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Dun Laoghaire  
Co. Dublin  
Ireland

September 1989.

## NEWSLETTER

### A letter from the Commodore

Dear Member,

With the sailing season drawing to a close, there are many aspects of club life to report on. With this in mind, I asked David Kearns to compile an informative Newsletter with contributions from as wide a range of members as possible.

It is always a pleasure to write about sailing achievements, and among this year's notables for me is Cormac McHenry who, very quietly, set off on a single-handed voyage to the Azores and back in his 27 foot Kerry. I haven't spoken to him since his return, but I'm sure he will have plenty to tell us over the winter. The club was host to the farewell ceremony for NCB Ireland on Sunday 13th August, probably the most important Irish sailing event for some time. It was attended by An Taoiseach, Mr. C.J. Haughey, and many distinguished guests. An estimated 12,000 people lined the pier to witness the event, while Dun Laoghaire yachtsmen saluted NCB Ireland with a sailpast. This prestigious event went off perfectly, for which I would like to take this opportunity to thank our club staff and our boathouse staff, all of whom joined in the spirit of the occasion to make a success of it. Partly my reason for mentioning NCB is to congratulate our own Kieran Tarbett on being selected as crew for the Whitbread Round-The-World Race, and John Smullen on his appointment as Shore Manager at the ports of call, a very big responsibility which I am sure he will handle most capably. Both of these members started their sailing lives at our Junior Section, which brings me to another young fellow who seems to be sailing places at a very early age. Evan Dolan, the Irish Optimist Champion. There are many National Yacht Club members whose credits are worthy of mention here, but I have only written about those who caught my imagination.

Most aspects of club life are working very well, and a number of improvements are being put in place and are about to be, but we still have a lot of work to do. I would like to express my thanks to my committee for their generous hard work.

The tie rule will be in force on Saturday Evenings after eight o'clock for the Winter, starting with the first Saturday after lift-out. I look forward to next season when this rule will be relaxed again unless instructed otherwise by the members at the A.G.M.

Our entertainments committee have organised an interesting programme for the Winter months. I am sure you will give the club your full support and enjoy the excellent value of our dining-room and bar.

Kind regards,

Malachi Muldoon. Commodore.

### The Flying Fifteen Fleet.

This is by far the largest fleet of Keel-Boats in Dublin Bay. The fleet is centered at the N.Y.C. where close on 30 of the full fleet of 34 boats are based.

The fleet's calendar includes several away events and venues. Included were Strangford Lough, Kinsale and Westport. These events are in addition to the full D.B.S.C. programme of racing and Regattas.

The fleet welcomes new members and anyone seeking further information or who would like an introductory sail should contact:-

Jerry Kingston      Fleet Captain (H. 857428) or  
Paddy Lynch        Vice Captain (H. 832436) or  
Mal Nowlan         Hon. Secretary (H. 804271) or

any committee member. A good time to meet us would be after Thursday or Saturday racing when we may be heard in the N.Y.C. bar singing the fleet song - "Those magnificent men in their Flying Fifteens".

The East Coast Championships will be hosted by the N.Y.C. on 7th & 8th October 1989, when up to 50 boats are expected. The season will conclude with the Frostbite which commences on Saturday 7th October and finishes on Saturday 28th.

Jerry Kingston.

### Developments at the Irish Yachting Association:

The I.Y.A. has appointed David Harte from Schull, Co.Cork to be the National Sailing Coach. David, who takes up his duties this month, will be available to assist individuals and classes who wish to improve their sailing skills.

Rothmans sailing have very kindly donated the  $\frac{1}{2}$  tonner "Quest" to the I.Y.A. Originally owned by Justin Burke, this craft was 2nd in the 1987  $\frac{1}{2}$  Ton World Championship. David Harte will be using the boat under the name "IYA Quest" to discover and evaluate potential world class offshore sailors. Details from the IYA - 800239.

Our new instructor assessment scheme goes into operation now. Current Grade B and Grade C instructors should make arrangements to be assessed on the water as soon as possible. Congratulations to the Junior members of the National who obtained their 1st, 2nd and 3rd Stages this year.

Paddy Boyd.

### Fireball News:-

National Yacht Club Fireballs have done quite well this season with John Lavery winning the Ulster Championships in May and then going on to win the National Championships in Dunmore East in August and the Leinster Championships this month. Eddie Ferris narrowly missed the Munster Championships by a quarter of a point, and even though there are only two regular Fireball sailors from the National, they are showing extremely good form. In Dublin Bay racing is very keen, but commitments elsewhere have kept both Fireballs from consistent starts. Mark Lyttle, the former Laser National Champion and Helmsman Champion of Ireland has acquired a second-hand boat, but work commitments have kept him in London so he has been unable to compete actively. There are a number of other Fireballs in the Club, but they have not actually made it down to the dinghy park as yet, but we are hoping that they will be on the water next season.

### From our own correspondent somewhere deep in The Ruffian Class

The year for the National Ruffians has been eventful and varied, with much success and not a few tears. Typical of the tears was Jim Gorman's and Spray's experience in the last Alfred/Dublin bay race, when an impregnable horizon job was transformed into a third place by a hole de la hole on the last beat, such has been the season. At the other end of the Beaufort scale, the dramatic dismasting of Icicle in the Dunlaoghaire/Howth race, brought a premature end to the season for Sean Murray and his redoubtable crew. At least it was done in style. Icicle rounded Island Mark in the lead in force 7 gusting 8, and the dismasting took place while the crew were fighting over which one was to be allowed hoist the spinnaker.

Those of us who have observed a dim figure practising Goose steps on the East Pier of an evening will be relieved to hear it is only Louis Keogh preparing for the mantle of high office to fall on his shoulders. He is to be Ruffian Class Captain next year, and has vowed to make the trains run on time. One hopes that he can improve the almost non-existent inter-club social intercourse, so to speak.

Dermod Baker and Shillelagh, seen recently with tear-stained cheeks as he gave back the Heineken Trophy has had some consolation in having won a couple of Dublin Bay series. Shillelagh and motley crew travelled northward to the Northern

Ireland Ruffian Championships (Carrickfergus still says NO), accompanied by Jim Gorman in Spray. The journey proved profitable as they returned home with the Trophy, with Spray missing third by a hair's breadth. Perhaps the hair in question was off the dog that bit some of the crew the night before. The northern Ruffians are very, very hospitable and Belfast Lough is a splendid place to sail, with Carrickfergus Marina a snug berth to come home to. Both crews say that the Northerns are a must next year. Incidentally, they promise that four Ruffians will travel down to our Championships.

Commodore Malachi Muldoon in The Warrior has to be specially mentioned (cringe, lick, scrape) as the only National Ruffian to win a Regatta. The fact that it was the Royal Irish Regatta and therefore virtually unwinnable, must make this the achievement of the season. Malachi indeed had a sporting chance of featuring in our own Regatta, but lost it in attempting to luff another prominent Ruffian up one of the tubes of the Rainbow Rapids, and only a very dubious call of "Mast Abeam" saved them both from prosecution by the RSPCC.

The new Ruffians Trish and QB 2 have shown a fine burst of speed from time to time, and when the time of their apprenticeship is over (about 20 years in the writer's case) they should be in the forefront of the fleet.

Anne Brown of Rila has alas left us for foreign lands and stronger currency, leaving John Donnelly in sole occupancy, shortly to be joined by our august Dublin Bay Protest sec Donal O'Sullivan I am reliably informed.

Several hot-shots from other (lesser!) classes have been seen from time to time during the season trying out Ruffians, and unfortunately they sink inexorably backwards down the fleet never to be seen again. ('Ah no, I promised the wife I wouldn't have a drink tonight..... mumble, mumble....') Don't worry Ted and John, 23rd is not bad for your first race in the class.

Next year one hopes to be faced with that strange sailing phenomenon, the Windward Start. I cannot recall exactly how it goes, but the spinnaker definitely stays in the bag....I think?

#### BOATHOUSE:

In the past the position of Boathouse Captain has become associated in members' minds with a kill-joy figure always moaning about moorings - or the lack of them - laying down the law about trailers, annoying those who haven't filled in parking forms and generally hassling those who want nothing more than to sail their boats in peace. Well, nothing has changed! I am no different from my predecessors! So I am

undernoting the procedure to be followed if you require lift-out or parking this winter.

- A) LIFT-OUT THIS YEAR WILL BE THE WEEK-END OF OCTOBER 14th - 15th 1989.
- B) FORMS FOR WINTER PARKING WILL BE AVAILABLE FROM SEPTEMBER 8th AND MUST BE RETURNED WITH A CHEQUE BY SEPTEMBER 23rd IF YOUR REQUIREMENT FOR SPACE IS TO BE CONSIDERED.
- C) NOT ALL APPLICATIONS WILL BE SUCCESSFUL AND CHEQUES (UNCASHED) WILL BE PROMPTLY RETURNED TO THOSE WHO DID NOT GET A SPACE. THIS WILL ALLOW AMPLE TIME FOR ALTERNATIVE ARRANGEMENTS TO BE MADE.
- D) EVEN IF YOU HAVE HAD PARKING IN PREVIOUS YEARS, NON-COMPLETION OF A FORM BY SEPTEMBER 23rd WILL BE TAKEN TO MEAN YOU DO NOT REQUIRE SPACE THIS YEAR AND SUCH SPACE WILL BE RE-ALLOCATED TO THOSE NEWCOMERS WHO HAVE APPLIED.
- E) ALL CRADLES, TRAILERS , GEAR AND ASSORTED ITEMS SUCH AS LADDERS ETC., MUST BE CLEARLY MARKED WITH THE BOAT OR OWNER'S NAME.

Adherence to the above will ensure that as many of our members as possible will be facilitated and that we are making the most efficient use of the space available.

On the "Good News" side, I am delighted to report that with a great deal of juggling by George Lothian, all applicants for moorings this year were catered for. Some of you perhaps found yourselves being ferried to a different part of the harbour each week; others were on less than ideal moorings, but the main thing is you were all afloat.

The recent trend of trading-up to bigger boats is putting a tremendous strain - no pun intended - on already scarce heavy moorings. So, please, before you decide to buy that Westerly Conway or Nicholson 45, have a word with George Lothian or myself to see if you can be accomodated.

Barry MacNeaney.           Boathouse Captain.

#### PREMISES.

The Committee decided that minor improvements to the club would be carried out during 1989. The first priority was to improve the appearance of the club premises. The first project was carried out in June with the painting of the Dining room and the outside of the building. This clean-up was long overdue and the sudden improvement was appreciated by the majority of members. Further improvement to the Dining room will take place in September with the addition of plants and table lamps to create a warm atmosphere in the room.

Before the beginning of winter it is proposed to install coal-effect gas fires in the Bar and Dining room. These fires should help to reduce the amount of damage caused by smoke to the club decor.

An electronic security system to control the Front door of the club and the side gate on the west side of the platform will be installed on 12th September. Initially all members using the premises will have to request permission to enter the club by using the intercom system at the front door. It is intended to issue each member with a card before the end of September 1989. This card will enable the member to open the front door and side gate during club opening hours.

The premises committee would like to apologise to members for any inconvenience caused during renovations to the club.

Brian Blaney.

#### MERMAIDS

Although small in numbers, racing has been very keen in Dublin Bay with "Tiller Girl" (G.Brennan & J. O'Rourke), "Lively Lady" (Tom Keane) and "Una C" (Jerry O'Neill) competing closely for the top places on Thursdays and Saturdays. "Tiller Girl" looks likely to take dual honours followed closely by "Lively Lady" on Thursdays and less closely by "Una C" on Saturdays. "Aideen" (D.Brennan & Tom Murphy) has campaigned steadily, and the class are delighted to see Tom back at the helm after a considerable absence. "Nora" (Don Cromer) a relative new-comer, won the captain's prize convincingly.

Great interest centres on Barry Neill's "Kim", no. 181, recently built and shortly to be launched.

20 boats are once again expected for the October Frostbite.

Jerry O'Neill.

#### JUNIOR & CADET UPDATE.

Ciara Gorman also represented us at the Optimist European Championships in Sweden. It must be remembered that these two Juniors fought hard and long for their places on these teams and that great credit goes to their parents for putting in the long hours and giving the total support that these campaigns require.

We tried hard this year to revive dinghy racing in the bay which has seen a sad decline in recent years. A small dedicated group of parents ran a most successful Friday night club racing series. Congratulations to the overall winners in the 3 fleets: Lasers - Sophie Bennett, Mirrors - Shane and Suzanne Murray, and Optimists - Emma Colleary. Wednesday racing was won by: Lasers - Sophie Bennett, Mirrors - Conor Colleary, and Optimists - Emma Colleary.

One of the highlights of our year must surely have been the trip at the end of August on the "Kaskelot" (Onedin Line). I reckon that if half the parents had known that their tiny ones would be scaling the rigging fearlessly to such dizzy heights there would have been no trip! Little screamers at the swimming test showed no fear dangling 80+ feet above the sea. We can recall such happy days at the Junior Dinner, Prizegiving and Disco on Friday 3rd November.

We mustn't forget some of our recent Juniors, now cadet members of the National. James Mullarney is the new Irish 420 Champion and James Gorman won just about every local Regatta in his Mirror. James looked on target for the Junior Mirror Championship, but was cruelly robbed of victory in the protest room. Our Mirror team, led by James, reached the quarter final of the Royal St. George Invitation team racing.

Annette Bennett.

#### BILLIARD ROOM NOTES

When the boats are put away and the evenings get long, the Billiards Room is the place to find conviviality and fun. Hubert Kearns (887838) or Philip Ryan (824870) will be delighted to hear from any member not familiar with the scene there and who would like to know more about it and be introduced to it.

The Annual General Meeting of Snooker and Billiards players will be held on Monday October 1st at 8.30 p.m. Accounts will be presented, a new committee will be elected and other matters of interest to players will be discussed.

McWilliams Trophy: Entries are now being taken for this singles snooker competition which will commence in October. The final will take place before the Preston Ball Cup Auction Dinner on January 12th 1990. Entries close September 30th. Entry fee

Competition envelopes are available in the Bar or Cards Room. The postbox for entries is in the Bar.

Don Memorial Doubles Trophy: Entries for this doubles competition will be taken during October. Closing date is October 31st. The competition will commence in November. Entry fee - £2.00 per person.

Hickey Cup: (Billiards Competition). Entries will be taken during November for this competition which will commence in December. "Unknowns" at the date of the draw will be given a handicap of 10. Entry fee - £2.00.

Don Ball Cup: This beautiful trophy is played for each year between January and April. Entries will be taken in October (Closing date January 1st). The draw will be made in November and the Auction Dinner will be held on Friday 1st January 1990. The competition runs until the last Friday in January when the final takes place, followed by the Preston Dinner and Prizegiving. The two dinners are very special occasions which should not be missed by anyone who loves billiards and good company. Entry fee - £3.00

Pool: Qualifying games for Turkey Pool will be run on Monday nights 27th, 4th and 11th. All qualifiers will play in the Turkey Pool Finals on December 18th. Starting at 8.00pm on each of the Monday nights. The draw for the finals on December 18th will be made at the end of play on November 11th and will be posted in the Billiards Room. First final will be at 9.00pm on December 18th. Excellent betting. Our bookmakers, giving generous odds, will attend on December 18th. NOT TO BE MISSED!

Kearns.

#### UPDATE

At the beginning of the year, this club and its next-door neighbour, The Royal St. George Yacht Club, published their proposals for redeveloping the Carlisle Pier area of the river, and creating a 300-berth Marina immediately in front of the National Yacht Club. In formulating these proposals, a major concern was to minimise or avoid altogether the problems encountered by earlier attempts to secure improved facilities for boat owners.

Originally, our proposals laid heavy emphasis on visual and environmental features: on greatly improved public access to

members - as one component of a broadly based development of benefit to all harbour users.

We also pledged ourselves to a process of extensive public consultation on the proposals, both to ensure that they were properly understood and to obtain feedback and suggestions from other harbour users and interested parties. Copies of our proposals were circulated to all public bodies and other groups connected with the Harbour, with many of whom we subsequently held detailed discussions. A model of the project was put on public display, not only in the two clubs, but also on the Carlisle Pier during the stopover of the Figaro singlehanded race and subsequently in DunLaoghaire Shopping Centre.

It is pleasing to report that this approach appears to have paid handsome dividends. Not a single organisation or group has voiced opposition to the proposals. On the contrary, the proposals have been strongly endorsed by DunLaoghaire Corporation, the Borough Council and the RNLI, and warmly welcomed by such other bodies as the Naval Service, Coiste an Asgard, Sealink, The Harbour Liaison Committee and the Chamber of Commerce. Particularly strong support has been expressed by Dr. John de Courcy Ireland and - most gratifyingly - the project is the only one in recent years to secure support in principle from An Taisce.

Now that we have secured this broad base of public support, there are two further priorities. First, we must obtain planning approval for the project. This has not been possible up to now, since the long-promised Harbour Authority has not, as yet, actually materialised. The result is that not only our own proposals, but also those of Sealink for relocating its Ferry Terminal to St. Michael's Wharf, are both effectively stalled in the planning arena. Since the two sets of proposals are directly linked, all that we can do now is join with Sealink - and the range of other organisations concerned - in keeping up the pressure for early establishment of the Authority. A Government decision on this issue is expected in weeks rather than months.

In the meantime, our second priority is to ensure that our application for State and EC financial support for the project meets with a favourable response. This is a matter on which we have already extensively lobbied, and our intention is to intensify this pressure over coming weeks as the process of Government moves into "Full ahead" following the General Election and summer recess.

Are there, then, grounds for optimism that the project will go ahead? I believe that there are. Public pressure for rejuvenation and development of the Harbour is now virtually irresistible. And while our proposals are by no means the only ones on the table, there is an emerging consensus that - because of their broadly based nature, and widespread public acceptability - they constitute the ideal starting point for general renewal of the Harbour.

The timescale for development is, of course, more difficult to predict. But I, for one, will be handing my mooring application for next season to Barry MacNeaney as soon as the forms become available!

Brian Barry. Vice Commodore.