

MAINSHEET

The Newsletter of the National Yacht Club

May, 2004

ANNUAL GENERAL MEETING '04



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Dealing with sailing first, the Commodore referred to the Highlights of the season, being of course the Flying Fifteen Worlds, Pre Worlds and the Dun Laoghaire to Dingle race.

The Flying Fifteen Worlds and Pre Worlds were held during some of the best weather of the summer. The organisation, both on the water and ashore, was superb, thanks to a huge effort from many members of the National Yacht Club, and in particular to Jack Roy who acted as Race Officer for the two weeks, ensuring superb racing, in sometimes trying and difficult conditions.

To run an event of this size, disruption of the normal club activities is inevitable, and he also thanked those many members who lived with restricted facilities during this time, and for their co-operation and support. Once again our Club Manager and staff pulled out all the stops to ensure the success of this event. Our Sponsors Subaru played a large part in helping with the finances, and we hope to see the Subaru name adorn our Club again during this coming season.

The Commodore then referred to members' sailing achievements

and in particular our fine record of Olympic Games participation (see Sailing Report). Members had excellent results in the Flying Fifteen Worlds hosted by the Club last August. John Lavery and David O'Brien convincingly won the pre World Flying Fifteen Championships sailed in strong conditions and Justin Burke and Alan Green who achieved fifth place in the light air Flying Fifteen Worlds. Roger Bannon had another notable achievement with a victory in the Mermaid National Championships.

On the "Big Boat" scene, Eamon Crosbie and his crew on board *Voodoo Chile* recorded numerous wins including their class at Kinsale's Sovereigns Week and the Howth Autumn League. Maurice Mitton and his new IMX 40 *Loose Change* also recorded many successes during the season. Vincent Farrell and Tony Fox *Kind of Magic* – won the Cruisers 0 Echo National Championships.

The Dun Laoghaire to Dingle Race, sponsored by Piers

Construction, produced an exciting finish with our own Trustee Ged Piers being pipped to the post, but still achieving a convincing second place.

Junior Sailing and Junior Training in particular, with Cathy Mac Aleavey at the helm, was a great success. There were 120 participants in the Junior Training Summer Programme. Cathy also organised the first ISA instructor's course to be held in the Club. As a result 8 NYC Cadet Members successfully completed the course over the winter. Deirdre Owens continues to fill the important roll of Child Liaison Officer

continued on page 2



National Boat Voodoo Chile down wind in heavy conditions! Voodoo Chile has been cleaning up at Cowes Red Funnel Regatta, whilst most of us have been still painting our boats – five first places and a second. Well done Voodoo Chile.



Adult training will commence in May. Bookings on the NYC website and probably booked already – check the web-site.

Volunteer boats and instructors essential. A great way to recruit new crew! Michael Chester and crew will be seeking your help, please assist with this important early season activity. Dun Laoghaire Chamber of Commerce "Sail In" on Wednesday, May 9. Contact will be made with Sigma and Ruffian owners for this fun race followed by barbecue.

- Club Safety Officer – Gerry Pinkster.
- Rib coordinator – Justin Butler.
- Junior and Youth affairs committee for the coming season:
 - Cathy McAlevey – Junior Organiser
 - Con Murphy – Vice Commodore & Laser class
 - Deirdre Owens – Child Liaison Officer
 - Frazer Mitchell – Mirror class
 - David Mulvin – Optimist class
 - Sandra Moore – Junior events
 - Ronan Beirne – Rear Commodore & 420 class

Club burgees and flags are available from the Club.

Ronan Beirne, Rear Commodore
ronanbeirne@eircom.net

BEST WISHES AND HEARTY THANKS



During the year, our house keeper, Anne, retired, and just recently, after 16 years of loyal and dedicated service, Tommy, our hall porter, also retired. We wish you both well in your retirement and thank you for your services to the National Yacht Club.

continued from page 1

AGM 2004

Development

The Commodore referred to the development plan to

to bring forward revised proposals to an EGM to be held late May/early June of this year.

The revised plans should, he said, allay any existing fears members may have, and now combined with the news that

Awards Dinner

The Annual Sailing Awards Dinner, the occasion when we recognise the special achievements of our fellow members in cruising, racing and service to the sport of sailing was held on Saturday, April 17, 2004

The National Yacht Club has seven annual awards for outstanding sailing achievements by members of the Club. Arising from nominations received from members of the Committee and Sailing Sub Committee, the awards for the 2003 season were as follows:

The Township Cup – which was given to our predecessors, the Edward Yacht Club, as a small cruise challenge cup in 1927, is now awarded for the most impressive cruise – Brendan O'Regan for successful completion of the 2003 ARC from Las Palmas to St. Lucia.

The Muglins Cup – which was presented by past member and Commodore Mr. J.J. O'Leary in 1946 and is now awarded for the most interesting family cruise – Patrick Levins for his 2003 voyage in "Whistler" from Dun Laoghaire to the Mediterranean with his family and friends.

The Boyne Regatta Cup – originally presented by the "Kingstown Harbour Boat Club" in 1870 is now awarded for the best performance in offshore racing – Eamon Crosbie for a highly successful first season in his Kerr 32 "Voodoo Chile" winning many events including Class 1 IRC in the Sovereigns Cup and Class 0 in the Howth Autumn League.

The O'Leary Cup – presented to the NYC by Michael O'Leary for the best performance in one designs – Justin Burke and Alan Green for their fine performances in the Flying Fifteen Class, including 5th overall and best Irish crew in the 2003 Flying Fifteen Worlds.

The Edward Yacht Club Trophy – presented by the officers of H.M. Naval Base, Kingstown in 1919 is now awarded for the best performance in dinghies, Mermaids or Flying Fifteens – John Lavery and David O'Brien for winning the 2003 Flying Fifteen Irish National and Pre World Championships.

The John Byrne Memorial Trophy – presented to the NYC by Mrs. Hilda Byrne and her family in 1989 in memory of her husband and past Commodore, is awarded for the greatest contribution to sailing in the NYC during the previous year or years – Jack Roy for his great commitment and professionalism in his role as the Principle Race Officer for the 2003 Flying Fifteen Pre-World and World Championships.

The Winkelmann Trophy – presented in 2003 by Carmel Winkelmann to be awarded to the Cadet member of the

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Friendship Cup – which was given to our predecessors, the National Yacht Club, as a small cruise challenge cup in 1927, is now awarded for the most impressive cruise – Brendan O'Regan for the successful completion of the 2003 ARC from Las Palmas to the Azores.

Levin's Cup – which was presented by past member and Commodore Mr. JJ O'Leary in 1946 and is now awarded for the most interesting family cruise – Patrick Levins for his 2003 cruise "Whistler" from Dun Laoghaire to the Mediterranean Sea with family and friends.

Byrne Regatta Cup – originally presented by the National Harbour Boat Club in 1870 is now awarded for the best performance in offshore racing – Eamon Crosbie for a successful first season in his Kerr 32 'Voodoo Chile' at many events including Class 1 IRC in the Sovereigns Regatta and Class 0 in the Howth Autumn League.

O'Leary Cup – presented to the NYC by Michael O'Leary for the best performance in one designs – Justin Burke and Eamon Crosbie for their fine performances in the Flying Fifteen including 5th overall and best Irish crew in the 2003 Flying Fifteen Worlds.

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Byrne Memorial Trophy – presented to the NYC by Eileen Byrne and her family in 1989 in memory of her late husband and past Commodore, is awarded for the greatest achievement in sailing in the NYC during the previous year or season – Eamon Crosbie for his great commitment and professionalism as the Principle Race Officer for the 2003 Flying Fifteen Pre-World and World Championships.

Kielmann Trophy – presented in 2003 by Carmel Kielmann to be awarded to the Cadet member of the National Yacht Club who is deemed by the committee to be the

COMPOSITE MERMAID

In December a project started to construct a Dublin Bay Mermaid using a mixture of high tech epoxy fibreglass technology and traditional timber, hence the designation "Composite Mermaid".

The main objective is to develop a construction approach which retains the traditional appearance and attributes of a Mermaid allied to the low maintenance regime associated with modern fibreglass construction.

The other ambitions are to reduce construction cost by over 50%, make the Class more one design and achieve a performance potential comparable to the existing top boats in the National Fleet. The donor boat from which the mould was developed is *Endeavour* No. 102, the first boat John Brennan built in 1960. This boat was so fair and accurately built that when we measured it with a theodolite, we could only find a maximum discrepancy of 2mm in deviations from its designed symmetrical shape.

Endeavour is also acknowledged as one of the most successful Mermaids over a period of 40 plus years, though perhaps not as outstanding as some others. However it was important to use a hull that measured down the middle of the tolerances and had the planks laid attractively, as fibreglass is very unforgiving on shapes of any form that are not absolutely symmetrical and fair.



The project has been ongoing since December 2003 and it is planned to launch the new "Composite" boat, to be known as Dolly No. 202, for the National Regatta in June.

Chris Allen and Johnny Coates, who built Eamon Crosbie's fantastic *Woodoo Chile*, have been instrumental in the building of the mould and the first prototype hull.

The boat will still have a very woody feel to it as it is only the hull skin which is being fabricated in a sophisticated epoxy laminate that has been vacuum bagged and baked in an oven for strength and durability. The rest of the boat will be finished in the traditional manner with wooden decks, seats, centreboard casing, spars etc. Dolly is now ready for decking and final fit out over the next two to three weeks.

The build time looks likely to work out at a total of 200/250

hours. The Class will vote on whether to accept this new construction approach in November following evaluation of its performance (and appearance!!) in a selected range of regattas during the season. Preliminary interest from many sources has been outstanding and very encouraging. Some of this interest has been overseas with a firm order already received for a prototype boat from a sailor based in Rhode Island in the USA.

Cruisers V

Since its inception two years ago the Cruisers V fleet has enjoyed wonderful racing on Thursday nights throughout the season under the burgee of Dublin Bay Sailing Club followed by sailing supper in the waterfront clubs and the inevitable "war stories" from the evening's racing.

The fleet has also participated in the Regattas organised by the four waterfront clubs and by Howth YC and some of our members have ventured even further afield and in particular participated in the Gentlemen's class at the Sovereigns Cup in Kinsale in 2003. As well as two series organised by Dublin Bay the fleet also competes for the Beneteau Bowl (Ladies Race), the Misty Lighthouse (Captain's Trophy Race), the Classic Cup and the Old Cranker.

To make it more interesting and fun for all, no boat can win more than one trophy in any season. The racing rules are simple and as follows:

Boathouse News

Derмот Hicks, Boathouse Captain

Lift in.

Lift in was successfully completed on Saturday, April 17, just ahead of foul weather. Our thanks to the volunteers Peter Ryan, Michael Horgan, Marcus McQuiston, Damian Quinn, Brian Blaney, the boathouse manager, and staff for a thorough job completed with good humour.

Lifejackets

We have been advised that the legislation in respect of life jackets will apply to the Club launches. Members and guests wishing to avail of the launch service must wear a life jacket. Otherwise service may be refused.

Refurbished RIBS

Spinnakers	Not allowed
Spinnaker poles	Not allowed
Class boats	Not eligible
High tech sails	Not allowed
Inboard engine	Required <i>(boats must be essentially cruising boats with appropriate facilities)</i>
Class pennant	Numeral V

To race you need to be a member of DBSC and obtain an Echo handicap certificate from the ISA. The purposes of Cruisers V is fun racing for all participants who are essentially cruising people and to improve boat handling skills and general seamanship of all participants which will undoubtedly be of benefit for cruising purposes.

For further information please contact this season's Class Captain, Mark Barr, tel. 668 0070 (home), 618 0303 (office), email: mark.barr@arthurcox.com or Trevor Wood, tel. 280 0471, email: trewood@eircom.net.

Sailing Report

The Club is again hosting a vibrant programme of events this summer with no less than 14 major events with a strong emphasis on dinghies.

We launched our race management season early this year with the Arctic Series in January, the Mirror Spring Regatta in March, followed by the ISA Youth Championships after Easter and our popular Earlybird regatta in late April, an event designed to encourage those boats still under their covers out onto the water where they belong! In late May, the Club will run the Leinster Optimist Championships and host the first Royal Alfred Regatta (on the same day!).

The major event for the Club is of course the NYC Regatta on Saturday, June 19. This year will see over 300 boats racing on the south side of the Bay. Our Junior Regatta on Wednesday, July 14 is again expected to attract an entry of over 200, a figure that could be matched by the Irish Laser Nationals in late August.

On both the competitive and cruising front, large numbers of NYC sailors have a busy season planned in events throughout the country and abroad. We will be proudly following the progress of our two members who have qualified for the Athens Olympics – Ross Killian crewing with Gerbil Owens in the #70 and Maria Coleman in the Europe and wish them every success. Our third Olympic campaigner, Aaron O'Grady, lost out in Olympic selection to the Finn World Championships Bronze medallist, David Burrows but we are sure Aaron's campaign experience will stand to him and result in a successful Beijing 2008 campaign.

On Monday, April 5 2004, 58 days 9 hours 32 mins 45 secs after starting on February 7, NYC Honorary Member, Steve Fossett and his international crew of 12 aboard his 125' maxi

Recollections of the ARC

By Brendan O'Regan

The ARC was a terrific experience. I enjoyed it so much I was looking forward to being co-opted for the return journey, but the lure of the seas, has been too strong for Conor the skipper of Pamina & his crew Henrietta who are now thinking of heading further west.



Connor and Henrietta relaxing in mid Atlantic sunshine

Some of the most enduring memories of the trip were the camaraderie among all the participants in the week prior to the race, the frantic loading of stores & final adjustments to the boat in those last few days. Then we had the excitement of casting off from the marina in Las Palmas with 21 other boats, more excitement when we reached the chaotic starting line, finding clear wind & getting out of the way of the serious racers such as the Volvo 60's.

Later, we had the fantastic sunsets on the Atlantic, very welcome sun-rises after thirteen hours of darkness each night, plus moon rises which were just as spectacular as sun rises. We had flying fish landing on deck, offering themselves up for the frying pan. Conor caught dorade on a long line. Henrietta's Mediterranean cuisine was a strong feature of our enjoyment of the trip. The nights were cold at first, then as we went south as well as west the days and nights got warmer. We were glad of the bimini during the day and it was easier to climb out of the bunk to go on watch on a warm night. After the first few days, sightings of other yachts became fewer & fewer and then we had twelve days without seeing any yacht or ship only the whales, dolphins, tuna & flying fish.

We decided to take a middle route half way between the rumb line and the traditional trade wind route, which would have taken us further south. All the serious racers took the rumb line, but with a lightly crewed boat (Conor, Henrietta & myself) we felt that this route gave us a better chance of avoiding the worst of the weather.

Our watch system was three hours on & six hours off, which worked well except when we had strong squalls, when we had to get a second person up to reef the sails. During the day we were very often able to dodge the squalls & had no trouble in reefing with all hands on deck. At night the person on watch reefed the jib quickly shouted squall and the designated crew came up to help reef the main. Both jib & main have roller-

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I listened to Herb the weather guru advising a yacht which was near us to go south to avoid the squalls, so we followed and from there on the wind became lighter & we had no more squalls.

We then had four or five days of almost no wind and made very slow progress in a sloppy sea. One night we picked up a message on the VHF from a German boat with eight on board, who had run out of food. We reported the situation to the ARC control. As we neared St Lucia the wind picked up again. The sea was very high for the last two days. About thirty miles from St Lucia we passed a small open skiff driven by an outboard engine & with two fishermen on board. Then we saw Martinique on our starboard bow. St Lucia opened up sometime later & we began to see yachts again as we converged on land.

We managed to make it into Rodney Bay and across the finishing line on one tack. As we crossed the line our Australian friends

met us in their dingy & tossed some ice cold Fosters aboard. As we tied up at the marina, we were met by crews from other boats blowing foghorns. The ladies from the tourist board were at hand with rum punch & bowls of fruit. We had dinner that evening on the Australian boat & the round of parties started.

It had been an easy passage, the boat behaved admirably and we did not get as much as one splash into the cockpit. Pamina a Rival 38 was the third smallest boat on the ARC. The heavy displacement made for a comfortable passage, while the long keel ensured that the wind vane was able to steer it effortlessly down wind. The fact that we had no gear problems was due to the work the skipper put in over the previous six months in overhauling & replacing gear on the boat.

Conor & Henrietta have since cruised the Caribbean Islands as far as Trinidad and are now heading west for Panama.



As I write, we have just hosted another successful Optimist Event, this time a two day training course with Maurice 'Prof' O'Connell for the Opi Trialists who didn't go to Brassmair and by all accounts the two days in the National was a good as a week in Holland!



Optimist Arctic Series, February 8, '04

In January, the National ran the first round of the three club (George, Howth and National) Arctic series with over 30 Opis and several Lasers and 420s racing in Scotmans Bay in benign conditions for that time of the year.

Stephen Brown of Lough Derg winning ahead of two boats from the Royal North.

The Club also hosted the ISA Youth Nationals over 4 days after Easter. This event sailed in 420s and Lasers (all rigs) is primarily the trials for the various Irish youth teams and the ISA Youth Academy.



Mirror Spring Regatta 13/14 March '04,

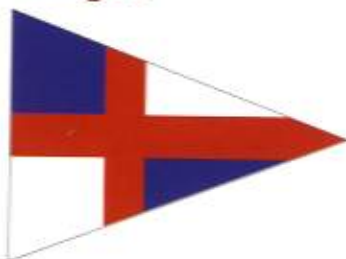
Looking forward to Summer 2004, preparations are now complete for the 8 week Junior Summer Programme running from June 7 to July 30 from 09.30 to 16.30 each day under Head Instructor, Stephen Deasy and assisted by a team of top instructors.





FLAGS OF THE NATIONAL YACHT CLUB

Burgee



37.1 Burgee: triangular, blue and white quartered, red St George's Cross, blue to hoist.

The Club burgee should only be flown from the masthead.

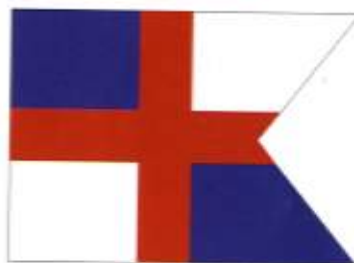
Club Ensign



37.2 Club Ensign: The Club ensign shall be the field azure, in the first quarter the national tricolour of green, white and orange; in the centre of the fourth quarter a four stringed harp argent, and shall be subject to regulations imposed upon the Club by the Department of the Marine.

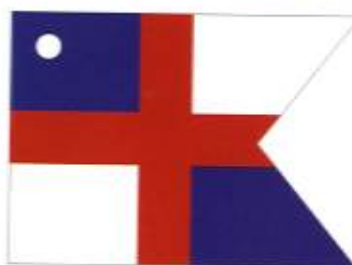
The ensign may only be worn aboard a vessel owned by the holder of a warrant which must be obtained from the Club, such a warrant must be on board the vessel when the ensign is worn. The National Ensign must be flown from the stern of a vessel or from the masthead of the mizen mast. The National Yacht Club is privileged to be the only Club with permission to include the State Harp in its ensign.

Commodore



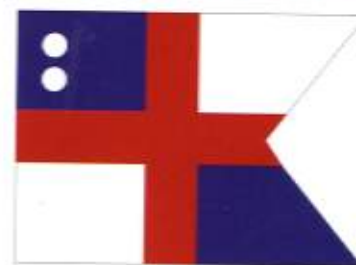
37.3 Commodore: Club burgee in the form of a broad pennant with swallow tail.

Vice Commodore

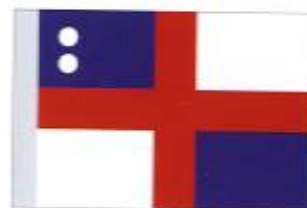
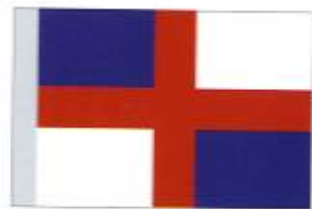


37.4 Vice-Commodore: Club burgee in the form of a broad pennant with swallow tail with the addition of a white ball in the blue quarter to the hoist.

Rear Commodore



37.5 Rear Commodore: Club burgee in the form of a broad pennant swallow tail with the addition of two white balls in the blue quarter to the hoist.



37.6 Past Commodore, 37.6 Past Vice-Commodore and 37.6 Past Rear Commodore shall be identical to the flag of the respective officers, but with a vertical stripe, argent, upon the hoist.

THE YACHT CLUB

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Rear Commodore



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Snooker News

The National Yacht Club recorded another success this year in the battle for the Waterfront Trophy winning a fiercely fought contest against The Royal St George and Royal Irish Yacht Clubs.

We thank all those players who took part this season (there were many!). Well done all. Special thanks goes to our captain Tom Mulligan for marshalling the troops in such an excellent fashion. We also congratulate Philip Ryan on winning the McWilliams Trophy defeating Tim Fenelon in the final.

The Preston Ball Dinner is fixed for the May 7 and we would like to encourage snooker playing members to attend what should be a great evening.

YOUR VIEWS URGENTLY REQUIRED



The winning design for the Carlisle Pier development is the Heneghan.Pang design, pictured above. Members can visit the site www.dlharbour.ie for information. The Committee needs feedback from members as this development will undoubtedly affect us. Please send your views urgently to nationalyachtclub@eircom.net.

STEPHEN'S GREEN HIBERNIAN CLUB

As reported last year, the Hibernian United Services Club with whom we had a reciprocal arrangement, finally closed its doors to its members.

This was followed by a merger with the Stephen's Green Club to form the Stephen's Green Hibernian Club, with whom the National Yacht Club have agreed reciprocal membership rights in respect of bar, diningroom and functions, effective April 1, 2004. Both clubs will honour the membership card or introductory letter of the other and visiting members are expected to comply with the regulations and by laws of the host club. A full copy of these will be available from the manager's office. We detail some of the essential rules to be observed.

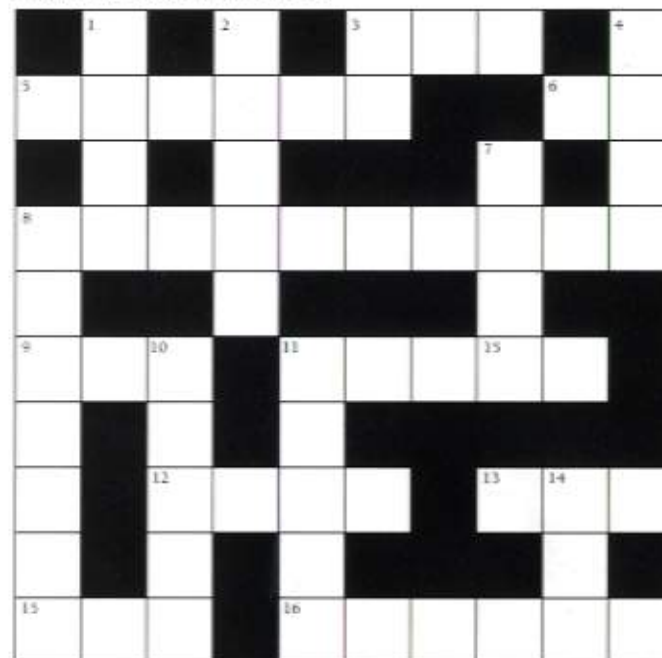


The Navigator

No. 31



A nice, easy one to relax over to while away the summer days. Entries to reach the Navigator before Sundown July 30, 2004. As usual the prize for the first correct entry opened will be dinner for two with a bottle of house wine.



Across

- 3 Without it's head it's still a bird (3)
- 5 Could be a fight at the inn for transport (5)
- 6 That is, that is (2)
- 8 Definitely not the bow man (10)
- 9 Mythical bird of arabian legend (3)
- 11 Groups of Herons (5)
- 12 Lily (5)
- 13 Abrahms nephew (3)
- 15 Bow Wow (3)
- 16 The headless master is just fish (6)

Down

- 1 South Pacific Island (4)
- 2 Not averse to writing this (5)
- 3 A cry of pain (2)
- 4 The pulse of the bag (4)
- 7 Dirty fog
- 8 Crazy mad rime for the composite boat (7)
- 10 Metallic sound (5)
- 11 That's a load of "jellyfish" (5)
- 14 Without it's top of knowledge you may have to dig for it (3)

Social Calendar

Bloomsday — Centenary Lunch

June 16 is now firmly established as one of the highlights of the summer season and this year, being the 100th anniversary of Bloomsday, will be a very special occasion indeed. The timetable is as follows:



1-00 p.m. Wine and Cheese Reception followed by readings

1-30 p.m. Lunch

3-00 p.m. Live music with Cameo

Early booking is advisable, €40-00 per person.



NYC Regatta

Afternoon sounds in the marquee with the Ron Eddison Jazz Band

Regatta Dinner at 8-30 p.m.

Disco in Marquee 9-30 till midnight

Live music in Marquee midnight till 2 a.m. Fresh strawberries,

burgers and sandwiches available in the afternoon. Children's facepainting. Full bar service in marquee until 2 a.m.

Regatta dinner tickets €50.00 and disco tickets €15-00 available from manager's office.

Luncheons

Tuesday to Friday, 1 p.m. to 2.15 p.m.

Club Dinner

Saturdays 7.30 p.m. to 9.15 p.m.

Tie rule in Dining Room on Saturday evenings

East Bite Menu

Tuesdays, Wednesdays, Fridays
7 p.m. to 9.15 p.m.

Sailing Suppers

Every Thursday. Suppers €15
Sailing Supper Wines €15

Family Luncheon

Sundays 1 p.m. to 2.15 p.m.

Bar Luncheons

Tuesday to Friday 1 p.m. to 2.15 p.m.

Bar Brunch

Every Saturday 11 a.m. to 2.15 p.m.

Barbecue Burgers

Available on platform after sailing on Thursdays and Saturdays

Food in the Basket

Available in the bar after sailing on Tuesdays.

NEW MEMBERS ROLL

Welcome to these members who recently joined the NYC