

MAINSHEET

THE NEWSLETTER OF THE NATIONAL YACHT CLUB

Issue No. 3

March 1994

CLUB OF THE YEAR

National Yacht Club and Dingle are joint winners

The National Yacht Club and St. Brendan's Sailing Club of Dingle have been declared joint winners of the prestigious Mitsubishi Motors/Irish Independent "Club of the Year" Trophy. The trophy is awarded after assessment of all yacht and sailing clubs by the "Nautical Scribes", the Irish sailing correspondents.

Previously won by the NYC. in 1987 and 1991, the award marks the end of an innovative year for the Club. To quote Winkie Nixon announcing the award in the Irish Independent of Saturday January 29, "the reason that Cummann Bádóiri Naomh Bhreanainn of Dingle and the

National Yacht Club of Dun Laoghaire are tops is because, last Autumn, they decided to formalise their co-operation in the new and very successful Clara Candy-Dun Laoghaire to Dingle Race by signing an agreement on 'mutual co-operation and assistance'.

"This visionary move so impressed the harbour boards of their respective ports that the two authorities signed similar agreements at the same ceremony.

"In Dingle, Commodore John O'Connor and his members in the St. Brendan Sailing Club have set a cracking place in increasing sailing's significance in their community. Thus, the teaching of sailing and seamanship is now on the curriculum of two secondary schools in Dingle.

"Also the Club recently acquired a fleet of ten Topper instructional sailing dinghies, as well as Drascombe trainer. The Dingle Club is also playing a leading role in the fund-raising for the new shared premises which all Dingle's watersports organisations plan to build beside the Dingle marina, which in 1993 had something like 550 visiting boats from all over the world.

"The different groups have commissioned the design of an ingenious building which will meet everyone's needs.

"Fund-raising is being done through a prize draw, limited to a thousand participants. First prize is a fully equipped seagoing yacht, or a power cruiser, or a top of the line Range Rover (or £35,000 if you prefer), while second and third prizes are £10,000 and £5,000.

"Tickets are £100 each from Commodore Brian Barry or Vice Commodore Martin Crotty.

"Of course the N.Y.C. is drawing on its huge experience to advise Dingle on sailing management, and as well, exchange schemes with junior dinghy sailors between the clubs provide tangible evidence of the agreement.

"As for the 280 mile Clara Candy Race from Dun Laoghaire to Dingle, that was a highly successful exchange scheme for adult sailors, as it brought a large group of Irish sea sailors round to the South West.

"But as well, the National had a fantastic season. A highlight of that was the probably unbeatable round Ireland record established by Steve Fossett's 60ft. trimaran Lakota in a challenge master-minded by the NYC's noted speed sailors, Con Murphy and Cathy MacAleavcy.

"Offshore, seasoned N.Y.C. campaigners Michael Horgan and Peter Ryan were overall winners of the Classics Division in the annual ISORA Championship with their 30-footer Emircedes.

"In classes large and small, inshore and offshore, the N.Y.C. members were there, playing their part. When that is allied to Dingle's expanding activity, the combination becomes unbeatable". ■

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THE COMMODORE

Members will be happy to hear that the Commodore Brian Barry is recovering well after his recent by-pass operation and expects to be back in action soon.

We wish him a complete and speedy recovery.

NYC Sailing Calendar 1994

Launching date and moorings

Launching will be on Saturday and Sunday 16/17th April, 1994.

No doubt this rapidly approaching deadline will see all owners and their many willing helpers on the platform every weekend from now on, weather permitting!

Mooring application forms are available at the hall desk. Fees, which were not increased last year have gone up by a modest 5%.

The closing date for the applications will be 5th March and the allocations will be put on the notice board thereafter. Remember the rule - "no application - no allocation".

Gerry Pinkster,
Boathouse Captain

Events which will be hosted by the Club during the 1994 season:

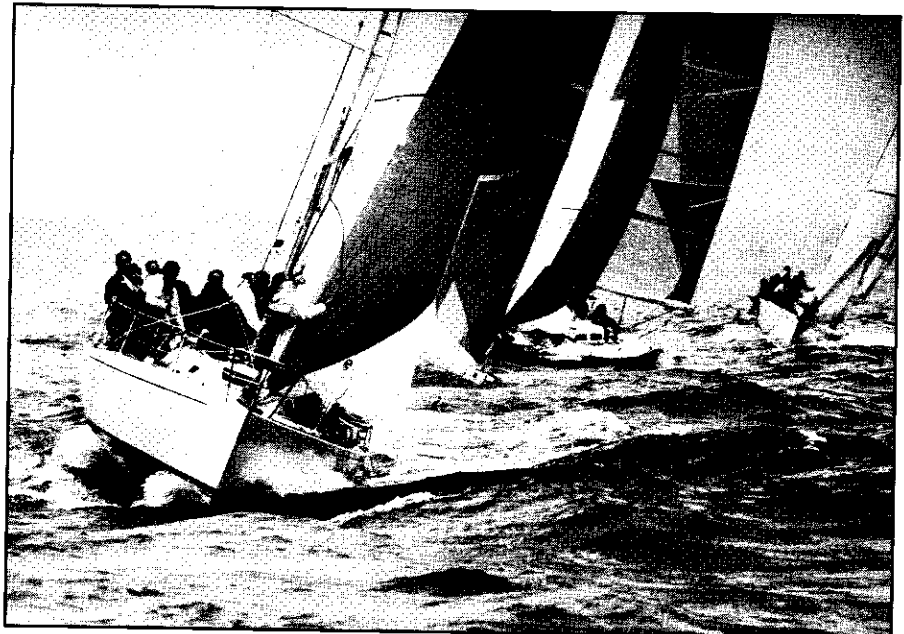
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|----------------------|---|
| April 24 | Dinghies
Early Bird Junior Regatta |
| June 18 | All Classes
NYC Regatta |
| June 25/26 | Europe
Eastern Championships |
| July 10 | Dinghies
NYC Junior Regatta |
| July 22/23/24 | Ruffian
National Championship |
| October 1/2 | Flying Fifteen
East Coast
Championships |
| October 1/29 | Mermaid/FF
Frostbite Series |

Dublin Bay Sailing Club

- | | |
|--------------|---|
| First races: | Thursday 28 April
Saturday 30 April
Tuesday 3 May |
| Last races: | Thursday 25 August
Tuesday 30 August
Saturday 24 September |
| Charity race | Saturday 1 October ■ |

REAL BOATS SAIL OFFSHORE!

by Peter Ryan



Once again, the time has come for the annual question - "Are we going to do any ISORA races this year or will we just totter around the 'cans' like every other year?"

There is much talk around about the popularity or lack of popularity of offshore racing. Those who don't know, think this type of racing involves monotonous treks across the Irish Sea only to turn around and head home. This is far from the truth. Although the fleet size is down, the racing has never been keener and the expertise of the crews have never been higher. Many races last season were won or lost on the decision to make a sailchange or not - seconds separate boats for placings. Offshore racing is no cruise!

The other aspect of ISORA which has changed is the social life associated with the race. Before and after most races and crews of boats meet for a few drinks - to 'psych' out the opposition before and to perform 'post mortems' after. The social life has now become an integral part of Offshore Racing.

For many years the NYC has been the leading supporting Club on this side of the Irish Sea for ISORA and we hope to keep it that way. Our Michael Horgan is currently Vice-Chairman of ISORA.

Every two years the ISORA races have a dual purpose and that is to prepare yachts and crew for the "Round Ireland Race". The rules of the "Round Ireland"

require that "The Skipper and crew of each yacht must have... completed two offshore races or cruises on the yacht entered for the Race". The "Round Ireland Race" starts on the 18th June from Wicklow. Any skipper thinking of chartering a boat for the "Round Ireland" can use the first two ISORA races to comply with the entry requirements.

Michael Horgan (Ph. 2806581) or Peter Ryan (Ph. 28334966 work or 2692367 home) would welcome any queries regarding ISORA Membership, race entries, etc.

The programme for 1994 comprises of six races whose courses are fixed. The races are as follows:

- | | |
|------------------|---|
| 28 May | Holyhead - Kish - South
Burford - Wicklow. |
| 4 June | Dun Laoghaire - Muglins -
South India - Bardsey -
Causeway - Fairway -
Pwllheli. |
| 1 July | Howth - Kish - Rackabill -
Port St. Mary. |
| 23 July | Conway - Archdeacon -
Ethel - Skerries - Dun
Laoghaire. |
| 13 August | Dun Laoghaire - Carlingford
- Skerries - Holyhead. |
| 27 August | Pwllheli - West End -
Bardsey - Lambay - South
Rowan - Rockabill -
Howth. |



by S.O'D. & S.C.

Last season was generally accepted as very successful.

Good numbers of enthusiastic young sailors, a great instructing team and minimal imposition from organisers insured everyone had an enjoyable time. The numbers passing all stages augurs well for future Junior sailing. However, greater involvement in Sunday morning Junior Sailing is very much to be desired. The organisation of this is such that we can accommodate significant numbers and still have everybody home by 12.30 p.m. in order to ensure that the family day is not spoiled for non-sailing family members.

We are reviewing the whole structure of the junior courses

Currently we are reviewing the whole structure of the Junior courses. Historically, we have operated on a three by three week cycle. This may not be the optimum operational level and we want to consider all the implications of a change from this. We will consider a long nine week course or any combination in between. With the changes to the ISA stages being implemented we must adapt our instruction to meet the requirements to ensure success for all those taking their exams.

So Junior sailors and parents, please put pen to paper and write to advise us of your suggestions and ideas, we need all the help we can get.

Lastly, thanks for what has been declared a great Junior Dinner, to Mr. Conneally and the staff.

Here's to '94. ■

Commendation Awards

The annual Commendation Awards will be adjudicated shortly and awarded at the Commendation Dinner on 30 April. Awards will be made to Members who have distinguished themselves in either cruising or racing. The trophies awarded are those magnificent pieces in the trophy cabinet. You may not take them away, but they are engraved with the winners details as a record for NYC posterity.

Those interested in submitting themselves or their friends for consideration should write a nomination to the Vice Commodore as soon as possible (entries close on 31 March). Racing awards are made for achievements both inshore and offshore and for junior and cadet achievements.

Cruising nominations must include a log and should fall into the category of the most adventurous cruise or the most entertaining family cruising log. ■

No need to sail alone

by Peter Ryan

Once again the "CREWLINE" is starting up. Its aim is to get as many people sailing as possible - but your help is needed.

All boat owners are asked to make places available to suitable new crew this season. To this end, boat owners should fill the brief two questions on the application form for moorings and platform parking. When this is done we hope to be able to assess the numbers of suitable crew that we might be able to place on boats.

The aims of "CREWLINE" are to place people permanently on boats and to provide crew for boats who are short

Application forms for potential crew will be available in the hall of the Club and will also be circulated with the next

"Mainsheet". It would be very useful if members could supply application forms to any eager crew that they might know. All crew who had applied for positions last season will be contacted again to update their status. All application forms should be returned to the Club.

The first aim of "CREWLINE" is to place people permanently on boats, the other aim of "CREWLINE" is to provide crew for boats who might otherwise be short for a race or a cruise. From the crew applications we hope to create a database to find suitable crew for all types of boats.

We hope that this season there will be no need for any boat to go out short of crew and that many suitable people will be introduced to our sport. Any assistance from boat owners would be greatly appreciated. ■

FOR SALE

Mirror Dinghy 62108

Good condition with two complete sets sails
(including one set unused 'Speefec' racing sails)

Price: £1,150

Phone: 2859812 after 18.00 hrs.

Entertainment Programme

Listings

FEBRUARY

Wed	Feb 2nd	Speaker Supper 'St. Patrick to Greenland' See highlights.
Sat	Feb 5th	International Rugby - Ireland v Wales (Home) Pre-match brunch in Clubhouse - big screen International Rugby Dinner
Sun	Feb 6th	Family lunch and children's videos
Wed	Feb 9th	Bar Table Quiz
Sat	Feb 12th	St. Valentine's D 'n' D Night. See highlights
Sun	Feb 13th	Family lunch and children's videos
Tues	Feb 15th	Pancake Night in the Bar
Wed	Feb 16th	Ladies Day luncheon
Sat	Feb 19th	International Rugby - Ireland v England (Away) Brunch and big screen in Clubhouse International Rugby Dinner
Sun	Feb 20th	Family lunch and children's videos
Wed	Feb 23rd	Bar Table Quiz
Sat	Feb 26th	Cabaret Dinner "The Edith Piaf Story". See highlights
Sun	Feb 27th	Family lunch and children's videos

MARCH

Sat	Mar 5th	International Rugby - Ireland v Scotland (home) International Rugby Dinner
Sun	Mar 6th	Family lunch and children's videos
Wed	Mar 9th	Bar Table Quiz
Fri	Mar 11th	Commodore's Dinner Tribute and presentation to Commodore Brian See highlights
Sat	Mar 12th	Club Dinner
Sun	Mar 13th	Mother's Day Luncheon
Wed	Mar 16th	Ladies Day Luncheon Bar Quiz Final. See highlights
Thurs	Mar 17th	St Patrick's Day Family Luncheon
Sat	Mar 19th	Waterfront Players Diner 9.00 sharp. See highlights
Sun	Mar 20th	Family Luncheon and children's videos
Sun	Mar 27th	Family luncheon and children's videos
Mon	Mar 28th	NYC A.G.M. - 7.30 p.m sharp
Wed	Mar 30th	Inter-Club Quiz and Supper Dining room 9.00 p.m.

APRIL

Sat	Apr 2nd	Easter Saturday Dinner
Sun	Apr 3rd	Easter Sunday Family Day. See highlights
Sat	Apr 9th	D'n'D Night. See highlights
Sun	Apr 10th	Family Lunch and children's videos
Sat	Apr 16th	Lift-In Lift-In Dinner
Sun	Apr 17th	Lift-In continues Family Luncheon and children's videos
Wed	Apr 20th	Ladies Day Luncheon
Thurs	Apr 21st	Last Bridge Night
Fri	Apr 22nd	Preston Ball Snooker final and Dinner
Sat	Apr 23rd	Club Dinner
Sun	Apr 24th	Family Lunch and children's videos
Thurs	Apr 28th	First D.B.S.C. Thursday Race Sailing Supper
Sat	Apr 30th	Commendation Dinner First D.B.S.C. Saturday Race

EATING AT THE NYC

- **Bar lunch daily Tuesday - Saturday**
- **Bar brunch every Saturday**
- **Luncheon daily Tuesday - Friday**
- **Executive Luncheons each Friday**
- **Club Supper daily Tuesday - Saturday**
- **Dinner daily Tuesday - Saturday**
- **Special menus a pleasure!**

*For more information and bookings
Phone 2801198 or 2805725*

Bridge continues each Thursday evening
to 21st April

Highlights

Entertainment Programme

Mother's Day Luncheon



Bookings are now being taken for this very popular event on March 13th.

Ladies Day Luncheon



These are scheduled for Wednesdays 16th February, 16th March and 20th April. Full details from Manager.

Rugby Brunch



A reminder that brunch is served before all home and away internationals, followed by big screen or a quick dart to Lansdowne Road.

Commodore's Dinner 1993

Friday 11th March



A tribute and presentation to retiring Commodore Brian Barry at which all past commodores will attend. Limited availability £30.00 p.p. to include presentation. Past Commodores' photocall 7.00 p.m. sharp. Cocktail Reception 7.30 p.m. Dinner 8.30 p.m. sharp. Black tie. Tickets only.

Cabaret Dinner - "The Edith Piaf Story"

- 26th February



Anne Bushwell will tell and sing the incredible life story of France's legendary song bird. This much acclaimed show is highly recommended but please note that as it is cabaret your best attention is requested in order to really enjoy. Dinner at 8.00 p.m. sharp. Cabaret immediately afterwards (duration 2 hours approximately). Booking Form £20.00 p.p.

Saint Patrick's Day and Easter Day



Great family days at the National! Children's art competition entries by 1.00 p.m., 3rd April. See Notice Board for full details of both events. Balloons, steamers, music, craic agus ceol. Early booking advisable.

Waterfront Players Dinner and Show

Saturday 19th March



A welcome return of the Waterfront Players. Help them to help the R.N.L.I. and have a fun evening. Dinner 8.30 p.m. sharp.

Commendation Dinner

Saturday 30th April



The occasion to recognise the achievements of our peers! Awards to NYC sailors who have distinguished themselves during 1993 in cruising, racing or in sailing organisation.

D'n'D Nights



Special St. Valentine's D'n'D Night on Saturday 12th February. Happy hour 8 - 9 p.m. £25.00 per couple. (See also April 9th)

Bar Quiz Final

9.00 p.m. Wednesday 16th March



The final play off for the "Brains of the Bay" Trophy. Supporters and teams are invited to book in for supper before this event.

Speakers Suppers



We are anxious to put together another two or three of these events on Wednesday evenings. If you have any ideas on interesting speakers please contact the Manager.

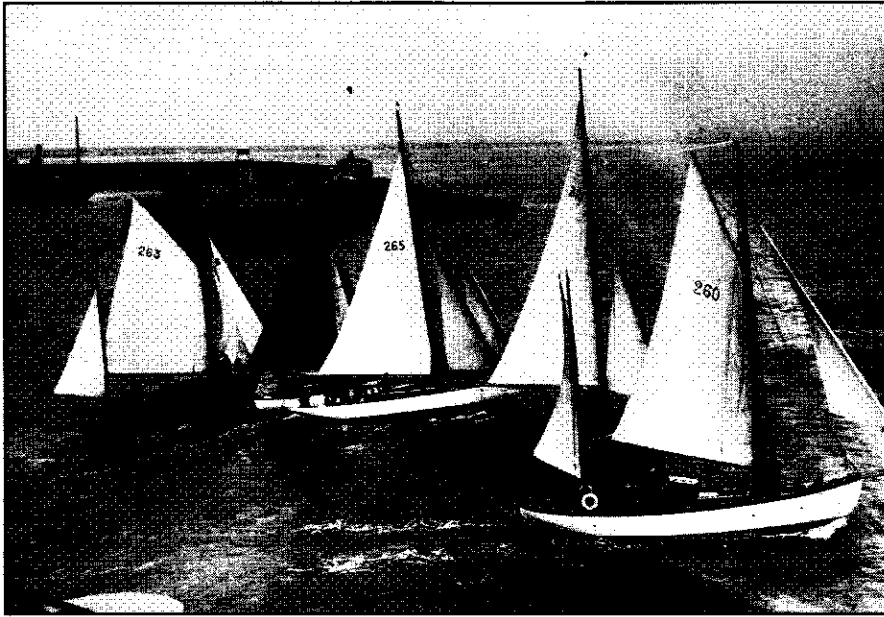
Thank you for your support over the Christmas and New Year

In previous issues of Mainsheet we asked members to support club dining and bar facilities. As a result all functions in December were booked out with catering sales over 30% up on the corresponding period in 1992.

**To our members, our sincere thanks.
To our catering and bar staff - well done!**

'Skipper' Kearney and the MAVIS

by Ronan Beirne



The start of the Whit Race in 1947 to Holyhead. Mavis 263 on the left of the photograph. Huzure, Marama, Anita and Aideen 260. Note the dinghies on deck

In 1925 when SAOIRSE returned to Dun Laoghaire having completed her circumnavigation of the world, a new yacht was launched at Ringsend and joined the Dun Laoghaire fleet, the 38 foot MAVIS.

This canoe sterned gaff-yawl was designed and built by John B 'Skipper' Kearney of the National Yacht Club for his own use. The MAVIS was to become one of the most successful yachts sailing out of Dun Laoghaire in the following three decades.

In a 'Yachting World' report on the Howth-Peel race in 1935 it was reported that 'this remarkable yacht designed, built and skippered by her owner J.B. Kearney completed the course in eight and a half hours, far exceeding her theoretical maximum hull speed'. As this was the second successive win for the MAVIS, 'Skipper' Kearney was presented with the Irish Cruising Club's Wybrant Cup at the annual dinner held in the National Yacht Club, in the fact he collected most of the silver ware on that occasion for his seasons

racing. The following year J.B. represented the cup which is now one of the I.C.C.'s foremost awards known as the Wybrant-Kearney cup.

The MAVIS was to continue with success in the following years.

The MAVIS was to continue with success in the following years. In 1938 she was winner of the Clyde Cruising Club's two stage race to Tobermory and in 1939 winner of the Whit Race to Holyhead. The war years ensured that there was little offshore racing activity with no organised racing.

In 1945 MAVIS was well placed in the Cork-Fastnet-Schull race in which five of the fleet originated from the board of J.B. Kearney. The following year, 1946 when J.B. was Vice-Commodore of the National Yacht Club saw the arrival of the new 'state of the art' offshore one design yachts, the Dublin Bay 24's. However, MAVIS continued to

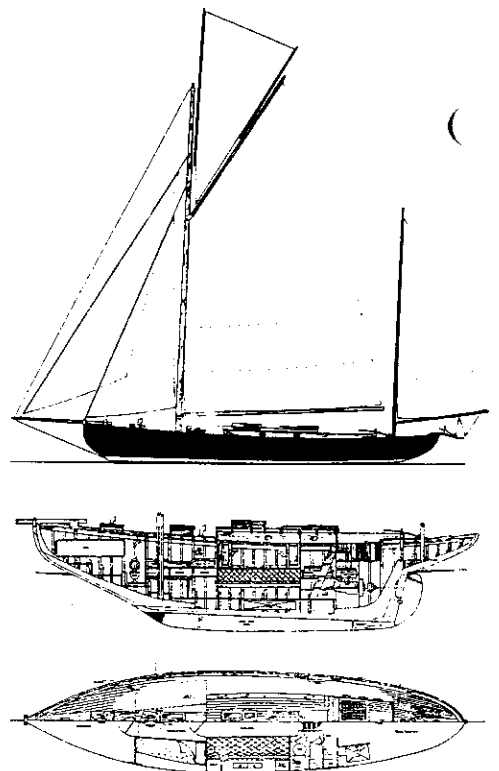
dominate the offshore scene with a win in the Dun Laoghaire-Cork and the Whit Race to Douglas, Isle of Man.

The 50's were the most prolific for 'Skipper' Kearney

The 50's were the most prolific for 'Skipper' Kearney with good timber now available for yacht construction and at this time he was persuaded to part with the MAVIS and she went to Bantry. J.B. was now very busy with a full order book and the MAVIS also busy as she was awarded the I.C.C.'s premier award 'The Faulkner Cup' for a cruise with her new owner to Coruna on the N.W. coast of Spain. As with EVORA, another of Kearney's designs which Michael O'Herlihy of the NYC sailed to America (see Mainsheet No. 2), MAVIS was also sold to meet the great demand for yachts in the U.S. at this time and was last reported sailing with her original rig in Long Island Sound in the 70's.

The fleet of Kearney designed Mermaids which moor in the patch outside our Club are a tribute to a talented yacht designer and to the remarkable MAVIS. ■

(Source: 'To Sail The Crested Sea' by W.M. Nixon and the Irish Cruising Club Library)





Yacht Insurance

Since hurricane "Charlie" and the later "mini" hurricane in the English Channel, yacht insurance has not exactly been flavour of the market among those underwriters who suffered the predictable consequences and very few escaped. However, time heals all and the less extreme conditions in recent years have now somewhat thawed the chilly reception which tended to be given to new yacht business in the interim. Sad to say, yachts based in Dun Laoghaire harbour are still a no-no with one of the most competitive insurers in the local market.

Apart from the experience of the individual owner, both in terms of seamanship and claims, there are several factors determining the level of premium payable for sailing yachts (other than dinghies) and the following observations on some of these may be of assistance.

Marine insurances are issued on the basis of what are known as "valued" policies so that when an insurer accepts a contract with a given sum insured this is the amount up to which a claim will be paid in the event of a total or constructive total loss. Depreciation or market value will not have an influence as it would in the case of, say, car insurance. It is, therefore, worth considering the advisability of insuring for a figure which would enable a major repair to be effected which might even cost in excess of the market value given that with many craft similar replacements are simply not likely to be available. As many other factors are involved in their calculation, premiums are not pro-rata to value.

Cruising limits vary from being inland, non-tidal waters to providing for

extensive, offshore activities. It is advisable to ensure that the limits meet but do not overstate actual usage as, for example, some standard wordings may include Irish and British coastal waters but insurers will perhaps negotiate a rebate for more restricted conditions if the broader ones are superfluous.

*A rate for those months in commission
and a lesser rate for months laid-up*

Annual premiums are usually calculated at a rate per month for those months in commission and a lesser rate for months laid-up. With the now established practice of collective launching and laying-up in mid-April and mid-October respectively, it is worth specifying the in-commission period as 15th April to 15th October annually thus achieving a six rather than seven month period which complete calendar months would produce. The actual dates are never more than a few days either way, are always known well in advance and insurers make no charge for the very minor extensions which might be necessary. They must, of course, be informed of the necessary changes.

Standard yacht insurances do not exclude use for racing but do exclude, when racing, damage to spars, sails and rigging unless it results from sinking, stranding, burning or collision. Such damage may be provided for during racing by an extension of cover. This is generally termed "racing risks" and commands an extra premium, usually of the order of 1.5% to 2% on the total value of spars etc. Cover is restricted to two-

thirds of the replacement cost and effectively this means that, if you misjudge the conditions or are driving the boat too hard and blow a sail or lose the rig, you contribute one-third for your ineptitude. Such claims are not subject to deductions for wear and tear or for the policy excess, if any. Ironically, a similar extension for sail damage while not racing is not available so if you split the main cruising, hard cheese!

Which brings us to the subject of the voluntary excess or deductible. Most insurances will nowadays carry a standard figure, usually £100 which is the amount insurers will pay claims in excess of or otherwise deduct from a claim. In addition to this, a premium reduction is usually available for voluntarily opting to be responsible for a greater amount. Depending on the level of premium the policy carries, this may be as much as one-third of the actual voluntary excess and well worth considering. After all, why pay an extra, say £50, to save a possible £150 in the event of a claim.

No claim bonuses are familiar to everybody via the motor insurance market but, like it, the amounts offered by different insurers may vary considerably and are worthy of investigation.

Finally, and regrettably, it has to be said that whilst there are quite a few people in the insurance industry handling marine insurance, many of them cannot distinguish the sharp end from the blunt one. So it is important both in terms of arranging cover and the handling of claims to choose an intermediary who has a reasonably good knowledge of matters maritime. ■

A 'PRIVATE' WORD OF THANKS

'Annaghlake',
Dalkey Avenue,
Dalkey, Co. Dublin.

The Hon. Secretary
National Yacht Club

Dear Malachy,

This Christmas I hosted a reunion luncheon for a party of 15 Shannon sailors, in the J.B. Room at the Club.

Please pass my thanks and compliments to Pdraig Conneely and his team for providing a splendid lunch with first class service. The value for money, facility of a full bar, and the privacy available to parties dining in the J.B. Room is unmatched anywhere in Dublin, and I wholeheartedly recommend its use to other members for private dining parties.

Yours truly,
Graeme Watchorn

Membership 600

by Mal Nowlan, Hon. Secretary

You do remember those balmy summer Thursday evenings when we stood around on the balcony, drink in hand, until long after we knew we should have gone home. Remember the mid summer night's ball when we sat on the boat deck 'til three, watching the Mermaids moored on glass and saying that it was'nt really dark at all. Could you count the lights on the pier? Would we make it through to the dawn? Magic moments. The year past did not add much to such romances.

The new year is upon us - a new sailing season approaches. The year gone is perhaps best forgotten for weather as

well as recession. How could anyone have thought about taking up sailing in the worst summer many of us can remember. 1994 has to be better - it could hardly be worse!

We lost some members in 1993, we do every year. While there were many and varied reasons for the loos, the most important in my view was the economic climate. Many reasons were tendered with resignations but, reading between the lines, money, or it's absence, was the underlying factor. It has taken those of us with mortgages a long time to get over the fright we got early in 1993, but here we are now - with interest rates lower than ever in recent mortgage paying

history.

The Club needs new blood, both to build on its sailing successes and to ensure continued financial viability. Committee is working on initiatives to encourage and attract new active sailing members in their twenties and also to try and ensure that our dining facilities are more fully utilised. Introducing new members is your prerogative as a member. Membership 600 is an ambitious target but the climate is right and it can be achieved - with your help.

Now is the time to make proposals so incoming members can enjoy a full summer season. ■

Staff Dinner



In recognition of their dedication and hard work for the Club, the Flag Officers, with the aid of several Members, hosted a dinner for all permanent staff in January. A thoroughly enjoyable evening was had by all though the service, provided by several willing Members, would be described as enthusiastic rather than polished! ■