

MAINSHEET



The Newsletter of the National Yacht Club

September, 2004



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NYC SAILORS' SUCCESS

Enjoying the "Scene" at the National Regatta



Holidays are in full swing, the sailing season is more than half over and as I write, we have boats and members scattered to the four winds!

On the sailing front, National boats have had great success: Alan Crosbie's team onboard Calyx (Voodoo Chile) winning the Round Ireland, and Calyx (Voodoo Chile) along with Tony

June EGM. Needless to say I am delighted we can now push forward with these plans, which will rejuvenate and revitalize the National Yacht Club.

inevitably bring about, it is still hoped to hold winter sailing activities, and on the social side, wine suppers, quiz nights and speaker suppers form the backbone of our social program.

Finally, I trust all members had restful holidays, and are ready to

Double Crossed (the Atlantic)

Noel Casey

Perhaps this should be treble crossed as Kish has three times crossed the Atlantic in the past twelve years, twice in the last six months, with yours truly on board.



Kish is a Tayana 37, a traditional double ended cutter of which there were some 600 built since 1975. Designed for the American market there are very few in Europe. It is no slouch and has a deceptive turn of speed for a long keeled boat that follows classic design principles. Perhaps a good indication of that is the fact that it has a comparatively small auxiliary engine of only 33HP for an 11 ton boat. Its single spreader rig has spreaders of 1.8 metre length and the height of rig is such that runners are required. Despite this apparent complexity it is easily handled by two people.

Kish came to Cork in 1992 from Boston, its first Atlantic crossing and was sold into Dun Laoire in 1993, departed and came back again in 1999. In November 2003, I joined Kish in Tenerife to sail to St Lucia in the Caribbean, in the ARC or Atlantic Rally for Cruisers with some 200 yachts entered and a further 300 plus, independently of the rally, making the 2900 mile crossing.

The correct time to return to Europe is in May before the

deep but narrow and shared by cruise ships, so it is imperative to have port clearance to enter the "town cut". Customs and immigration clearance in the Caribbean is tedious, both in and out. St Georges Harbour had two marinas with capacity of fifty and ten berths. Most yachts lay to anchor and a lucky few found a free quayside berth, our selves included. Nothing is cheap in Bermuda and the pint is the same price as in NYC, with restaurant meals being about the same as Dublin. On departing we had to buy fresh water at 10 cents per gallon.

After a three day stopover and a crew change, Michael and John Lennon left and Shane Dillon joined we departed Bermuda for the Azores, arriving in Flores after fourteen days at sea. This was the leg where we had the most wind and were being chased by a low pressure system for two days. On those days we had daily runs of 170 and 168 miles, which is an average of over seven knots, while broad reaching with thirty five knots true wind, a real gale, with three reefs and staysail and the speedometer reading up to 10 knots as we surfed along. Our weather contact via HF radio was the legendary Herb, based



Noel Casey enjoys the "inevitable champagne" with the Commodore

in Canada who provides weather information to yachtsmen on the Atlantic circuit. Listening to others reporting in on HF radio, we heard of yachts some one hundred miles behind us having winds of forty knots, others hove-to, another having had his life raft swept overboard. Had we delayed our departure from Bermuda we would have been in the centre of this low. The periphery was interesting enough.

Our passage plan filed with the Bermuda coastguard was for a sixteen to eighteen day passage to the Azores, but after fourteen days we anchored in Lajes harbour in Flores, the most north westerly of the Azores group. This is a beautiful island, which translates as the island of flowers. A lovely place, nice people and extraordinarily cheap by comparison to Bermuda and very considerably

cheaper than Ireland, much more so when you realise that much the produce comes in from mainland Portugal, some 600 miles to the east. After two days we upped anchor and sailed some 140 miles to Faial and to the marina in Horta. A berth in Horta with free electrical connection for Kish was €8 per night while the Dun Laoire marina requires €44 for this facility with electricity extra!

In Horta, Shane Dillon departed and we were joined by Damien Bradley before departing for Kinsale to arrive ten days later. In the last few days there was an intense high over Biscay and we were fortunate that we were able to stay on the western edge, if the rhumb line course had been sailed we would have run out of wind for two days. Twelve hours south west of Mizzen Head, the high pressure system, declining and moving west, found us and we motored towards Galley Head. On closing the coast we found wind and sailed for Old Head. The wind died and motoring to Kinsale in the still night air we could smell silage at three miles off the coast!. After one night in Kinsale, Vincent and I sailed for Dunlaoire, arriving twenty six hours later to find that the pre regatta reception in full swing, to be greeted by the Commodore and the inevitable champagne.

Tobacco Bay



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Tobacco Bay



Catherine Hilliard from the NYC competing on the Friday in the 4.7 class

SAILING SECRETARY'S REPORT - AUGUST 2004

Adult Sail Training Course

This early summer course, run entirely by NYC volunteers, proved so popular yet again that numbers had to be restricted. A special sub-committee is organising follow-up events, to build on the success of the course. Many thanks to all who helped out and lent their boats.

May 9

We had the first ever Ruffian team racing event among the Dun Laoghaire clubs which was won by NYC team Larry Power's *Paramour*, John Caldwell's *Shillelagh*, Roberto Sastre's *Tiger*.

May 22 and 23 - Optimist Leinster Championship

About 100 boats from all parts of Ireland competed in this very successful event in perfect Oppi sailing conditions.

June 19, Regatta

The major event in the Club calendar, with over 270 entries and the weather was kind to us, unlike some of our neighbouring clubs. National sailors to win their classes included Dermot Baker (Sigma 33 - *Shillelagh*), Andrew Gray (Shipman - *Malindi*), Peadar, David and Sean Cahill (Dublin Bay 24 Footer - *Adastra*), Ian Mathews and Ben Mulligan (Flying Fifteen - *It Just Gets Better*), Ray Conway (Cruisers V - *Aurora*). This was the first National Regatta in about 15 years to include Howth 17s, which started their race in Howth. They were welcomed by veteran Howth 17s sailors and National members Jim and Bill Macken. Sadly, the regatta was also the last to include the 24 Footers, which will in future race as historic boats in the Mediterranean. Regatta prize giving will be held in the Club on October 14.

August 26-29 Laser National Championships

The Irish Laser National Championships run from the Club at the end of August and sponsored by Key Events was a great success for the 130 boat fleet with 4 days of good sailing. The three classes (Standard, Radial and 4.7 rigs) were won by Keir Clarke (Weymouth), Paul Mc Mahon (Strangford Lough) and Will Atkinson (Lough Derg) respectively. NYC member prizewinners included Mark Lyttle (5th overall and 1st Master), Frank Cronin (3rd Master), Claudine Murphy (2nd Lady) and Catherine Hilliard (5th 4.7).

September 18/25; October 2/9 Key Events 1720 Autumn Series

October 2/3 Flying Fifteen East Coast Championships

Some Members' Results this Summer

Eamon Crosbie and Crew (Calyx Voice & Data) - BMW Round Ireland Race winners. What a fantastic achievement (see separate report) and they were part of the three-boat National Yacht Club team that won the team prize with Galileo (Des Kelliher, Sean Lemass, Tony Tennison and crew) and Trinculo (Michael Fleming and crew)

Eamon and Calyx Voice & Data also managed to finish 2nd in IRC2 in Cork Week, despite Eamon's leg being in plaster following an untimely accident; and they also finished 3rd in the Commodore's Cup.

Alan Greene - Flying Fifteen British National Championships (crew) Andrew Gray (Malindi) - Shipman National Championships Johnny O'Rourke and family crew Robbie and Jill - Mermaid National Championships Claudine Murphy - 3rd Place Laser European Championships David O'Reilly and crew (Miss Behavin) - Sigma 33 European Championships Silver Fleet

Juniors:

Peter Mulvin - 1st place Lasers DMYC Regatta Conor Mulvin -



DB 24s – GOODBYE TO DUBLIN BAY

Who has not heard the cri de coeur during the past few months as news of the impending departure of all five Dublin Bay 24 footers spreads on the waterfront. This indeed is the last season of competitive racing in the Bay for these wonderful classic boats, before they depart for a new life in the Mediterranean.

In the late 1930s a group of Dublin based yachtsmen commissioned Alfred Mylne (who had earlier designed and built the Dublin Bay 21 footers) to build a fleet of cruising boats that could race under one design conditions in Dublin Bay. The hulls were laid down in Mylne's shipyard on the Isle of Bute in 1939, and after delays due to the war the first five boats Fenestra, Euphanzel, Vandra, Zephra, and Adastras arrived in Dun Laoghaire in 1947. The new owners were all members of the RIYC. The boats supplemented by the subsequent arrival of *Harmony* and *Arandora* commenced racing in 1948 under the burgees of both the Royal Alfred and Dublin Bay Sailing clubs.

Over the next four decades the fleet continued to contest the DBSC series, with a high level of interest and combative rivalry, not to mention equally challenging annual dinners. Although there were other classic one design fleets in the bay, the 24s seemed to catch the imagination and attention of watchers and sailors alike probably due to the so very graceful set of the boats particularly when on a close reach. Equally good in heavy weather as light airs, the boats were extremely popular with their crews, and the turnover of owners and crew in the last few decades has been remarkably low. Once a 24 sailor, you were hooked for life!

In the early years many of the boats, particularly those that employed a paid hand, undertook considerable off shore cruises and engaged in off shore racing. It should be remembered that a yacht of some 32 feet overall in those days was considered a large boat, and that the original owners had required some cruising capability to be allowed in the design. Nevertheless, some of the cruises were testimony more to the hardiness of the sailors than the luxury of the design.

In the mid 70s Vandra was lost in a storm off Howth, and Zephra has been in storage in Ballina for the last few years. An eighth boat, Periwinkle, did not join the Dun Laoghaire based fleet and currently sails on the Clyde. The present disposition of the boats is NYC – *Harmony*, *Fenestra* and *Adastras*, RSt.GYC – *Euphanzel* and RIYC – *Arandora*.

Through the past five years the owners had mounting concern, not only at the high and ever increasing cost of maintenance, but also at the lack of interest in classic boats, particularly amongst younger sailors. The difficulties in keeping a small fleet together and sailing competitively, and the rise and popularity of many modern classes led to concern that if even one of the five ceased racing it would spell the end of racing 24s as a class in Dublin Bay, and the subsequent disintegration of



Elegance in action – Harmony and Euphanzel racing in Dublin Bay

In late 2003, two Irish yachting enthusiasts approached the owners with a proposal to buy the entire fleet, refurbish each boat and bring the fleet intact, to sail in classic boat regattas and events in the South of France where interest in this type of craft remains high. Recognising that this was probably the best way of securing a future for the fleet as a whole the owners after much soul searching, accepted the proposal. The boats will be handed over at the end of the current season.

As we approach the close of the final sailing season in Dublin Bay for the DB 24 footers, those of us who have sailed on 24s have mixed feelings about the loss of what must surely rank as one of the most graceful designs ever seen in the bay. We are so grateful to have had the opportunity to sail such wonderful craft, and express our thanks however belatedly, to the designer and builder, the original commissioners, those shipwrights who maintained the hulls and to all previous owners and sponsors who enabled the class to keep going.

To any Club members who have never been on board a 24, and would savour the experience, you have only a few weeks left to beg a passage with one of the owners.

The final race for the Class under DBSC will be on Saturday, September 25. On the following day Sunday, September 26 the final class 24s day will be held, centred on the NYC clubhouse.



Race in action – Harmony and Euphanzel racing in Dublin Bay

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For club members who have never been on board a 24, and who have not savoured the experience, you have only a few weeks left to do so, to pass passage with one of the owners.

The final race for the Class under DBSC will be on Saturday, September 25. On the following day Sunday, September 26 the 24's regatta will be held, centred on the NYC clubhouse.

MERMAID COMES BACK TO THE NYC

Foynes yacht club on the Shannon estuary was the venue for this year's mermaid national championships.

Former champion Jim Carthy of Rush started the week as he wanted to continue, winning the first race, while our own Jonathan O'Rourke finished 8th. While not the promising start we were hoping for, Jonathan showed us all how it was done on the second day with Tiller Girl taking her first win of the week and beating Carthy into third.

Carthy came back fighting in race three with his second win, only to be sent back to third again in race four as Tiller Girl's second win was recorded. At this point it was a four boat race, with the top four stretching their lead over the rest of the fleet.

Going into the last race, it really was anyone's event. With Jonathan needing a win and to be four places ahead of Jim, and Jim needing only to beat Tiller Girl, it was going to be a nail-biting finale.

The light winds had favoured the Dun Laoghaire man, who picked up the third win of the week, but Jim Carthy had been pushed back to fifth. Giving the overall victory, by only a quarter of a point, to Jonathan. Congratulations to Jonathan.

After 32 attempts, and being the bridesmaid on a number of occasions, often by the smallest of margins, he finally takes the prized Mermaid, modelled on the Copenhagen statue, back home with him.

NYC PROLIFIC IN OLYMPIC GAMES

The NYC was yet again represented at the Olympic Games and has now had Olympic representation at 10 of the 14 post-war games which is a great achievement for the Club.

Our Representatives this time were Ross Killian crewing for Gerbil Owens from the George in the men's 470 class and for the 2nd time, Maria Coleman in the Europe Class.

We applaud and are proud of the achievements and their participation in Athens as we are of Aaron O'Grady's almost successful campaign in the Finn class and look forward to continued Olympic class success for them all and indeed other talented members who will undoubtedly come forward to campaign for the Olympics.



Bryan Burdette and Ronan Beirn depart for Bloomsday Lunch in O'Connell St.



Lift in is scheduled for October 16. Application forms are now available. Members wishing to have winter storage facilities are urged to make early applications as the available space has to take account of the building programme and accordingly is limited.

Crane upgrade. The "Demag" beam crane is now upgraded to a 3.2 tonne capacity to increase our ability to accommodate self launch dry sailers.

We are in receipt of a letter from the Department of Communications, Marine and Natural Resources – chief surveyor of the Maritime Safety Directorate, advising amongst other things that the wearing of life jackets in Club launches is considered mandatory. We in the NYC have almost 100% compliance with our own internal rules concerning the wearing of life jackets in the club launches.

HEALTH AND SAFETY ON THE PLATFORM

Lift-out is not far away now, and I would like to remind all boatowners to make sure their equipment is in good order



Crosbie and Crew win the Round Ireland

Congratulations to the crew of *Calyx Voice & Data (Voodoo Chile)* on their exceptional achievement on winning the Round Ireland, in what must have been one of the toughest races in its 24 year history. Ross Nolan puts it down to employing dingy tactics for the whole race, almost 4½ days, a view also held by skipper Eamon Crosbie. "We had a great crew never giving up day or night, constantly changing gears as conditions changed" according to the Skipper. Four sleeping bags were brought but never opened. The dry suits which were put on when the crew got on the boat were not taken off for the 4½ days: "we did not unzip them, except to pee" according to Ross.

PHOTO COURTESY OF DAVID BERRYMAN



Crosbie and crew in action in the Round Ireland

While the planning beforehand included the purchase of two new "specific function" sails, and the bringing on board of Ian Moore who has been navigator on Illbruck, Eamon Crosbie primarily relied on his Dublin Bay crew, many of whom have been sailing together for years, this being their second season on this particular boat. Food consisted of freeze-dried expedition food, which again according to Ross was quite edible, his favourite being "beef and mashed potatoes, which I would quite happily eat any

Starting at 18.00, the ebbing tide combined with a fresh southerly breeze, classic wind over tide conditions, making the sea very lumpy especially at Wicklow Head and inside the sand banks. Like Murphy's law the wind veered at Tuscar and while the beat continued at least the waves were not quite as short and sharp. Regardless by Galley Head the crew were praying for Fastnet and a chance to foot off so the boat could "stretch its legs".

The boat's best point of sail is

after it passed the Blaskets, carrying an asymmetric kite. The winds were blowing about 25 knots and the boat was, occasionally doing 18 knots. The seas were massive and the boat was surfing waves constantly. There was no chance of going down below; this was very much sailing on the edge but very fast; hour after hour the crew would see a boat in the distance, slowly catch it and pass it by. Eventually as the winds veered slightly it was necessary to sail slightly deep and the asymmetric had to be

worst of which is at Rathlin Island. Despite huge efforts this gate was missed and the crew found themselves in the middle of the night about a mile southeast of Rathlin having just taken a reef in the main, fighting a contrary tide. Suddenly a vicious squall hit the fleet, apparently one of the crew muttered "white squall" and while it wasn't quite that bad it did register 43 knots. Both main and head sail were dropped and for a few minutes, while the squall lasted the boat was under bare poles. Another yacht, White Tiger, didn't succeed in getting the main down and spent the next 7 hours stitching it back together again. The smallest sail the boat had, the number 5 jib was eventually hoisted and the crew were making 7 knots, on the breeze. This may sound good until they realised they were only making 2/3 knots over the ground due to the "horrible horrible tide".

The hardest part of the race was the next 12 hours. After over 3 days of hard racing seriously sleep deprived, beating into a gale and a contrary tide in the middle of the night would be sufficient to sap anybody's morale. If there was a point when the race could either be won or lost it was probably during those 12 hours. It was around this time that everybody dug deep, and regrouped as a crew realising there was probably not much over 1 day left. Their best run was yet to come which Ross feels was probably from Larne to Lambay. Every wave was hicked, every shift spotted and taken, every inch fought for and no quarter asked or given.

But it still wasn't over and the wind tantalisingly began to die as the boat approached Wicklow. However all is well that ends well. It was a victory hard fought for and well won.

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Snooker News

As the days grow shorter and the nights grow longer thoughts turn, well at least mine, to a new season of snooker. Before it begins, perhaps this is an opportune time to set out briefly what happens during the year and what the club guidelines are as this is a question that has been raised by some who do not play but would like to.

- The snooker room is available to all members of the club and if the door is locked the key can be obtained from the porter. You can play for as long as you like provided you keeping feeding the meter, which takes €1 coins, and there is nobody waiting to play. The custom in the room is that if there is a queue then you play one frame and go to the back of queue. Do not be put off if there are people playing when you go down. Just tell them that you would like to play next and have a drink at the bar while you wait (or you can wait in the room and offer friendly advice!).
- There are three main competitions held in the club every year
- **The Preston Ball** – played after Christmas
- **The McWilliams Trophy** (incorporating the Elgan) – played before Christmas
- **The Johnston Memorial Doubles**
- All players in these tournaments are handicapped so there is no excuse not to take part because you feel you are not good enough. It does not stop me! Competition matches do take priority over social games but there is a time sheet in the snooker room so you will know when these matches are on. Also the inter club competition takes place every year between the waterfront clubs. All members are welcome to play and there will be lists put up in the snooker room so do add your name if you would like to play. The social highlights of the year are the **Preston Ball Auction Dinner** held in early January and the **Preston Ball Dinner** in April. All are welcome and you will hear more about those later in the year. The snooker scene is a great way of getting to know your fellow Club members and all are encouraged to partake. Comments and queries are welcome and can be e-mailed to omurphy@actons.ie.

Bridge News



Ida Kiernan, Bridge Convener

Diary Note: Please be aware that the Club bridge group will reconvene September 30, 2004. All are welcome, especially new members – don't worry about not being good enough, we are all learning still. Just get yourself a partner and come along.

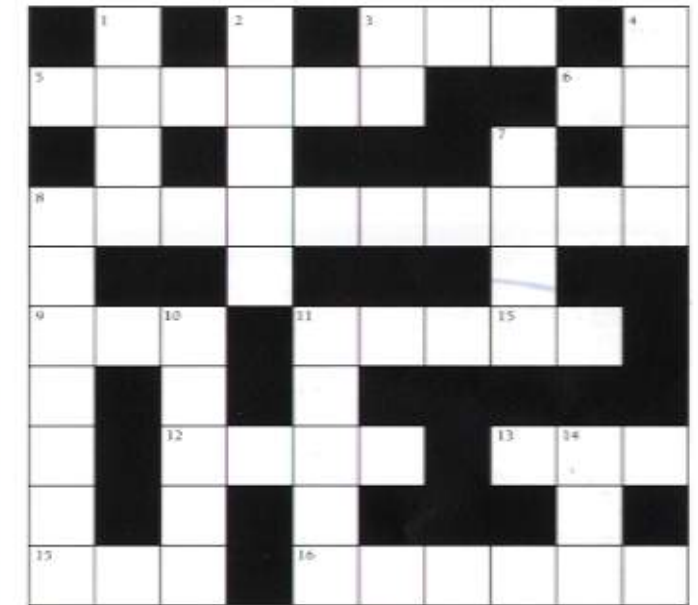


Navigator

No. 32 

The navigator got into murky waters last time. Unbelievably there were three correct solutions to the two clues involving nouns of assembly and in each case they fitted in. Two competitors chose differing solutions ... both correct. First name out of the hat was Barry McNeaney ... congratulations Barry

A nice easy one to lead up to Christmas. Entries to reach the Navigator before Sundown November 30, 2004. As usual the prize for the first correct one opened will be diner for two with a bottle of house wine.



- | Across | Down |
|---|--|
| 3 Eighty yards of wool? (3) | 1 Artist (4) |
| 5 The sailor might return to be a bad lad (5) | 2 Always prepared (5) |
| 6 You and me (2) | 3 Fifty fifty (2) |
| 8 Not the boss when on the bow (10) | 4 8 across might not do this well (4) |
| 9 The high hill might come back and turn bad (3) | 7 Not live (4) |
| 11 The old sailor might begin to be late (5) | 8 The war appears in the crossing to go on (7) |
| 12 Godlike representation that sounds as if it won't work (5) | 10 Yours (5) |
| 13 Not an important part (3) | 11 Kilgore ... (Vonnegut) (5) |
| | 14 Is this a song about money |

Social Calendar

SEPTEMBER

- Sat **4** Club Dinner with Piano Music
 Sun **5** Family Luncheon
 Sat **11** Club Dinner
 Sun **12** Family Luncheon
 Tue **14** Ladies Day Luncheon – *Speaker: Gary Kavanagh, Artistic Director; Peter Marks Hair Salon*
 Sat **18** Club Dinner
 Sun **19** Family Luncheon
 Fri **24** Junior Section Prizegiving and Disco
 Sat **25** An Evening with Camille O'Sullivan
Dinner served 8.30pm. Black Tie €40.00 pp See Highlights
 Sun **26** Family Luncheon
 Thu **30** Bridge Re-commences

OCTOBER

- Sat **2** Flying Fifteens East Coast Championships Dinner
 Sun **3** Family Luncheon
 Wed **6** Bar Table Quiz Round 1
 Thu **7** Bridge
 Sat **9** Club Dinner with Piano Music
 Sun **10** Family Luncheon
 Tue **12** Ladies Day Luncheon
 Wed **13** Wine Supper
 Thu **14** Regatta Prizegiving
 Bridge
 Sat **16** Lift-Out Dinner
 Sun **17** Family Luncheon
 Wed **20** Bar Table Quiz Round 2
 Thu **21** Bridge
 Sat **23** Club Dinner
 Sun **24** Family Luncheon
 Wed **27** Wine Supper
 Thu **28** Bridge
 Sat **30** Halloween D'n'D Night
 Sun **31** Family Luncheon

NOVEMBER

- Wed **3** Bar Table Quiz Round 3
 Thu **4** Bridge
 Fri **5** Mermaid Dinner

December dates for your diary

- Saturday, December 4:** Christmas party night with live music
Saturday, December 11: 1st Christmas Dinner
Sunday, December 12: Santa Party
Saturday, December 18: 2nd Christmas Dinner
Sunday, December 19: Christmas Carols in the Bar at 5pm
Friday, December 24: Christmas Eve Luncheon
Friday, December 31: New Years Eve Family Luncheon
Saturday, January 1: New Years Day Bar Brunch, 12 noon till 3pm

Clubhouse closing on Sundays

Effective from Sunday, October 17, for the winter season, the Clubhouse will close at 7pm on Sundays.

An evening with Camille O'Sullivan

The National Yacht Club welcomes Camille O'Sullivan on September 25. Following her sell out success at the 'Dublin Fringe Festival' Camille returns with her acclaimed show. Recently she has appeared as guest with Damien Rice, Jack L, Jerry Fish, Shane McGowan and released her debut Album 'A Little Yearning'. With her French parentage and a love of storytelling she performs in English, French and German mixing lost songs of old with the contemporary, celebrating the music of Jacques Brel, Dietrich, Hans Eisler, Kurt Weill, Nick Cave, Tom Waits and David Bowie.

Nothing is quite what it seems ...

"A courageous and singular performer, Camille is one of the most gifted interpreters of narrative songs yet to appear". *The Irish Times*

Black Tie Dinner, Tickets available from the Manager €40

Have you dined at the Club recently?

There are plenty of opportunities where you can sample the delights provided by our Chef and enjoy the entertainment at the same time, why not try one of the following:

Wine Suppers – discover a new wine, enjoy the cuisine, Wednesday evenings in the Dining Room.

Bar Table Quiz, great prizes & lots of laughs other Wednesday nights in the Bar.

Dinner 'n' Disco nights – Boogie the night away! Saturday nights as in programme.

DUN LAOGHAIRE, CO. DUBLIN, IRELAND

TELEPHONE: MEMBERS 353 1 280 1198, SECRETARY 353 1 2805725, BOATHOUSE 353 1 284 1483

FAX: 353 1 280 7823, E-MAIL: nationalyachtclub@eircom.net WEB: www.nyc.ie



In order to assist the staff of the National Yacht Club to maintain up-to-date records, please complete the form below and return it to the secretary's office as soon as possible.

Contact information update

First name:

Surname:

Address:

Home Telephone:
