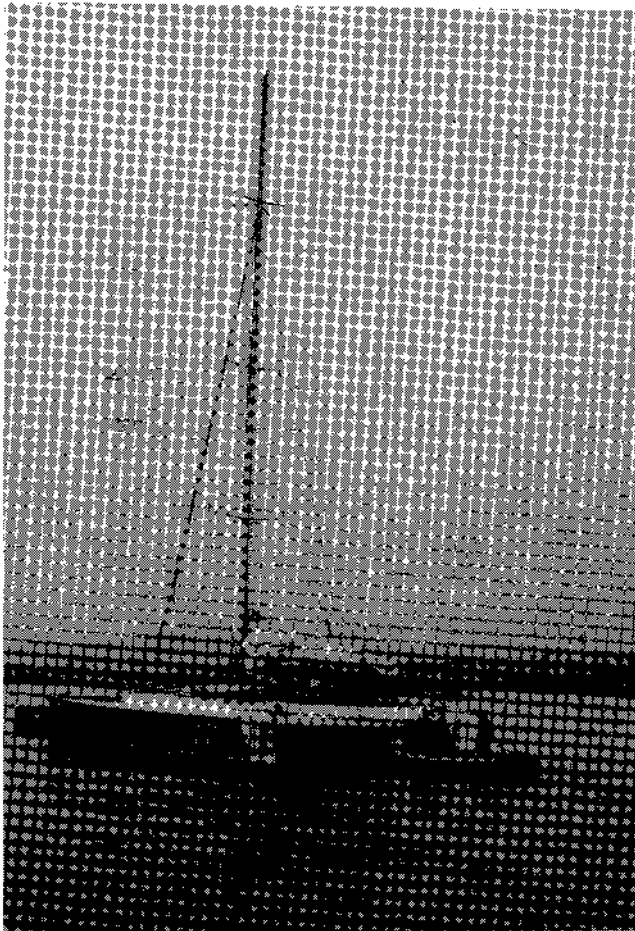




# UP HELM!

NO. 23

JUNE 1986



WELL DONE !

British Airways I, with its majestic (though ill-fated) 80' mast, dwarfing the "Push & Pull" of the N.Y.C., launches Robin Knox-Johnston's BAI in Dun-Laoghaire just prior to breaking the Round Ireland Record.

EDITORIAL

Communication, by my definition, is the transmission of a message so that both sender and receiver have the same understanding.

Some methods of communication are so much more effective than others. Clearly the best is face to face dialogue where, automatically, each nuance is clarified, ambiguity queried, facial and body language assist, correction is immediate.

It is widely recognised that the written word is notoriously the most difficult medium, no clarification, no reply to query and a reliance on the receiver's interpretation of words, harmonising with the author's intent.

Some things are so easy to communicate:- joy, anger, sorrow, love, hate, pain, pleasure, etc, etc. Arguably one of the most difficult things adequately to express is a concept, a philosophy, if you will. Okay, so what has all this to do with sailing, a yacht club and the price of fish?

As will become quite clear from some of the "Letters to the Editor" a breakdown has occurred in our previous issue, number 22. Our revered Hon. Sec. was, I think, transmitting on channel 77 while several of the receivers were tuned to a different channel.

Perhaps it is fair to expect the sender to ensure that the transmission is sent on the right

wavelength, and equally fair to say that on one or two points in the last issue we were not.

We, unfortunately, may have fallen into the subtle trap of confusing behaviour with dress. It was really the scruffy behaviour, often associated with scruffy dress, at which we aimed. So let it be clear; "Sailing Gear" means wet gear in which you have sailed, wet suits, shorts, etc. Casual comfort is the NYC tradition and our standard, assuming, of course, a certain level of conformity (may I be so bold as to say NEATNESS) of attire.

Having, hopefully clarified that, it must be said that aggressive hectoring and inebriated abuse, even if wrapped up in a collar, tie and jacket, are offensive and unacceptable. What a pity more did not follow Paddy Davitt's lead and use the columns of this august publication to voice displeasure and disagreement.

The Club unquestionably is for the pleasure of all members. Do please remember, your Committee has the inalienable right occasionally to be wrong. It is unfortunate that the reactions of some took the form they did. Let us now please close the subject by paraphrasing Churchill:-

Never have so many been roused by so few, over so little.

I look forward to your letters.

AMEN

III  
Letters to Ed.

Editor,  
"Up Helm!"  
National Yacht Club

Patrick Davitt.  
15 Ormond Road  
Dublin 6

Dear Editor,

Dear Ed.,

I wish to congratulate you on the publication of issue 22 of "Up Helm!".

I may be on my own in what I am about to say. I hope not. It concerns two points in the Spring 1986 issue of "Up Helm!" under the heading Bar and Dining Room.

Will shortly send to you a contribution based on the Yacht Master's Practical Test which may be of use to you and of interest to members.

The first read "Number 2, sailing gear (including oilskins, seaboots, etc) may never, under any circumstances, be worn in the bar or dining room". This gives me two problems:- 1) what constitutes "Sailing Gear" and 2) why ?

I read with dismay that the Committee is considering extending the Saturday night "Tie Rule" to the rest of the week. Not only do I think that this will affect the bar revenue (ie, it will suffer) but I also think it is discrimination against the male members!!

Firstly my "Sailing Gear" (excluding oils and boots) also happens to be my normal attire for weekends. Like many other members (I hope) I have quite enough of jacket and tie during the week and prefer to dress casually at weekends. More to the point, I certainly do not intend to change into jacket and tie on Thursdays or Saturdays (before 8pm) unless I feel so inclined. And this brings me to the second problem ... why ?

Members "dressing up" to use the dining room should be confined to the small bar in that area.

Yours sincerely,  
RB

Reply:- Fair comment, please note the editorial. I look forward to your contribution on the Yacht Master's Practical with interest.  
AMEN

Why is it that certain people have a fixation about "proper dress" and "formal attire"? I cannot understand the reasoning behind encouraging members to "dress formally" (Men Only mind you). What is the logic of this encouragement?

-oOo-

Are the members who so dress better than those who do not? Is it that elusive golden objective ...

"standards" which we are trying to maintain? If so, is a rapist in a jacket and tie somehow more acceptable, correct or proper than a saint in a pullover?

Oh, spare me from the small minds of the jacket and tie brigade.

And there is more. Quoting from the same issue. "This (formal dress) is to make the Club more pleasant for members dining with their guests who are contributing to the overall ambience and financial well-being of the Club. (My underlining). GASP! GASP! Scribe stands back in amazement. So that's what it's all about !! Of course, it's the least a non-contributing, casually dressed eccentric like myself should do. How dare I endanger the "overall ambience" and "financial well-being of the Club" by not dressing as "the members dining with their guests" apparently expect me to do.

There. I feel so much better now.

Yours casually,

Paddy Davitt

Reply:- Yes, I can understand you feeling so much better, unburdening oneself of things like that is always such a relief! Your point however, is well made and it is of course, "standards" that are important, but of behaviour, you are quite right, not necessarily of dress.

To The Editor

(Extract from an anonymous contribution)

"and how can you justify offering a boat for sale which doesn't even belong to a member?"

Anonymous

Reply:- Well anonymous, the only boat advertised thus far is jointly owned by two people, both of whom are members of The National Yacht Club.

AMEN

-oOo-

and finally, unstinted praise,

Dear Ed.,

I would like to say how much I enjoy "Up Helm!". As a Country Member I feel it is a great help in keeping me in touch with the Club. Having helped to produce a bulletin for the local inland waterways association, I know that Newsletters don't "happen". Keep up the good work.

Yours sincerely,

Tom Maher

Reply:- What a lovely note to finish on, thank you, Tom.

AMEN

BE WARNED !

A recent Evening Press headline read as follows:-

"SNOOPS SWOOP ON SPORT DRINK CLUBS"

The editorial disclosed that "private investigators have uncovered a substantial number of sports clubs around the country who are flouting the licencing laws and files (e being passed on to the Gardaí". The source of this information is the Irish Vintners Federation.

It appears that the IVF, whose Chief Executive, a Mr Tadhg O'Sullivan is quoted, are mounting a campaign, mainly against GAA Clubs, but all organisations who are "putting publicans out of business". He is further quoted as saying, "they (the organisations) include Rugby Clubs, GAA Clubs, Tennis Clubs and Yacht Clubs".

It is true that already one GAA Club in Co. Kildare has been successfully prosecuted for serving drink to non-members as a result of evidence given by private investigators.

The activities which have caused the Federation most concern are:- illegal after-hours drinking; Clubs offering functions for weddings, 21st birthday parties, etc, and serving drink to non-members.

Mr O'Sullivan further said that "there seems to have been a lack of will on the part of the law-breakers to even acknowledge the

existence of the problem".

Why, you may quite reasonably ask is "Up Helm!" going on at such length about the private investigations of the Irish Vintners' Association and the meanderings of its' Chief Executive, when the NYC is not numbered amongst the law-breakers or felons of the land? It is precisely because YOU by your actions determine whether we as a Club are in breach of the law or not. If there is a non-member drinking in the Club without having been "signed-in" by a host member, we are in breach of the law, and vulnerable. Do please be diligent in this matter.

-oOo-

(LATE) LETTER TO THE EDITOR

Editor  
"Up Helm!"  
The National Yacht Club  
Dun Laoghaire

Dear Editor,

If the editorial concerning dress in the bar and the wearing of jackets and ties as submitted to me in accordance with the Committee's instructions appears unchanged in the next publication of "Up Helm!", then I would ask that this letter, dissociating myself from the article, should appear in the same issue.

Regards,

Eddie Neville,  
Vice-Commodore



SALUTE TO OUR STAFF

"Up Helm!" is proud to be given the task, on behalf of the NYC and you the members, to present and to recognise our staff. The level of warmth, friendliness and service which we enjoy and have enjoyed down the years, is a source of pleasure to us and of wonder to our visitors, whether they are sailing, social or business. The recent visit of Robin Knox-Johnston and his entire British Airways I team, highlighted this. They were unanimous in their acclaim and we join them in saying a sincere "THANK YOU" !

This happy group of cheerful smiles clearly reflects the atmosphere and working environment generated by the control of Mr. Tom Williams, Club Manager, and the vivacity of Mrs Patricia Field, Club Secretary. Pictured (left to right) are:- BOATHOUSE George Lothian (Head Boatman), Jack Brennan, David Dixon and George II Lothian, BAR Brendan Burke, Mary Kinsella, Carmel Meaney, DINING ROOM Lynda Townsend, Anne Coffey and Linda England, PORTERS John Young and Dick McGuirk, next is Deirdre O'Dowd from the Kitchen, followed by Porter Tom Coffey, and the other kitchen staff, Jack Kelly (Chef), Alan Sutherland and Joe Savage (Head Chef).

Annette Bennett

For most of us the word "Cruising" conjures up pictures of shorthanded dashes between ports during intermittent spells of fine weather.

We like to think that we are fully equipped for these jaunts, but how many of you can honestly say that you could deal with a real problem such as fire, injury or man-overboard? To put you to the test we have devised a most interesting and unusual "Safety at Sea" day on Sunday 22nd June 1986.

In conjunction with the Dun-Laoghaire Inshore Lifeboat and the St. John's Ambulance Brigade, the Cruising Group will stage a major exercise, perhaps the first of its' kind ever undertaken. You can, therefore, be a pioneer as well as gain in valuable knowledge.

As a lot of organisation is needed for this event, it is essential that we know exactly how many yachts intend to participate therefore, please telephone me at 85 37 95 before 17th June, to confirm that you will be there.

For the major part of the exercise a VHF radio is a must, so you will have to brush up before then on your radio procedure (eg, Pan Pan etc.), but don't let the fact that you may not have a VHF put you off ... It's not really a total "must", there will

still be plenty for you to do.

In order to preserve the drama of the day, I can't give you exact details, but you (absolutely) must be alongside the National at 12.00 hours for briefing, lunch and a prompt 14.00 hours departure on Sunday 22nd June.

Finally, I think we should not let it go unnoticed that two members of our own Cruising Group were among the crew of the ill-fated British Airways One when she was dismantled off Cornwall recently. As you will no doubt learn in the future, or even in this issue, the vessel was only saved by tremendous feats of seamanship by everyone concerned.

So, congratulations to Robin Knox-Johnston and all involved, especially John Leahy and John Byrne of the Cruising Group and Eddie Neville our Vice-Commodore.

Annette Bennett

PS Just in case the "Up Helm!" is out in time, please note the Cruise to Isle of Man, 30th May 2nd June. This promises to be a great weekend, with quite a few boats already committed. Briefing on Thursday 29th May at 21.00 hrs. PLEASE NOTE CHANGE OF TIME!!!

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JUNIOR SECTION

Jim Gorman

Thank you to the majority of parents who responded well to our request for an early return of application forms. The section is now almost full, only a few vacancies remain, so if you wish to join, return your form without further delay.

Twenty-three prospective young sailors braved the wind and the cold at the swim test at Sandycove on Sunday 25th. Congratulations to the sixteen children who passed this test. Those who did not pass will have a second chance at Sandycove on June 8th, at 1100 hrs.

A reminder that the section starts on Monday 16th June at 0930 hrs. You should aim to have your boat at the Club by 8th June for inspection.

Communications throughout the season will be through "Up Helm!" and the Club Junior Notice Board. For information and comment on sailors, contact:-

- 1st Stagers Mrs Mairin Colleary 80 18 31
- 2nd Stagers Mrs Pauline Leahy 89 42 92
- 3rd Stagers Mrs Jenny Blake 80 3934

DBSC cadets had a windy start to season, however Ed Tennis promises better weather for Monday evening racing, which starts 2nd June,

warning gun 1820 hrs. We would welcome your support.

NYC Club Racing will commence on Wednesday 25th June, warning gun approximately 1430 hrs. All sailors enrolled in the junior section are welcome to compete every Wednesday in the season.

Happy sailing.

J Gorman

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EARLYBIRD REGATTA

The Earlybird Regatta was held between the gales on Sunday 11th May. Forty-two sailors competed in Mirrors, Optimists, Lasers and 420's. David Douglas of DBSC did a fine job, running two Olympic type races in winds varying from force five to zero.

RESULTS

- 420 A Byrne & P Woods NYC
- Laser Brian Gorman NYC
- Optimist Morgan Jones NYC
- Mirror D Gorman & P Keane NYC

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IMPORTANT NEWSFLASH

PLAN B, we have it on the best of authority, starts on 1st June '86.

The Architect has been so instructed, we can expect the Wet Bar very shortly. Admittedly no date stated, simply, ASAP. It is hoped however, that the bulk of the work will have been completed by the time of our Regatta, 23rd August.

## THE ROUND IRELAND RECORD

John Leahy

The recent successful attempt on the Round Ireland record, previously set by Moonduster in '84, certainly captured the imagination of many Irish yachtsmen. Robin Knox-Johnston, sailing the 60' catamaran - British Airways 1, knocked over half a day off the old record in far from ideal conditions and has set a new record which he says himself is "eminently beatable". His time was 76 hours, 5 minutes, 34 seconds.

There is, of course, controversy over the new record ... He went the "wrong way round", he "picked his weather", "of course a cat can beat a monohull", and so forth. The simple and inescapable fact is that Robin has been around this island of ours in a faster time than anyone before him. "Let the begrudgers stop moaning and go out there and beat it" says Robin, and who can argue.

Everything about this record was on a giant scale and the National was honoured to be given the job of organising and timing the record. The brief for the event ran to four pages of foolscap, and included towing, berthing, security, customs clearance, catering for large numbers at short notice, etc. To try and list everything would be to give offence by omission and all I can say is that every member of the staff of this Club is to be commended on a great performance. I think that we have shown the sailing world, at least in these waters, that we can

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handle any event, not only on the water, but also at the social level. One of the guests, a member of another prestigious Club, said of our National that it was "unique in its' mix of warmth, hospitality and professionalism", and I think that says it all.

Eddie Neville (Vice Commodore), John Byrne (Sailing Sec) and John Leahy (Boathouse Captain) were invited aboard BAL for the trip back to Southampton. We left Howth early one morning and set off into a fresh southerly, beating at about nine knots down the Irish Sea and on down to Land's End. 24 hours out of Howth and about 25 miles north of Land's End, the starboard shroud broke and the 80 foot mast went overboard to port, mercifully not causing any injuries, but causing a fair amount of damage to the boat. 12 hours later we were towed into St Ives with the mast and sails in tow, all of which were salvaged.

The latest information is that the mast and sails are back with the makers, and that Robin has a real race against time to prepare for the Twostar transatlantic in early June. We wish him well.

British Airways have not donated a perpetual trophy for this event, to be administered by the National in recognition of the work we have done. The trophy will be for the fastest time around Ireland and its' offshore islands (excluding Rockall!!!), in any boat under sail in either direction. The trophy is to be named the "Concorde" contd. XII



"How the Mighty are Fallen"



The Calm after the Storm

trophy. I understand from one of my spies that it will not be long before someone else has a crack at the record, and we are all looking forward to it immensely.

-oOo-

BOATHOUSE NOTES - MAY

Work is progressing well in the boathouse area, and the following improvements should soon be apparent:

- Reallocation of Flying Fifteen moorings and relaying of same.
- New water hoses.
- New dustbins at strategic locations.
- Main slipway has been repaired with concrete.
- New rack for fourteen inflatable dinghies.
- Clean diesel supply from temporary tank.
- Power winch above main slip.
- Repairs to crane.
- Voucher system for fuel, crane and steam cleaner (these are available in units of £1 and £5 from the bar, Mr Williams or Mrs Field). Diesel or other services listed will NOT be supplied without a voucher.
- A note of launch service times of operation is available on the notice board in the lower hall.

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TIT-BITS

The slight (further) delay to the timing of our plans for the installation of our Marina leaves the Club in the position of having

2000 very large bus tyres for sale, very reasonably and very quickly. If anyone knows of anybody or any organisation or Club interested in acquiring 2000 bus tyres, please contact any member of the Committee.

In the editorial you may have seen reference to Channel 77. This was not quite by accident, it is, yet another "chit-chat" channel available and apparently little used. Annette's cruising group to take special note.

Another valuable innovation is the recent purchase of a power winch apparently from the deep South of England, Devon. Our Flying Fifteen and Mermaid members, and others, will now no longer need to call upon the assistance of the semi-ossified on-lookers from balcony and bar, for launching or hauling out. Not that they ever got any help anyway, but it will remove, from them, the pain of rejection!

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FOR SALE

Navico 55 Channel hand-held marine radio. 1-73 watt power output. Nicad battery incl. charger, batteries, belt clip and cover. New and unused. £275. Telephone: 89 42 92

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