to be advertised online for sale as it is not suitable for use.

Events

• Floating Grotto was a massive success; we estimate that around 800 children came along over the weekend. Surplus selection boxes will be donated to local food banks.
• New Years Gathering 2nd Jan going ahead as normal.
• Members Lunch 10th Feb,
• There is a strong possibility of a flotilla at the Falkirk Wheel – "the revolutionary lowland canal festival". Provisional date of end of May.
• A smaller, local flotilla on the Forth and Clyde Canal.
• Look at hosting a Burn's Night and working with local community groups to generate income.

A.O.C.B

• Digitalisation of Society archives will be planned for next year as there is too much on [just] now.
• Equipment hires (to local boaters) to be looked at next year once we have the insurance settlement sorted.
• Meetings will now be 7pm, rather than 7.30pm.
• Junior member Caleb Braceland will take over the kitchen duties from Jeanette, under supervision. Approved by Chairman and committee members.
• Chairman has confirmed that he will be on holiday throughout January and February, and that the Vice Chairman is "in charge" / leading FCCS in his absence (supported by the committee).

Caught on Camera

A couple of goosanders enjoying the rain at Firhill.



Photo: Ronnie Tucker

ABOUT US

Forth & Clyde Canal Society Officers

Chairman - **Jim Miller**
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Vicechair - **Scott Castel**
vicechairman@forthandclyde.org.uk
Secretary / Membership Secretary
Paula Braceland
secretary@forthandclyde.org.uk
Treasurer - **Robert Irvine**
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Canal News - **Ronnie Tucker**
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Keep in touch with us in a variety of ways:
WEBSITE Visit our website forthandclyde.org.uk for latest news, events, and background information. Contact our webmaster if you wish to help, at our email address.
EMAIL ALERTS keep up with the lastest events etc. Join our email circulation list by contacting our webmaster on secretary@forthandclyde.org.uk

JOIN US AND HELP SAVE THE CANAL

- Campaigning
- Boats
- Socials
- Walks
- Volunteering

Come and enjoy our many activities from boat crewing and maintenance to talks and walks

Annual subs

Family £25
Ordinary Member £20
Student or Pensioner £12

Contact

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