



THE
IRISH CRUISING CLUB
ANNUAL

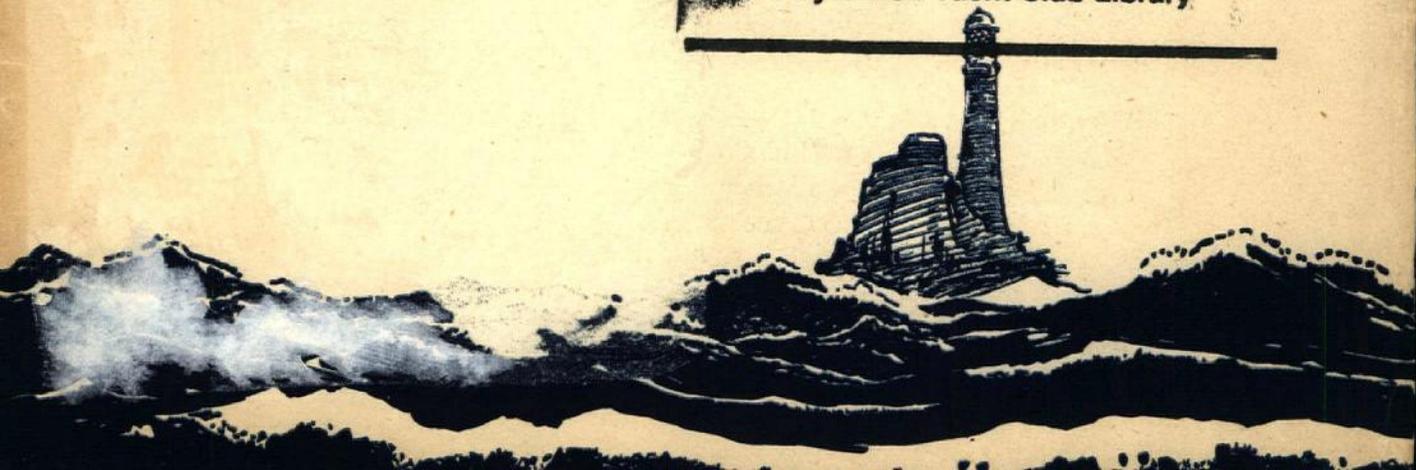
1947



This book was presented by

The Members

of the Irish Cruising Club
to the
Royal Irish Yacht Club Library



CONTENTS

	PAGE
SECRETARY'S REPORT AND RACING RESULTS	I
REPORT—IRISH MUTUAL INSURANCE COMMITTEE	2
OBITUARY—H. E. DONEGAN	3
FASTNET RACE—AIDEEN—A. W. MOONEY	4
FASTNET RACE—MARAMA—H. OSTERBERG	8
LOG OF COMMODORE TRUNNION—H. C. GORDON McCORMICK	13
LOG OF TUMBLER—L. McMULLEN	15
ARRIVAL OF JOHN DORY—P. O'KEEFFE	16
LOG OF OSMUNDA—D. MELLON	17
LOG OF MAVIS—JOHN KEARNEY	18
LIST OF MEMBERS	20
LIST OF OFFICERS AND COMMITTEE	Cover 3



Programme for 1948

<i>Date</i>	<i>Club</i>	<i>Event</i>
Friday, 14th May ..	Irish Cruising Club ..	Dun Laoghaire to Holyhead. Start 8.0 p.m.
Sunday, 16th May ..	Royal Dee and Royal Anglesea	Holyhead to Dun Laoghaire.
Friday, 18th June ..	Clyde Cruising Association and R.O.R.C.	Clyde to Dun Laoghaire
Tuesday, 22nd June ..	Irish Cruising Club and Royal Ocean Racing Club	Dun Laoghaire to Clyde. Small Class : start 7.30 p.m. Dun Laoghaire to Clyde around Isle of Man. Large Class : start 8.0 p.m.
June 25th to July 6th ..		Clyde Fortnight.
Friday, 23rd July ..	Clyde Cruising Club and Royal Ocean Racing Club	Clyde to Dun Laoghaire. Start 8.0 p.m.
Wednesday, 28th July		Dun Laoghaire Township Regatta
Thursday, 29th July ..	Royal Ocean Racing Club and Irish Cruising Club ..	Dun Laoghaire to Brixham
Friday, 30th July ..	Royal Mersey	Irish Sea Race
Tuesday, 3rd August	Club Cruise	Wicklow to Dunmore East and Kinsale to Dunmore East

THE IRISH CRUISING CLUB

SECRETARY'S REPORT : SEASON 1947

THE SEASON opened with very inclement weather which inevitably delayed fitting out.

The Club's opening race held at Whitsun was arranged in conjunction with the Royal Dee and Royal Anglesea Yacht Clubs from Dun Laoghaire to Holyhead, starting on the Sunday.

A south-easterly wind of about force 4 which lightened considerably during the course of the Race, enabled most of the competitors to fetch into Holyhead Bay on one tack.

Results were :

		Finishing Time			Corrected Time			Prize
		Hrs.	Mins.	Secs.	Hrs.	Mins.	Secs.	
1st	<i>Marama</i>	5	49	40	6	46	28	Wybrants-Kearney Cup
2nd	<i>Mavis</i>	6	33	00	6	58	37	Lloyds Register
3rd	<i>Aideen</i>	6	36	40	6	59	18	I. C. Club Plaque
4th	<i>Vagrant II</i>	6	04	40	7	05	56	Special Prize

The following also completed the course : *Amita Nicolette, Goodewind, Blue Bird, Sonia, Huzure.*

The Special Prize won by *Vagrant II* was an inscribed Blackthorn offered by our Commodore for the highest placed yacht owned by a new member.

The Club sustained a tragic loss in the death of our Vice-Commodore, Mr. H. E. Donegan on the day prior to the start of the Dun Laoghaire to Clyde race.

As a mark of respect to his memory, it was decided that only non-members' yachts would take part in the race which had been arranged in conjunction with the R.O.R.C., and was a qualifying race for membership of that Club.

Results were :

		Corrected Time		
		Hrs.	Mins.	
<i>Amita</i>	.. R. Mostyn Vicars	38	45	Winner, Faulkner Prize 1st Open Division
<i>Uladh</i>	.. W. Clapham	41	58	1st, A Division
<i>Eilean</i>	..	43	14	
<i>Vagrant II</i>	.. Dr. Kennedy Young	Not timed		

The Commodore and Rear-Commodore are to be very heartily congratulated on their magnificent efforts in the Fastnet race which resulted in *Aideen* winning the Hong Kong Cup with *Marama* second.

The Faulkner Cup for the best cruise of the year was also won by the Commodore, the Judge's comments in presenting his award being : "*Aideen* wins the Faulkner Cup for a very fine cruise. *Marama* is a close second and I congratulate both owners on their enterprise in competing in the Fastnet and their seamanship."

The Club decided to affiliate to the newly constituted Irish Yachting Federation on the terms of their draft constitution which stated that the Federation was to include the whole of Ireland and would not preclude any club from also maintaining membership of the Y.R.A. or holding its races under the rules of the Y.R.A.

Mr. P. O'Keeffe of Bantry was co-opted as Vice-Commodore to fill the vacancy caused by the death of Mr. H. E. Donegan.

Mr. M. F. Hally, Honorary Secretary having being transferred to Limerick, the Committee reluctantly agreed to accept his resignation and co-opted Mr. T. J. Hanan as Acting until the date of the next General Meeting.

The Commodore presided at the Annual Dinner held on the 13th December, 1947, which was attended by the following official guests : E. Gore-Lloyd, Vice-Commodore, R.O.R.C., E. W. R. Peterson, Rear-Commodore, R.O.R.C., R. Dunlop, Commodore, Clyde C.C., J. J. O'Leary, Commodore, Nat. Y.C., J. Magauran, Hon. Sec., D.B.S.C.

The thanks of the Club are due to the National Yacht Club for the facilities afforded.

Amongst cruises undertaken by members, the following should be mentioned and particulars of same will be found in the Journal :

<i>John Dory</i>	..	..	Falmouth to Bantry.
<i>Tumbler</i>	..	..	Dublin to Clyde and back.
<i>Huzure</i>	..	..	Dublin to Clyde and back.
<i>Trade Wind</i>	..	..	Bantry Bay to English Channel.
<i>Commodore Trunnion</i>	..	..	Clyde to Bell Isle and Gibraltar to Sete via Marseilles.

New Members : J. D. Whyte ; David Rowland ; Plunkett McCormick ; Cashel J. Riordan ; Einar Salvesan ; A. R. Kay ; Douglas Edward Mellon ; James Collins ; J. Cudmore ; P. J. Kavanagh.

IRISH MUTUAL YACHT INSURANCE LTD.

THE 5TH ANNUAL REPORT of this young Company again makes very good reading, another season having gone by without any claims arising.

The reserves, although still very moderate owing to the low premium rates, are steadily mounting and the saving to members who joined the Company shortly after its formation has been very considerable.

The death of Mr. H. E. Donegan has been a grievous loss to the Board ; as he had placed his legal knowledge at all times freely at their disposal, especially in connection with the formation of the Company. Mr. Keith McFerran has been selected to fill the vacancy.

Mr. H. C. Gordon McCormick, author of the log of the *Commodore Trunnion* has kindly offered to furnish any member interested with the latest information regarding pilotage, etc., of the ports which he visited in the Mediterranean.



MR. O'KEEFE'S "JOHN DORY"



THE LATE HARRY DONEGAN
Vice-Commodore, I.C.C.

H. E. DONEGAN, VICE-COMMODORE, I.C.C., R.M.Y.C.

IT IS WITH the greatest regret that we have to record the death of our Vice-Commodore, H. E. Donegan at Dun Laoghaire on 7th August last at the early age of forty-one years.

“Young Harry,” as he was known in Cork to distinguish him from his famous father, “H.P.F.,” was one of the finest examples of unselfish service it was possible to meet.

He was the mainstay of yachting in the South of Ireland and his loss will be felt for many years. To enumerate all his activities would require far more space than is available.

A few of those in which he took a prominent part were : St. John Ambulance which, largely through his efforts, dealt with Air Raid and other precautions during the Emergency.

The Maritime Inscription, of which he was a member from its inception, rising to the commissioned rank of Commander in charge of the Cork Station.

He was a Founder member of the R.O.R.C., and ran navigation classes regularly in Cork for several seasons. He completely revised his father's Pilotage Book on the South and West Coasts of Ireland and was Honorary Secretary of the Life Boat Institution.

He took over from his father the well-known *Gull* and raced her very successfully. Subsequently, he purchased *Babette* and later *Sybil* which, though only constructed by Fife for day racing on the Clyde, he had entered for R.O.R.C. off-shore events.

His practical sympathy was always shown particularly by the encouragement he gave to young people to take up and become proficient in sailing and yachting.

As an indication of his spirit, whilst in *Gull* racing from the south coast of England, his arm was broken handling the anchor off Longships. In spite of this, he insisted on continuing to bear his share of the work.

He took part in three Fastnet Races and in other off-shore contests too numerous to mention.

It is pleasing to learn that his business is being carried on by his friend John Cottrell.



EXTRACTS FROM LOG OF *AIDEEN'S* CRUISE, 1947

A. W. MOONEY

July 8 and 9	Dun Laoghaire to Hunter's Quay ..	175 miles
„ 14 and 15	Hunter's Quay to E. Loch Tarbert ..	29 „
„ 16	E. Loch Tarbert to Loch Ryan ..	58 „
„ 17	Loch Ryan to Peel	63 „
„ 19	Peel to Dun Laoghaire	76 „
„ 31 and Aug. 1	Dun Laoghaire to Rosslare	70 „
Aug. 3 to 6	Rosslare to Portsmouth	348 „
„ 8 to 17	Fastnet Race	630 „
„ 19 to 21	Plymouth to Rosslare	210 „
„ 22 and 23	Rosslare to Dun Laoghaire	70 „
Eighteen nights spent at sea TOTAL ..		1,729 miles

Aideen left Dun Laoghaire for the Clyde at 10.30 a.m. on July 8th, under her four lowers, with her owner and a crew of four : Douglas Heard, John Conan, Hugh Allen and Eddy the "hand." There was a fresh breeze from W.S.W. at the start and good time was made to Rockabill. Here the wind became lighter and topsail and spinnaker were set. As the day wore on, the breeze failed, so that at 6 p.m. off Kilkeel the engine had to be called on.

At 10 p.m. with St. John's Pt. abeam, a light air came out of the East and the engine was stopped. Midnight saw *Aideen* past the Sth. Rock Lt. V. A backing and freshening breeze just allowed her to weather Corsewall Pt. comfortably, which she passed at 9.30 a.m. on July 9th.

The wind had now gone into the N.W. and *Aideen* made a quick passage to Lamlash ; sailing in through the southern entrance and out through the northern. Here she was becalmed for a time, but a fresh breeze coming out of the North, she at last came to an anchor off Hunter's Quay at 7.10 p.m. 175 miles in 32 hours, 20 mins.

The next few days were spent at anchor in Holy Loch, while owner and crew disported themselves in 6 metre and Swordfish racing, in fact doing quite well.

On Sat., July 12th Tom Hanan joined the ship and on Sunday all hands went in Robert Dunlop's beautiful schooner *Veleda* across to Rhu to a reception given by the Commodore of the Royal Northern Y. C.

On Monday, July 14th Hugh had to leave for home and that evening *Aideen* was sailed round to Colintraive in the Kyles of Bute, where she spent the night. Next day's sail was a short one to E. Loch Tarbert, off which *Huzure* was met. Douglas left us the following morning to take passage to Glasgow in S.S. *Columba* and in a steady drizzle of rain and no wind *Aideen* left E. Loch Tarbert at 11 a.m. under engine bound for Port Patrick.

Half way down Kilbrennan Sound however, the rain stopped and a smart N.W. breeze came along and carrying everything including spinnaker, the yacht ran along at her maximum speed until abeam of Ailsa Craig, when owing to the increasing weight in the wind, the spinnaker had to be taken in.

The wind was blowing straight into Port Patrick and a big sea was running. As it was low water, it was decided to run for Loch Ryan instead, so *Aideen* was gybed and at 9 p.m. the new War Harbour was abeam. The mainsail was stowed outside the harbour and the yacht fetched up under mizzen and jib to the head of the Loch and let go in 5 fathoms.

Next morning, July 17th with the wind still fresh from the N.E. all hands turned out at 6.20 a.m. and got the ship under way. Corsewall Pt. was abeam at 8.15 a.m. and from this on it was a glorious run to Peel where anchor was dropped at 5.30 p.m. in the outer harbour ; a very quick passage. Late that evening, when all hands had returned from Douglas, the yacht was steamed up to the bridge at the head of the river and tied up. Next day after she had dried out, everyone turned to, scrubbed and gave *Aideen* a coat of anti-fouling in preparation for the Fastnet race.

The next morning was dirty looking with rain and a fresh breeze from the E.S.E., but at 8.50 *Aideen* said good-bye to Peel under mizzen, jib and trysail. At 11 a.m. the mainsail was set as the wind eased. At 2 p.m. the rain stopped and fog closed down ; and at 8.30 p.m. *Aideen* found herself in Dublin Bay without having seen the Bailey until past her beam. Now suddenly a very light air came in from dead ahead and so light that it was not until 11.10 p.m. that the moorings in Dun Laoghaire were picked up.

The next week was spent in overhauling gear and getting *Aideen* provisioned and ready for the long trip to Portsmouth, preparatory to starting in the Fastnet Race.

On Thursday, 31st July, at 4 p.m. *Aideen* slipped away from her mooring bound for Rosslare, with only the owner, a friend who had volunteered the night before to come as far as Portsmouth and Eddy. Seán Hooper and Jimmy Mooney had arranged to join ship at Rosslare on the Saturday night, while Bobby Mooney was to be picked up at Plymouth.

The intention was to make Arklow if possible that night, being a bit short handed for night sailing ; but at 1 a.m. when off Arklow, it was such a beautiful night with a fair wind that it was decided to carry on and eventually *Aideen* tied up alongside in Rosslare harbour at 9.10 a.m. on Friday.

Jim and Seán duly turned up at 11 p.m. on Saturday night and at 40 minutes after midnight *Aideen* left the wall at Rosslare bound for Portsmouth. The wind was moderate W.S.W. with a big confused sea making against the tide and, the breeze being more southerly and stronger outside, sheets were hardened in and at 8 a.m. the Smalls was sighted about 8 miles to the E.S.E. It was a dead punch all day in a lumpy sea with the wind freshening and backing all the time and at 9.30 p.m. the mainsail was stowed and trysail set. At 11.30 p.m. it was blowing about force 7, so the jib was furled and the mizzen (brand new and therefore not to be reefed) stowed and *Aideen* was hove-to under trysail and backed staysail. At 4 a.m. on the Monday the wind suddenly lulled and in a few minutes it was blowing a gale from the S.W. So the navigation lights were dowsed and a white light hung in the rigging and the crew went below and left *Aideen* to look after herself, which she did most capably.

At 6 a.m. the wind was again down to force 7, so the staysail was let draw and *Aideen* proceeded to jog along on her course. At 9 a.m. *Pendeen* was sighted and the wind being now much lighter, the mainsail, mizzen and jib were re-set and when entering the passage inside the Longships, any breeze there was failed altogether and the engine brought the ship to the Lizard at 10 p.m. where a lovely breeze came out of the West and *Aideen* romped along, finally picking up a mooring off Plymouth Hoe at 8.30 a.m. on Tuesday.

In a short time Bobby and his gear were aboard and, the Customs having cleared the yacht, *Aideen* left again at 11.30 a.m. A perfect day with a splendid fair breeze. By 4 p.m. with Start Pt. abeam the ship was logging nearly 8 knots and at 6 p.m. while roaring along at full speed, a defective cotter in the steering gear sheared, but *Aideen* kept running perfectly true while the emergency tiller was being shipped ; after which the defective cotter was replaced and the steering taken to the wheel again. All this without the slightest decrease in speed or deviation from the course.

On Wed., Aug. 6th, at 6.30 a.m. the Needles was abeam and at 11 a.m. *Aideen* was tied

up alongside S.Y. *Silver Cloud* off Nicholson's yard in Portsmouth Harbour with *Marama* tied up on the opposite side. 23½ hours from Plymouth.

Thursday, Aug. 7th, was occupied with shopping in the morning and a tea party on H.M.S. *Victory* in the afternoon. The crew who had volunteered for the trip to Portsmouth left us here and Pat Fenton and Edmund Rutherford joined the ship, the latter having flown across from Dublin that morning. The day finished up with dinner at Keppel's Hotel in company with the owners and crews of several of the Fastnet entries.

THE FASTNET RACE

The crew numbered six as well as the owner and consisted of Bobby, Jimmy, Seán, Edmund, Pat and Eddy, the latter being cook and standing no watch. The start was at 2 p.m. on Friday, Aug. 8th, and underestimating the distance to the line, *Aideen* started nearly 10 minutes late, but on the turn to windward to Bembridge Buoy, which was rounded at 3.54 p.m. all the competitors in Class A with the exception of *Marama* had been passed, the latter being about 7 minutes ahead.

A lovely day but wind light and ahead and that night at 9.30 it was almost a dead calm with the Needles bearing about N.N.W. 3 miles. Before midnight a faint Northerly air came along and the spinnaker was set. Owing to the fine weather, three watches of three hours were arranged, two to a watch, thus giving each member three hours on and six hours off and this was adhered to throughout the race.

On Saturday morning at 9 o'clock Portland Bill was abeam 6 miles. Hazy but several yachts in sight including *Marama*, *Lara*, *Olivier Van Noort*, *Maid of Malham*, etc. At 5 p.m. Start Pt. was rounded in company with *Erivale* and *Myth of Malham* was reported to be 1½ hours ahead. At 6.45 a.m. on Sunday, August 10th the Lizard was abeam and *Aideen's* number was made and acknowledged. At 8 a.m. the wind went ahead; still hazy but *Orion* could be seen broad abeam *Neith* on the lee quarter and *Erivale*, *O. Van Noort* and *Marama* to leeward and ahead.

At 1.45 p.m. now close-hauled on the starboard tack, the Seven Stones Lt. V. was passed close-to, *Orion* and *Neith* now well astern and the breeze hardening. At 5 p.m. in the fresher breeze *Orion* came up and passed. At 10.30 p.m. with a very lumpy head sea and wind about force 4, the topsail yard carried away just above the halliard. So *Aideen* was thrown on to port tack while this was lowered and then was kept on this tack pointing about N. by E. At 11.30 the yawl *Peter* without lights crossed us dangerously close. *Aideen* was then put about on to starboard tack with the log reading 40 miles from the Runnelstone.

It was still fresh on the Monday morning and at 11.09 the owner took a sun-sight which gave an intercept 8 miles to windward, later verified by a cross with a Mer. Alt. at 1.30 B.S.T. After lunch the topsail yard having been fished, the topsail was set again and the wind was taking off. At 9 a.m. the log read 137 miles from the Runnelstone, average course N.E. by E.

On Tuesday, Aug. 12th, with the Fastnet about 60 miles off, the wind failed and from 5.30 a.m. to 8.30 p.m. there was not even steerage way but observations showed that the ship was 11 miles to the Eastward of her early morning D.R. position and now she crawled slowly along again, this time on her course although close-hauled.

At 7 a.m. on the Wednesday; a lovely morning, the Fastnet was identified on the bowsprit end and there were seven yachts in sight. At 8 a.m. nine yachts were counted, all converging on the Rock, which at 10.30 a.m. was only 1 mile off. *Marama* and *O. Van Noort* rounded the Fastnet at 11.30 followed by *Aideen* at 12 o'clock. The lightkeeper reported eleven yachts ahead of *Aideen*, so fourteen were astern; not so bad as *Aideen* was the second smallest

rating in the fleet and at the Rock was many hours ahead of all but *Marama* in her class and was well ahead of the latter on handicap.

Orion the 60 ft. W.L. scratch boat got round 40 minutes later, followed by *Peter*, *Theodora*, *Maid of Malham* and *Thalassa* but there was nothing else in sight astern.

The wind having veered to the S.E. just before reaching the Rock it was now a dead beat to the Scillies and at 11 p.m. it was almost due East and light. All that night and all the next day *Aideen* was close hauled to light head winds and sights were taken continually.

At 9 a.m. on Friday the 15th with visibility of less than 1 mile, the S. Bishop was suddenly sighted dead ahead and rather close for comfort. At 10 a.m. a fresh Easterly breeze came along knocking up quite a sea but *Aideen* hung on to her topsail and big jib. At 2.30 p.m. the wind suddenly fell away and the ship was put about on to starboard tack and the Wolf was sighted at 7 p.m. At 8.30 *Aideen* came up on *Theodora* and *Maid of Malham* which had got ahead of her during the night and at midnight the ship was approaching the Lizard; a combination of bad luck and bad navigation as there were then six hours of a foul tide before her when she should have been off-shore.

On Saturday, Aug. 16th, at 11 a.m. the wind packed up and all hands went overboard for a swim. The calm lasted until 6 p.m. when a nice Northerly air appeared on the water, but which reached *Theodora* and *Maid of Malham* first. At 9 p.m. *Aideen* was six miles off Rame Head and from this for the next four hours she sailed backwards and forwards gaining hardly anything until she finally crossed the finishing line at 1.59 on Sunday morning after 8½ days of it.

Sails were stowed and *Aideen* motored into Millbay Dock and tied up to *Maid of Malham* and the owner was informed that he was first in A Class and had won the Hong-Kong Cup and the *Marama* was 2nd, so that the Irish Cruising Club had done quite well.

All the crew except Jimmy and Eddy jumped the ship in Plymouth and on the Tuesday *Aideen* left for home at 6.30 a.m.; a lovely day and a fair wind and at 6.40 that evening they had the Lizard abeam and half an hour after midnight the Runnelstone was passed.

The owner and Jimmy took watch during the night and at 2.30 on the Wednesday morning a heavy fog came down but only lasted a few hours. The wind was N.E. making it just possible to lie the Tuskar.

At 10 a.m. *Aideen* was hove-to, the topsail taken in and the reaching jib changed for No. 1 as it was getting fresh. At 12 o'clock it was very fresh so 1 reef was taken in both main and mizzen. At 2 p.m. the trysail was sent up, the staysail reefed and No. 2 jib set. It was then blowing about force 7 with a big head sea.

At 6.30 p.m. with the wind a little easier the single reefed main was re-set and the trysail stowed and half an hour later the reef was shaken out but at midnight it was blowing hard again and at 7 a.m. on Thursday with the Tuskar abeam the mainsail was stowed again and *Aideen* carried on under headsails and mizzen while all hands had breakfast.

The tide had now turned against the wind, making things very uncomfortable and as the sea was very heavy and it was blowing really hard, *Aideen's* sheets were eased and at 10.15 a.m. she was comfortably tied up in Rosslare Harbour.

The next day, Friday, there was little change, still a fresh N.E. breeze, so breakfast was eaten before starting out with one reef down. As the day progressed the wind took off and the engine took on and *Aideen* steamed in to Dun Laoghaire and picked up her moorings 35 minutes after midnight.

MARAMA'S CRUISE 1947

H. OSTERBERG

Object.—To take part in this year's Fastnet Race, the twelfth since the inauguration of this race in 1929.

Participants.—From start : *skipper*, Owner ; *mate*, Vincent Delaney ; *navigator*, Jorgen Olsen, Simon Cotton ; *paid hand*, Sam Williams. In Portsmouth the crew was joined by Mr. E. M. Lewis, skilled war-time air pilot navigator and great weather specialist. In Plymouth after the Race, Mr. Delaney had to sign off to reach Ireland in time for a wedding and Mr. Cotton, Senior came on board.

Wednesday, July 30th.—Left our moorings in Dun Laoghaire Harbour at 21.55, lovely summer evening, dead calm. Motored till 23.00, off Bray Head where very light northerly winds set in.

Thursday, July 31st.—Ghosting S. all night. Passed Wicklow Head at 06.05. After breakfast set spinnaker.

At 09.00 streamed the log half a mile past Mizzen Head, wind slowly freshening to force 2. At 11.25 passed 4 miles inside Arklow Lightship, an old friend not seen on station since the outbreak of the war. Wind veering slowly towards E. Steered for the Tuskar outside the Moneyweight and Blackwater Banks. Sunny day, very hazy.

At 15.30 raised Tuskar dead ahead, took in spinnaker and set Genoa, wind going quite easterly. Passed 5 cables outside Tuskar at 16.15, wind light force 1, later freshening. Sea very calm, steered S½W for Lands End.

At 22.00 wind freshening to strong force 2. Took in genoa and set working foresail for the night.

Friday, August 1st.—Right after midnight passed the first trawlers fishing out of Milford Haven. Did not see the powerful light of the Smalls, probably due to clear sky giving no loom of the light.

At 04.00 wind veering to E.S.E., force 3, glass falling slightly. At 07.00 wind E. by S., force 4, sea rising, took three rolls corresponding to one reef in mainsail. Steered S.¼E. to offset drift, and as we feared having been set to the west during the night. The sky clouding over, wind veering to S.E. and south thereof, therefore, soon close-hauled. Steering at times only S. by W. At noon wind became very unsteady both in direction and force.

At 14.00 log 147.7 miles from Mizzen Head, steered close-hauled S.S.W. Tacked ship bringing boom to port for the first time in 28 hours. Wind died suddenly, reef shaken out and motor started, steered S.S.E. to get land in sight.

At 15.50 sighted Cornish coast in a clearing bearing E.S.E. At 16.45 light steady wind from E., stopped motor and set small genoa, steering S. towards outer end of land seen intermittently in the fog banks.

At 18.50 sighted the Longships bearing S.S.W., about 6 miles off, wind freshening to force 4, and as seas were seen breaking freely on the other side of Longships took 3½ rolls in main and changed genoa to working foresail. Longships abeam 3 cables off at 20.05 wind S.S.E. steering S.S.W. close-hauled, sea heavy in strong ebb tide.

At 20.30 wind died suddenly as the edge of a thunderstorm with heavy rain passed over us, reef shaken out and motor started. Steering for the Runnelstone Buoy, which passed at 21.45.

Decided to go in to Newlyn. In a dead calm motored along the mainland past the Mousehole.

Saturday, August 2nd.—Entered Newlyn Harbour at 00.55, changed to double British Summer Time. Found the Harbour filled with French lobster fishers, thirty-five of them

preparing for next day's Carnival and the long week-end including the Bank Holiday. Cleared Customs at Newlyn.

Spent all day exploring picturesque Newlyn and Penzance, watched a two mile Carnival Procession. Weather sunny, exceedingly hot. Meant to leave at night time but as it started blowing hard from S.W. stayed over.

Sunday, August 3rd.—Left Newlyn at 06.45, weather fine, wind S.S.W., light force 3. Set course for the Lizard. Passed the wreck of the old battleship *Warspite*, thrown on the rocks in one of the fierce March gales when in tow for the wrecking yard.

Passed the Lizard at 10.45 after a couple of tacks caused by wind going southerly. Went through the outer end of the tide race after tide had changed against us. Heavy rough seas, of which several were shipped over the deck. Went a respectful distance outside the Vrogue, where one of our friends had marked the rock with his keel a year before. Steered for Plymouth. Fine weather, glass high, wind S.W., force 3 to 4.

At 16.05 sighted Eddystone bearing E.½S., distance about 9 miles, wind backing E. of S. At 17.30 sighted Rame Head ahead about 5 miles off. Rain started. At 19.00 in heavy rain and mist, and with a strong wind entered Plymouth Harbour. Motored up to Millbay Quay after having nearly been trapped in the Dock, learning only in the last minute that it would not open the following day, Bank Holiday.

Overnight it rained cats and dogs, and the wind howled through the rigging.

Monday, August 4th.—Left Plymouth at 08.30 after a quay-side breakfast, wind S.S.W., force 3, weather clearing up rapidly. At 12.45 passed Start Point one mile off, set course for St. Catherine's Point, as we intended going round the Isle of Wight in order to familiarise ourselves with these waters and Spithead, where we should start the Fastnet Race. Were lucky getting through the Start Race before the tide changed against us. Streamed the log at Start Point and set spinnaker, a lovely summery day but the wind gave out.

At 19.00 raised the high land inside Portland Bill; rain started falling at 21.00, becalmed. Started motor to try to beat the change of the tide at Portland Bill, steered outside the flood race well south of the Shambles, fearing to be caught there at the change of the tide as our petrol situation was none too good.

At 23.28 passed Portland Bill Lighthouse 3.5 miles off, rain falling steadily, no wind, still motoring.

Tuesday, August 5th.—Started with persistent strong rain and a complete calm. Saw the loom of Anvil Point Light at midnight. At 00.30 stopped motor to save fuel as we were a safe distance off the Shambles Lightship.

Spent night and morning fighting foul tides in heavy rain and no wind.

At 09.00 gave up the idea of going round Isle of Wight and set course for the Needles, wind freshening to force 2. Rain stopped after fourteen hours downpour.

At 10.25 sighted Isle of Wight ahead, course laid well west of the Needles to offset the south-easterly set of a strong tide, wind going N.W., freshening to force 3. At 11.45 passed the Needles steering for the first Solent Buoys, strong tide under us, log taken in.

At 13.15 passed Cowes going right through one of the Cowes Week Races, dodging in and out between the racing yachts in order not to interfere with anybody.

At 15.00 moored at Gosport.

Wednesday, August 6th and Thursday, 7th.—Were spent in preparations for the Fastnet Race, for which twenty-seven yachts were gathering, including our Commodore's *Aideen*, the Norwegian yacht *Peter*, which had sailed over a thousand miles to reach the starting line, and all the famous English racing cruisers led by the new wonder, *Myth of Malham*.

The weather was sunny and hot, too hot.

Friday, August 8th.—The day for the start of the Fastnet Race came as a hot, sunny summer's day with very light S. to E. winds.

Started at 14.00, half an hour after the Falmouth Race, had stiff beat from starting line to Bembridge Ledge Buoy, the tide against us. Some boats praised the Wight shore and thereby evidently got into an eddy and gained considerably.

Passed Bembridge Ledge at 15.50, wind very light veering to S.W. necessitating a beat along the Isle of Wight's south coast. Passed St. Catherine's Point at 18.20. In this period we changed lead repeatedly with the Dutch boat *Corabia* and the Norwegian boat *Peter*, having *Aideen* some ten minutes astern as she had been delayed in the start. Some of the bigger boats and especially the smaller *Myth of Malham* were well ahead, while several of the bigger boats and all the other smaller boats were astern of us.

At 21.30 the Needles abeam but becalmed, the remainder of the night either becalmed or very light easterly winds.

Saturday, August 9th.—At 04.30 had man overboard during adjustment of spinnaker guy, he was caught before his feet got wet. Daylight showed us three boats ahead, five astern. During the day ran on the course W. by S. keeping well out in the Channel, wind easterly, light, high sunny weather but very hazy. Did not see Portland Bill.

At 16.15 Start Point abeam, *Aideen* some three miles astern. At 20.10 Eddystone abeam, five miles off, wind all the time in the easterly corner and light. The long run decidedly not *Marama's* advantage. Spent uncomfortable hours round midnight in steamer lane.

Sunday, August 10th.—Changed to Single British Summer Time. At 00.10 sighted the Lizard Light ahead. Passed Lizard at 04.40, steering W.N.W. for Runnelstone Buoy and Lands End. At 05.45 identified *Myth of Malham* about a mile astern and *Lara* slightly ahead further to sea. Passed the Runnelstone at 08.35 after a couple of tacks as wind very jumpy. *Lara* drawing away.

At 08.50 sighted the Longships, which passed at 10.00, wind N.N.E., force 1. At 10.30 *Myth of Malham* passed us to leeward both steering full and bye for the Fastnet. At 11.25 the Seven Stones Lightship abeam to port four miles away, wind backing slowly to W. of N., freshening, sea rising.

At 17.00 changed genoa to high clew jib as boat laboured in heavy seas, speed considerably reduced thereby.

In the evening *Lara* and the *Myth* disappear ahead, *Phryna* and an unidentified boat overtaking us. At midnight our position was 60.3 miles W. by N. of the Longships.

Monday, August 11th.—Wind freshening, sea heavy. At 04.00 took three rolls in main and changed to second jib, steering W.N.W. In the forenoon sea and wind decreasing.

At 11.50 *Olivier van Noort* passed under our stern on port tack. At 12.15 having held starboard tack for over twenty-seven hours tacked to N.E. by N. At 01.15 shook out reef in main and at 14.45 changed second jib to genoa.

At 17.35 *Olivier* crossed our bow now lying on starboard tack and two cables ahead. In the evening wind dropped. Saw ketch astern, probably our Norwegian friend, *Peter*, about four miles off.

Tuesday, August 12th.—As wind had backed to N.N.W. tacked to port at midnight Fastnet still some sixty miles to weather. In the next twenty-four hours mosly becalmed, log reading only changing twenty-one miles. After sunset saw the weak contours of Ballydehob Mountain, Fastnet still nearly forty miles away. In dwindling daylight saw three unidentifiable yachts coming back from the Fastnet.

Wednesday, August 13th.—At midnight saw the loom of the Fastnet, still over thirty miles away tacked to port. At 02.45 light breeze from N. by E. When day came saw the whole

Irish coastline from Galley Head to Mizen Head, wind very light N.N.E. giving the first ridge for three days. Three yachts astern one of them *Aideen*, one to weather, *Peter*, and two away to leeward, one of them our friend, *Olivier*, the yachts to leeward and astern coming up rapidly.

At 11.25 rounded the Fastnet Rock, nine yachts having preceded us, led by *Latifa*, *Bloodhound*, *Benbow* and the *Myth*. After us came *Olivier*, *Aideen* (twenty-five mins.), *Theodora*, *Orion*, *Peter* and five other boats not identifiable.

Distance from Portsmouth, 372 miles. Distance from Plymouth, 258 miles.

Wind has now veered to S.E. by E., force 1 to 2, giving a solid beat back to the Scillys, our next mark in the course. The water supply started worrying us.

Going round the Rock had our second "casualty," sweeping a man overboard in the gybe. However, he also was brought on board before he got wet through.

Thursday, August 14th.—Wind has let us up somewhat, freshening to good force 2, course S.E. by E., distance at midnight from the Fastnet 51.6 miles. In the morning *Olivier* to weather driving fast past us and two other boats far off to leeward. Water strictly rationed, bread rationed. In afternoon wind increased to force 4 making us change our genoa to second jib, sea also getting heavy. In the evening sighted two west bound Liberty ships which have come round the Scillies. In order not to miss the Bishop Light tacked ship at 20.00 having held port tack for thirty-two hours, steering N.E. by E., wind dropping, changed second jib to high clew, should have set genoa.

Friday, August 15th.—At midnight, when log distance from the Fastnet, was 156.1 miles, tacked to port tack, steering S.E. Saw first faint glimpse of Bishop Rock Light. At 05.25 Bishop Rock abeam $1\frac{1}{2}$ miles to weather, changed high clew to genoa, wind force 2, the yacht *Peter* driving past us to weather, fine weather but very hazy. In the forenoon wind increasing to force 3, sea very heavy in the strong tides around Scilly Isle. Making poor progress, repeatedly headed off.

At 11.00 tacked to N.E. to get a sight of Wolf Rock. Did not succeed although we passed less than four miles S. of this tall lighthouse. At 15.40 made landfall E. of Land's End and at 17.30 tacked to starboard in Mounts Bay as could lie the Lizard.

At 19.00 wind dropping fast and at 20.00 becalmed in choppy seas with tide against us off the Lizard. No progress for the next six hours, only being pushed out to sea.

Saturday, August 16th.—At midnight the Lizard abeam as it has been for nearly four hours, course E., wind lightest possible force 1. After sunrise it increased to light force 2. Yacht *Neith* coming up from astern, we feel proud we have kept this much bigger yacht under us for more than a week.

At 10.00 tacked to starboard tack for Plymouth, should only be 16.5 miles S.S.W. of Eddystone. No water, no bread but plenty of biscuits and tinned goods. Wind dropped again to dead calm, then breaths coming from all directions. After lunch no more beer, no more tobacco.

At 16.05 sighted Eddystone Lighthouse, *Neith* going away from us. At 18.05 Eddystone abeam, yachts *Theodora*, *Orion* and *Maid of Malham* coming up rapidly further under land with fresh westerly breeze.

At 19.30 wind died out completely, from now on only coming in faintest puffs until we pass the finishing line at Plymouth Breakwater at 22.05, preceded by *Theodora* and by the *Maid* which was only a couple of boat lengths ahead of us.

The order of arrival during the last day was easily checked by the way the yachts lay packed out from the quay as sardines. It was : *Lara*, *Corabia*, *Peter*, *Olivier van Noort*, *Neith*, *Theodora*, the *Maid* and *Marama*. During the night *Aideen* and *Thalassa* arrived.

The early arrivals : *Latifa*, *Bloodhound*, *Benbow*, the *Myth*, *Erivale*, *Phryna* and a couple of others had started the Le Rochelle Race that same afternoon and had drifted past us in the evening.

All later boats gave up, including the big *Orion*, which had only been two boat lengths behind us in the evening. The reason was mostly shortage of water and provisions caused by the unexpected length of the race.

Marama's time was 8 days, 9 hours, 5 minutes, a long time to be at sea under racing conditions in a small vessel.

Sunday, August 17th.—After provisioning and good-bye parties in the morning left for Dun Laoghaire at 15.20, boiling hot summer's day, no wind, motored till 17.00, then set sail for light N. Westerly.

At 20.00 a heavy thunderstorm broke out to weather increasing the wind to force 4. The storm followed us for six hours but stayed to weather over the coastline. At 22.15 Lizard Light was raised ahead.

Monday, August 18th.—At 02.00 thunderstorm over, wind dropped completely. At 03.15 passed the Lizard, wind northerly, force 1. At 06.10 set genoa, motored a short while to beat strong tide against us. At 09.00 passed inside the Longships, going between the Kettle's Bottom and the Armed Knights, wind E.N.E., force 3. In the forenoon wind dropped to force 1 to 2 and went more northerly, giving us a dead beat home. In the afternoon at 17.10 tacked to starboard for Bristol Channel entrance, wind continuously N. and very light.

Tuesday, August 19th.—At midnight, wind veering to N.E. by N. force 2, tacked to port, again fine day but wind too light. In afternoon wind died down completely, started motor at 15.00 steering for the Tuskar.

At 18.35 stopped motor as wind coming from N.E. force 2. At 20.40 the Tuskar sighted to starboard and shortly afterwards the Barrels Light Buoy. Tacked E. outside the Tuskar, which was abeam at 21.45. At 22.30 tacked to port for Barham Shoals Light Buoy.

Wednesday, August 20th.—Night and morning spent beating up outside the Banks, wind light N.N.E., heavy tide against us.

At 10.00 Arklow Lightship abeam, four miles to starboard, the coastline with Tara Hill having just been sighted. Continued beat up along Irish coast, ran into Wicklow Harbour at 13.00 to land our good navigator, Jorgen Olsen, who was flying to the Continent early next morning. Wind N.E. increasing to force 3 to 4 in the afternoon, tide heavy against us.

At Greystones wind dropped suddenly leaving a heavy, confused sea, had to start motor and reach Dun Laoghaire at 21.05 in a calm as dead and on an evening as lovely as when we left our home port exactly three weeks before.

Distance of whole trip 1,305 miles, of which 630 miles had been racing. Distance actually covered by log 1,495 miles.



LOG OF COMMODORE TRUNNION

BY H. C. GORDON MCCORMICK

FROM THE CLYDE TO BREST 1946

IN JUNE, 1946, I skippered the Auxly. Ketch, *Commodore Trunnion*, 25 tons, from the Clyde to Brest. Leaving Dumbarton with the owner, J. Sturges Beer, and his American friend, Andy—a good companion, but had done no sailing previously. We made Hunter's Quay the first evening, next day we met a dead muzzler and anchored in Rothesay Bay. On July 3rd at 08.40 we left Rothesay and had Ailsa Craig abeam at 16.43. The weather deteriorated, with rain and bad visibility. The binnacle lamp would not keep alight and from Corsewall Point I steered for New Is. light, then for the Skulmartin L. V., near the latter a large passenger vessel, side and masthead lights visible, only steered to starboard, when I shone the light on sails—we had the full benefit of her wash. At 04.00 South Rock L. V., was abeam and it was getting light again and the compass could be used. From St. John's Point we set course for Rockabill, against strong wind and steep sea, with misty rain and bad visibility. Rockabill was reached at 19.00. From the Bailey we had a good start for Dun Laoghaire, where we felt our way in, to anchor at 00.30 on the 5th. Deciding that long passages were too strenuous without a crew, which were difficult to get owing to travel permits, we waited, and in the meantime were most hospitably treated by the R.I.Y.C. and N.Y.C. We were lucky in getting Sean Hooper and Dan O'Connor for the trip to England, and Nial Downie who promised to go further. It was unfortunate that when we had so able a crew we struck the calmest weather of the trip. On the 10th we did not get away until 21.45, as Sean Hooper said "he wanted to win a dinghy race that evening," which of course he did. The Tuskar was not reached until 00.30 on 12th. From there we made the Smalls from which a departure was made for the Longships—the engine had to be used until we reached the latter, at 07.10 on the 13th. We passed a floating mine the previous evening. A nice sailing breeze got up at the Longships, when we sailed close hauled under the land. We carried away the wire strop of the main sheet double block, but were able to carry on, and beating up Mount's Bay anchored at midday off Penzance pier, going into the basin on the evening tide. Our good crew had unfortunately to leave us. On July 20th at 19.45, all sail was set for Ushant. At 19.51 on the 21st it was blowing very hard from the S.W. After logging 65 miles we were forced to run, as there was no help to change sails. The wind died out next day and a thick fog came down. At 16.45 on 22nd, the tanker, *Lilium* was sighted, when I flew "L.F.V." She came close alongside and through power speaker said "Eighteen miles W. of Start Point." We had no chart E. of St. Gerran's Bay, except track chart Milford Haven to Plymouth. I remembered seeing a practice chart in *Tates Home Trade Guide* which was aboard, which I used to find Start Point, from which to set course for the Eddystone. At 21.15 the light was seen through a break in fog half a mile off. Then Plymouth was steered for, but having got inside the whistle buoy off Rame Head, and being unable to see any of the Plymouth lights we put back to sea again, picked up the Eddystone, and laid a course for Falmouth. The fog cleared at 07.00 on 23rd and Falmouth was made at midday. Distance sailed 205 miles. I slept from then until 08.00 next day. Capt. Nash was signed on at Falmouth, where Andy left us. It took almost 45 hours to make the 124 miles to Brest, meeting calm and fog. It cleared when we made Ushant, and the tide was favourable for the Chenal du Four, which was negotiated without difficulty. The tide was foul in the Goulet de Brest, but there was a nice breeze and warm sun to dry us. We anchored in the Port du Commerce having sailed 786 miles from the Clyde. The

harbour has suffered very much from war damage. From Brest, the owner, with Capt. Jowan, and two other paid hands, had a good run to Gib., except for being hove to for 48 hours in the Bay. Off the Balearics they met the *Levanter* and ran to Barcelona, eventually reaching the owner's home port at Sete on the Gulf of Lyons.

FROM SETE TO LA COTE D'AZUR (1947)

On July 20th we sailed from Sete to Le Grau du Roi, a narrow harbour between two moles, crowded with fishing craft and some yachts. From there next day we sailed, and when wind dropped, motored along the uninteresting flat coast to the Rhone mouth, across the Golf de Fos to Port de Carro. This harbour is seldom visited by yachtsmen, but it is a clean, convenient anchorage, much more pleasant than Marseilles to the E., or Port de Bouc to the N.W. The town was almost completely wiped out prior to the landing there. Next day we sailed to Cassis. The wind was very light and engine not functioning. Visibility owing to the smoke of Marseilles was bad, until Notre Dame de la Garde, on its high hill became visible. The Lighthouse on Planier is gone, instead of which it now has a small light tower and wireless mast. We passed between Ile Marie and Ile de Jaire. It was a delightful change from the flat Rhone country to the steep islands, towering headlands, with high mountains in the background. From Cap Croisette, coasting under the cliffs, the Calanques of Sormiou, Morgiou, Portpin and Port Miou, wonderful fiords were passed, before opening up the beautiful bay of Cassis. To the N., Point des Lombards, with the Chateau of Cassis on top, with Cap Canile and Beca. L'Aigle on the opposite side, reflected the evening sun. We felt our way through the entrance, where a sunken ship has been cut through amidships to allow a passage. The beautiful harbour, in spite of war damage, is a delightful headquarters for sailing. Almost completely surrounded by the town. From there it took five hours of drifting to make the seven miles to La Ciotat. While there we had new gear wheels cut for the water pumps and then proceeded to Sanary, another nice harbour, but like most of those we visited badly damaged during the war. Next we made the lovely island of Porquerolles, where the palm trees edge the natural cove. After a short stay we continued to the island of Port Cros, another natural harbour, almost completely sheltered by Bagau Island from the mistral, with the old Fort on the hill to the East and the other sides high and thickly wooded. Next day we passed the Ile de Levant, where the Nudist Colony is. The wind was light, and engines had to be used. Half way across to Cap Lardier we stopped to bathe six miles off shore. The brown bodies of the bathers underwater changed their colour to the intense blue of the buoyant waters. Cannes was reached that evening. A berth was found to starboard of all the yachts which were closely packed all round the huge harbour. Port de Golf Juan, on the N. shore of the Gulf, is not so crowded as Cannes. Nice is a well-sheltered harbour. Yachts go in to the northern end. It is some distance from the promenade des Anglais and the principal part of the town. There is a nice harbour at the head of the Rade de Villefranche. Monaco is between the promontory on which Monaco is built, and the beach of La Condamme, and is a very fine harbour, but Menton is the gem, its surroundings are so beautiful. Back to St. Raphael, Cassis and into Marseilles for petrol—which is duty free for yachts. Then to Carro and on the same day to Port de Bouc, up the ship canal to Martigues, built on three islands with the Etang du Beer behind. It is called "La Venize Provencale." On the 20th August we dropped anchor in the Avaunt Port at Sete, hauling our stern to the quay for the last time.

Were it not for the *Mediterranean Pilot 1 and 2* and *The Yachtsman's Pilot* by E. Keebble Chatterton (which covers the coast from Sete, East and Northwards) it would have been

difficult to make some of the harbours which we entered, and the latter is at the moment, much out of date, owing to so many lighthouses, moles and piers having suffered war damage. Anyone sailing in the Mediteranean would be well advised to stock English charts.

The thought of a Mediteranean cruise on a cold, wet, West of Ireland day, seems entrancing, and so it is. But "far away fields are green" and in the intense heat of a crowded harbour, when there is no wind to blow away the scum of oil on the practically tideless water, and the banana skin of yesterday floats still in much the same place, and when the mooring ropes get into a horrid state of oily filth, and the white painted punt is encrusted with dirt, coupled with the smell of exhausts of motors and diesel oil, one cannot be blamed for thinking for a moment of cool breezes and the ebb and flow of clear Atlantic waters.

In the Gulf of Lyons the Mistral is looked upon with great respect by the local fishermen. The anchor is always dropped to the N.W. The Tramontane off the mountains, or the Marins off the sea have also to be watched with caution.

We covered over a thousand miles on the round trip. The engines had to be used very often, owing to the short spells of wind, which generally started late, reached their maximum in the early afternoon and faded out early in the evening.

TUMBLERS CRUISE, JUNE 1947

BY L. MCMULLEN

Crew.—L. McMullen ; R. P. Campbell ; D. Mellon, Jun.

14 June.—11.25 slipped mooring, wind E.S.E. force 2 to 3, sailed to Nose in company with yachts bound for Lambay Race.

15.00 Lambay abeam. Wind increased considerably with tendency to back ; at 18.00 with nasty wind and sea and crew being seasick on the year's first sail, turned back eight miles N.E. of Rockabill, and anchored in Talbot Bay Lambay at 20.20.

15 June.—A fine day, wind N.W., sailed at 09.00, leaving Lambay to port, set course for South Rock L. V. Wind mostly light, sea moderating to smooth. 20.00 wind came suddenly from S.E. 22.00 St. John's Point abeam, a fine but mostly windless night.

16 June.—05.00 S. Rock L. V. abeam to port ; 06.00 set genoa. 11.00 Mew Island abeam, visibility rapidly reduced ; wind freshened from S. Ran on course N. by E. with third jib. 15.25 Sanda visible about two miles N.W. Wind now very strong ; lowered mainsail intending to enter Campbeltown under jib alone, however it was noticed that the jib had begun to split so we set trysail. On bringing the wind abeam N. of Davarr Island, the jib split completely. 18.15 anchored E. of Harbour. L. McMullen and R. P. Campbell went ashore in dinghy—a foul evening, blowing very hard and raining torrents. After dealing with Customs, etc., it was obviously impossible to row dinghy to windward, so carried it half a mile upwind and returned to *Tumbler* downwind. 21.00 blowing as hard as I have ever seen during three whole summers spent in Scotland. Midnight dead calm.

17 June.—Spent morning ashore. 15.30 left Campbeltown under trysail and small jib, wind S.S.E. force 4. 15.55 bore away towards Kilbrennan Sound, visibility two to four miles. 18.00 very strong squalls, little wind between. 19.00 reached anchorage at head of Loch Ranza ; very violent squall. C.Q.R. anchor failed to get hold, drifted rapidly. While lowering trysail violent flogging caused main halyard to jam at masthead. Dropped main anchor which held at once near mouth of Loch ; in intervals between squalls an emergency trysail halyard block was lashed to upper cross-trees.

18 June.—Calm and rain early. 11.20 sailed in very light air under trysail, being unable

to set main. Decided Troon would be best place to repair halyard, as we could certainly get alongside something high there. A day of calms and catspaws except for one good southerly in afternoon. Off Ardrossan at dinner time, very steep lop for cooking, boom very unruly. Beat into Troon against S.E. breeze at 23.00.

19 June.—Alongside S.S. *Axinite*; reached masthead via her rigging; obviously useless to attempt freeing halyard, so lashed block to masthead and used single part rope halyard. 11.05 anchor up. Troon is a fine safe harbour but too oily for yachts. 11.19 left harbour, wind light W.N.W. but immediately went Southerly. Beat down coast in increasing wind to Culzean Castle, then on port tack and decided to make for Ulster coast. Passed just to leeward of Ailsa Craig, saw spot on N.W. side where we landed in 1938. Wind still freshening so set smaller jib and took in two reefs for night, wind diminished slowly from 22.00, sea got smoother.

20 June.—06.00 off Black Head, patches of fog. 07.30 entered Donaghadee, where a very large yawl, *Seroya*, had just fallen over alongside pier. 13.00 R. P. Campbell left by train. 19.35 left Donaghadee, wind light N.N.W. A modern ocean-racer, *Uladh* came up from astern and, stopping her engine, remained close to us till we lost sight of her in the dark. This was only the second yacht we saw underway since leaving Lambay.

21 June.—00.30 spoke South Rock L.V. Good N.W. breeze started. 03.45 sunrise at St. John's Point. Light and moderate N.W. winds all day. 19.50 keel scraped bottom off Ireland's Eye strand, very low tide. 2.05 entered Howth.

NOTES

For cruising *Tumbler* carries a light canvas dinghy 9 ft. by 3 ft. 1in. capsized on the foredeck, and the headsails are set with a lanyard at the tack to clear it. This has proved perfectly satisfactory except for the obstruction to the view ahead. A folding plywood and canvas cover is erected over half the cockpit in harbour, and may be used at sea in heavy rain. This gives full standing head-room for a short distance and sitting head-room on the cockpit seat.

The jamming of the halyard aloft was alarming and might have been disastrous. The sheave was a close fit in a copper lined slot, but the oscillation of the wire was so violent that it pressed the copper right into the wood, as could be seen on examination later. I propose to fit stronger lining and also to have a separate trysail halyard, instead of using the main as heretofore.

ARRIVAL OF JOHN DORY

P. O'KEEFFE

Thursday, May 22nd, 1947.—Left Schull 5 p.m. on fishing vessel *Deirdre* having, in addition to trawler's crew of five, J. Collins, F. Cudmore, P. Cassin, W. O'Donovan, W. O'Sullivan, B. O'Keeffe and P. O'Keeffe. Tied alongside pier at North Harbour, Cape Clear to pick up K. Cotter and after short delay put to sea, with a fresh South-East wind, low visibility and showers. Cross sea running, and some of the amateurs were soon paying tribute. Divided up into watches. Strong wind blowing but towards daylight eased off. Breakfast completed 10 a.m. Friday morning. On checking up the main compass with a spare boat's compass, a quarter-point's difference was noticed, and it was decided to stick to the main compass. This decision was ultimately proved to be wrong. Sighted land 5.30 p.m. Friday. Discovered we had been badly set up channel by the incorrect compass. (Had her swung at Falmouth,

and expense which was well justified as on return journey the *Deirdre* picked up Cape Clear dead on her course, actually making the passage from Falmouth to Schull Harbour in twenty-eight hours—remarkably good time). Seeing that it was inevitable that we would have to spend another night out we decided not to go into Newlyn but kept on for Falmouth where we arrived at 5 a.m. on Saturday, May 24th. *John Dory* had not yet arrived, and as none of the crew, save Cassin and Cotter had ever been in Falmouth before, they were very anxious to go ashore immediately the Customs had cleared us. On Sunday, six of them chartered a taxi and went off to St. Ives and Newlyn, taking in Prussia Cove to see the *Warspite* on the rocks. *John Dory* arrived with Robert Clark and his wife and two friends on Sunday evening. We found that it was impossible to get Customs clearance on Monday (Bank Holiday) and went for a short sail round the harbour in the new ship. After getting Customs clearance on Tuesday, about midday we left with *John Dory* rather too crowded, as I had not the heart to deny any of the amateurs the privilege of the first cruise on the ship. There were eight of us on board, including Brendan. With a light South-East wind blowing, we made the Manacles at 1.40. The wind dying away, the engine was started, and the Lizard was abeam at 3 p.m. Shortly afterwards, a light breeze springing up dead astern, the engine was put off, but it was not until 7 o'clock that we had the Runnelstone abeam. We were off the Longships at 7.30, and the log was streamed, wind South-East. During the night, the weather deteriorated and it commenced to rain. During the day, the wind fell light. We were very anxious to make the crossing as quickly as possible as three of the crew were due back to work. We picked up the fog signal off Power Head in thick fog towards daybreak and anchored at Crosshaven at 4.30 a.m. Three of the crew having left, we took water and stores and left Crosshaven at 11.30 and arrived in Schull at 1 a.m. Friday, May 30th. At 11.45 next morning, we left Schull and, having to use the engine almost the whole way, we dropped anchor at Bantry at 6 p.m. Friday, May 30th, 1947.

CRUISE OF OSMUNDA

DOUGLAS MELLON

ON MONDAY, 18th August, *Osmunda* was towed out of Howth Harbour. Just before we reached Ireland's Eye, a gentle breeze arose and we were able to sail to Lambay. Here we were becalmed for the night and it was breakfast time next morning before we passed the Rockabill. A fog came down reducing visibility to about two miles and a breeze developed bringing with it a little sea. The topsail was taken down and we beat into this until dinner time that evening, the skipper and one of the crew succumbing to seasickness while the boat sailed herself.

On coming up to eight, the navigation lamps in the lighthouse on St. John's Point were seen dead ahead through the mist. The breeze freshened and it was just getting dark when we passed the South Rock and one hour later, the Skulmartin light was abeam. In another hour, we were off Donaghadee, steering N.N.E., with the night clear and starry, and *Osmunda* close hauled on the starboard tack.

At dawn next morning, some doubt arose as to our position owing to the light on the Mull of Kintyre having the same timing as that on Killintran Point. However, all doubt was dispelled when the characteristic silhouette of Ailsa Craig loomed up in the distance. By this time, we were beating into quite a fresh breeze, so we took a reef in the mainsail, took down the stay-sail and were able to lie Campbeltown comfortably. We anchored on the north side of the inlet, since on a visit earlier in the year, the Skipper had decided

that the anchorages near the harbour were unsuitable. It was a question which side of the loch to anchor for it was blowing fairly strongly. The side we chose proved to be the right one.

Next day, the breeze dropped and we watched a model yacht race. There were five competitors and each leg of the course was 200-300 yards. On the following day, we left Campbeltown at 12.30 and had been carried by the tide as far as Saddell Bay by nightfall. The next day (Sun. 24th) there was no wind, but brilliant sunshine. The entire ship's company was invited ashore for lunch, and afterwards we were towed to Loch Ranza by our host.

On Monday morning, we left Loch Ranza after lunch and sailed to Skipness Pier, where, in spite of the fair wind, we could not beat the tide and had to remain till evening, when a fair wind carried us to the entrance of East Loch Tarbert and then dropped. Soon a very light breeze started blowing straight out of the Loch and we slowly beat in, in the gathering darkness, taking soundings from the point. Tuesday was spent resting in Tarbert and on Wednesday morning, we beat out of Tarbert at 7.30 and started down Loch Fyne. At lunch time the wind dropped and we were becalmed north of Arran Island until twilight, when a faint breeze filled the sails and carried us as far as Ailsa Craig by dawn, when the spinnaker was set. Steerage way was just maintained all that day and the following night. We tied up in Donaghadee after breakfast on Friday morning. Our average speed from Tarbert to Donaghadee was $1\frac{1}{2}$ miles per hour.

An early start was made on Saturday morning but as soon as the mainsail was uncovered, a fog came down so densely that from one pier the other was invisible. Sailing was abandoned for the day. On the following morning, we left at 6.30 with a light breeze and a lot of fog. At Skulmartin, we were hailed by Mr. Mitchell who kindly towed us into Strangford Lough, where we anchored in a little bay opposite Killyleagh Castle. The next morning we were towed to White Rock, and in the evening, Mrs. Dolan kindly drove us to the R.N.I.Y.C. where we were all given berths in Dragons for the evening race.

On Tuesday morning we left White Rock at 6.30 and carried the tide as far as Round Island, where we anchored from 9.30 until the flood had made and the ebb was with us again. At 3 p.m. we left Round Island and, with a firm breeze, beat down Strangford Lough and through the Narrows, taking the punt on deck when we were outside. After dark, the wind came off the land and we were able to ease our sheets. We picked up our moorings in Howth at 9 a.m. the next day.

LOG OF MAVIS, 1947—KINGSTOWN TO CLYDE

JOHN B. KEARNEY

Crew.—Plunkett McCormack, Michael Comyn, James Macken, John O'Reilly, also D. Connor.

July 7th.—Dropped moorings at 21.10. Wind W.S.W., strong, under trysail.

July 8th.—00.15 Lambay abeam. 11.55 South Rock Ship abeam. Set course for Corsewall Point, and as the wind has lightened set mainsail. Wind veered to N.W. decided to visit Portpatrick, where we anchored at 16.40. Some of the crew went ashore to cinema.

July 9th.—Left Portpatrick, fresh N.W. wind. Rounded Corsewall Point at 11.00, and with a fine leading wind passed Ailsa Craig at 14.30. As some tide was still in our favour we carried on and passed through the Cumraes at 17.10. Picked up moorings at Sandbank at 20.30.

July 10th.—James returned to Dublin by 'plane. Some of the crew shipped on "6 metres." We cruised around watching the racing.

July 13th.—14.10 left Hunter's Quay, and sailed to Arrochar, where we anchored at 19.20. Walked to Tarbert on Loch Lomond.

July 14th.—Left Arrochar at noon, and returned to Sandbank, mainly under engine.

July 15th.—Half the crew have shipped in boats competing in Regatta Races, and *Mavis* cruised around watching the crew racing. Before leaving Sandbank we shipped another hand who made his escape from a pirate ship.

July 16th.—11.00 left Sandbank under power and motored most of the passage to Loch Tarbert via the Kyles of Bute, where we anchored at 05.15.

July 17th.—Remained at Tarbert inspecting other boats.

July 18th.—Left Tarbert at noon. Wind W.S.W. which fell away when we were off Skipness, and the passage to Campbeltown was slow with variable head winds. Dropped anchor Campbeltown at 20.30.

July 19th.—Remained at Campbeltown.

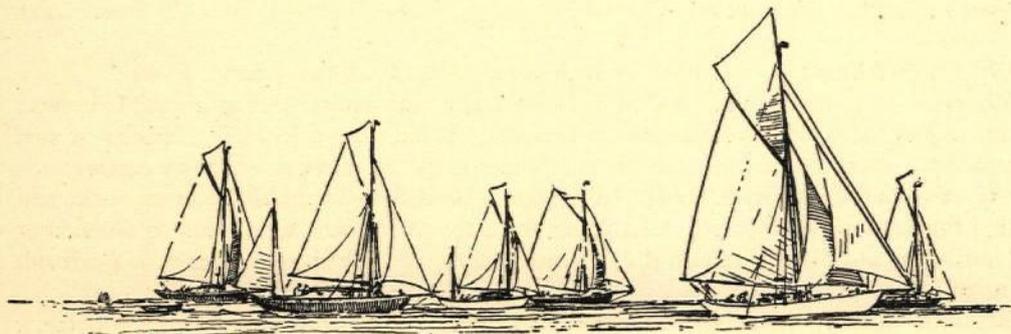
July 20th.—13.10 left Campbeltown. Wind S.W. light, with confused sea and poor visibility. At 18.00 rain and strong wind, shortened sail. 20.00 reduced sail to mainsail and foresail only. 22.00 sighted Mew on port bow. Rain and visibility becoming worse, and for some hours no lights were visible.

July 21st.—24.00 sighted Black Head. Decided to sail up Belfast Lough for shelter. At 02.00 sighted wreck buoys and decided to "heave to" on starboard tack and wait for daylight. We encountered continuous heavy rain, and the crew were soaked (oilers are useless). 05.00 trimmed sheets on port tack, and at 06.00 sighted Brigg's Buoy, and sailed for Copeland Sound. The rain eased after dawn. When passing through the sound thick fog set in, and it was with good luck we poked our way into Donaghadee at 08.30. Visibility less than thirty yards. Found half the harbour silted up. John, who was overdue, had to leave for home, via Belfast.

July 22nd.—12.00 wind N.W. moderate. Sailed for Ardglass and anchored in outer harbour at 17.30. We were presented with a large basin of fresh herrings, as the boats were arriving with very good catches.

July 23rd.—One of the crew filed home—perhaps the herrings of the previous night were too much for him! 10.00 left Ardglass, E. wind, moderate and fluky. Helped occasionally by engine, passed between Skerries Islands at 18.00. 21.30 picked up our moorings in home port.

General.—The cruise was enjoyable (with the exception of the night in Belfast Lough) but the absence of sun in July was marked.



LIST OF MEMBERS

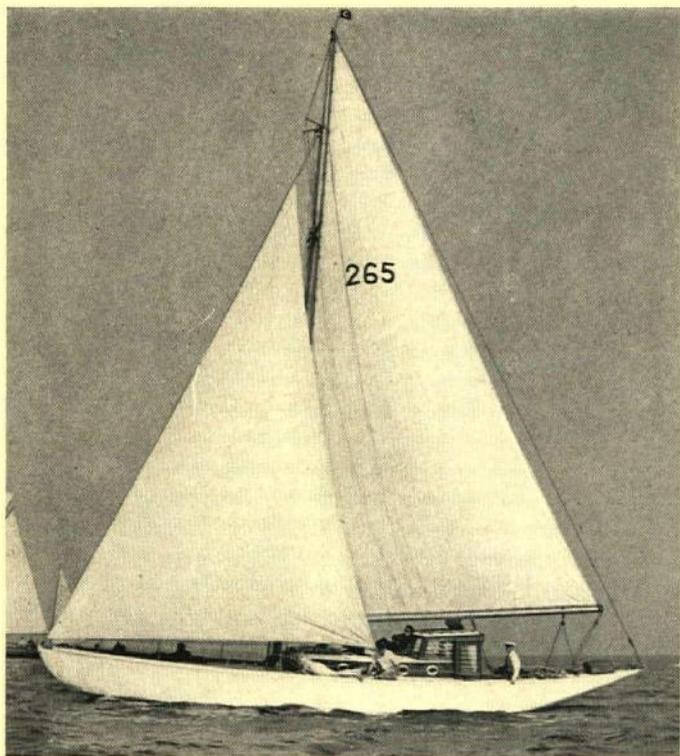
NAME	ADDRESS	YACHT	THAMES TONNAGE
BARRY, GERALD	.. Murryfield, Glasheen Road, Cork		
BARTON, H. D. E.	.. The Soundings, Avenue Road, Lymington, Hants.		
BERRIDGE, MAJOR R. L.	.. G. Quarter, Old Ranges, Shoeburyness, Essex	<i>Vivette II</i>	..
BOURKE, ROGER	.. 23 Henry Street, Limerick	.. <i>Han Kow</i>	.. 4
BRABAZON, LT.-COL. HON. C.	.. Fassaroo, Bray, Co. Wicklow		
BRIDGES, MRS. M. C. D.	.. Glandore, Co. Cork	.. <i>Mab (P.O.)</i>	.. 6
BRODERICK, KEVIN J.	.. 20 Alma Road, Monkstown, Co. Dublin		
BROWNE, BERTIE	.. El Oro, Ballintemple, Cork		
BUCKLEY, CHARLES	.. Skelligs, Douglas Road, Cork		
BYRNE, GERALD	.. Abbeyview, Dalkey, Co. Dublin		
CAMPBELL, COMMDR. F.H.P., D.S.O.	.. The Hermitage, Sligo	.. <i>Vistonah</i>	.. 23
CAMPBELL, R. P.	.. Cotswold, Westminster Road, Foxrock, Co. Dublin		
CHADWICK, TERENCE	.. Shielmartin, Sutton, Co. Dublin	.. <i>Huzure (P.O.)</i>	8
CHANCE, LESLIE G.	.. 8 St. James Terrace, Clonskeagh, Dublin		
CHANCE, OLIVER, M.D.	.. 42 Merrion Square, Dublin	.. <i>Samphire (P.O.)</i>	20
CLARKE, W. A., M.B.	.. 9 Lodge Road, Coleraine		
CLEMENTS, MAJOR S. V. L. D.S.O.	.. Rathkenny, Cootehill, Co. Cavan		
COBBE, F. C.	.. St. Margaret's, Co. Dublin		
COBBE, T. L.	.. Newbridge House, Donabate	.. <i>Charm</i>	.. 6
COLLINS, JAS.	.. Munster and Leinster Bank Ltd., Bantry, Co. Cork		
COLLINS, W. J.	.. Weirview, Sunday's Well, Cork		
COTTER, F. M.	.. 7 Alphonsus Road, Drumcondra		
COTTER, J. A.	.. Laytown, Co. Meath		
COTTER, KIERAN	.. Cape Clear, Baltimore, Co. Cork		
COTTRELL, JOHN B.	.. 17 Parnell Place, Cork		
CROKER, T. G.	.. 27 Rosmeen Gardens, Sandycove, Co. Dublin	<i>Foam</i>	.. —
CROSBIE, COMM. GEO.	.. Whitepoint House, Cobh, Co. Cork		
CROSBIE, THOMAS	.. Woodlands, Montenotte, Cork	.. <i>If</i>	.. 12
CROSS, T. FERGUS	.. 18 & 19 Sullivan's Quay, Cork	.. <i>Helga</i>	.. 10

LIST OF MEMBERS—*continued*

NAME	ADDRESS	YACHT	THAMES TONNAGE
CROWLEY, SEAN	.. Ballincollig, Co. Cork		
CUDMORE, FRED.	.. Westcourt, College Road, Cork		
CARSE, R. FITZGIBBON	.. The Cottage Karenza, Bath Rd., Cheltenham, Glos.		
DALY, D. L.	.. Currabinny, Crosshaven, Co. Cork		
DE STE CROIX, W. B.	.. 52 Bishopgate, London, E.C.2	.. <i>Isis</i>	.. 12
DEVEREUX, A.	.. 9 Fleet Street, Dublin		
DOOLY, FRANK	.. 122 Patrick Street, Cork		
DOUGLAS, S. J., M.B.	.. Wavecrest, Vico Road, Dalkey		
DOYLE, THOMAS F.	.. Menloe, Blackrock, Co. Cork	.. <i>Sybil</i>	.. 6
DUFF, JOHN C.	.. New Street, Skerries, Co. Dublin	.. <i>Naomi</i>	.. 3
ELPHINSTONE, SIR LAUNCELOT, K.C.	The Beeches Bank, nr. Lyndhurst, Hants., England	<i>Nettle</i>	.. 21
FAULKNER, J. A.	.. Tullynakil, Comber, Co. Down	.. <i>Dolphin</i>	.. 10
FAWSITT, SEAN MACD., B.L.	31 South Mall, Cork		
FISHER, DUDLEY	.. Bank of Ireland, College Green, Dublin		
FITZGERALD, JOS.	.. 24 Patrick Street, Cork		
FLANAGAN, R. J.	.. Distillery Road, Dublin		
FRENCH, MISS DAPHNE A.	c/o Miss Stanhope-Kenny, Ballinrobe, Co. Mayo		
FRENCH, HERBERT, LT.-COL.	Cudworth Manor, Newdigate, Surrey, England	<i>Sea Flower</i>	.. 43
FULLER, THOMAS	.. Grianan, Skibbereen, Co. Cork		
GILL, J. E.	.. 18 Prince's Street, Cork		
GOLDSMITH, REAR-ADMIRAL M. LENNON, R.N., D.S.O.	Royal Cruising Club, 1 New Square, Lincoln's Inn, W.C.2.	<i>Madalena</i>	.. 44
GORE-LLOYD, E.	.. Ecchinswell House, nr. Newbury, Berks., England	<i>Benbow</i>	.. 53
HALL, R. A.	.. Carrigmore, Cobh, Co. Cork	.. <i>Elsa</i>	.. 24
HALLY, M. F., <i>Hon. Sec.</i>	.. Ardeevin, North Circular Road, Limerick		
HANAN, T. J.	.. 55 Dawson Street, Dublin		
HEALY, A. A.	.. The Bungalow, Bantry, Co. Cork		
HEALY, THOMAS	.. Skibbereen, Co. Cork		
HEANEY, MRS. JOCELYN	.. Boat House, Blakeney, Holt, Norfolk, England		
HEARD, R. D.	.. c/o B. & I. S. Co. North Wall House, Dublin	<i>Error</i>	.. —

LIST OF MEMBERS—*continued*

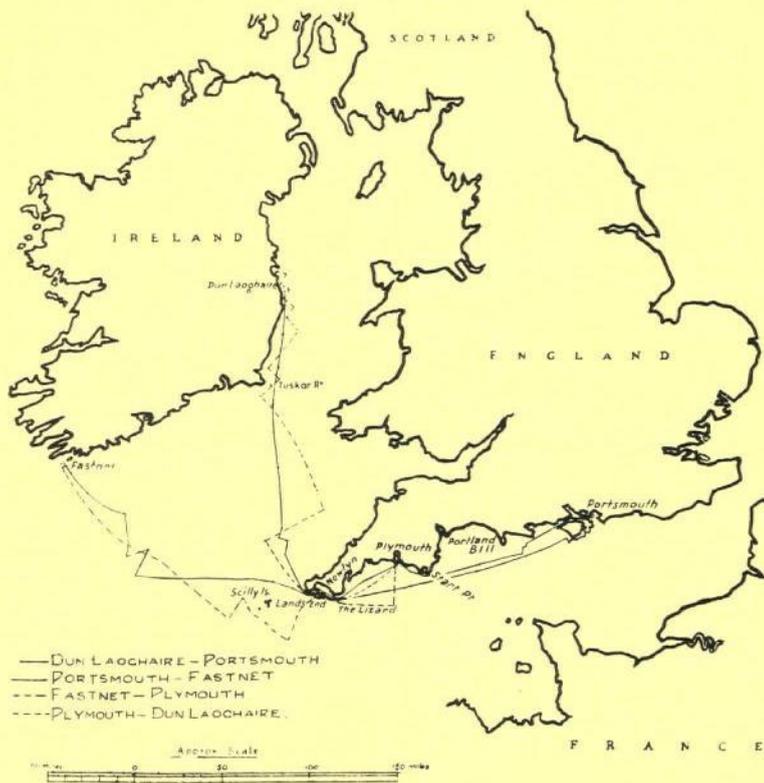
NAME	ADDRESS	YACHT	THAMES TONNAGE
HENRY, F. J.	.. 24 Upper Fitzwilliam Street, Dublin	<i>Jacqueline</i>	.. —
HOLLWEY, LT.-COL. J. B.	Eski Shehr, Cabinteely	<i>Viking O.</i>	.. —
HOOPER, SEAN, S.C.	.. 4 Pakenham Rd., Monkstown, Co. Dublin	<i>Ean Gaile</i>	.. —
HUNTER-BLAIR, MRS. DAVID	c/o Lloyds Bank, Cox & King's Branch 6 Pall Mall, S.W.	<i>Eidothea</i>	.. 9
HYLAND, JOHN J.	.. Glenlead, Blackrock Rd., Cork ..	<i>Vaara</i>	.. 6
KAVANAGH, P. J.	.. Leahurst, Douglas Rd., Cork		
KAY, ALEX. R.	.. Rothesay Hotel, 11 Eden Quay, Dublin	<i>Echo</i>	.. 3
KEARNEY, JOHN B.	.. 27 Eaton Sq., Monkstown, Co. Dublin	<i>Mavis</i>	.. 10
KEATINGE, LT.-COL. A. F. H. M.C., R.A.M.C.	Bramberg, Sutton, Dublin		
KEATINGE, D.	.. 42 Grafton Street, Dublin		
KIRKHAM, T. G.	.. Avonmore Lodge, Avoca, Co. Wicklow		
KIRKPATRICK, LT.-COL.	.. The Lodge, Kiltiernan, Co. Dublin		
LANE, T. J. D., M.D.	.. 71 Lr. Baggot Street, Dublin ..	<i>Rosalind</i>	.. 6
LANNIN, JOSEPH	.. 4 Brighton Villas, Western Road, Cork		
LACEY, WILLIAM	.. Deerpark, Sutton, Dublin ..	<i>Reina</i>	.. —
McMAHON, DENIS	.. Dromore Castle, Kildimo, Limerick		
MACBRIDE, W.	.. 39 Harcourt Street, Dublin ..	<i>Leila</i>	.. 3
McCLEMENT, DONAL	.. Glenagles, Douglas Rd., Cork		
McCORMICK, H. C. G.	.. Tanrago, Beltra, Co. Sligo ..	<i>Aphrodite</i>	.. 3
McFERRAN, KEITH	.. Dangan, Carrickmines, Co. Dublin ..	<i>Huzure (P.O.)</i>	8
McKECHNIE, J. C.	.. Carrigmore, Montenote, Cork		
McKECHNIE, W. G. B.	.. Rhubeg, Strone, Argyll	<i>Shona II</i>	.. 6
McMULLEN, L.	.. The Dell, Foxrock, Co. Dublin ..	<i>Tumbler</i>	.. 4½
McMULLEN, JAS. F.	.. 30 South Mall, Cork		
MARTIN, CAPT. WALTER RIDDELL	2 Bayswater Terrace, Sandycove, Co. Dublin		
MAXWELL, FAWCETT	.. Blackrock, Co. Dublin		
MELLON, A. M.	.. 5 St. Michael St., Oxford		
MELLON, DOUGLAS	.. Thormanby Lodge, Howth ..	<i>Osmunda</i>	.. 11
MELLON, D. E.	.. Thormanby Lodge, Howth		
MICKS, R. H., M.D.	.. 16 Fitzwilliam Place, Dublin		
MOONEY, A. W., Commodore	26 Upper Fitzwilliam Street, Dublin	<i>Aideen</i>	.. 16
MOONEY, A. J.	.. 26 Upper Fitzwilliam Street, Dublin	<i>Dawn</i>	.. —
MOORE, GODFREY B. Hon. Treas.	.. 33 Albert Road., Glenageary, Co. Dublin		.. —



MARAMA, 1947
From a Photograph by David Rowlands

MARAMA 1947

A CRUISE AND A RACE



LIST OF MEMBERS—*continued*

NAME	ADDRESS	YACHT	THAMES TONNAGE
MOREHEAD, MAJOR F. T.	The Meadows, Bishopstown Avenue, Model Farm Road, Cork		
MORGAN, W. D.	.. Munster & Leinster Bank, Ennis		
MURTAGH, DIARMUID	.. c/o Fair & Murtagh, Athlone		
MCCORMACK, PLUNKETT	.. 11 Hume Street, Dublin		
O'BRIEN, ERIC	.. Roebuck House, Clonskeagh	.. <i>Orion</i>	.. 25
O'BRIEN, BRENDAN, M.B., L.R.C.P.I.	65 Fitzwilliam Square, Dublin		
O'BRIEN, DONOUGH, M.B., L.R.C.S.I.	65 Fitzwilliam Square, Dublin	.. <i>Huzure (P.O.)</i>	8
O'DONOVAN, W. J.	.. Eldorado, Ballintemple, Co. Cork		
ODLUM, ED. JOHN	.. 56 Wellington Road, Dublin	..	
ODLUM, PETER B.	.. Dublin Port Milling Co. Ltd., Alexandra Wharf, Dublin	<i>Maureen</i>	.. 6
O'HANLON, DESMOND, M.B.	Adzar, Monkstown, Co. Dublin		
O'HANLON, RORY, M.D.	Adzar, Monkstown, Co. Dublin	.. <i>Evora</i>	.. 6
O'KEEFE, P. <i>Vice-Commodore</i>	.. Ardnagreine, Bantry, Co. Cork	.. <i>John Dory</i>	.. 12
O'KEEFE, Ray	.. Landscape, Drinagh, Wexford		
O'KELLY, FERGUS F.	.. 26 Castle Avenue, Clontarf, Dublin	<i>Setanta</i>	.. —
O LOCHLAINN, COLM	.. 9 Fleet Street, Dublin		
O'REGAN, BERNARD	.. Seaview, Aughadown, Skibbereen		
OSTERBERG, HARALD <i>Rear-Commodore</i>	.. Walford, Shrewsbury Road, Dublin	.. <i>Marama</i>	.. 14
PERROTT, WILLIAM	.. Ballincurrag Lodge, Douglas Rd., Cork		
POWELL, MICHAEL	.. 48 Grand Parade, Cork	.. <i>Imp (P.O.)</i>	.. 6
PURCELL, DENIS J. <i>Hon. Treasurer</i>	.. 3 Marlboro' Road, Glenageary	.. <i>Sonia (P.O.)</i>	.. 9
PURCELL, PIERCE M.	.. Albert House, Dalkey, Co. Dublin	<i>Sonia (P.O.)</i>	.. 9
RIORDAN, CASHEL J.	.. The Paddock, Templelawn, Blackrock Road, Cork		
RICHARDSON, W. A.	.. 50 Dartmouth Square, Dublin		
REARDEN, JOHN	.. Rossalia, Shanakiel Road, Cork		
ROCHE, T. H.	.. Ros-na-Greine, Avoca Ave., Blackrock Co. Dublin	<i>Naneen</i>	.. 5
ROWLANDS, DAVID, G.	.. 11 Dundela Park, Sandycove, Co. Dublin		
SMALLDRIDGE, S. F.	.. Weston Lodge, Burdett Avenue, Sandycove, Co. Dublin	<i>Mercia III</i>	.. 6
SOMERVILLE-LARGE, C.	.. 16 Fitzwilliam Place, Dublin	.. <i>Shira (P.O.)</i>	.. 21

LIST OF MEMBERS—*continued*

NAME	ADDRESS	YACHT	THAMES TONNAGE
SOMERVILLE-LARGE, P. T.	Vallombrosa, Bray, Co. Wicklow ..	<i>Shira (P.O.)</i> ..	21
STARKEY, R. V.	.. 86 Upper Lesson St., Dublin ..	<i>Bonita</i> ..	3
STEPHENS, J. B.	.. Rathnuadh, Glenageary, Co. Dublin	<i>Punctilio</i> ..	9
STEWART, LAUNDER	.. 4 College Green, Dublin ..	<i>Lady Sophie</i> ..	14
SULLIVAN, D. B., D.J.	.. Carrigrenna, Little Island, Co Cork		
SULLIVAN, D. ST. J.	.. Ivy Cottage, Strand Rd., Sutton, Dublin	<i>Sheelin</i> ..	—
SULLIVAN, MICHAEL A.	.. Eglantine, Douglas Road, Cork ..	<i>Marchwood Maid</i>	12
SALVESAN, EINAR	.. Prinsensgaten 3b, Oslo, Norway		
TERRY, L. N.	.. The Lynch, Goodwick, Pembrokeshire, Wales		
TOWNSEND, R. V. D.	.. Kander, Repton, Derbyshire		
TURNER, MRS. KATHLEEN	.. Landiore, Shankill, Co. Dublin		
TYRRELL, JOHN	.. South Quay, Arklow		
VANDELEUR, REV. CANON W. E.	Killiskey Rectory, Ashford, Co. Wicklow		
WALSH, J. P.	.. 32 Dartmouth Sq., Dublin		
WALSH, P. T.	.. 32 Dartmouth Sq., Dublin ..	<i>Venture</i> ..	4
WELPLY, WM., O.M.O.	.. Clancool, Bandon, Co. Cork ..	<i>Marie Louise</i> ..	—
WHITFIELD, GEO. COMMANDER, R.N.	Modreeney, Cloughjordan, Co. Tipperary		
WHYTE, JOHN D.	.. Sutton Lodge, Strand Road, Sutton, Dublin		
WILSON, T. G., M.B., F.R.C.S.I.	3 Fitzwilliam Square, Dublin ..	<i>Fenestra</i> ..	—
WOLFE, A. J.	.. Ilfracombe, Douglas Rd., Cork ..	<i>Guillemot (P.O.)</i> ..	—
WOLFE, C. DAVID WOOD	Bridge House, Skibbereen ..	<i>Seawolfe</i> ..	2
WOODLEY, F. R.	.. Mount Bernard, Cobh, Co. Cork ..		
WRIGHT, MAJOR HENRY B. M.D.	Gortleitragh, Sloperton Road, Dun Laoghaire	<i>Siska</i> ..	9
WRIGHT, H. J., M.D.	.. 59 Merrion Square, Dublin ..	<i>Vandra</i> ..	—
HONORARY MEMBERS			
BARRETT, H. R.	.. 3 High Street, Saffron, Waldem, Essex	<i>Mussette</i> ..	3
BUCKLEY COL. R. C. MACLEAN, M.C.	c/o Royal Ocean Racing Club, 20 St. James's Place, London, S.W.1.		
CREE, DONAL, C.L.	.. Hon. Sec., Royal Cruising Club, 1 New Square, Lincoln's Inn, W.C.2.	<i>Gulnare</i> ..	9
O'BRIEN, CONOR	.. Foynes, Co. Limerick ; or 61 Carlton Hill, N.W.8.	<i>Saoirse</i> ..	20

N.B.—Members are requested to notify the Hon Secretary of any change of address or boat.

THE IRISH CRUISING CLUB

FLAG OFFICERS AND COMMITTEE
1948—1949

Commodore :

A. W. MOONEY—*Aideen*
26 Upper Fitzwilliam St., Dublin

Vice-Commodore :

P. O'KEEFE—*John Dory*
Ardnagreine, Bantry
Co. Cork

Rear-Commodore :

H. A. V. OSTERBERG—*Marama*
Walford, Shrewsbury Road
Dublin

Hon. Secretary

T. J. HANAN
55 Dawson St., Dublin

Hon. Treasurer :

GODFREY B. MOORE
33 Albert Road
Glenageary

Hon. Measurer :

DENIS J. PURCELL—*Sonia*
3 Marlboro' Road
Glenageary

Committee :

TERENCE CHADWICK—*Huzure*

DOUGLAS HEARD—*Error*

W. MACBRIDE—*Leila*

COL. J. B. HOLLWEY—*Viking O.*

HERBERT J. WRIGHT—*Vandra*

T. L. COBBE—*Charm*

JOHN B. KEARNEY—*Mavis*

KEITH MCFERRAN—*Huzure*

DOUGLAS MELLON—*Osmunda*

Club Representatives :

Bantry .. M. A. SULLIVAN, Eglantine, Douglas Road, Cork
Limerick .. ROGER BURKE, 23 Henry Street, Limerick
Sligo .. H. C. G. GORDON McCORMICK, Tanrago, Beltra, Co. Sligo
Wexford .. RAY O'KEEFE, Landscape, Drinagh, Wexford

THE IRISH CRUISE

BY JAMES CLAYTON

