

# MAINSHEET

Newsletter of the National Yacht Club

September, 2005



Con Murphy, Commodore

## WHAT A SUMMER!

What a summer the Club has had – between the building programme and a huge sailing programme, it's been a hectic season for many members and staff. Sailing first – we've had the busiest season ever – four National championships, two East coasts, our own major offshore – the Dun Laoghaire to Dingle race, four Round Ireland Record attempts and finally of course the highly successful Regatta Championships held from July 7 to 10. The event will be remembered for its light airs, great 'buzz', superb social scene and excellent organisation.

Our new lower ground floor facilities finally opened on the eve of the Regatta to much acclaim – without doubt, we now have some of the finest sailing club facilities anywhere and a very attractive area also. My thanks to all the members for their generous support, patience and faith in the project and to the excellent contractors and consultants involved. The next step will be to completely renovate the ground floor of the Clubhouse and plans for this are well advanced with work scheduled to commence before the year end. This large investment by the Club and its members will help ensure a successful future for the Club,

however one area I ask for your support is in seeking new members – now is a great time to join – the different categories of membership are designed to suit every situation and some, in particular Ensign, Spouse and Crew are very reasonable. So, if you have somebody in mind for membership, please get them to complete an application form and return it to the Club.

Finally, congratulations to David Crosbie for his magnificent win in the 2005 ISA Helmsman's Championships and all our members who have represented the Club competitively at home and abroad this season. NYC

members have a long tradition of participation and achievement in competitive racing from Junior dinghies right up to Olympic and top Offshore level and that has continued this season: Eamon Crosbie/Voodoo Chile – Fastnet Race, Ross Killian – 470 Worlds, Aaron O'Grady – several Finn events, seven of our juniors in the Topper Europeans, my own daughters, Claudine and Annalise, in the Laser Radial Europeans, Adam Winkelmann/Yohé and Martin Byrne/Key Events – 1720 Europeans, John Lavery – Dragon Europeans and Worlds, Mick Liddy's solo round Ireland record sail. This is not the full list. Many members also competed in the D2D race or undertook significant cruises. It takes a huge commitment to undertake such events and on behalf of the Club, I commend your achievements and I look forward to meeting many of you and recounting the season at the various Club social events over the Winter.



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This year is nearly at a close with the last DBSC Junior Series day sponsored by the Dunlaoghaire Harbour Co. being run on Sunday, September 25. What an event this has proved with over 85 boats racing each Sunday. As we go

into the final day, the Topper class is a hot contest between Megan O'Hare and Ben Shanahan.

Over the summer, the NYC ran 3 x 3 weeks Junior courses starting on June 7 and 4 x 1 week half day course for the Minors. This was the first time to run a course for our seven to nine year olds – it was a basic introduction to the sea and the club and proved to be a great success!

The season started off with three cadet members – Georgina Cavey, Aisling Kelly and Deirdre Ryan heading off for a week's cruising with John Leahy to do their ISA competent crew/day sailing course. Congratulations to them this is the first time we have been able to do this type of course for our younger members well done to them.

We again sent a Team to Sutton to sail in the ISA Junior Team Racing Championships consisting of Cliona Byrne, Sophia Lyons, Eoghan Hughes, Conor Young, Anna and Sarah O'Neil. Congratulations to all of them as they set sail for Sutton in their Mirrors at 9.30am in a stiff breeze, raced all day making it to the final and then sailed home not getting back till after 6pm. We also had a series of very successful waterfront club's Junior Regattas with the NYC sailors doing very well. Tadgh Donnelly and Leo Hickey are new onto the optimist circuit and have been sailing very well as have Aisling Byrne Ryan, Jenny and Sarah Mulvin and Eimear and Aisling McIvor. All these Juniors have been sailing on the optimist circuit and the NYC is now coming back into the Optimist rankings with Conor Mulvin, Ferdia O'Brien and Finn Murphy.

This year all of this was made possible by having a fantastic group of instructors, headed by Simon McGrotty (finished second at the Mirror Worlds in Sweden this summer) Sonya Boyce and Neasa Starr and our two French coaches Tomas Chaix and Ceceille Chappelle who headed the NYC Topper European Team. Well done to all of them for representing the Club so well this summer.

The ISA have again asked the NYC to be the winter base for the Leinster regional Squad training in



Firstly lets sort out the diary. Liftout will happen, weather permitting, on October 22. Peter Ryan and his team have again generously offered to plan and run the event and we all look forward to a successful, if busy, day.

With the builders almost gone, we have had the opportunity to enjoy our new facilities and, in the boathouse, we now have an excellent facility for maintaining our launches which suffered over the past year due to a lack of a proper place to carry out routine maintenance. As a result their reliability was not the best and you may have noticed a deterioration in the service provided to mooring holders. It is my intention to draw the now infamous "line in the sand", put 2005 behind us and make sure that all facilities and equipment are brought up to the highest standard so that 2006 will be a better year.

Justin, our lead boatman, has also settled in well and together we have been attempting to make the boathouse a more professionally run affair but we recognise that we still have a way to go. For the first time, we are in the process of preparing a boathouse budget for 2006 so that we can monitor expenditure against a baseline and make the appropriate decisions in the light of an overall view of the operation. Tony has also returned and brings his usual good will and smiles to the operation.

Our new facilities have presented us with another issue. With the new Jack Brennan room, the social side of the club is beginning to overflow onto what had previously been boat space and the two are not always compatible. Recognising this, and a number of other issues, Alan Green has kindly volunteered to lead a review of the usage of space and the provision of safe access/egress to and from the facilities with a view to improving our space utilisation, so watch this space.

We have also run a number of successful events this year, but these have not been without their difficulties in terms of the provision of boathouse services and equipment. In order to improve on this for next year, Jack Roy has agreed to head up a Race Management team to identify what exactly is needed to run really efficient championships, make sure that all concerned are fully aware of these requirements and that the boathouse ring fences this equipment just for championships.

Now for a bit of a gripe about the pontoon. Throughout the summer, some boats have remained on the pontoon for extended periods. While there is a



Garrington, Boathouse Captain

out the diary. Liftout will happen, weather October 22. Peter Ryan and his team have again to plan and run the event and we all look forward to a busy day.

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Alan, has also settled in well and together we have been running the boathouse a more professionally run affair but we still have a way to go. For the first time, we are in the black in the boathouse budget for 2006 so that we can monitor our cash flow and make the appropriate decisions in the light of the operation. Tony has also returned and brings his experience to the operation.

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# The West's Awake in Sailing!

**Dun Laoghaire to Dingle Race 2005 – sponsored by Pierse**

The seventh biennial Dun Laoghaire to Dingle Race – the first was in 1993 – had 29 competitors from yacht clubs all around the coast of Ireland and from one inland club. One yacht, the 32 foot *Eliminator*, was trucked overland from Garrykennedy Sailing Club on Lough Derg specially to compete in the race.

Variable wind conditions along the 280 Nautical Mile course made for a challenging race for the highly competitive fleet in the main IRC or Racing Division. Despite strong competition from some of the top racing yachts in the Irish Sea, two West Coast yachts triumphed!

First to cross the finishing line and winner of the premier Dun Laoghaire to Dingle Trophy was the new 52-foot *Patches* owned by Eamon Conneely of Galway Bay Sailing Club. A largely Galway-based crew – many of whom sailed with Eamon Morrissey of Clarinbridge in the past – were supported by key yachting professionals and set a new record time of 33 hours and 33 minutes, three and a half hours better than the previous record!

To put a seal on the West's triumph in the race, the first ever entry of a Dingle competitor finished in second place! *South Bound*, a Beneteau 40.7 jointly skippered by Aodhán Fitzgerald and Yannick Lemonier, upheld the honour of Dingle in no uncertain manner by a convincing triumph over the East Coast boats!

One might not expect to find serious offshore sailors based as far from the sea as the Garrykennedy team on Henry Hogg's *Eliminator* but the sailors of this venerable



The Dun Laoghaire to Dingle race winner – the Transpac 52 'Patches' – warming up prior to the start on Sunday, June 12.

1978-built boat retained the Alice Celebration Cup for the smaller boats, which they last won in 2003.

A real surprise was the triumph in the Cruising Yacht Division of the oldest boat in the race. *Sarnia*, designed by the famous Sparkman & Stephens of New York was built in Italy in 1966. Owned by Michael Creedon and skippered by Frank Cassidy, both of the

National Yacht Club in Dun Laoghaire, *Sarnia* had a narrow, though very well deserved win in the Cruiser Division over many much more modern cruising yachts!

Special thanks are due to third-time sponsor Pierse. Ged Pierse's company has been a most generous supporter of the Dun Laoghaire to Dingle Race and Ged himself is the driver behind the creation of the Cruiser Division.



**NEW MEMBERS ROLL**

## NYC SAILING SECRETARY'S REPORT – SEPTEMBER, 2005

**N**ow that the summer sailing season has ended, we have time to draw a little breath and reflect on what was a particularly busy period for all of our volunteers and staff.

In the three months between the beginning of June and the beginning of September, the Club hosted four National Championships, one East Coast Championship, an Inter-Club Team Racing event, the Junior Regatta, the Piers Dun Laoghaire to Dingle Race, the Dublin Bay Sailing Club Cruiser Challenge and the Dun Laoghaire Regatta Championship, which we co-hosted with our neighbouring clubs. We also started one ISORA Holyhead race and finished another. The season ended on a high note with the Members' End of Season Race, which drew almost forty entries and was a great fun event, both on and off the water.

Coming as it did during our major building programme and with personnel changes and absence in the boathouse, this level of activity sometimes stretched our resources to the limit. Yet, to the great credit of all of our volunteers and staff who worked tirelessly and without complaint, we pulled it off and all of these events were declared successful in the end.

But our work is not finished yet: the Club will host the Flying Fifteen, Mermaid and Squib Frostbite series next month and we are already lining up events for next year.

*Eoin O'Donovan, Sailing Secretary*



Regatta Championships

## DINGLE DASH

"goosewinged". While we were bucking the tide we seemed to have stronger air and going quite fast. The I.R.C. Class started half an hour behind us, most flying kites. I asked for a kite. "Which one?" asked Michael, "the 25-year-old one or the 30-year-old one". We elected for the former. While some of the boats went in, out of the tide, and I think benefited somewhat, we kept a straight course for Wicklow Head with the kite up. Patches belied my judgment coming up behind us, and inside, black and evil like a nuclear submarine, doing 15 knots. The wind began to soften a little and eventually backed necessitating a gybe. It then got quite fluky and we needed two or three more gybes before eventually coming inshore a little to get the benefit of the accelerated South going tide at Wicklow Head. Watching all the boats coming up behind us with a fair show of spinnakers was a sight to behold.

### Luck

We had our first stroke of luck just beyond the Arklow bank. We were just holding on to the bottom third of the fleet when the wind began to back and become quite fitful. Looking forward we saw most of the fleet being forced out to sea where the wind seemed to be dying completely. We had the advantage of watching all of this develop. Despite the fact that we were still carrying the kite, we altered course, closer in shore, where one or two boats, without kites, seemed to be holding the breeze. With baited breath, and west of the main fleet, we were flying along at about 6 knots in what appeared to be our own band of breeze. Way in the distance we could see the new breeze which was coming from the southwest. The problem was how to jump the gap in the centre where there was no wind. The closer we got to it and the higher we sailed the smaller that gap became. At the last minute, just as the wind backed we dropped a kite, held our speed and fine-reached through the gap. About half an hour later the wind veered north west again, we popped our spinnaker, and found ourselves in a gybing duel with John Roberts on "Quite Correct" his 54 foot Janneau. We had brought ourselves well up the fleet.

The decision whether to sail inside or outside the Glamorgan bank was made by the wind which continued to veer and we eventually found ourselves on a fine port reach, dead on line for the Tuskar Rock. We discovered the 30-year-old red reaching



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Regatta Championships – Voodoo Chile waiting for wind!

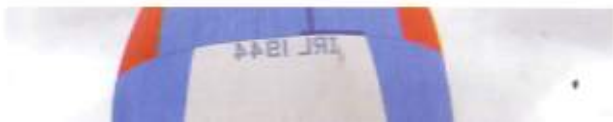
spinnaker on the boat which I was assured hadn't seen the light of day for 25 years. It was like a code zero on a Whitbread 60. The wind continued to drop and veer, and in order to keep the boat going we had no choice but to keep going out to sea. I could see all those boats that had been out to sea, having taken the benefit of the tide, now sneaking back in towards the banks.

## Mutiny

I considered going back in but this would have needed another kite launch and gybe. The crew, who had been hoping for an easy ride were shattered and I could see if I mentioned the kite again, like Captain Bligh, I would have found myself in the punt. The wind died, the tide hit, we started to go backwards, we had dinner, opened a few bottles of wine and a few bottles of beer.

Around this time Ged Pierse came up behind us in his beautiful 57-foot yacht, *Gulliver II*. All they could see was *Sarnia* sailing along slowly, her skipper leaning on the tiller with a bottle of beer in his hand, nobody else on deck, giving all the appearance of a lazy cruise. It surely belied the intense activity that got us to this point in the race.

Again we were lucky. Even as the tide started to bring us backwards the wind slowly increased, strengthening from the North, and with the main sail to port and the head sail poled out to starboard we slowly increased our pace to get around the Tuscar Rock at about 2.30 a.m. There followed a glorious strong wind two sail reach to the Connigbeg Light Ship. We could clearly see at least five yachts behind us. Once around the Connigbeg we had a difficult decision. The wind, now blowing from the North West was due to back. Logic dictates "sail to the new wind". Most of the fleet were sailing out to sea. However instinct dictates do not lose ground to windward. In the end



we adopted a middle course and found ourselves in the end the closest boat to land.

At Ballycotton the wind got up to 26/28 knots and stayed on the nose. We took two reefs in the main and reduced the headsail. This is where *Sarnia* showed her true colours powering through the waves (arguable more like a Submarine than a modern boat). There were no spray dodgers on board, so the helm and crew in the Cockpit got very wet. But the boat loved it and we were clearly making ground on some of the boats ahead of us. If she was going to let us down this was the time to do so, but the rigging, recently replaced, was solid, the windows tight as a drum, and the new sails superb. The crew on watch, Michael Staines (Navigator), David Creedon and myself got the blunt of the bad weather.

The strong head wind held for about 8 hours until we suddenly got an unexpected header while on a port tack coming into Roches Point which, on the other tack gave us a fast two sail reach directly to the Old Head of Kinsale.

The wind held as we flew down beyond the Old Head of



Owner, Michael Creedon and Skipper, Frank Cassidy accept their Dingle Trophy from Mrs. Paula Pierse

Kinsale, Sheepshead, Gallyhead, but began to die as we were passing Glandor. It backed a little so we couldn't quite lay the Fastnet. Again as darkness fell I was anticipating that the wind would back and was at this stage further left of the fleet than usual. Around us we could see about 3 boats ahead of us and 3 boats behind us. This is where David Stedman came into his own, much of the rest of the crew being quite tired, he sailed the boat through the night, often on his own.

If *Sarnia's* crew has to be given any credit for this win it's probably due to decisions made around the Fastnet Rock and Mizzen Head. Michael Staines, our Navigator initially called for a tack towards the Mizzen and as we got closer he tacked back out, as the tide began running around the headland. He anticipated that if the wind still hadn't yet backed despite two earlier weather forecasts, it would eventually. General tactics with dictate that we should be going out to sea, and most of the boats ahead of us did this. The winds cloudy began to back and



up a kite. As we were fine reaching with the kite and all boats out at sea were running, we had the edge on boat speed. We powered across Bantry Bay, in glorious sunshine, in less than two hours all the time anticipating that we wouldn't quite make the Bull Rock. It was a close call. Once around we bore off to the Skelligs, and like the other boats began to slow down.

### Skellig Rock

At this stage we had almost spent two days at sea, tired men and tired boats, yet nothing can enliven a crew more than the spectacular beauty of Skellig Michael and Skellig Mór on a sparkling sunny day.

As we gybed beyond the Skellig the wind picked up, veered further south as anticipated and we romped home from the baskets in under three hours in the lee of the wild cliffs of Valentia and Bray Head. We crossed the line just behind "Easy Rider" and "Paperbox" covering the distance, a little over 320 miles in 56 hours.



*Mick Liddy is presented with the Concorde Trophy by Commodore Con Murphy for breaking the Round Ireland Solo Record*

### Problems on Land

Finishing was slightly embarrassing as we needed a tow because the gear shift had been damaged, probably at Ballycotton. Furthermore we had arrived a day earlier than anticipated and accordingly hadn't any Hotel booked. As we arrived before pub closing, the last executive order from the Skipper was "first pub on the left, no showers".

As a crew we were delighted to have won our division and little doubt there was an element of luck in it. However in honour of the pedigree of the boat and those who had raced so successfully before, including John Sisk and Bob Creedon, we felt as a crew that we should drive on as hard as possible on all occasions, and did so.

Credit must go to Breen Barry and Martin Crotty for the slick organisation and support of race management (especially for arranging our tow). Our thanks must also go to Ged Piersé, for his generous sponsorship (and case of Claret) and also to Bob Creedon for his support and advice before and during the race.

constructed in wood over the last 12 years! The latest version was completed by Alistair Duffin, the noted GP 14 builder and the universal reaction is that the build quality is excellent.

Cost for a completed boat are currently working out below budget at about €17,500 complete with sails and a high Harken based specification similar to Dolly. A galvanised trailer and boat cover will cost an additional €2,400.

In view of the trenchant opposition from certain members of the MSA Mermaid fleet, it has been decided to set up a separate Open Mermaid Federation which will facilitate racing between composite and existing wooden boats. The details are currently being finalised for the new organisation and formal announcements will be made in early October.

The reaction from all areas of the Irish sailing Community has been very encouraging. Racing results during the season confirm that there is no discernable performance difference between "Dolly" and other top boats in the fleet. A recent match racing series organised by Aloft Magazine delivered a result of two wins each for Dolly and Endeavour.

## MICK LIDDY, SOLO SAILING SPEED RECORD ROUND IRELAND

**N**YC Member Mick Liddy shaved off nearly two days from the record for sailing non stop around Ireland Solo, setting a new challenge to beat five days 12 hours 11 minutes and 46 seconds!

Mick finished in almost non existent winds off the West Pier Dun Laoghaire at 02:53 hrs. Monday morning, September 12. A large crowd of supporters had gathered in the surrealistic Dublin night glow, including Stuart Fogarty of A.F. O'Meara Advertising, the sponsors of Mick's attempt. From all of us here at the National, very well done, a fabulous achievement!

As we go to press, Michel Kleinjans is setting sail in his open Forty, "Roaring Forty" to try to better the record set by Michael Liddy. Keep up with the latest news on this, and all Round Ireland race records on our NYC website, [www.nyc.ie](http://www.nyc.ie).

## NYC TOPPERS



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## NYC TOPPERS



# Snooker News



**T**he Billiards Committee are now accepting entries for The McWilliams Trophy (incorporating the Elgan Trophy) and the closing date for entries is Friday, September 30.

We encourage any new member who wishes to become involved in the great game of Snooker (and Billiards) to do so. Eight already have taken the plunge.

Will everybody please note that you are responsible for your own entry (put details on entry envelope in the bar and €20 to cover all competitions for this winter). As we are updating our records, we need mobile, home and business numbers together with e-mail addresses.

Your direct contact is Competition Secretary, Hubie Kearns on (01) 2887838, he will be happy to answer any query you may have in relation to snooker matters. Johnston Memorial Doubles Trophy entries close October 31 - need a partner? Contact Hubie Kearns on (01) 2887838 or Doug Stuart 087 2298 758. News on Ken Doherty's forthcoming visit to us shortly. Handicaps have been reviewed in line with normal procedure. The next overall review will be prior to the Preston Ball Auction Dinner.

# Bridge News



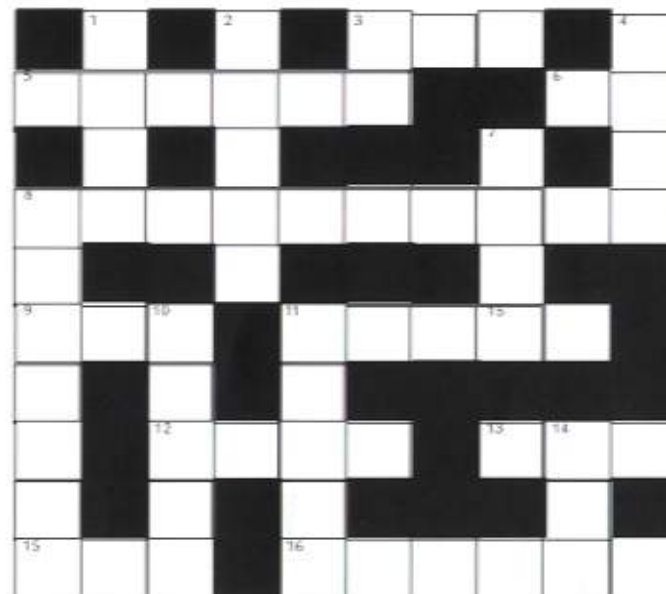
**T**he Bridge season ended a little later the usual this year with the Annual Inter-club tournament, taking place on the May 25, 2005.

The new season will commence on Thursday, September 29, 2005. All members are very welcome for a relaxed game with a little fun for good measure, each Thursday evening from 7.30 pm until approximately 11pm. New members will be made feel very at home, so come along and make new friends whilst enjoying an evening out. We will have a host partner each Thursday, a host partner guarantees you a game when you have no partner, so there's no excuse not to attend.

Dates for your diary



Here is a nice easy one for those lazy winter days. Entries to reach the Navigator before sundown October 31, 2005. As usual the prize for the first correct one opened will be dinner for two with a bottle of house wine. The winner of navigator No. 33 was Fionnan de Barra ... well done Fionnan.



### Across

- 3 Bad flat fish (3)
- 5 Fruity sort of boat (6)
- 6 Other half of the partnership at 3 down (2)
- 8 Is he always correct at sea? John B. (10)
- 9 Foxy old designer (3)
- 11 Bedroom equipment on board (5)
- 12 Square type of error (4)
- 13 Native American (Related to the Aztecs) (3)
- 15 Base for American whiskey (3)
- 16 Across? Not at the bow (6)

### Down

- 1 Did your father wear one? (4)
- 2 Complaining type of fishes (5)
- 3 Other half of the partnership at 6 across (2)
- 4 Code? Not able (4)
- 7 with age you get feverish
- 8 Will it let the water out (7)
- 10 Go fish (5)
- 11 Capital (5)
- 14 Is the old sailor black? (3)

### Answers to navigator no 32:

Across: 3 Odd, 5 Stoops, 6 Et, 8 Post Mortem, 9 Imp, 11 Bight.

# Social Calendar

## OCTOBER

Sat	1	Club Dinner
Sun	2	Family Luncheon
Wed	5	Bar Table Quiz Round 1
Sat	8	Soccer World Cup Qualifier – Cyprus v Ireland, K.O. 6 p.m. – Big screen in J.B. Room Club Dinner
Sun	9	Family Luncheon
Tue	11	Ladies Day Luncheon
Wed	12	Wine Supper Soccer World Cup Qualifier – Ireland v Switzerland, Big screen in J.B. Room
Sat	15	Club Dinner with piano music
Sun	16	Family Luncheon
Wed	19	Bar Table Quiz Round 2
Sat	22	Lift Out – Lift Out Dinner with live music and dancing
Sun	23	Family Luncheon
Wed	26	Wine Supper
Sat	29	Club Dinner
Sun	30	Family Luncheon

## NOVEMBER

Wed	2	Bar Table Quiz Round 3
Fri	4	Mermaids Prizegiving Dinner
Sun	6	Family Luncheon
Tue	8	Ladies Day Luncheon
Wed	9	Wine Supper
Fri	11	Flying Fifteens Prizegiving Dinner
Sat	12	Rugby – Ireland v New Zealand, K.O. 2.30 p.m. – Big screen in J.B. Room Club Dinner with piano music
Sun	13	Family Luncheon
Wed	16	Bar Table Quiz Round 4
Sat	19	Rugby – Ireland v Australia, K.O. 2.30 p.m. – Big screen in J.B. Room Club Dinner with piano music
Sun	20	Family Luncheon
Wed	23	Wine Supper
Sat	26	Rugby – Ireland v Romania, K.O. 12.30 p.m. – Big screen in J.B. Room Royal Alfred Prizegiving Dinner

### World Cup Soccer

Saturday, October 8, kick off at 6 p.m. Cyprus v Ireland  
Wednesday, October 12, Ireland v Switzerland  
– Watch Ireland play their crucial World Cup qualifier matches on our new plasma screens in the J.B. Room.

### International Rugby

Bar Brunch served before all rugby internationals  
Ireland v New Zealand, Saturday, November 12  
Ireland v Australia, Saturday, November 19  
Ireland v Romania, Saturday, November 26



### Bar Table Quiz

This will be the season fifteen for one of the most popular winter social events at the Club. Alan and Trish will again have all the questions – and answers – so book your team now on entry sheet on Club Notice Board.

Our thanks to Active Ireland Holidays for the sponsorship of the overall prize for the quiz. See Club website for special discounts available to NYC members from Active Ireland Holidays. See listing for quiz dates. Teams of six; €10 per team. Time 8.30 p.m.

### Wine Suppers

The new season of wine suppers will commence on Wednesday, October 12 with a tasting of wines from our new wine list. See listing for wine supper dates. Bookings with Catering Supervisor or Club Manager.



### Ladies Day Luncheons

The ladies day luncheons are held on the second Tuesday of the month and Anne Leyden has a very exciting programme planned for the months ahead. Booking with Catering Supervisor or Club Manager.

### Christmas Dinners

Saturday, December 10 and 17 – mulled wine, Christmas carols and dancing to live music, prepay booking forms €40pp.

### Santa Party

December 11 – Santa will arrive at 12.30 p.m. Visits from 1 p.m. Booking forms for Santa visit at porter's desk. €15 to include visit, present and mince pies and chips.

