

MAINSHEET

THE NEWSLETTER OF THE NATIONAL YACHT CLUB

Issue No. 17

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Time to hang up the winch handle

From the Commodore

For sailors in the National Yacht Club the year has two, not four, seasons. Their 12 months is bisected by the lift-in of boats mid-April and lift-out in mid-October. They are either afloat or ashore.

However, this convenient division of the year is interspersed with the normal bank holidays, holy days, vacations and days off enjoyed by the populace at large, which erode precious sailing time and make the summer six months appear to race by in a blur. And so I find it difficult to believe that in a couple of short weeks – October 11th to be exact – another season is over and the

crane will re-appear to pluck the reluctant craft from their natural habitat and place them naked and forlorn on the platform. Of course some hardy souls will be continuing to sail in various autumn and frostbite series and I wish them luck and good winds. But for the majority it is almost time to hang up the winch handle for another year.

Even though all the race and league results are not yet

finalised, we can be proud of what has been achieved so far this year, with excellent performances from our junior sailors right up through the fleets to cruiser level. The Sailing Secretary will be giving fuller details of our successes in his column in the next issue of Mainsheet. On my own behalf I am grateful to all those whose boats I crewed on during racing this summer but must admit that the highlight for me has to be the Dun Laoghaire to Dingle race when I crewed on Peter Cullen and Martin Crotty's Koala.

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A DINGLE RECORD



Killing time in Flahives – Liam Shanahan and Adam Winkelmann (Sarah Mercedes) with Eric Scraggs (Koala) – The full story, 'A Dingle Record', by Martin Crotty is on page three.

Sailing News



TALL SHIPS RACE

DUBLIN, AUGUST 22-25, 1998

As you may well be aware the Cutty Sark Tall Ships are coming to Dublin next year. The Race and Vessel Management Committee have asked me to initiate a recruitment drive from amongst your members and members of other Yacht Clubs in the area.

Mr. Terry Johnson has been appointed Chief Liaison Office and will require Liaison Officers for the event. I on the other hand have the responsibilities of Port/Fleet Communications and Water Safety and would welcome the opportunity to recruit members with V.H.F. Certificates, as well as member with rescue-boat handling experience.

We have already been promised the assistance of the Irish Naval Service in this regard and I would also hope to have other organisations on board in the near future, but we regard any help your members may wish to give as being crucial to the overall success of the event.

As we anticipate up to one million visitors to the Tall Ships in Dublin the water safety element must be to the fore in any planning. Therefore, if your Club could possibly provide a safety boat and or crew it would be much appreciated.

Both Terry and myself can be contacted via the Cutty Sark Tall Ships Races - Dublin Office at 6614111 or 8818974, Fax 6765433 or myself at Dublin Port - 8550888. Ω

Capt. F. Britton, Assistant Harbour Master

HINDERING APPROACH

June 24, 1997
Re: HSS & Ruffians,
Harbour Approaches, 1030 hrs,
Sunday,
June 22, 1997

Dear Commodore,

I received a report from the Master of the HSS concerning a fair number of yachts, and one in particular, that were encountered off the pier heads, hindering his harbour approach.

Would you kindly draw club members attention to:-

1. The Harbour fairway extends 600 metres beyond the pier heads
2. Rules 7, 8 and 9 of the International Collision Regulations.
3. Rule 10 of the International Collision Regulations - which shall apply to the Traffic Separation Scheme being introduced in Dublin Bay; e.g. inshore traffic scheme down at the Muglins and a separation zone at the South Burford Buoy.

Yours sincerely,

J.P. Carter

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TIME TO HANGUP THE WINCH HANDLE

The enjoyment of the racing was doubly enhanced by finishing second in class and third overall and also went a long way to making up for the disappointment of a few weeks previously, when on an ISORA race finishing in Wicklow, the wind dropped completely 100 metres from the line and a commanding lead evaporated to not even being able to finish.

The cessation of sailing does not in any way mean that the Club is less busy, far from it. From the beginning of October a range of off water activities starts. Keep-fit

classes bridge, wine tasting evenings, the quiz and ladies lunches are but a sample of the wide range of pursuits on offer during the winter. And if there is something that you, the member, would like to see provided, please tell me or the Club Manager. In fact, suggestions on any facet of the running of the Club are welcome as it is only by your feedback that we on the committee can continue to provide you with a Club which reflects both what the members deserve and what they have a right to expect.

To those sailing in the Mermaid and flying fifteen October series, I look forward to seeing you on the water - yes, I had my arm twisted and Sunfish is flagship for the month. To those finished sailing, I will see you at as many as possible of the activities listed above. Ω

A Dingle Record!

The Dún Laoghaire to Dingle Race 1997 by Martin Crotty

For the first time the weather was perfect for this year's Halidon sponsored Dun Laoghaire to Dingle Race. Certainly it was a chilly start on the evening of Tuesday July 1st and those hardy supporters watching from the East Pier bandstand, together with PRO Anne Barry's race management crew, found it very cold indeed. But from a competitors' point of view it was good winds and tolerable seas most of the way. The record times are proof of that!

Earlier in the day there had been some doubt about the start. The RTE morning forecast gave Force 9 North Easterly for that evening in the Irish Sea! By late afternoon they admitted that this was more than a bit optimistic and that a 5 to 6 North Westerly was more likely, and this is what it proved to be.

The start got away on time with the smaller boats going first followed by the larger pack dominated by Denis Doyle's 52ft Moonduster from the Royal Cork Spinnakers went up in Scotsmen's Bay and the fleet flew down the East Coast. On Koala we carried our kite all the way to

bigger boats extended their lead and a great battle developed between the two NYC Sigma 41s which revelled in the heavy going - Liam Shanahan's Sarah Mercedes and Peter Cullen and Martin Crotty's Koala. This also benefited George McConnell's Sigma 38 Galliver II. George was convinced the two Sigmas ahead were 38's and he tried so hard to catch up that he left the four other Sigma 38s well behind, including Paul Kirwan's Big Boomey. Galliver II eventually finished 5th overall.

Meanwhile Adrian Lee's Sigma 400 Janey Mac II (RStGYC) was making excellent



The Commodore sailed on Koala. Seen here with Mal Nowlan and Peter Cullen

the Tuskar where we dropped it early on Wednesday morning. With winds of up to 22 knots over the deck it was one exciting night sail down the Irish Sea.

Moonduster rounded the Coningbeg at 0430 with Comac Twomey's First 42s7 Sarah-J (RStGYC), undoubtedly one of the fancied boats, just fifteen minutes astern, and began a great reach to the Fastnet. The

time and our own Ged Pierse's big Roberts 45 Birmayne was revelling in the going.

The smaller boats were finding it tough. Jim Gorman's Tradewind 35 Selene of the North just could not keep up with the racing boats and retired into Kinsale. In keeping with the Dingle Race spirit the crew arrived by road and collected the 'Overland Trophy'. Gerry Nagle's



A non-competitive interlude in Flahives

Wild Geese took the scenic route but deserve full credit for a somewhat delayed arrival in Dingle.

Those seasoned offshore racers on Michael Horgan and Peter Ryan's Emircedes were not put off by the conditions and battled on to win the magnificent new Alice Celebration Trophy. This is a superb new perpetual trophy presented by Liam Shanahan in commemoration of the arrival of his granddaughter Alice and is intended to encourage the smaller boats to compete in the Dingle Race.

The North Westerlies continued all the way and many boats tacked for the first time at the Fastnet. From there to the Skelligs it was a long, tough bear into winds of up to 32 knots and a big, rolling Atlantic swell. A distinct advantage was gained by tacking into the bays and those who went out to sea 'got stuffed', including Moonduster, who also ripped her main, and Sarah Mercedes.

Sarah J took the Seamus Gallagher Trophy for first boat home, and also first overall on handicap, in a record breaking 35 hrs. 36 min. 50 sec. elapsed time. Janey Mac II was second overall and first in Sigma Division, followed by Koala, third overall and second Sigma (40 hrs 2 minutes), with Sarah Mercedes taking third in Sigma Division.

The only problem with finishing on Thursday, almost 24 hours ahead of schedule, was

how to fill in the time 'till prize giving on Saturday night! The sailors did nothing to let down their reputation for inventiveness and creativity. New activities were devised. There were pint drinking competitions and, for the less adventurous, there was non-competitive pint drinking. There was also eating, often to a very high standard. Fungie watching was not very productive - Fungie was elusive.

The Koala / Sarah Mercedes rivalry continued with a singing competition. The first round undoubtedly went to Sarah Mercedes with their gentle and complimentary repertoire of rugby songs featuring their arch rivals' finer points. However Koala yet again emerged ultimate victors when they pulled a

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Eric Scraggs triumphant, Dingle 1997

A Connem

In July last year I joined ISOBEL in the Galway dock for the next leg of a circumnavigation of Ireland. ISOBEL is a Herd 28, built in fibreglass on the lines of a Falmouth oyster boat she very much looks like the original boats of this type with timber spars, tan sails and brass portholes. On board she has plenty of accommodation and is a proper ship.

I had first met Michael McKee some fifteen years ago when the National hosted the half-ton championships. We were on ADRICHELE a Fastnet 34 owned by Michael Collins and acting as a mark boat. Michael McKee was on board as IYA official and I as anchor man. When Michael was planning a circumnavigation of Ireland he asked if I would like to join for part of the cruise. Having got to Galway from her home port of Bangor, Michael had many interesting tales to relate when I joined ship on a Friday in July.

As Galway harbour has lock gates we could not move until opening time at noon on Saturday. This allowed for time for stowing the dinghy, for me to get familiar with the boat and with the workings of the gaff rig - recollections of the old ASGARD. When we eventually got going I realised I was on a

very different boat as we had to reverse and swing from the quay ensuring that the end of the 13 foot bow sprit was well clear of the trawler to which we had been moored.

We motored out into Galway Bay in sunshine with a flat sea and a wind of some 18 knots on the nose. We hoisted the main and kept the engine running as we enjoyed the contrasting shore. To the north the continuous ribbon development of white bungalows and to the south the unique shorescape of the Burren coast of Clare. In the distance we could see the tan sails of the boats participating in the Kinvara regatta.

An enjoyable fetch with the Aran Islands like jewels in a silver sea soon had us identifying Cashala Bay, by the frequent Aran ferries plying in and out of Rosaveale. We were heading for the recommended

anchorage at Srathán opposite Rosaveale where a few boats were moored when we came across a fine mooring with new heavy rope, large buoy and certainty of the type George Lothian would approve. We took our chances on this and after a while were sitting in the cockpit having dinner in a totally idyllic anchorage. In the still evening sun a small scow type dinghy sailed around and later a very old flying fifteen appeared - so this is where they retire to! Over a Black Bush we made our plans for the following day savouring a perfect Connemara anchorage after a good day's sailing.

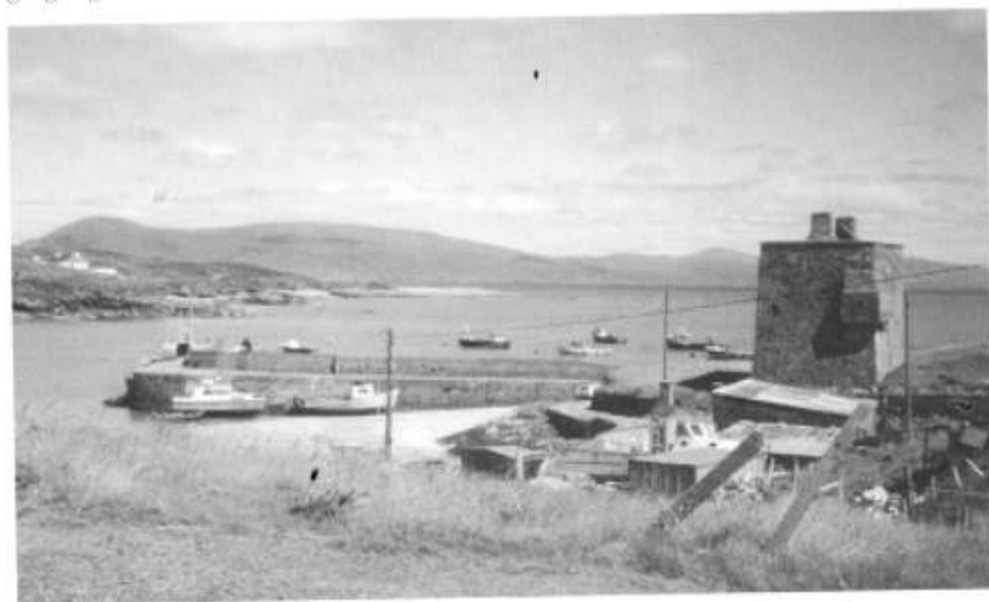
Saturday we set off to experience an Atlantic roll in some 22 knots, another fetch and too tight for the top's'l. This then became oilskin weather and as we passed Roundstone we regretted that we would not be visiting as we were pressing on for Inishbofin. We worked around Slyn Head with the wind heading us but the compensation was rewarding with ISOBEL's heavy displacement hull revelling in the Atlantic.

At 1700 hrs we entered the most perfect and beautiful har-

bour at Inishbofin. Entry is by hugging the rocks on your starboard bow, as close as you can get and around into the harbour under the ruins of Cromwells castle. While there appears to be plenty of space to port the entry channel quickly shallows. We anchored in about fifteen feet of crystal clear water just beyond the ferry pier. The dinghy was quickly inflated as Day's hotel beckoned. Here we enjoyed a bar supper and met up with a potter who had recently moved to the island from Coolock and a single-handed sailor from Clontarf who was also circumnavigating Ireland.

The following morning was still, overcast with no wind and so on with the iron top's'l. Over a glassy calm sea we motored out past the star fort which clings to the edge of the harbour entrance and then altered course to the east along the south of Bofin to the smaller island Inishlyon where we altered course to the north past the next small island Davillaun. We were now crossing outside the entrance to Killary with the impressive Mweelrea mountains becoming more visible as the mist cleared. Over this mirror calm sea we met with several species of birds and saw seals basking on the rocks at these remote islands.

Motoring on a NNE course soon had us passing the small island of Inishdalla and then Inishturk to port. As we passed close to Turk we could see a yacht at anchor at the harbour and could follow the paths to the various houses under the hill. The island looked most inviting but regretfully did not



Clare Island Harbour and anchorage from Granuailes Castle looking north east

ara Cruise



Isobel, a Herd 28 making a good passage without the Tops!

fit into the passage plan which now took us to the west of Caher, a low flat uninhabited island where the Turk sheep farmers graze sheep. This is an island of early Christian settlement, has many ancient buildings and was formerly the destination in Mayo for pilgrimage in the pre Knock era. As in those days the only way to access the island for a nonsailing pilgrim is by currach from Turk.

Our cruise in these Western Isles was now coming to an end as we approached Clare Island, home to some 250 inhabitants and stronghold Grainuaile the Queen of Connaught. We were now enjoying brilliant sunshine as we approached this beautiful island which commands a position outside Clew Bay and opposite the distinctive Croach

Patrick. As in Bofin the harbour is guarded by a castle but here it is the later tower structure of Grainuaile. There is a good anchorage among the half-deckers but exposed to the NE. There is a busy pier (frequent ferries Roonagh Pier on the mainland) and a dinghy can be easily landed on the slip or the

magnificent beach. A short walk around the beach to Chris and Kay O'Grady's most hospitable and comfortable hotel where we enjoyed an excellent bar lunch overlooking Isobel lying to her anchor.

And so I returned to Roonagh Pier on the mainland by ferry leaving Isobel awaiting

a new crew for completion of the cruise. Michael sailed on to complete his circumnavigation and as a reward for his well planned and executed cruise was awarded the Royal Ulster Yacht Club's Longships trophy and the Navigation Cup of the Irish Cruising Club. Ω



Dermot O'Neill sails his mermaid "Una C" to win the second Thursday series



Hi there Junior Section, John and Mary here at the end of our nine week Junior Section. We would like to thank all the parents who supported us, not only by paying the fees but for their help at all our events. Without the help of the parents and friends at Junior Regatta and disco times Mary and I would not be able to cope. So we thank you on behalf of the Junior Sailors.

We thank especially the sailors, the actual Junior Members, who turned up day after day to participate in the course in some very poor weather conditions. No doubt we will see loads of you again next year. Another big thank you is due to our excellent team of 15 instructors.

As well as the fun part of the course there is also acquisition of the skills necessary to sail a boat. It is pleasing to note the good results achieved by those who test their skills in the racing environment both at home and away. At the end of an eventful season Mary and I would also like to thank our sub-committee of Jim Dolan, Jerry Pinkster and Mary Stuart. We would also like to take this opportunity to thank the Flag Officers and the Committee for their commitment to Junior Sailing. Without a commitment at this level the Junior Organiser's job would be next to impossible.

Before we sign off please put a note in your diary for Friday, October 24, which has been booked as the Junior Dinner, Prize Giving and Disco. Separate letters and forms will follow in due course for booking of this event. Please book promptly as this year we had a very large Junior Section and booking will be on a "first come first served" basis. It will be necessary to give Padraig adequate notice of the numbers who will be attending so please book early to help us. Parents should also please note that they are more than welcome at the Prize Giving and we would like to see as many parents as possible attend. Secondly, please note that the club accepts Cadet Members at 16 years of age. We have a large Cadet Membership and the Junior Organisers and Committee are delighted to see our Junior Sailors join up as Cadets. If help or advice is needed have no hesitation in phoning me or Mary.

We hope you all settle down to school and college and look forward to meeting you all on October 24. Ω

John and Mary Murray

FOR THE LADIES WHO LUNCH

It's that time of year again! Catch up with your friends after the busy summer. We have a very interesting and varied selection of speakers lined up for you at our Ladies' Lunches this season. These are always very popular so early booking is recommended to avoid disappointment.

The time is always 12.30 and the cost is £10. Lunches are always on a Tuesday, but please watch the notice board for dates. We start off this year with Peter Caviston of Caviston's Glashule on Tuesday, 21st October. This promises to be a very interesting and entertaining talk.

We look forward to seeing you in great numbers!

Hilda Byrne

KEEP FIT CLASSES

Monday Evenings 7.15 to 8.30 p.m.

Following the success of last year's keep-fit classes, it has been decided to run similar classes this year commencing October 6 and finishing December 15 at a cost of £40 per head. Your coaches, Michelle Judd and Niall Cull are qualified P.E. Instructors and would run the course to suit your individual needs and since the classes tend to be small in number (usually 12 people) you will not find another gymnasium or health studio which devotes such attention to a personal fitness programme at such reasonable cost.

Classes start at 7.15 p.m. sharp and consist of a 20 minute warm up of aerobic type exercises, followed by two sets of circuit training and finishing with floor exercises and stretching exercises. If you are interested in participating, please complete the application form, enclosing a cheque payable to the National Yacht Club for £40. Ω

KEEP FIT CLASSES

I enclose my cheque for £40 and wish to enrol in the Keep Fit Classes commencing 6th October until 15th December, 1997.

Signature: _____

Date: _____

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A DINGLE RECORD

by Martin Crotty

Seattle-based Barbershop Quartet out of the stern locker. The prizegiving at the Skellig Hotel was a memorable occasion, the biggest yet with 190 people for dinner. 'Father of the

Fleet', Denis Doyle presented the trophies and the usual thanks were made, notably to our friends in Dingle, and to our sponsor Shay O'Donoghue and Halidon, without whose

support this event could not have been the success that it most certainly was. The next 280 mile Dun Laoghaire to Dingle Race will be in 1999. It will be some event! Ω

Snooker Scene



The Season got off to a start with the AGM on Monday, September 15. Fred Cooney has agreed to act as chairman for another year.

Committee nominees are as follows:

Hubert Kearns	Honorary Secretary
Deane McElree	Honorary Treasurer
Tom Woods	Committee
Michael Hennegan	Committee
J.P. Maguire	Committee
Larry Thompson	Committee

Entry form/envelopes for all competitions are available in Snooker Room or in the bar. Please note that a separate envelope is required for entry to each competition.

The closing date for the "McWilliams" singles competition is October 15.

The closing date for the "Johnson Memorial" doubles competition is October 31.

The closing date for the "Craig Hickey" Billiards competition is November 30.

Those players who wish to play for the club snooker team in the forthcoming inter club "Michael Kane" memorial competition should give their names to John Maguire, team manager.

Dates of matches are as follows

16 10 97	RIYC	v	NYC
11 11 97	RStGYC	v	RIYC
4 12 97	NYC	v	RStGYC
15 1 98	NYC	v	RIYC
12 2 98	RIYC	v	RStGYC
5 3 98	RStGYC	v	NYC

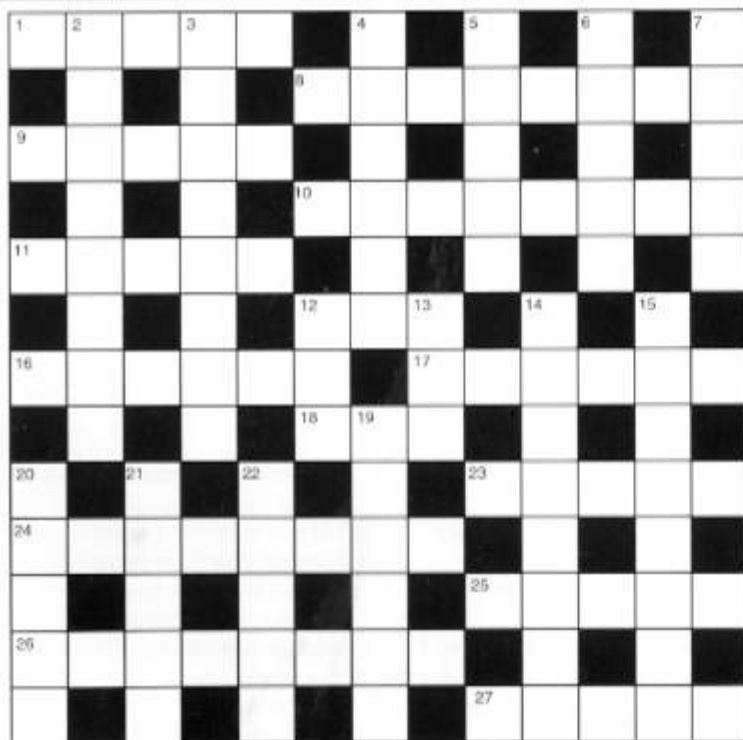
The inter club dinner and prize giving is planned for Friday, March 20 in the Royal St. George Yacht Club at 7.30 p.m.

New revised handicaps for all players will be on the notice board in snooker room from Friday, October 3. Handicaps will be reviewed before the Preston Ball dinner in January.

Members are requested to play their matches in all competitions during the dates allocated for each round. Only in special circumstances will an extension be allowed at the discretion of the committee. The committee extends a special welcome to new members and would encourage them to join in the fun. We look forward to another enjoyable and successful snooker season. Ω

F.J. Cooney, Chairman, Snooker Committee

Navigator No. 12



Across

- Get the pools back for one headsail. (5)
- The waiter is mixed for the plant. (8)
- OFX is not seldom. (5)
- Gray nits could put off course. (8)
- The seamen to verse has a place to live. (5)
- The little one is often rum. (3)
- The lad with a musical thanks. (6)
- Hook? (6)
- Nip back. (3)
- Piratical reward. (5)
- The C.V.C. and RC have them. (8)
- A way beer might be. (5)
- Anticipate. (2,6)
- Comes before a fall. (5)

Down

- Could be soap or saviour. (8)
- Drove raw and be in trouble with the bank. (8)
- Eating place. (6)
- Sounds like a metal crime. (5)
- It would be unwise to go against it. (5)
- Guinness carrier of old? (5)
- The last of 25 across. (3)
- Brown the insect back. (3)
- Sherry container, at sea. (8)
- Three feet of ship space. (8)
- It can't be minus anything. (6)
- Pat in the SE would be in full flow. (5)
- Not the start of 3 down. (5)
- Fishy complaints. (5)

Answers to Navigator No. 11

Across: 1. Abeam, 8. Ballast, 9. Sloop, 10. Flooding, 11. Sheer, 12. Bye, 16. Saline, 17. Veered, 18. The, 24. A cult, 25. Halliard, 26. Timor, 27. Agree.

Down: 2. Bulkhead, 3. Apple Pie, 4. Galley, 5. Sloop, 6. A slip, 7. Usage, 12. Bet, 13. Eve, 14. Percolating, 15. Bullrope, 21. Shawl, 22. Slyne, 23. Silly.

Entries to the editor by October 31. First correct entry opened will receive a voucher for dinner for two plus a bottle of House wine. If no correct entry is received the prize will be awarded to the most nearly correct entry. Editor's decision is final.

Dates

Catering and
Entertainment

Highlights

SEPTEMBER

- Sat 6 Club Dinner
 Fri 12 Regatta Prizegiving
 Sat 13 Club Dinner
 Thu 18 Bridge recommences
 Sat 20 Club Dinner – Piano Music
 Sat 27 Last DBSC Saturday Race – Club Dinner

OCTOBER

- Sat 4 Flying Fifteens East Coast Championships –
 Championship Dinner
 Sat 11 Lift Out, Lift Out Dinner
 Wed 15 Bar Table Quiz at 9 p.m.
 Sat 18 D&D Night
 Tue 21 Ladies Day Luncheon – *Speaker: Peter Caviston*
 Wed 22 Wine Supper
 Fri 24 Junior Dinner and Disco
 Sat 25 Club Dinner with Piano Music
 Wed 29 Bar Table Quiz
 Fri 31 Mermaids Frostbite Dinner

NOVEMBER

- Sat 1 Club Dinner with Piano Music
 Wed 5 Wine Supper
 Sat 8 Club Dinner
 Tue 18 Ladies Day Luncheon, *Speaker: Olive Braden,*
 Rape Crisis Centre
 Wed 12 Bar Table Quiz
 Sat 15 RAYC Dinner
 Wed 19 Wine Supper
 Fri 21 Flying Fifteens Dinner
 Sat 22 D&D Night
 Wed 26 Bar Table Quiz
 Sat 30 Club Dinner with Piano Music

**Bar Table Quiz**

Is there life after Ken Dumbleton? Alan Dooley says yes. Join Alan when he gets the 97/98 season underway on Wednesday, October 15. Full details on club notice board or from manager.

**Ladies Day Luncheons**

Guest speakers, good food and a relaxed atmosphere – booking essential.

**D&D Nights**

Fun nights with after dinner dancing to Disco George. Great value at £25 per couple.

**Wine Suppers**

Supper, wine tasting and a short discussion on wine. £12.50 per person. Wonderful value and very informative. Further information from Padraic Conneely, Club Manager.

**Keep Fit Classes**

Monday evenings, 7.15 p.m.-8.30 p.m. from October 6 until December 15. Cost: £40
 Booking forms at club.



Welcome back to all our Bridge members to our regular Thursday night game. New members should they wish to venture forth, would be very welcome – so don't be shy!

Diary dates:

- | | |
|---------------------------|--|
| Thursday November 6 | Gladys Dobson Memorial Trophy (Team of 4 Competition) |
| Thursday November 27 | Bill Nolan Memorial Trophy 1st Session (Pairs Competition) |
| Thursday, December 4 | Bill Nolan Memorial Trophy 2nd Session (Pairs Competition) |
| Thursday, December 11 | Christmas Party & Prize Giving |
| Thursday, January 8, 1998 | Bridge dinner |

The above dates should keep us busy for the coming months. I look forward to a well attended and fun season – see you there!

Remember we start at 7.30 p.m. sharp.

Ω

Ida Kiernan
 Bridge Convenor