



Con Murphy, Commodore



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Boathouse,
Junior Sailing

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Sailing News

HAPPY CHRISTMAS



warm welcome to our latest edition of Mainsheet. Despite the season, there is still a great deal of sailing activity from the Club with over 30 Junior boats out training every Sunday, many members participating in the DBSC Turkey Shoot and the DMYC Dinghy Frostbite, the ISA Leinster Laser and 420 Squads training from the Club and powerboat and instructor courses also being run.

The new downstairs facilities have come into their own with the JB room proving to be an excellent facility and of course the warm changing rooms are perfect for thawing out after a cold sail.

Our 2006 sailing programme has now been finalised and includes our traditional June Club Regatta and several class championships, including a championship for each of the major dinghy classes in Ireland – a testament to the high level of our members participation in these classes and our excellent reputation for running such events.

Work on the development continues with outstanding snags and completions such as the wall railings and ramp to the front finally due for installation as I write this. Following approval from the members at the EGM in November, work on the renovation of the upstairs area of the Club should be underway



Flying the flag of the National

Club, replacement of carpets and curtains and repairs to our sash windows.

As well as the sailing, there are many more activities currently taking place in the Club including Snooker competitions, Quiz

the back cover for details and also our website for up to date news.

On behalf of all NYC Members, I want to thank all our volunteers and our dedicated permanent staff who work so hard to make our numerous activities so successful



Junior Sailing



Liam Shanahan – Junior Rowing Instructor



Junior Training, NYC Sun 4/12/05



After a very successful end of season dinner and prizegiving in September, many of our Juniors have been back on the water participating in the Club's Sunday training programme run for 6 weeks from early November to mid December. These sessions were very well supported with over 40 juniors in Optimists, Toppers, Lasers and 420s enjoying racing coaching in the harbour each Sunday morning.

The ISA Leinster squad are currently based in the Club which sees the regions top youth Laser and 420 sailors coming to the Club every few weeks for coaching under some of Ireland's top sailing coaches and a number of our up and coming Laser sailors are squad members.

The Club also ran an ISA instructors course in December for our cadet members and will run another similar course in February helping ensure that our experienced Cadets get the necessary qualifications to instruct.

The next programme of winter training will run over 6 weeks from the 26th February to the 2nd April. For this Summer, it is planned to have 3 Junior courses again – provisional dates are:-

Course 1 – 6th June – 23rd June

Course 2 – 26th June – 14th July

Course 3 – 17th July – 04th August

The Club hosts various championships next year for all the major junior classes in the country – Mirror, Laser, 420 and Optimist and hopefully Toppers also and we look forward to good support from our Juniors for these events.

Cathy Mac Aleavey, Junior Organiser



NYC Trustee, Liam Shanahan presenting Megan O'Hare with the DBSC trophy



Zelda O'Brien - Topper training

In addition, this winter sees the 5 yearly replacement of the mooring chains, a big job requiring lots of preparation and



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NYC SAILORS HONoured BY THE CLYDE CRUISING CLUB



In Glasgow on Saturday November 26, Scotland's premier sailing organization honoured five Irishmen for an exemplary sea rescue. John Roberts and crew, Brian Matthews, John Veale, Tom Mulligan and Peter Flynn from the 54ft cutter *Quite Correct* received the *Ferrier Seamanship Trophy* from the Clyde Cruising Club for their actions last May in saving the three-man crew of the 37ft sloop *Megawat*.



John Roberts and crew, Brian Matthews, John Veale, Tom Mulligan and Peter Flynn

Philip Watson of Howth had been sailing *Megawat* towards Scotland for the Bell Lawrie Scottish series, run by the Clyde CC, when the rudder support structure collapsed. The boat started sinking and the life-raft failed to inflate properly. The emergency services were quickly alerted but in late May, the sea is extremely cold and prompt rescue is vital for survival.

Fortunately, Roberts' *Quite Correct*, also bound for the Scottish Series, were ahead of *Megawat* but turned back and Matthews co-ordinated a copybook rescue in steep seas. The Roberts crew launched their service Rib dinghy and towed it on a line astern, guiding it to the almost-submerged *Megawat* so skillfully that Watson and his crew were able to step into the rescue dinghy dry. Their own boat disappeared below the grey waves within minutes.

1720 CLUB CLASS UPDATE



The re-birth of the 1720 class in Dun Laoghaire continues. With reduced sail area, a jib furler and less crew (now four) the boat is effectively stress free to sail but continues to be quick-



The ill-fated Megawat, shortly before she sank

This was held in a spectacular setting in Riva del Garda, and though the Ora wind only really kicked in properly for one day, the full Garda experience was embraced by all.

The event was won by Ruaridh Scott from Tarbett in Scotland with a day to spare and his supremacy in the class in 2005 was clear for all to see. The three NYC boats all had good shows in individual races but just failed to break into the top 10 in overall results. All said they would make the journey again as the venue is so wonderful and accompanying friends and family can also enjoy the experience of the lake and the surrounding area.

The fleet made a decision to support the Howth Autumn League which on reflection was not the best choice given the course format and length. Martin Byrne has offered to restart the Key Events 1720 Dun Laoghaire Autumn League in 2006, and the NYC has offered to support the event provide courses



This is DBSC Thursday evening Simon Phillips age 8 helming 1720

and the race format the class really needs. This will get bodies into the bar next Autumn and offers the new Dun Laoghaire 1720 Club fleet the complete local racing programme of DBSC, the DL Regatta and an Autumn race programme all in the bay.

Finally, Yoke skipper and class captain Adam Winkelmann was presented with the Arthur Newsome Memorial Trophy for the best one-design boat in DBSC for the 2005 season. This is one of the 2 premier DBSC trophies and was a great endorsement of the class by DBSC.

Anyone interested in joining the class as owner, partner or crew





What they did last summer

Dermot Hicks and Ciaran Hughes joined the 644' CNB *Grand Cru* owned and skippered by John Walshe of the Royal Irish at Boston. Darragh Cafferkey and Louis Murray joined at St Johns. Aer Lingus, even in its altered state remains a more appealing experience for the Irish traveller; they decanted us efficiently in Boston on July 23. *Grand Cru* was moored downtown in front of the Marriott Hotel. Boston is a compact and lively city with strong Irish roots and the weather was all that might be asked.

Three of us departed Boston very early on the morning of July 25 en route for Halifax Nova Scotia some 500 miles distant. In the beginning we enjoyed idyllic sailing weather, then before we had sight of land again at the Southern tip of Nova Scotia came the calm and the fog. We motored for some 70 hours with visibility not more than two boat lengths. Our approach to Halifax was by radar and assistance from port control and our first glimpse of Nova Scotia was a rocky shore no more than two or three boat lengths distant; at the same time at a similar distance there passed a large container ship, *Bremen Express* heading in the opposite direction – the combination of bad visibility and the size of the ship such that at midships we couldn't see the ends. We made harbour at the Royal Nova Scotia Yacht Squadron marina; a beautiful club built around a sizable house on extensive grounds and including a complete family recreation facility – pool, tennis court and so on, as well as the fully equipped marina. The flavour is set by the notice prominently displayed "Welcome Yachtsmen" and we certainly found that welcome – we were even handed the keys to a car to tour and do our shopping.

Departed Halifax on Friday July 29 after a memorable stay, en route to St Johns in Newfoundland some 500 miles distant. There was a sense of danger as we headed even further North East as these are infamous seas, but found again the Mediterranean – motoring on autopilot for more or less the entire trip.

What's not apparent from looking at a chart in the normal Mercator projection is that the entire trip from say Cape Hatteras along the east coast of North America is right on the great circle route ending at the south west tip of Ireland, so every mile travelled was a mile closer to home.

Along the way we saw numerous whale spouts, but didn't get up close until we were just at the gates of St Johns, where we came across a pair of what we think were humpbacks – some 20/25m long; you just have to believe in an absence of malice from an animal so big. We also experienced for about six hours



Approaching Halifax. The Bremen Express

what in retrospect was some kind of mirage where we thought we were becoming enclosed by an ice field; the illusion was very real. Cape Race, famous for it's being the Marconi relay radio station handling the Morse traffic from the *Titanic* is on the way. St Johns is accessed by a small gap in the cliff face, a narrow entrance into an impressive, land enclosed natural harbour which is also the estuary of the Waterford River. The relative size of the body of water, the small river and the narrow entrance give rise to an unpleasant problem which the new treatment plant is expected to solve. St Johns has clearly experienced lean times in the past but the oil industry money is working its way through as evidenced by the fine new buildings. They were celebrating something – an area of the city was cordoned off and large numbers of people were trying to drink the place dry; friendly people, singing to familiar music; all very much like home.

The local accents include intonations and pronunciations very familiar to those who know the accents of Waterford and Wexford; a series of plaques includes the story of one William Morris from Waterford who organised the emigration of many of his local countrymen. The locals told us about small fishing communities in more remote parts whose accents and customs were virtually unchanged since they left Ireland.

Generally the experience of St Johns was like being in another part of Ireland and the two places were once joined in a common landmass, which might have something else to do with it. We shared the pontoon at the down town Queen Elizabeth Park with an interesting group: the local guys intent on setting a sailing record around the island of Labrador (they did sometime after we left); the German boat; the retired French Navy fighter pilot who had crossed the Atlantic solo four times in a 28' boat something like a *Shimman*, only not as

DERMOT HICKS
 CIARAN HUGHES
 DARRAGH CAFFERKEY
 LOUIS MURRAY



last summer



Reaching Halifax. The Bremen Express

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Local accents include intonations and pronunciations very different to those who know the accents of Waterford and other parts; a series of plaques includes the story of one William O'Connell from Waterford who organised the emigration of many of the local countrymen. The locals told us about small fishing communities in more remote parts whose accents and customs were virtually unchanged since they left Ireland.

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motor sailed for 700 miles. The only excitement apart from cunning diesel management was the humpback driving along at maybe 8 kt and exuding a sense of mission, but on course for our midships, fortunately he passed behind and beneath us. We made landfall on August 15; the south west corner of Ireland was bathed in the red light of early morning when we got first sight about 60 miles out and as we got closer had to be regarded as the absolute best landscape in the entire trip; do we take it for granted?

The most memorable aspect of the trip has to be the extraordinary curiosity, friendliness and welcome that we encountered everywhere we went; John Walshe's comment "it's a great time to be Irish" is very true.

Dermot Hicks



Len and Hazel Sheil decided it was time to visit old friends. In July once again *Gay Gannet* found her way down to West Cork to participate in the Glandore Classic Regatta, which happens every two years. Her third time there, she was beginning to recognise boats and indeed people. To be in Glandore at any time is a joy, but to be there in perfect weather for this regatta is beyond compare. Think of the Italian lakes, think of the Norwegian fjords, and you are getting close.

On the way down she had sailed up river to Waterford to see the Tall Ships, and had a fine berth on a pontoon from which a family gathering watched them sail out to sea. As you know the race did not start as there was no wind, but nevertheless she headed out the eight miles to view them as they waited at the start line. It was party time all round.

Now in Glandore, *Gay Gannet* entered the races with great enthusiasm, and the light conditions were very suitable for the Skipper and mate, who helped her to win several prizes! The Skipper was heard to say "*Gay Gannet* is down by the head with *Waterford Crystal!*" Which only goes to show you can't keep a good boat down, in spite of age and retirement, – and that goes for the Skipper and mate also!

Later she sailed on down to Kinsale, to enjoy all that lovely town offers, and further to Crookhaven, out around the Fastnet, then in a fog bank, which was quite impressive indeed! She stayed for several nights on the pontoon at Sherkin, where skipper and mate wandered down fuchsia lined country roads, and wished these days would never end! And now she's back in her home port, back to the everyday but, like her owners, perhaps she stops now and again to dream of times past.

Len and Hazel Sheil



Peace and quiet at Glandore

Barry and Carol McNeaney decided on an early cruise in French waters and asked their friends, Jack Owens and Michelle Quinlan, to join them.

Conventional travel brought us to La Rochelle at about noon on June 15 and from there to Rochefort some 20 kilometres away, where *Hyperion* had spent the winter safely tucked into the Marina. We were a damp and dispirited group that trudged along the pontoon with our bags, thinking bitterly that maybe it was not such a good idea after all.

Next morning, Thursday, June 16, was a lot brighter and as the lock didn't open until 13.15 we spent the morning practising ropework and knots and familiarising the crew with *Hyperion*, a Gib Sea 33. We were through the lock at 13.55 and motored out onto the Charante River, that winds for 10 miles before reaching the open sea at Port des Barques. With only a force 2 North Westerly we motor-sailed from there to La Rochelle where we arrived at 18.55 and tied up alongside Noel Casey's Kish. Noel had arrived from Dun Laoghaire a few days previously and was making some crew changes before heading back to the South coast of Ireland. It was good to see two NYC ensigns this far from home waters. We were spoiled for choice with the huge selection of restaurants in La Rochelle, but finally decided on "Les Quatre Sergeants" where we had a magnificent meal at a very reasonable price.

Friday, June 17 dawned with not a cloud in the sky, so we left our berth at 09.00 and sailed slowly towards the huge bridge that connects Isle de Re with the mainland. The breeze was westerly F3. We sailed under the bridge just before 10.00 and



F3 from the North West. We entered the harbour at Bourganey shortly after 19.15 to find that all the visitor's berths were full. Seeing an empty slot on the second pontoon in, we tied up there and headed for the harbour-master's office to ask permission to stay there. However the boat alongside us, whose crew were having a very liquid dinner en famille, told us the space we were in was definitely available so we opted to stay there for the night. The selection of restaurants was not as good as most places but we ate adequately and had nightcaps in a bar overlooking the marina. We tried to contact Kish, but whether phones were off or out of charge, we didn't succeed.

Sunday, June 19 of started with brilliant sunshine and we left Bourganey at 11.20 bound for either Les Sables D'Olonne or St Giles Croix de Vie depending on the wind. At 11.45 we saw a large number of motor boats coming quickly towards us and heading towards the harbour. I thought that with typical French habitude they were returning for the sacred lunch, but behind them a wall of fog was rolling quickly in from the North West. We turned and under full revs also headed for Bourganey. Within minutes the land had vanished. We kept on a reciprocal course to that on which we had been heading, and with visibility down to 30 metres were very relieved to see the harbour wall looming out of the mist. We got a place on the visitors berth and were extremely glad that we were not further out when the fog descended. The rest of the day was spent in the gloomy half light that such a mist casts over everything.

On the 20th little had changed: the fog was still lurking and teased us by appearing to lift a little only to close in again within minutes. A large Westerly, *Panthera*, that was alongside us and had radar, decided to risk leaving and we asked them to radio us with conditions outside the harbour. Some 30 minutes after they left, they called to say that visibility was between 200 and 300 metres at sea. A round table discussion followed on *Hyperion* and we decided to go out and see for ourselves. We had no radar but the GPS was working and the batteries new. At 12.45 we headed out and conditions were not good. However, encouraged by the earlier radio message we decided to keep



Dawn when leaving Ars en Re



Jack Owens, Carol and Michelle on passage towards Bourganey

going but make for Ars en Re again. I take full responsibility for turning onto our course for Ars en Re 10 minutes too early. It was not enough to clear the rocks to the south of the bay in which Bourganey is situated and both Carol on the helm and Jack called me to say there was breaking water ahead and that didn't appear right! Carol spun the wheel to starboard and we headed out to sea for 15 minutes before turning back on course. For the next three hours the mist thinned and thickened and unbelievably we saw four other yachts in that time: looming out of the mist and vanishing into their own world again. With constant plotting of our position we picked up the first of the leading buoys for Ars en Re and at the same time the mist started lifting so we had no problem entering the marina where we tied up at 17.10.

The next day, Tuesday, June 21, the sun returned and it was so beautiful we decided to remain on the marina and head very early on the Wednesday to La Rochelle from where Carol had to leave and return to Dublin.

We set our mobile phone alarms for 5.30am on the Wednesday and Carol and I got ready to leave the berth which we did at 05.55. The sun rose over the mainland at 06.15 and in the quiet of the dawn we made our way across the bay for La Rochelle. Sails were set at 06.25 and the engine turned off. We had a magical hour while the world slowly woke up and a new day started. The wind from the North West was a steady F4 and brought us towards our destination at 5 knots. By 10.45 we had entered Les Minimes marina at La Rochelle, which with over 3,000 berths is the largest in Europe. We tied up on the visitors berth beside a brand new Dufour 435.

The taxi called for Carol at 12.30 to take her to the Airport and Jack, Michelle and I settled down to await the arrival of Gerry Pinkster and Bernie Tiernan, who were coming in on the flight that would take Carol home. The first week of our holiday was over.



...wens, Carol and Michelle on passage towards Bourgenay

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Snooker News



JOHNSTON MEMORIAL DOUBLES PRODUCES RECORD ENTRY



The snooker scene is on fire at the moment with the McWilliams and Elgan Trophy Competitions swiftly coming to a close. The final will be held on Friday 13th January at 18.30 hours, immediately before the Preston Ball Auction Dinner. Entries are still open for the Preston Ball and already interest has produced a very healthy entry level.

Interest from new Members is good and we ask all new Members and all Cadets who wish to get involved to contact Competition Secretary Hubert Kearns (288 7838) who will be happy to explain how easy it is. The Johnston Memorial Doubles Competition has produced an entry of thirty one teams (of two players of course) which is a Club record and promises to be a really keen event. The Christmas fun event - Turkey Pool has started and will be played out every Monday in December from 20.30 hours.

As previously mentioned, the Preston Ball Auction Dinner will take place on January 13th at 20.30 for 21.00 hours and we are now planning a superb night to launch this most popular test of skill and dexterity. All Members are welcome to attend this Dinner and can book a place at the table by phoning the Manager.

Doug

NEW MEMBERS ROLL

WELCOME TO THESE MEMBERS WHO HAVE RECENTLY JOINED THE N.Y.C.

FULL

Jasper Patrick Coyle
Rose Anne Kenny-Traynor
Peter Nowlan
David Murphy
Gerard Fitzpatrick
Edward Gough
John McCreary

OVERSEAS

John Kane
Larse Nordang
Paul Egan
Gwendolyn Simpson
Henry Lund
Fintan Hudson

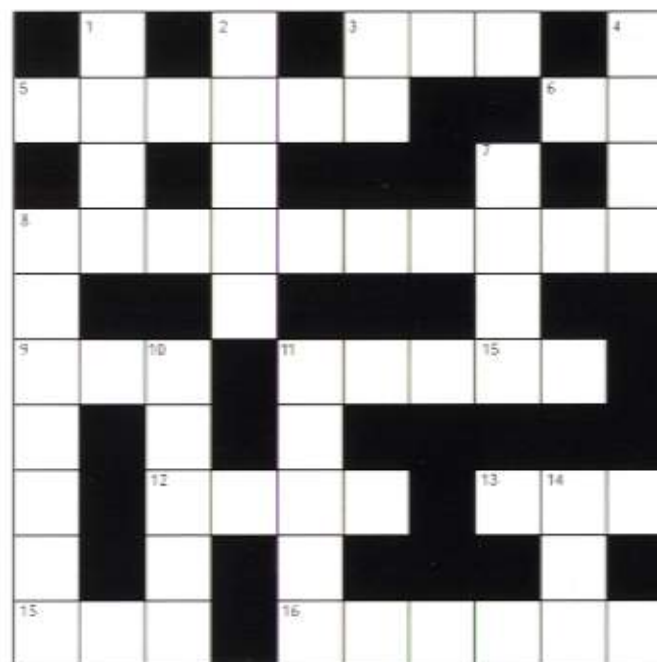


Navigator

Number 35



Two for Christmas - one easy - one less easy. Entries to reach the Navigator before sundown January 31, 2006. Only one entry per member. As usual the prize for the first correct ones opened will be dinner for two with a bottle of house wine. The winner of Navigator No. 34 was Carmel Winklemann ... Well done Carmel.



Across

- 3 Means of propulsion (3)
- 5 Molly Malone had one (5)
- 6 Third person singular (2)
- 8 22½° a slightly repetitive point (3,3,4)
- 9 Often Grecian (3)
- 11 They drive the boat along (5)
- 12 Howl (4)
- 13 Type of beer (3)
- 15 Dangerous shore (3)
- 16 Shout of terror? (6)

Down

- 1 Holy Round (4)
- 2 Mark (5)
- 3 Cry of pain (2)
- 4 Opposite to warp (4)
- 7 Found on the beach (4)
- 8 Impartial (7)
- 10 Sensitive organ (5)
- 11 Covers (5)
- 14 Meadow(3)

Social Calendar

JANUARY 2006

Sun	1	Family Luncheon
Mon	2	Clubhouse Closed
Tue	3	Normal Bar and Catering Facilities
Wed	4	Bar Table Quiz
Thu	5	Bridge
Sat	7	Club Dinner
Sun	8	Family Luncheon
Tue	10	Ladies Day Luncheon – Speaker: Garda John Moran – Home Security
Wed	11	Wine Supper
Fri	13	Preston Ball Auction Snooker Dinner
Sat	14	Club Dinner
Sun	15	Family Luncheon
Wed	18	Bar Table Quiz
Fri	20	Supper and talk with Paddy Barry – Supper 8pm, talk 9pm, Northabouts North East Passage and Polar circumnavigation completed
Sat	21	Seafood Evening – see highlights
Sun	22	Family Luncheon
Wed	25	Wine Supper
Sat	28	Club Dinner
Sun	29	Family Luncheon

FEBRUARY

Wed	1	Bar Table Quiz
Wed	8	Wine Supper
Thu	9	Supper talk with Peter Killen – Ireland to the Antarctic
Sat	11	Pre-Valentines Candle-Lit Dinner with Disco Music €30pp
Tue	14	Ladies Day Luncheon – Guest Speaker: Chris Stuart, Sales Director, Dalcassian Wine Co. St Valentines Day Romantic Dinner
Wed	15	Bar Table Quiz – Round 10
Sat	18	Club Dinner
Sun	19	Family Luncheon
Wed	22	Wine Supper
Sat	25	Club Dinner
Sun	26	Family Luncheon

MARCH CONTD.

Fri	17	Traditional St Patrick's Day Luncheon with music, green beer, shamrock, fun starts at 1pm. Great day for all the family. Sunday hours.
Sat	18	Club Dinner
Sun	19	Family Luncheon
Fri	24	Speaker Supper with Des McWilliam – the latest developments in racing and cruising sails and getting the best out of what you have.
Sat	25	Club Dinner
Sun	26	Mother's Day Luncheon
Wed	29	Inter-Club Quiz – in Diningroom

APRIL

Sat	1	Commendation Dinner
Sat	8	Lift In – Lift In Dinner with live music – the fantastic Tropical Storm
Fri	21	Snooker Dinner
Thu	27	Sailing Suppers

Seafood Evening

Our Head Chef, Cormac will create a wonderful seafood menu and will be joined by Peter Caviston to discuss seafood preparation, cooking and recipes with members and guests.



**Pre-Valentines Dinner & Disco and
St Valentine's Day Candlelight Dinner**
February 11 and February 14

North African Evening

March 4, early booking for this event is essential. €40pp



Ladies Day Luncheons

The ladies day luncheons are held on the second Tuesday of every month and Sandra Moore has a very exciting and varied programme lined up for the coming season. See listing for speakers.

Speaker Suppers

January 20: Paddy Barry – The Northeast Passage and Polar circumnavigation completed

