

Irish Cruising Club

newsletter

Autumn 2011

Commodore's Report

David Tucker



So despite the pundits telling us that the frog spawn was deep in the ponds and therefore guaranteeing a hot and sunny summer – it never happened, as we all know. Indeed the poor weather was not confined to Ireland alone but also visited upon those who went further afield. While having salt water chucked up is expected, continuous fresh water coming down is not. That said many of our members undertook various cruises and you will read about these in the regional reports.

The year's major cruise was to Brittany and superbly organised by **Dan Cross**, ably assisted by **Stuart Musgrave**. In excess of thirty boats eventually got to the 'starting line' after a variety of exciting passages getting there, with a lot of poor weather necessitating 'holing up' for a day or two, (or three) !! For some the trip home afterwards had similar excitements. You will read about the various voyages in

the Annual, which **Chris Stillman** our Hon. Editor is now completing. Past Commodore **Peter Ronaldson** has graciously accepted the role of Adjudicator this year and so has had a busy number of weeks reading.

Some members, as I write, are in far flung oceans and others in their usual European 'haunts'.

In the Spring issue I mentioned that we were reviewing the criteria and processes for the election of new members who will carry forward this fine Club and its ethos into the future. Under the able chairmanship of Rear Commodore **Alan Leonard**, the subcommittee of Hon. Secretary **Cliff Hilliard** and Hon. Admissions Officer **Bill Brady**, a thorough review was completed in June. The appropriate documentation went up on the website at that time, and as we now come to the close of the application process for 2012, it appears to be working as hoped.

The production of *Cruising Ireland: A Companion to the Irish Cruising Club Sailing Directions* by Irish Cruising Club Publications Ltd. is progressing very well under the authorship of **Mike Balmforth** and **Norman Kean** who are doing trojan work. The projected shelf date is 1 April 2012 – an auspicious date!. You can already pre-order from Amazon who price at £27.50. A members' price is not yet available. Needless to say, this book is for every members' boat and bookshelf and I know that all will support the huge production effort by buying for themselves and as gifts for their friends.

I have written and spoken previously about our website, which is truly amazing. Not alone is it a huge source of information – for example, the minutes of the AGM's back to inception are there - it really is a single point for information about all that goes on in the Club. The number of website member visits continues to



grow and this is good news. It is good to see that the vast number of hours that **John Clementson** freely puts into the management and development of the site is being appreciated by the membership.

We are adding a 'box' to each members details page on the website, under the style – 'Skills available for Club' – and while completion is optional, I would encourage you to do so. This information will not be disclosed, but for use in running the Club – for example – if we needed the expertise of say somebody with a financial background, a computer background, etc.

Turning to our regions, I congratulate Vice Commodore **Joe Phelan** and Rear Commodores **Alan Leonard** and **Frank Randalow** and their regional committees on continuing to lead activities for and fellowship of the members. A number of the water based rallies/musters suffered from adverse conditions but that is just a side of Cruising. The winter period shore based functions continue to be very successful. You will read about these elsewhere.

And this, in turn leads me to our New Year Inaugural Lunch in London. As mentioned previously, somewhere short of seven percent of our membership live or work on our neighbouring island. The continuous support for the lunches here, supported by a large commitment from the UK, has confirmed our view

Commodores Report cont.

that we should hold this Inaugural Lunch on Friday 6 January in the Royal Thames YC in Knightsbridge. **Adrian Lee** has undertaken to organise this, ably supported by **Mick Delap** and a circular will issue soon to enable booking.

To give this Inaugural Lunch an added importance, we take the opportunity, with our friends in the RCC, to salute and honour the full eventful life of the late **Wallace Clark**, former Rear, Vice and Commodore (1960-1963) of the ICC. Wallace was also a committed and long time member of the RCC and I'm delighted that the Commodore of the RCC – **Nigel Wollen** – has graciously offered to host pre-lunch drinks.

Wallace's son Bruce and other family and friends will be in attendance.

This lunch is timed to tie in with the London Boat Show and the RCC Dinner so I hope that there will be good support from both sides of the Irish Sea.

In 2012, the Club will undertake the usual range of regional events for members and their friends – all the information from your Flag Officer and the website. In addition, the Club will once more return to the Canal du Midi for a week at the end of September. At this time, eighteen boats are booked and deposits paid. **John Clementson** has once more undertaken the organisational 'spadework'.

Fair winds to all, and to those whose boats are in these climes, happy winter 'tinkering'.

Hon. Secretary's Report

Cliff Hilliard

The annual Dinner, organised by **Eleanor Cudmore** and her team in the South Region, was held over the weekend of 25/26 March 2011 in Killarney. It was a lively affair with a wide range of activities over the weekend to provide interest for all. The dinner was attended by 242 members and friends.

The main cruising event this year was an excellent rally in **Brittany**, ably organised by **Dan Cross** and **Stuart Musgrave**. Some thirty one boats attended, with 130 members and friends at the functions in **Ile de Groix** and **La Trinite**.

The Regions ran a busy programme of events, both on the water and ashore. The North and East Regions held a joint Rally in **Strangford Lough**, organised by **Alan Leonard**. The South region held a summer muster in **Baltimore** and an Autumn Raft-up in **Cork**. The East had an interesting muster in the **Grand Canal Basin**, attracting much attention from residents, while the North had an end of season muster in **Troon**.

Our website at www.irishcruisingclub.com was extensively upgraded and continues to develop under the guidance of **John Clementson**, who is assiduous in keeping it fresh with a range of Club news, information,

photographs and interesting notes on maritime matters. It is a must for members who want to keep up to date with ICC activities and who wish to read past Annuals and Newsletters.

Forthcoming Events for your Diary

This is the programme as of 1 November 2011. For the most up-to-date list of events please check the Members' area of the website www.irishcruisingclub.com

2011

Dec 2 East Region Lunch, Royal Irish Yacht Club. Enquiries to Joe Phelan
Dec 2 West Region Winter Lunch
Dec 3 North Region Annual Lunch, Royal Ulster Yacht Club
Dec 9 South Region Annual Dinner

2012

Jan 6 London Lunch, Royal Thames Yacht Club, 12.30 hours
Jan 13 Committee Meeting, Royal Irish YC, Dun Laoghaire
Feb 17 Committee Meeting, Howth YC
Feb 17 AGM, Prize giving and Dinner, Howth YC
Mar 23 Committee Meeting, Malahide
Mar 24 Annual Dinner, Grand Hotel, Malahide
Sep 24-30 **Canal du Midi Cruise** (further information on website).



Irish Cruising Club Committee 2011 – at Killarney, March 2011

James Nixon, John Clementson, Dan Cross, David Whitehead, Peter Fernie, [Dick Lovegrove], Connla Magennis, Robert Fowler, Peter Courtney, [Alan McGettigan], John Daly, Graham Chambers, Len Curtin, Cliff Hilliard, Stanton Adair, Bill Brady, Alan Leonard, Tom Fitzpatrick, David Tucker, Frank Ranalow, Joe Phelan

Memories on reading the 1946 ICC Annual

Neil Hegarty

I returned home to Cork in late August after a summers sailing and worked my way into John Clementson's excellent newly updated ICC website. Opening up the 1946 Annual, brought back my earliest memories of sailing. Three of those who brought me boating that year were ICC members. My uncle Tom Doyle and the husbands of his sisters Bessie and Kathleen, "Young Harry", H.E. Donegan and Charlie Buckley. Tom had a Cork Harbour One Design which we called red Sybil to distinguish her from Donegan's Sybil which we called black Sybil. Buckley's blue One Design Imp was part owned with Michael Powell whose son Jim is an ICC member today. The Doyle family had a house named Upper Deck above Poulgorm, between Myrtleville and Fountainstown just outside Cork Harbour, which was made available to the families of the four girls, Maureen Scott, Bessie Donegan, Kathleen Buckley and my mother, Patricia Hegarty for summer holidays. During the 1940's we Hegartys usually shared the house with the Donegans for a month.

At weekends the extended families were taken in the two Sybils and Imp, often to Ringabella where the women would row the children ashore to the beach while the men went racing in the boats. We children had great fun playing in the punts. After racing the men spent a little time with us on the beach before all sailed back to the moorings outside the Royal Munster.

We were at Upper Deck holidaying with the Donegans when we heard of the death of Young Harry in 1947. It was my first experience of a death in a family. The following year, 1948, we holidayed again at Upper Deck with the Donegans. That year Sybil's punt was kept at Myrtleville beach and Young Harry's sons, Jim and Harry and I had use of it. They took me on my first cruise which was to Fountainstown. As they rowed off the beach at Myrtleville they tried to scare me by going near the Dutchman rocks where waves were breaking. At Fountainstown, which can be shallow, we learned how to keep the boat afloat in a falling tide. It was very difficult for the three of us to refloat when it went aground. I also learned to find cockles on the bank opposite Ringabella and to open and eat them. The wind was usually behind us on the way back to Myrtleville so Jim and Harry used one oar as a mast and bathing towels as sails. I was allowed to steer with the other oar.

The daughters of Denis F. Doyle became sisters, spouses, mothers, aunts, a grandmother and a daughter in law



Patricia, Kathleen, Bessie, Maureen Doyle. Photographed about the time the ICC was founded in 1929

to four generations of ICC members including Vice-Commodores H.P.F Donegan 1929 and H.E. Donegan 1942 and Commodore D.N. Doyle 1975. I have however been told that their father, Denis F. had no interest in yachting. I credit the meeting and marriage of Bessie Doyle and "Young Harry" Donegan with my introduction to sailing as would, I believe, many others to this day. These memories were brought back to me through the fact that a list of members was included in the 1946 Annual.

Photographs are wanted for 'Cruising Ireland'!

Norman Kean

You may have seen the beautiful book 'Cruising Scotland – a Companion to the Clyde Cruising Club Directions' by Mike Balmforth and Edward Mason, published last year, or read the review in the November 2010 Newsletter.

Sailing News

'Cruising Scotland' has been very successful. It is lavishly photographed by 88 different people, the great majority of them CCC members.

The ICC has decided to publish an equivalent book for Ireland. Mike Balmforth and Norman Kean are now working on 'Cruising Ireland' – Mike is writing the main text and Norman is providing a few bits and pieces and compiling the book. It is planned to have it available in April 2012.

This is an appeal for photographs. We need hundreds of them, showing the coast of Ireland harbours, wildlife, boats and people looking at their most photogenic, and we need them as soon as possible.

The sea level pictures in the Sailing Directions are taken for navigational value, but the ones we need now are scenery shots.

Ideally high resolution digital photographs, but we can scan transparencies, as well as photographic negatives and prints.

We're sure that ICC members have the pictures we need, in your cameras, computers and albums.

Please look and see what you can contribute to the new book, and don't be modest about your skills as a photographer.

Each one used will be acknowledged in the book, and treasured hardcopy pictures will

be safely returned. Please make sure we know where your picture was taken, by giving electronic photos a title or by enclosing a note with paper pictures, - don't write on the back of the photograph.

Please contact me by email on sailxanadu@gmail.com if you can help.

Notes From The North

Alan Leonard

The northern rallies this year were dogged by bad weather. This was particularly disappointing for the Spring Rally at **Whiterock**, headquarters of Strangford Lough Yacht Club, as it was hoped that we would be joined by a good number of Eastern members. In the event, only **Alan Markey** in *Crackerjack* and **Peter Courtney** in *Jabberwock* made it from **Howth**, such were the conditions. Only one northern yacht came from outside Strangford Lough, **Oliver Lynas** in *Tara*. **Whiterock** is in any case home port for *Ariadne* and *Reiver*. Web editor **John Clementson** and **Ann**, in *Faustina II*, sailed the length of **Strangford Lough** from **Portaferry**. The majority of Northern members present attended by car

and we were honoured to be joined by Commodore **David Tucker** who, accompanied by **Bill Brady**, drove all the way from **Kinsale**. We were also joined by Vice-Commodore **Joe Phelan**, who drove from **Howth**. Our thanks to **John Hagan** and his staff in Strangford Lough Yacht Club, who ran a most enjoyable function for the sixty one members and guests who attended. A joint function such as this also has the problem that the two jurisdictions, in their wisdom, have decreed that the public holidays shall be held on different weekends. However, all that can be said is that had more Eastern members booked, almost certainly, more would have cried off!

At our Spring meeting, when the venue for the end of season rally was being discussed, it was decided that if it were to be on the eastern side of the Irish Sea, it should be in a ferry port, so that, in the event of bad weather, it would be easy for those with commitments to return home. So, it was decided to hold it in **Troon**, which would provide secure berthing, a ferry terminal and excellent facilities ashore for a dinner. In the days leading up to the rally it became clear that while it would be easy enough to get there, it was going to be very difficult to get home, thanks to the remnants of hurricane Katia. In the end, only two boats from the North attended, **Tony Weston** and **Bob Torrens** in *Mandolin Wind* and **Alan Leonard** and **Connla Magennis** in *Ariadne*. Both enjoyed good sailing on the way there. The prize for the greatest effort to get there has to go to **Mick Delap** in *North Star*, 24 feet LOA, who had spent the entire season cruising up the west coast of Ireland from **Valencia**, along the north coast and across the **Clyde**. Fortunately, there was a good turn out of our Scottish members. We were glad to be joined by **Barbara Watson**, who had read of the event on the website and was in Scotland at the time. We were also glad to be joined at the last minute by **John Watson** (Commodore CCC) and his wife **Fiona**. Fortunately, it stayed dry for the drinks reception on board *Ariadne* and we then transferred to the South Beach Hotel for an excellent dinner. When the Commodore exhorted us to "embrace our members in Great Britain more fully" I do not think that he envisaged that the Scottish members would organise a rally for four Northern members to attend! In fact the organisation, by **Connla Magennis** was meticulous, making it a most successful event, despite the numbers who had to cry off. Finally, the weather on the Monday was so bad that the Troon ferry didn't sail and Connla and myself had to come home via Stranraer, to return later in the week, to bring *Ariadne* home.

There was a good turn out of northern boats at the Brittany rally with *Blue Squirrel*, **Greg Taylor**, *Mandolin Wind*, **Tony Weston**, *El Torro*, **Peter Bullick**, *Faustina II*, **John** and **Ann Clementson**, and *Enigma*, **Stanton**

Adair all attending. **John** and **Angela Lay** were unable to attend in *BusyBee* as she had been damaged earlier in the season, but fortunately they were able to join in *Arabella* with her owners **Bill** and **Rosemary Whisker** as guests. No doubt there will be a full account of the Cruise in Company elsewhere. Some boats (most boats?) encountered heavy weather on the way south and **Gregg Taylor** in particular encountered some heavy weather on the way north. *Blue Squirrel* had left the **Scillies** for **Bangor** with a forecast for 25 knots but the wind increased to force 8. They reefed down and continued and were enjoying surfing at 12-13 knots. **Gregg** went forward to rig a boom preventer when *Blue Squirrel* fell off a wave and broached and he was washed along the deck. His harness was securely clipped to a deck eye and held. When *Blue Squirrel* was back on course he was able to make his way back to the cockpit. His experience highlights the importance of always clipping on when going forward in heavy weather.

In contrast, **Adrian Spence** took *Madcap* to **Brittany** later in the season in more settled conditions. He reports that he only reefed once in four weeks and motored a lot. He met the **Parks** in *Cruiskeen* in the **Scillies**, enjoyed exploring the **Morbihan** and returned in time for an old gaffers rally in **Ardglass**. **Michael Park** reports that both he and his brother **Jonathan** and their families enjoyed cruising in the **Scillies** and the **West Country** in *Cruiskeen*. They had crew changes in **Falmouth**, using Exeter Airport and cruised as far east as **Fowey** where the harbour staff were particularly helpful. He recommends the **West Country** as an excellent unspoilt and uncrowded cruising ground.

Turning north, furthest north was **Donegal** member **John Madden**, *Bagheera*, who almost achieved his objective of the **Lofoten** Islands, despite adverse weather. **Brian Black**, *Seafra*, went to the **Faeroes**, crewed by publications duo present and past **James Nixon** and **Ed Wheeler**. **Adrian** and **Maeve Bell** had taken *Oisin Ban* back to the Arcona Yard in **Kungshamn** to have some more work done. On the way home, they crossed to **Mandal** in southern **Norway** and then cruised north on the **Norwegian** west coast to north of **Alesund**, before returning home via **Fair Isle**, the **Orkneys** and the **Caledonian Canal**.

Nearer to home, on the **West** of **Scotland**, former Commodore **Peter Ronaldson** and **Evie** enjoyed four weeks of good weather on the **West** of **Scotland** on *Seascope*. They enjoyed a gentle cruise, going no further north than **Tobermory** and had only about two decent sails and having to motor with no wind a lot of the time.

David and **Peter Williams** each had a two week cruise in *Reiver* with a crew change at **Kyle of Lochalsh**. On



Loch Aline pontoons

the way home, **Peter** was joined by **Michael** and **Alison Balmforth** for a two day cruise from **Dunstaffnage** to **Loch Aline** and back. He reports that they spent the night at the new pontoon in **Loch Aline**, about which **Michael** writes: Loch Aline is one of the best harbours in the **West Highlands** – described by one yachting pilot as “the best anchorage between **Oban** and **Tobermory**, and better in many ways than either.” The new twenty-five berth pontoon development, offers fresh water and shorepower. There were more than a dozen yachts berthed when *Reiver* called, just a week after the official opening.

Local businesses include the Loch Aline shop and hotel, snack bar, social club, Whitehouse Restaurant, and O2 café at the dive centre. The next phase will be to build a facilities block.

Harold and **Vivienne Boyle**, *Gentle Spirit*, also went no further north than **Tobermory** and eventually due to bad weather, came through the **Crinan** Canal into the **Clyde**. **Douglas** and **Lillian Smith**, on *Keirah*, spent four weeks in the **Clyde**, deciding against going outside due to the weather and enjoyed going to places where you don't normally go. **Lynn** and **Laura Johnston**, *Elva* also enjoyed a short cruise on the **Clyde**.

Meanwhile our two intrepid voyagers **Trevor Lusty**, *Seafever of Cuan*, and **Sam Davis**, *Suvretta*, spent the summer at home ashore and have now returned to their ships in **Trinidad** and **Puerto Montt** respectively, to continue their voyages. **Trevor** plans to make his way north to **St Lucia**, to join the world ARC, while **Sam Davis** was reluctant to divulge where he was going next, but **Easter Island** was mentioned....

Finally, the Northern Christmas lunch will be held in Royal Ulster Yacht Club on Saturday December 3rd. Details by email or “snail mail” as appropriate.

Notes from the South

Eleanor Cudmore

We didn't expect inclement weather again this year. We really thought it would be a good summer especially after the harsh winter but how wrong can one be? Still the southern boats got out and cruised far and near and made the best of what was thrown at them. Every three years the club has an overseas ICC Cruise in Company and this year it was the turn of the south region to organize it and **Dan Cross** and **Stuart Musgrave** did a splendid job organising the *Brittany* Cruise. Thirteen southern member's boats sailed to **Brittany** for the ten day cruise in company. The next south get together was the annual August Muster in **West Cork** which had a slight change of plan due to high winds and rain. Late afternoon we berthed at the pontoon on **Sherkin** and the sun did shine on us as we visited one another's boats before adjourning to dine in the Islanders Rest Hotel. Next morning presaged a lovely summer's day thinking 'this is it, summer has come at last'. Wrong. At the end of September **John Daly** organized an End of Season Raft-Up in **East Ferry** in Cork harbour. Winter is closing in now but we in the south do not rest. We have our Christmas Dinner to look forward to on Friday 9th December in Kinsale YC. Spring Lunch time will be coming up soon after and as always on the first Wednesday of February and March but with a change of day in April.

Resume of the ICC South events for your diary:
Check the website for updates: –

- *Annual Christmas Dinner – Friday; 9 December 2011 – KYC.*
- *February Lunch – Wednesday 1 February 2012 12:30 Carrigaline Court. (Preceded by Members Meeting at 12:00).*
- *March Lunch – Wednesday 7 March 2012 12:30 Carrigaline Court.*
- *April Lunch – FRIDAY 13 April 2012 – 12:30 – Venue to be decided.*
- *Being conscious of our need for a lifeboat service this may be of interest: RNLI Baltimore Christmas Party & Fun Auction 3rd of December 2011 at the River Lee hotel in Cork. deccot@eircom.net*

Irish Cruising Club Brittany Cruise 21 - 29 June 2011

Dan Cross

Thirtyfour boats entered for our Brittany Cruise in Company, 2011, unfortunately not all made **Ile de Groix** for our first function due to bad weather. The harbour master and his crew were most helpful in accommodating us. Our much

admired battle flag designed by **Len Curtin** was flying from the harbour flag pole. We were berthed on the small marina and some boats locked into the basin. After a briefing outside the Pub de la Jetee in **Port Tudy**, Erwan Tonnerre produced a wonderful meal in the Community Hall. This was an informal cruise and it was nice to see some members all dressed up and others in sailing gear. We were met by lovely girls all dressed in green who served drinks and canapés and then one hundred and ten of us sat down to a wonderful meal with wines. A few prizes were presented; including best dressed boat won by **Brian Smullen** in the beautiful *Cuilaun*; **Peter Bullick** for not reading his cruise dates and Billy Cullinane as the most travelled guest of the ICC.

Weather was a bit iffy and boats visited various ports and anchorages between functions. **John Clementson's** photos on our web site are a great record of the events. The next function on Monday 27 was the BBQ on **Ile de Houat**. It took place outside the Pub de Spli at the head of the pier. There was too much of a scend on the beach, so it was easier to land in the harbour. The proprietors were most helpful and had no problem with us cooking our meals on disposable BBQs in the garden while they served us refreshments. Weather wise, it was a beautiful evening. **Brendan O'Callaghan**, Tom Kirby and John from *Marie Claire II* with squeeze box, guitars, tin whistle and harmonicas got everybody singing. This was not organised and thanks to these guys for the impromptu session which are always the most enjoyable. I think the words of the 'fender song' should go up on our web site. Another prize for the best dressed boat went to *Marie Claire II*, with other prizes for 'seamanship'. It turned into a bumpy night on a lee shore at anchor or mooring so there was an exodus next morning. The visitor moorings outside the harbour there are most welcome.

The last function was in **La Trinite** and thanks to **Stuart Musgrave** for all the work in organising it. One hundred and twenty three people attended the Commodore's reception and then sat down to a impressive plateau of fruit de mer in a restaurant just outside the town. It was a great night. The boys in reefers got the best dressed prize! Lying in my bunk the following morning listening to boats leaving and from all the racket, I thought that a few more seamanship/docking awards could have been presented!

It was a memorable cruise which I know everybody enjoyed. **Paddy O'Sullivan** clocked 12.3 knots, surfing down a wave aboard *Samphire* on the way home to **Tralee**. He needs to slow down and get an older crew!

West Cork Muster in Sherkin

Eleanor Cudmore

A lunchtime raft-up was organised to take place in Horseshoe Harbour in **Sherkin Island**, but with weather causing a cancellation, yachts assembled on **Sherkin** pontoon in the afternoon in unexpected glorious sunshine and mingled prior to a cold buffet in the Islander's Rest Hotel. New south member **Bruce Fennell** and **Barbara** on *Beeznenez* was there with Rear Commodore West **Frank Ranalow** and **Yvonne** on board. *Miss Demena*, **Flor Long**; *Carrigdown*, **Bill** and **Enda Walsh**; *Ann Again*, **Brian** and **Eleanor Cudmore**. *Stardancer*, **Ann** and **Pat Lyons** with **Johnny Murphy** and **Katherin Spencer** as guests, *Lunasa*, **Len Curtin** and guests **Kevin Dwyer** and *Fie* and *Mary P* were delighted to be joined by **David Whitehead** and family on *Mystic*. **Bill Rea** and **Eithne** on *Elysium* and **Des Cummins** and **Angela** on a RIB, along with **Pierce Butler** and **Vivienne**, **Nigel** and **Heleen Lindsay-Fynn** who are regulars at southern events came from **Devon**. Forty four sat down to a buffet.



End of Season Raft up in East Ferry.

John Daly

This year we reverted back to a lunch time raft up. Six boats arrived at the north east of **Cobh** just above **East Ferry**. **Marilyn Kenworthy's** *Flica* acted as anchor boat. Shortly rafted up were **B & E Cudmore's** *Ann Again*, **P & A Lyons's** *Stardancer*, **Justin McDonagh's** *Selkie*, **B & E Walsh's** *Carrigdown* and **J Daly's** *Wave Dancer*. On a really beautiful September day the normal high quality ICC hospitality took place. All the boats had guests some being ICC members and we were delighted to see **Raymond** and **Christine Fielding** onboard *Ann Again*, who also hosted the Commodore and **Nigel** and **Heleen Lindsay-Fynn** who had travelled from **Devon**. **Dan Cross**, who was a guest on *Flica*, decided enough was

enough at 18.30 when he sounded the hooter to end 'lunch'. On returning to **Crosshaven** some members stayed on to dine at the RCYC.

Southern Members' cruises

Eleanor Cudmore

Len Curtin with **Eddie Keating's** help launched *CHAIN* in **Prevesa** and sailed to **Corfu** with **Derek** and **Vivian White**, before heading south again prior to laying up afloat for July and August in **Vliho Bay Lefkas**. Rejoining in August for family cruising they rode out a storm in **Megananissi** that gusted to over 90 knots, which caused extensive damage ashore, dismasted six boats, capsized a catamaran and caused eighty percent of boats in a nearby boatyard to fall over. Sadly, one French sailor was drowned after being washed overboard and two people died ashore in **Vliho** while trying to secure their boats during the storm. *CHAIN* is now ashore in **Aktio Marine, Prevesa**. **Joe** and **Mary Woodward** spent the summer cruising *Moshulu III* to their favourite nooks and crannies of **Galicia**. They were inducted as "honorary members of **The Monte Real Yacht Club**" and presented with an ambassadorial burgee by the President **Rafael Olmedo**!!!

Norman Kean, with *Xanadu* out of commission had the loan of *Aircin*, a Sirius 38. In a six week cruise he visited 125 ports, harbours and anchorages between **Galway** and **Bloody Foreland**!! He surveyed some fifteen ports and passages that aren't in the book yet, including the channels to **Clifden** and **Donegal Town**, **Straddle Pass** and the heads of **Kilkieran** and **Cloonile** bays. He found four uncharted rocks (only one by hitting it!), four charted rocks that don't exist and an uncharted, unmarked and extremely well-camouflaged overhead power line. Apart from the small charred hole in the jib they are none the worse. The winds never reached force eight until September 6, two days before getting back to Galway. **Adrian Stokes** on *Dom Perignon* cruised from **Carthagena** to **Kinsale** calling at all the usual Spanish and Portuguese ports on the way. **Mandy Stokes** cruised **Galicia** and the Atlantic coast of Portugal with husband **Pat** on *Clipper*, **Colin Hayes** on *Saoirse of Cork* cruised the **Isles of Scilly**, **Devon** and **Cornwall**, attending the Brittany Cruise, then setting out for **Galicia** and there *Saoirse* spent the rest of the summer until her return to **Crosshaven** in early September. **John Daly** on *Wave Dancer* with **Chris Bruen** and **Bill Cullinane** took part in the Brittany Cruise. **Les Auchinclos** in *Morning Calm3 of Sark*, cruised in **Malta**, **Greece** and **Turkey**. **Paddy McGlade**, had four sorties to West Cork in *Sabrone*. **Tom Kirby** cruised just over 1,000 miles on three different trips. In May he sailed on *Toirse* with **Richard Cudmore**,

Sailing News

Mike Ahern and **Johnny Murphy** from **Albufeira**, through the Straits of **Gibraltar**, to **Carthage**, taking eight days to cover around 400 miles, including two days storm-bound in **Gibraltar**. In June he joined **Pat & Anne Lyons** and **Brendan O'Callaghan** on *Stardancer* visiting the **Morbihan**. In September on *Toirse* with **Richard Cudmore** and the same crew, as earlier, bringing her from **Mallorca**, via **Ibiza** and **Formentera**, to **Valencia**, having; daytime temperatures in the low 30's and light breezes. **Grattan Robert's** *Splashdance* cruised in home waters this season, taking in **Kinsale** and **Hare Island**. **Stuart Brownlow & Nora**, in *Southern Breeze* were on the Brittany cruise in company. **Neil Prendeville** and *Mary P*, en-route to the Brittany cruise spent seven days weatherbound in **Camaret** on the way over and three days there on the way back! **Dan** and **Jill Cross** on *Yoshi* with **Bill Brady**, sailed from **La Coruna** to **Brittany** for the cruise in company and then back to **Galicia** to cruise the Rias until early September. *Yoshi* is now ashore in **Sada** for another winter. **Bill Brady** also sailed with **David** and **Meta Tucker** on *Intrigue*, from **La Trinite** to **Lorient**. The Commodore, **David Tucker** on *Intrigue* sailed from **Galicia** to **Brittany** to join the cruise in company and after a crew change in **Lorient**, returned to **Galicia**. April saw **Jim Lyons** and *Rezy* departing her overwintering berth in **Mullrose**, east of **Berlin** and cruising to **Maastricht** via **Hanover**, **Bremen** and **Munster**, then south through **Belgium** into **France** to the **Loire Valley** via the **Marne** and **Seine** rivers. *Rezy* is in **Nevers** for the winter. **Eddie Nicholson** launched *Mollhawk's Shadow* in **Camden, Maine** in early June and enjoyed an all too short visit with friends. Later **David** and **Joan Nicholson** together with **Leo Conway** and **Phil** along with **Alan Rountree** and **Angela**, spent almost two weeks aboard dodging hurricane Irene, (she went inland) and almost all the thousands of lobster pot buoys! It is great place to cruise but a very short season just about from Independence Day, 4th July to Labour Day, 4th September. **Liam Kavanagh** and **Elizabeth** cruised **Menorca** and the surrounds on *Voyageuse*. **Nigel** and **Heleen Lindsay-Fynn** have been working their way west in the **Mediterranean**, sailing *Eleanda*, their Halberg Rassey 62. Leaving **Corfu** in April, they sailed to **Venice** and **Croatia**, then onto **Sicily** and **Palma** and subsequently **Gibraltar**. From there *Eleanda* plans to sail to **Las Palmas** to join the Atlantic Rally for Cruisers to **St Lucia**. **Anne Kenny's** *Tam O' Shanter* cruised the west and south coasts of **Norway** and west **Sweden**. **Paddy O'Sullivan's** *Samphire* sailed from **Fenit**, to attend the Brittany cruise in company. **Neil Hegarty's** *Shelduck* cruised south **Spain**, North **Africa** and south **Portugal**. **Kevin Dwyer** spent twelve days with **Neil Hegarty** and **Anne Kenny** on *Shelduck* in and around the bay of **Cadiz**. **Kevin** really enjoyed the fifty mile journey up the **Guadalquivir** river to **Seville** with its

very impressive new lock, which **Neil** said was identical to the lock which he had proposed in **Cork** from **Mahon** to **Little Island** instead of the **Lee Tunnel**. **Brian** and **Eleanor Cudmore** on *Ann Again*, cruised with **Phillip McAuliffe** to **La Rochelle** then sailed north to **Lorient** to where **Len Curtin** joined them for the Brittany cruise in company. They spent four days cruising in the **Morbihan** where **Patrick** and **Maria Dorgan** joined them in **Vannes**. Their daughter **Ruth** and family joined for a week sailing around **Belle Isle**, **Houat** and in the **Morbihan**. Alone again they sailed to **Brest** where they met another daughter **Sally** and family for the trip home via the **Isles of Scilly**, where they were weather bound for four days. **Lonan Lardner's** *MINERVA* went to **Brittany** during June/July and took part in the Brittany cruise as did **Marilyn Kenworthy's** *Flica*.

Notes from the East

John Bourke

Much of the Club's activities this year centered round the Brittany cruise in company, which attracted a remarkable attendance of over thirty boats. The event is otherwise covered and I will only touch on some of the ancillary activities of our East Coast members. **Sean Barnes** in *Cu II* had a rough passage down but made it just in time for the opening party at **Ile de Groix**. Returning north they were interviewed by a very pleasant French customs ship. French Customs are still around therefore, with the "pleasant" aspect a welcome development. **Sean McCormack** in *Marie Claire* planned a six week stay in **Brittany**, but strong northerlies extended this by a week. Many did experience strong winds for the return home including **Paddy Blaney** in *Maelduin*. **Paddy** was not at the cruise in company itself, but circulated much of his extensive knowledge of the area to the rest of us.

Brian Smullen had *Cuilaun* shipped from the USA, for this and other events. She set off this time from **Falmouth** with a tight schedule and a dodgy forecast, having just completed another cruising rally in the West Country. The forecast was correct and the passage south was bouncy, but she was in time for the party. **Michael O'Flaherty** sensibly joined there. Later in July, *Cuilaun* competed in the Classic Regatta in **Cowes** and is now laid up on this side of the Ocean. In *Grand Slam*, for the same reason, we too set out a touch late from **Falmouth**, but being of less stern stuff gave up and put into **Camaret**. We did attend the opening party by car and ferry and with **Alan McGettigan**, **David** and **Marie Whitehead** on board, we also did catch up with the fleet, eventually. **Robert Fowler** in *Cadenza* spent two months in **Brittany**, with lots of family and with **Ivor Cherry** for a while. He

enjoyed more favourable winds returning in early August. **Cormac McHenry** on the other hand brought *Island Life* up from **Spain** and returned there, which seems to have been a better option. **John** and **Jennifer Crebbin** with **Grainne Fitzgerald** and **Chris Curry** on board *Ocean Gipsy*, chose the best option of all as the boat is based in **Brittany**.

Others chose to go north. **Harry Whelehan** in *Sea Dancer* set forth in early May to sail round Ireland anticlockwise. All went well as far as **Coleraine**, where they left the boat for some time in order to attend a family event. On their return the wind had started to blow, reaching force eleven at peak! Time ran out for crew and the forecast was for more strong westerlies. On June 1 they capitulated and turned back to **Howth** where **Robert** and **Pat Barker** joined them. They then cruised south as far as **Baltimore**, having been gale bound again for three days in **Castletownsend**. They nevertheless report a most interesting and enjoyable cruise. There is merit in cutting one's losses. **Paddy Barry**, afloat for three months in *Ar Seachran*, went to **Shetland**, **Faroe** and **Iceland** with a crew of archeologists, antiquarians, poets and musicians, seeking locations where early Irish Monks had been. **Dick Lovegrove** also headed north in *Rupert*, reaching the **Small Isles** and **Arisaig**. He describes it as challenging with some very cold weather and strong winds. Poets and antiquarians are not mentioned. I look forward to reading more from both of them.

Trevor Woods with **Michael Knatchbull** in *Misty* sailed to **Scotland** as is their wont, aiming for the **Outer Hebrides** and getting as far as **Tobermory** by way of a number of excellent malts. Deflected by the strengthening winds they returned through the **Crinan** Canal to the marina at **Portavadie**. Apparently this was a failed project to build oil rigs, save that the depth at the mouth of the Loch was not sufficient for the rigs to get out!. This is the first benefit to sailing I have heard of from those large and static hazards. **Paul Butler** in *Muglins* made it to **Tobermory**, also in June. He defines the cold this year as requiring more clothes than for winter racing! He later sailed south to **Camaret** and on to **La Rochelle** but was too late for the Rally. However he did visit **Ile de Groix** and was happy to find that the Club's reputation was still high after our visit. We must be better behaved than once we were, or perhaps just older!.

Ian French in *Teal* also attempted to reach the **Hebrides** but in mid May. He describes the weather as appalling with winds of up to sixty knots. He wisely stayed within the **Clyde** and the protected waters nearby. Later he tried to make amends with a short cruise to **Anglesea**. Sitting in **Caermarfon** Dock he listened to more forecasts of westerly gales suggesting a retreat, which he did. All those going north deserve some luck and fairer

weather in 2012. **Paul** and **Patricia Clandillon** in *C'est Formidable* explored yet again in the south of France. With **Phillip Clandillon** and later **Michael Moran**, they visited such places as **Iles de Porquerolle** where they attended a Jazz festival, **Villefrance-sur-mer** and the **Rade de Toulon**. They were pinned to the quay in the latter by a four day mistral but otherwise had no storms at all and only two days of rain. Temperatures were unusually moderate, being no more than 32C; hardship indeed! Their knowledge of the area and its' nooks and crannies is by now considerable. Perhaps more of us should follow in his wake. Further east, **John Bannim** took *Clio* from **Aegina** outside Athens, to the **Cyclades** where he visited a number of islands before crossing to the **Dedoconnese**. There he met up with **Ann Woulfe-Flanagan** and **Bernard Corbally** on *Leros*. After so many campaigns their *Beowulf* is now for sale. *Clio* then visited more Greek islands before entering **Turkey** at **Datca**. The boat spent the hot summer in **Marmaris** before a further cruise east along the Turkish coast from late August into October, a lovely time of the year in those waters.

Peter and **Beverly Killen** in *Pure Magic* went from **Gouvia** marina in **Corfu** to **Venice** where they spent five days at the **Compagnia della Vela** on the island of **San Giorgio**, just opposite St. Marks Square. That location is "pure magic" as I can confirm, fitting in well with her name. Afterwards they cruised down the **Croatian** coast back to **Corfu** and duly impressed, will return next year. **Robert Barker** in *Alchemist* also went to **Croatia** and had fair winds and weather for most of the time, but with the occasional sudden bora wind and thunderstorm. On their return to **Malta** they were arrested and escorted into **Santa Maria de Leuca** at the SE tip of **Italy**. The Italian Immigration Officials were searching for thirteen Lybians and Syrians who according to their intelligence were on board. They found five senior citizens from more northern climes. **David Beattie** on *ReeSpray* also sailed from **Malta** for **Sicily**, **Italy** and the **Greek Ionian**. He reports rather extreme heat and a most unpleasant visit from the Italian Coastguard, of which more in the annual.

Alan McGettigan continued his campaign in *Wolfhound* from **Kusadasi** in **Turkey**, through the **Dardanelles** to **Istanbul**. I left for home and **Cliff Hilliard** joined for the next leg. After a brief pause he carried on into the **Black Sea** and entered the great river via the **Danube** Canal, hoping to reach **Budapest** before winter set in. Alas, the water levels were seriously below normal, and in the end he was forced to lay up at **Constanta** in **Romania**, hoping for more normal depths in 2012. In September, **Margaret** and I, once again with **David** and **Marie Whitehead**, cruised in a borrowed Bavaria 50 called *Clarín Oyster* in the **Aeolian** Islands north of **Sicily**. Sitting off **Stromboli** on a dark night watching the lava shoot down the hill

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every fifteen minutes or so, will form one of life's great memories for us all.

Finally I must mention the memorable visit to the **Grand Canal Docks** in **Dublin**, which was attended by fifteen boats. Sometimes we can enjoy our pastime closer to home than in the wind and cold of the north or the heat and officialdom of the south. On the other hand let's carry on doing both.



Notes from the West

Peter Fernie

David Whitehead reports that 2011 has been a busy season despite having sold *Joyster* and acquired a Moody 27 called *Mystic*. In June, he set out enthusiastically with **Peter Fernie** for **Brittany** in the hope of joining up with the cruise in company. Engine problems surfaced in **Milford Haven** and the time required to resolve them meant a missed weather window and so they left *Mystic* at **Lawrenny** - a delightful yacht station up the **Cleddau** river some twelve miles from the sea. Whilst **Peter** got the **Pembroke** ferry home, **David** managed to join **Brian Smullen** for the passage to **Ile de Groix** - and an unpleasant and bouncy old trip it was. **Brian's** call on the weather was perfect and *Cuilaun* was in **Port Tudy**

on the day before the first event scheduled and in time for him to take a borrowed RIB over to **Lorient** to meet **Marie Whitehead** off the plane. After **Ile de Groix**, **Marie** and **David** joined **John Bourke's** crew aboard *Grand Slam* which was by then berthed in **Camaret**. The sail down to **La Trinite**, calling at **Loctudy** and **Concarneau** was characterised by mixed and unseasonably cold weather. The heating systems on both yachts were much appreciated. Unfortunately *Grand Slam* suffered a broken headsail foil and could not make it to the barbeque in **Houat**. Full of *schadenfreude*, he reports that they missed out on the "rollfest" in the **Houat** anchorage on the night and morning after the party. Nevertheless they all greatly enjoyed the fruits de mer and indeed the entire well organised event. Later in the month **David** returned to **Lawrenny** and together with **Robbie McDonagh** had a quiet and enjoyable passage to **Kinsale** before sampling the various fleshpots of west **Cork** with **Brian** and **Eleanor Cudmore**. *Mystic* is now back in **Kinsale** and **David** says she has proven to be a comfortable and able small cruising yacht and is growing on him. Paraphrasing E.F Knight*, **David** says that "the smaller the yacht, the greater the fun". The season finished for **David** with participation in a **RYS Aeolian Islands meet** which seemed to be a "volcanosR Us" gathering, from verbal reports with this correspondent.

Talking of fleshpots, **Ray O'Toole** has spent several enjoyable weeks cruising the **Cote D'Azur**. Cryptically he adds that they were refused entry to **St. Tropez** (reason undeclared - too much excitement, perhaps?) and had to make do with **Port Grimaud**. For those of us who enjoyed the typically Irish summer he adds it was "All sun, sun and more sun - and hot," while the mistral did blow one day and confined them to port.

Peter and **Moir Haden**, in *Papageno*, cruised the rias **Baixas, Galicia** for four months this summer and report on - Free Marinas! (also a longstanding phenomenon in Greece and southern Italy). In the recent good times, several new marina projects have been started along the western coast of **Galicia** with large quantities of EU funds being spent on massive breakwaters and the provision of pontoons. However, as in Ireland, financial actuality has arrived (*El toro español, como el tigre celta, va de culo y cuesta arriba*), and none of the projects has yet been completed. Attempts are being made to find private management companies to complete and operate the facilities. Meanwhile the new marinas seem to be available free of charge!. Especially welcome is a marina in the attractive port of **Muros**, well known to many ICC members and well remembered by those that have experienced the infamous "fango resbaladizo" or slippery mud, in the popular anchorage. The new marina at **Mugia** (also free) is reported to be well patronised by

catamarans and liveboards. At **Cabo Cruz** a huge facility is advertised, but after completion of the massive sea defences, work seems to have stopped after installing just one small pontoon. Meanwhile major marina extensions are nearer to completion in **Vigo**, and **San Adrian**. **Peter** reports meeting fifteen other Irish yachts cruising the **Rias Baixas** this summer, and hearing of another three. **Peter** says that "Weather generally good compared with home. Temperature today 24 degrees, wind 8 - 9 knots from North."

One of our new western members, **John Coyne** reports that he had an indifferent season cruising due to weather constraints. *Lir* (a Van de Stadt 34) made a quick dash from **Rinville** to **Roundstone** early in the season. Over two weekends they did some day sailing based from **Roundstone**, visiting **Inishlacken** and **Mac Dara**. The summer cruise went down the west coast to **Fenit** and on to **Dingle** with a trip out to the **Great Blasket**. They returned home via **Kilronan**, **Inishbofin**, and **Ballinakill Harbour** with a cracking sail from **Inishbofin** to **Rinville New Harbour** in ten hours. The original plan had been to deliver the boat to **Cork Harbour** prior to the holiday but a bout of 'flu and poor weather intervened. **John**, with the eternal optimism of West Coast sailors concludes with "maybe next year will be better."

Tom Foote reports that after the rigours of last year *Picnic* remained in **Almerimar** and will be wintering there. Already ambitious plans for 2012 are afoot with an early season cruise to **Morocco** followed by a summer cruise of the **Algarve** and **Portuguese** coast.

Alex Blackwell reports that *Aleria* has been laid up in **Kilrush** all summer having been damaged by a trawler. Her hull damage has been repaired and she is now better than new. They are doing some upgrades and will be launching her again in the spring, and hope to do some extensive cruising along the west coast and then points beyond. Alex mentions that he has been sailing locally in OPB's (other peoples boats) and has just finished the new edition of his book "The Art of Happy Hooking."

Our Rear Commodore (West), **Frank Ranalow**, has also been blighted by the weather this season. "Most of this years sailing," he reports, was spent on shore waiting for a break in the weather. Plans to cruise to **Donegal** were scuppered so they sailed between the **Aran Islands** and **Valentia**. Nevertheless he had a relaxing cruise and met up, and had very enjoyable times with **Mick Delap** and his friend **David Ouvray** on *North Star* and OCC members **Helen** and **Nick Bryant** from **South Africa** on *Ursa Maris*. In **Caherciveen**, he met **Paddy O'Sullivan** and his crew prior to their departure to the Brittany cruise. Ever indicative of the weather this year, he reports that whilst they were down in **Kerry**, **Anne Kenny** very kindly lent us her car so we could explore the area.

On a more general note the planning for the Volvo grande finale next year is well advanced with a temporary footbridge across the Corrib from the Docks to Nimmo's Pier planned. The eight day event beginning June 30 is expected to be significantly greater than the stopover in 2009. After a frantic dash from **L'Orient** the VO70 fleet is expected to arrive around 3 July with a Pro-Am race on the 6 July and the in-port race on the 7 July followed by the prize-giving. **Brian Sheridan**, the Harbourmaster in Galway adds that application forms are available from the Harbour office for harbour or swing moorings over the period of the festivities.

Fergus and **Kay Quinlan**, on their "Origins Cruise", since the last newsletter, have exited the **Pacific**, sailed up the coast of **Queensland**, and spent an enviable time in and around the **Whitsunday Islands**. **Kay** managed to break two fingers but was patched up gratis by the Australian Health service and they went on through the **Endeavour Strait** and so to **Darwin**. In the **Darwin** Tourist office **Fergus** enquired if there was any exhibition devoted to their eponymous scientist. The girl behind the desk replied "Charles who?" They have cruised over 25000 miles since **Bell Harbour** in June 2009. Prudently they abandoned their original plans to sail up the **Red Sea**.

Internet information from *Pylades* has been sparse since leaving **Australia**, but **Vera Quinlan** has been in touch via email over SSB radio and reports: that: they sailed from the **Cocos Keeling** islands and covered the 2,200 miles west to **Mauritius** in 16 days, a little slower than expected as expected currents did not materialise. Some of the seas and weather on route were awful, for four days they were under just a bit of headsail in 25-30kts wind which does not seem a lot but the seas were 4.8 m high with a 10 second swell from SE and another 4 m, 12sec swell from the SSW. The motion was ridiculous, but it is amazing what one can get used to. One night the baby stay toggle snapped, with a pale skipper anxiously looking at the mast with all that rolling and pitching. Anyway it was safely shackled up and then replaced in **Mauritius**.

They have just left **Mauritius** and are now en route for **Durban** in **South Africa**. After that it's **Capetown** for Christmas, then across to **Brazil**, **Caribbean**, **Azores** and home!

Donal Morrissy reports that *Rebound* had a fortnight in **Brittany** in June ending up the **Charente** at **Rochefort** - an interesting town created by Colbert as a Naval Base for Louis XIV boasting a 390 metre ropewalk. Unfortunately the visit was marred by an uncompromising Harbour Master. Three of the crew needed Ryanair boarding passes printed and the local internet cafe (located, appropriately, in the 'Tour Signaux') was out of action - a helpful young lady, with good English, in the marina

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office, was about to oblige when a petit fonctionnaire (the aforesaid Harbour master) intervened and stopped her telling her to tell us that this facility was not for public use - even in the emergency that we described! This cost them a needless €120. Then, a week later friends went down to take *Rebound* to **Galicia**, he overcharged them €130. Ouch!



Empty Marina, Galicia

Donal says "Null point – Do not go there" *Rebound* languished in **Vigo** for a month before **Donal** and several longstanding old friends had a wonderful eleven days in three of the Rias. **Barry Heskin**, one of the part owners, and family then spent most of a month on her. Finally **Robbie MacDonagh** and friends picked her up in **La Coruna** and in three and half days landed her in **Kinsale** - not before the tail end of hurricane Katia gave her a pounding on the last night. She was brought up to **Galway** in mid October where she is to be lifted out for some TLC and back on duty for next years Volvo. **Donal** mentions that "there is apparently to be a race around **Rockall** in conjunction with the Volvo festival we may enter her in the white sail/smokeless fuel division"!

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of gatherings to:
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** Edward Frederick Knight - The Falcon on the Baltic; a coasting voyage from Hammersmith to Copenhagen in a three-ton yacht (1896) – available on Kindle free – in my view a cruising classic as good as "Down Channel."*

The Western pre-Christmas lunch is being held in Basilico, Clarinbridge, Co.Galway on the 2 December at 1230 for 1300. Places remain - €35 per head excluding drinks – only one guest per member. Please contact Peter Fernie.



Chris Curry and David Fitzgerald at East Coast Rally.



East Coast Rally, 2011.