

Sailing in Carlingford Lough

A History of the Development of Carlingford Lough Yacht Club

1958 ~ 2008



Produced on the occasion of its 50th Anniversary

By
Donal O'Tierney (main author)
Michael O'Farrell, Senior
John Fisher
Kieran Cranley

*Including photographs by Michael O'Hare, Senior
and poems by Sean Carroll*



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Foreword

It is a pleasure to introduce this collection of memories of CLYC, some of which I was aware of and others which were new to me.

It serves as a record of how the Club has developed from the very start, and reminds us of many of the people who have come and gone over the years.

Above all it outlines how well the sport of sailing is progressing and how the Club's members have been contributing to this development, while having a lot of enjoyment at the same time.

I am proud to be the Club's skipper in this auspicious year and wish CLYC every success in the future.

Finally many thanks to the authors and everybody else who contributed, either directly or indirectly, to this booklet.

Tim Gibbons
Commodore



ROSTREVOR QUAY

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Preface

This is not a definitive history of sailing in Carlingford Lough or of CLYC. It is more the presentation of some snippets about sailing (in its broadest sense) in and around the lough and the story of the Club told through the reminiscences of members; mainly Donal O'Tierney who was Honorary Secretary for fourteen of the first eighteen years, and is currently a trustee; Michael O'Farrell who has served on the committee for all of the fifty years of the Club and is currently a trustee; John Fisher whose grandfather Frank had a yacht in the old pre-1914 Club. Another keen sailor, John was also a trustee for many years.

We are very fortunate that Michael O'Hare, a superb photographer, and a very competent sailor, recorded the progress of the Club in images since its re-formation fifty years ago. Our gratitude is due to Michael for most of the photographs shown.

Kieran Cranley put it all together and edited the story. He also did some of the research and provided photographs. Sean Carroll has given us great pleasure over the years with his verse and we are delighted to be able to reproduce a selection here.

It is inevitable that there will be many stories and anecdotes that we have missed, but we did appeal to members to provide us with their memories. As a result there will be many members and families of members who have played a very valuable part in the Club but who have not been mentioned. We apologise for this but assure them that their efforts have been no less appreciated.

We did get several contributions from others, and we took the licence to rearrange these to fit in with the overall text. We are grateful for this help and hope that our presentation of these will be acceptable.

The images on pages iv and 76 were taken from the Handbook to Carlingford Bay (reference page 3) and the image on page viii is reproduced with permission from <http://www.oldwarrenpoint.com>.



CLYC in April 2005. Photograph courtesy of Jarlath Gibbons.

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SETTING THE SCENE - 163 YEARS AGO...

Carlingford Lough Royal Regatta

The first recorded organised sailing in the lough was more than a century and a half ago - in 1845 to be exact. It was not a yacht club, but an annual event which had a Commodore, Vice-commodore, Honorary Secretary and Treasurer. The first regatta proved so successful that steps were taken to ensure that it would become an annual event. The instigator, Honorary Secretary and Treasurer was [according to the Handbook to Carlingford Bay] a Mr R T Usher, “...a gentleman who, finding that he should have to remain at Warrenpoint during the summer, and learning that there were no public amusements, very naturally conceived that a regatta would not only be a source of great gratification to the visitors, but also the means of much benefit to the poor of the neighbourhood...”. By his “untiring exertions” he collected money as follows: “...from the landlords, £35; in Rosstrevor, £19; in Kilkeel, £7; in the County Louth, including the town of Carlingford, £6; in Warrenpoint, £42; in Newry, £73; and from the officers of the Scots’ Greys and 70th Regiment, and the visitors of Warrenpoint, £54. The Regatta took place on the 26th and 27th of August, under the direction of the following officers:- Edward Vandaleur, Esq., of the Woodhouse, Commodore; Robert Mac Neill, Esq., the Ghan House, Carlingford, and Leonard Watson, Esq., Umpires.”

The boats were big and the prizes were big, considering how inflation has affected money since then. There were eight entries in the 10 to 20 ton class, racing for a cup valued at £25. There were three entries in the 20 to 40 ton class, for a cup valued at £30. The main event for boats of 19 to 40 tons had nine entries. The trophy was valued at £50. There were also two prizes of £20 and one of £15 for gig races. These were won by two boats from Belfast and one from Newry, respectively. In addition there were other prizes totalling £84 for fishermen’s and boatmen’s competitions. The three winners of the big races were all Dubliners. Mr Lynch won the £25 cup and Mr Latouche the banker won the £30 cup. In the race for the £50 cup, “Spray” owned by Mr Clements the barrister was in second place but he protested that the boat “Wave” of Mr Perston of Largs, which crossed the line first, had infringed the rules. The Protest Committee found in favour of Mr Clements and he was awarded the cup. Mr Perston was not satisfied and he appealed to the Royal Yacht Squadron, who confirmed the award. So since the very first regatta, protesting and protest committees have had a long tradition.



CARLINGFORD LOUGH ROYAL REGATTA.

PATRON:

HIS ROYAL HIGHNESS PRINCE ALBERT.

COMMODORE:—THE VISCOUNT NEWRY AND MORNE, M.P.
VICE-COMMODORE:—THE VISCOUNT BANGOR.

UMPIRES:—CAPTAIN E. PURCELL, R.N., Dundalk.
R. M'NEALE, Esq., The Ghan House, Carlingford.
L. WATSON, Esq., Warrenpoint.

HON. SEC. AND TREASURER:—R. T. USHER, Esq., Warrenpoint.

First Day, Wednesday, August 12, 1846.

A PIECE OF PLATE value 50 Guineas, for Yachts from 10 to 60 tons.
A Time Race. Entrance, £2.

THE GOLDEN OARS, value 30 Guineas, for four-oared Gigs, to be pulled
by Gentlemen. Entrance, £1.

A PRIZE of £7 for four-oared Yawls, the property of persons residing between
Annalong and Dundalk Bay. 1st Boat, £4; 2nd, £2; 3rd, £1.

A PRIZE of £7 for four-oared Skiffs, the property of persons residing between
Annalong and Dundalk Bay. 1st Boat, £4; 2nd, £2; 3rd, £1.

A PUNT CHASE FOR ONE POUND.

Second Day, Thursday, August 13, 1846.

A PIECE OF PLATE, value £25, for Yachts under twenty five tons.
A Time Race. Entrance, £1.

A PURSE of £20 for four-oared Gigs, to be pulled by Gentlemen. Entrance, £1.

A PRIZE of £7 for four-oared Yawls, and one of £7 for four-oared
Skiffs, the same as first day.

A PUNT CHASE FOR ONE POUND.

Third Day, Friday, August 14, 1846.

A CUP, value £30, for Yachts from 25 to 60 tons. A Time Race. Entrance, £1.

The LADIES' PURSE of £20 for beaten four-oared Gigs, pulled by
Gentlemen. 1st Boat, £15; 2nd, £5. Entrance, £1.

A PRIZE of £7 for four-oared Yawls, and one of £7 for four-oared Skiffs,
the same as first day.

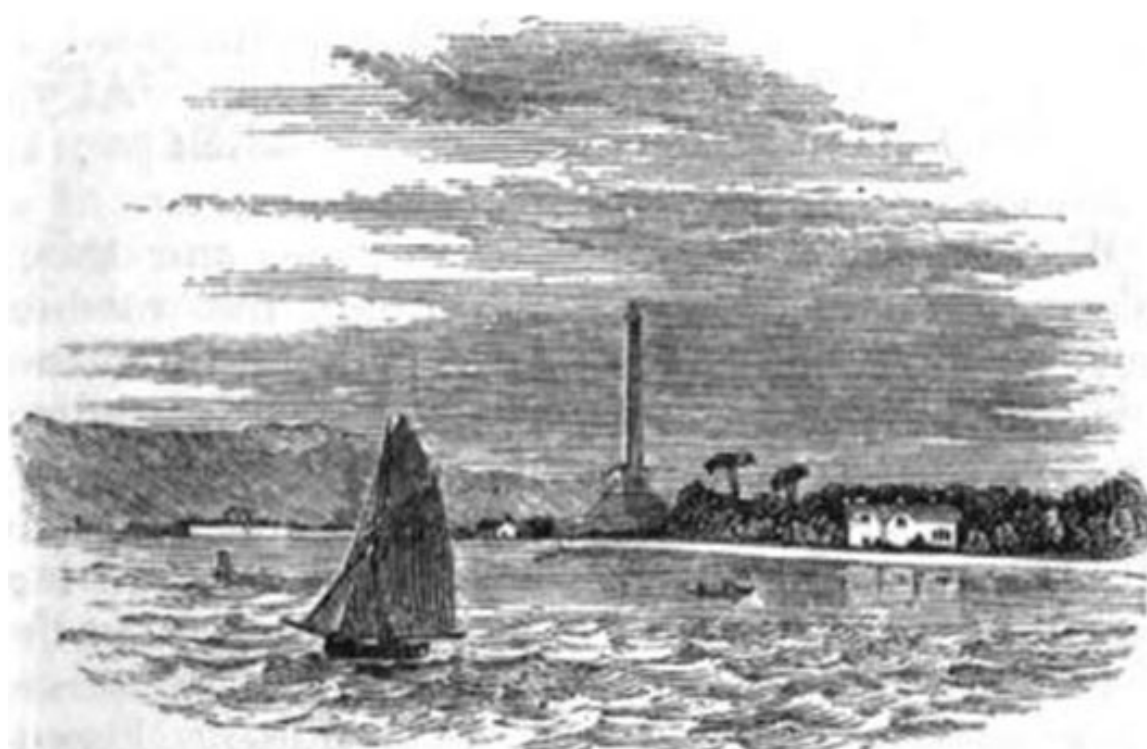
A PUNT CHASE FOR ONE POUND.

A future programme will be published, when other Prizes (particularly for two-oared Gigs) will be announced, if the funds will admit of it.

The programme for the 2nd Carlingford Lough Regatta in 1846.

Such was the success of the Regatta that a public meeting was held in Warrenpoint on 31st March 1846 with Roger Hall in the Chair and a committee was formed with Mr Usher holding the same offices and the Viscount of Newry and Mourne, MP as Commodore. Prince Albert had agreed to become Patron and the second Regatta was fixed for Wednesday, Thursday and Friday, August 12th, 13th and 14th, 1846.

Mr Usher contemplated forming a permanent yacht club and even had a club flag ["...the blue ensign... charged with a yellow harp and crown..."] and matching burgee registered. This was formally hoisted to a gun salute in 1846, on Queen Victoria's birthday.



An illustration from the 1846 book "A Picturesque Handbook to Carlingford Bay and the Watering Places in its Vicinity" dedicated to His Royal Highness Prince Albert, patron of Carlingford Lough Royal Regatta. Published by Greer, Newry and others. Reference: http://books.google.co.uk/books?id=9x4wAAAAMAAJ&pg=PA34&source=gbg_toc_r&cad=0_0#PPP9,M1.



ONE HUNDRED YEARS AGO...

Carlingford Lough Sailing Club.

Regulations for Sweepstake Races.

The course flag as specified below will be hoisted 15 minutes before the first gun fire, the starting gun will be fired 5 minutes later. The times stated for the starting of each race in the Programme will be adhered to as far as possible, but the Officer of the day shall have power to postpone the start at his discretion.

Y. R. A. rules to be observed from the firing of the first gun to the finish of the race, and yachts once finished must keep clear of the course. The Route to be sailed round the course will be signified by showing a Green or a Red Flag at the starting line, when all marks are to be passed to Starboard or Port respectively as the colour indicates.

No spinnakers to be used or other sail set to act as such.

No person other than Club members shall sail in any yacht racing unless by payment of 1/- to the Treasurer for each race in which such person sails, the Owner of the boat being responsible for such payment. Ladies are excepted from this rule.

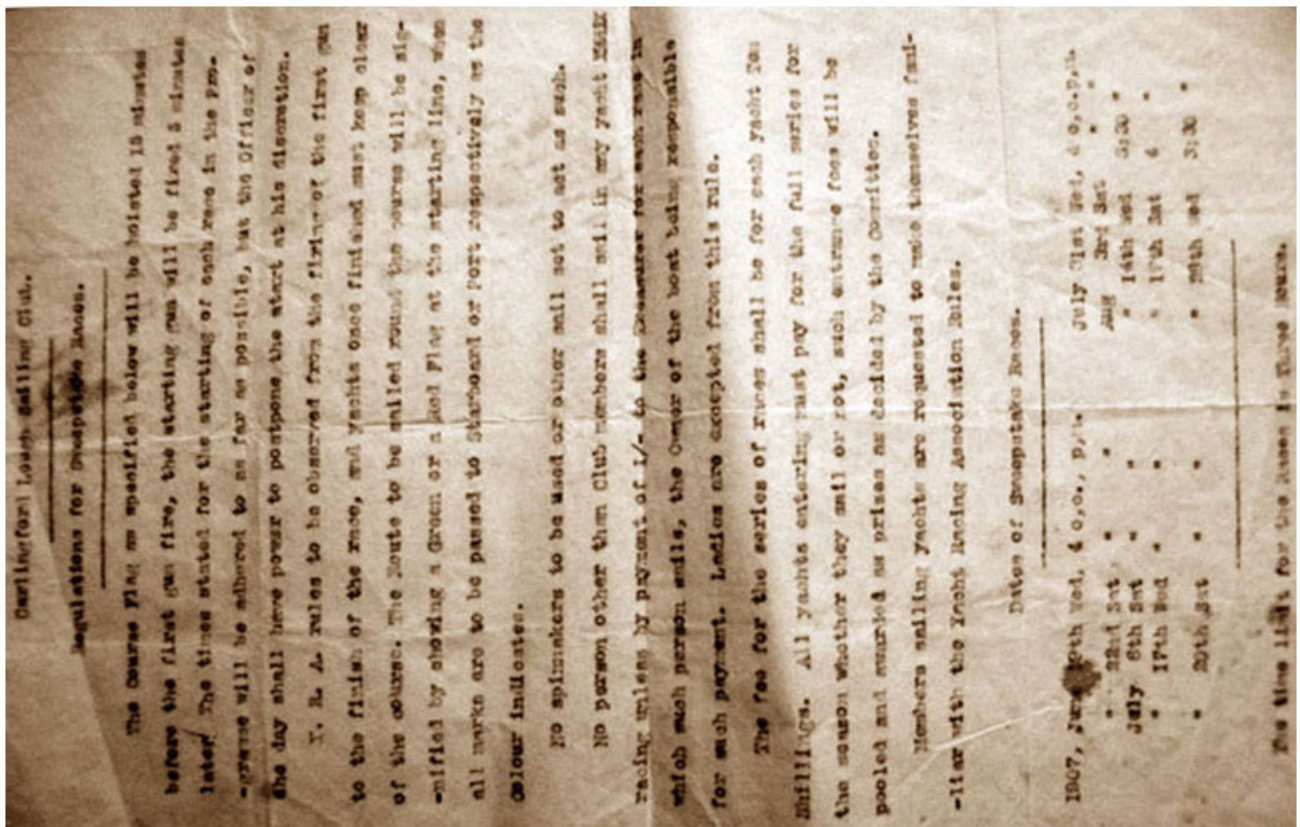
The fee for the series of races shall be for each yacht Ten Shillings. All yachts entering must pay for the full series for the season whether they sail or not, such entrance fees will be pooled and awarded as prizes as decided by the Committee.

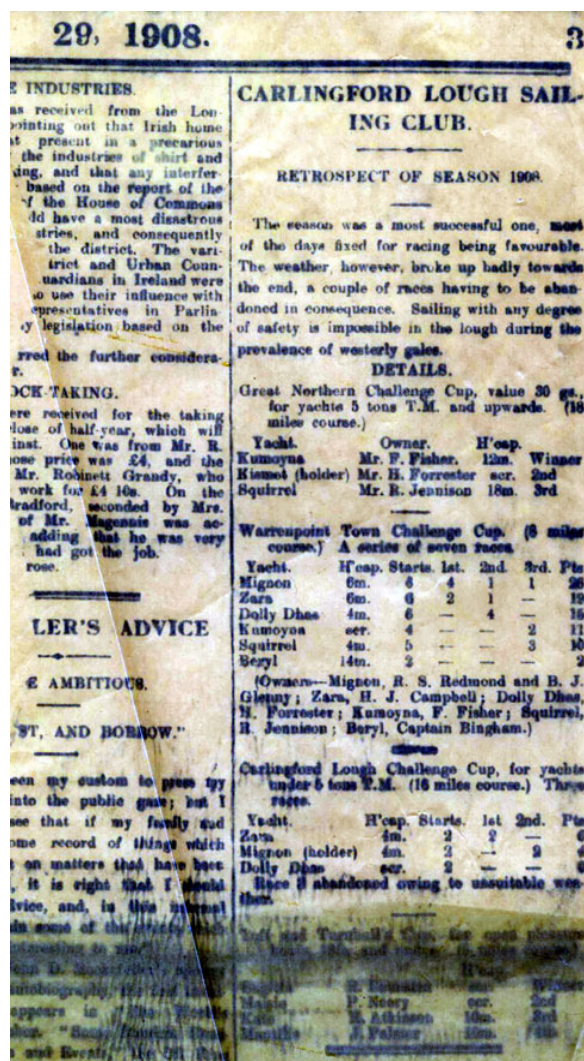
Members sailing yachts are requested to make themselves familiar with the Yacht Racing Association Rules.

Dates of sweepstake Races.

1907, June 19th Wed,	4 o.o., p.m.	July 31st Wed,	4 o.o.p.m.
" 22nd Sat	" "	Aug 3rd Sat	" "
July 6th Sat	" "	" 14th Wed	3:30 "
" 17th Wed	" "	" 17th Sat	4 "
" 20th Sat	" "	" 28th Wed	3:30 "

The time limit for the Races is Three Hours.





CARLINGFORD LOUGH SAILING CLUB.

RETROSPECT OF SEASON 1908.

The season was a most successful one, most of the days fixed for racing being favourable. The weather, however, broke up badly towards the end, a couple of races having to be abandoned in consequence. Sailing with any degree of safety is impossible in the lough during the prevalence of westerly gales.

DETAILS.

Great Northern Challenge Cup, value 30 gs., for yachts 5 tons T.M. and upwards. (18 miles course.)

Yacht.	Owner.	H'cap.
Kumoyna	Mr. F. Fisher.	12m. Winner
Kismet (holder)	Mr. H. Forrester	scr. 2 nd
Squirrel	Mr. R. Jennison	18m. 3 rd

Warrenpoint Town Challenge Cup. (8 miles course.) A series of seven races.

Yacht.	H'cap.	Starts.	1 st .	2 nd .	3 rd .	Pts
Mignon	6m.	6	4	1	1	26
Zara	6m.	6	2	1	-	19
Dolly Dhas	4m.	6	-	4	-	15
Kumoyna	scr.	4	-	-	2	11
Squirrel	4m.	5	-	-	3	10
Beryl	14m.	2	-	-	-	2

(Owners - Mignon, R.S. Redmond and B.J. Glenn; Zara, H.J. Campbell; Dolly Dhas, H. Forrester; Kumoyna, F. Fisher; Squirrel, R. Jennison; Beryl, Captain Bingham.)

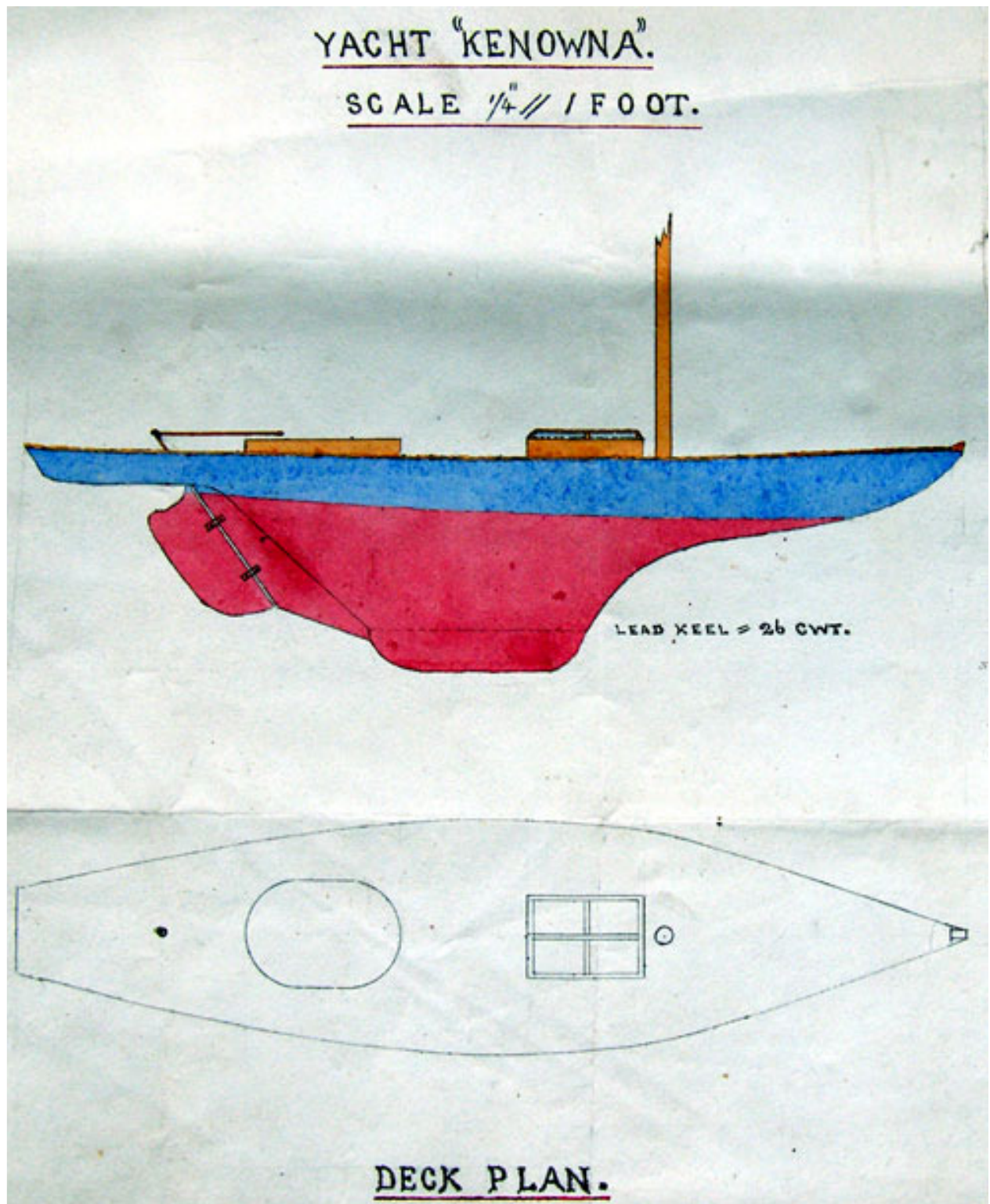
Carlingford Lough Challenge Cup, for yachts under 6 tons P.M. (16 miles course.) Three Races.

Yacht.	H'cap.	Starts.	1 st .	2 nd .	Pts
Zara	4m.	2	2	-	6
Mignon (holder)	4m.	2	-	2	4
Dolly Dhas	scr.	2	-	-	0

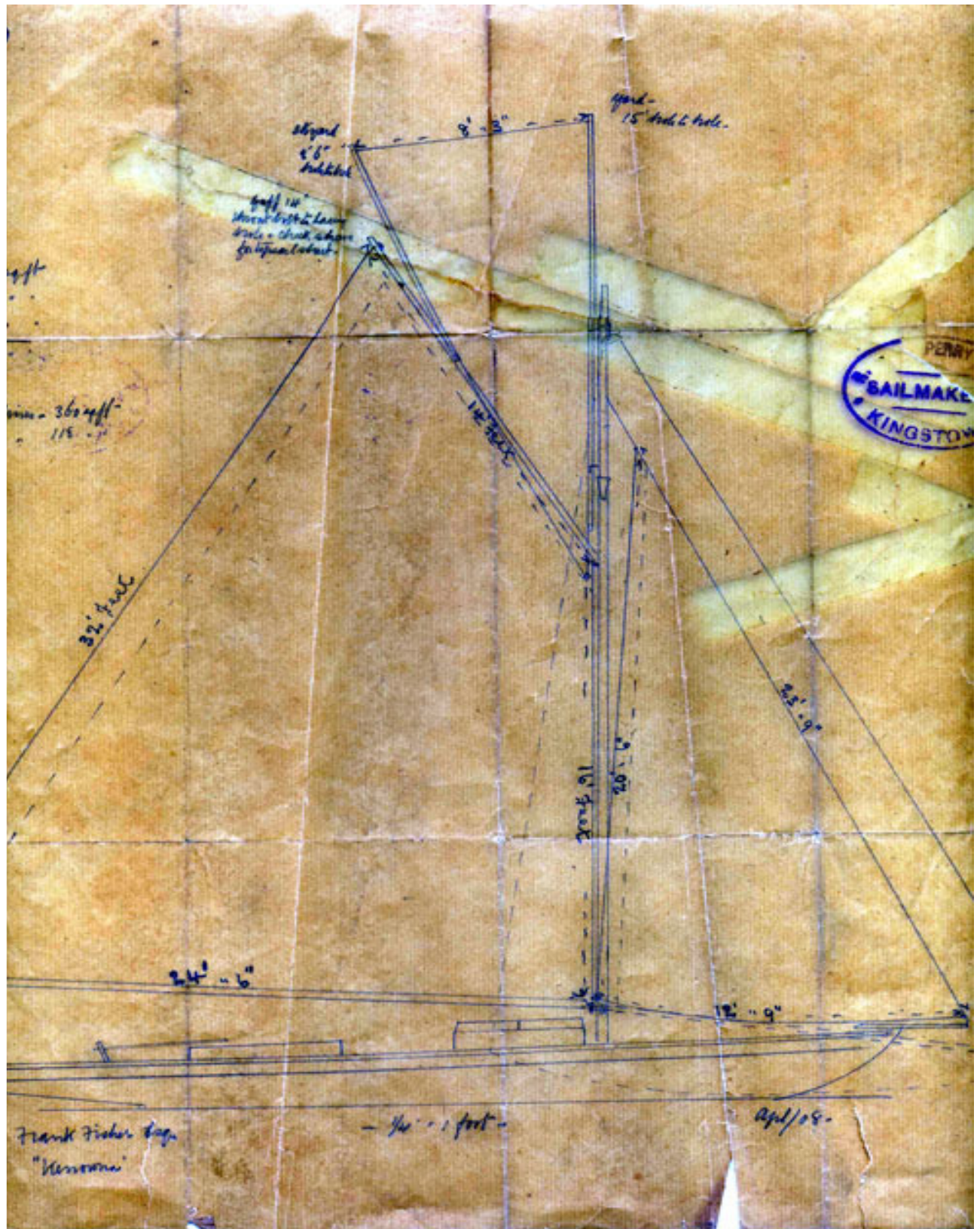
Race 3 abandoned due to unsuitable weather.

Etc etc.....

Typed script and local newspaper cutting from 100 years ago kindly provided by John Fisher.



Plans for John Fisher's grandfather, Frank's 33 foot yacht "Kenowna" built in 1908.
Kindly provided by John Fisher.



THE END OF AN ERA

The old Carlingford Lough Sailing Club came to an end in 1914, at the start of the First World War. We don't know if this had continued from the Regatta founded by Mr Usher and the then Roger Hall* 1845. It consisted of a group of men who owned sailing yachts of some five tons. They met in the old Great Northern Railway Hotel in Warrenpoint† to organise races.



The Great Northern Railway Hotel, Warrenpoint, part of which was in 1884 the Beach Hotel, in 1885 was sold to the Ivy Hotel Group, by 1899 was owned by the railway company, became a school in 1923, was converted to a residential home in 1938 and is now St Joseph's Nursing Home. The terrace houses on the right are close to the present Whistledown Hotel, which comprises 3 houses including Mr Sidney Glenny's house. Photograph reproduced with kind permission from <http://www.oldwarrenpoint.com/>.

The owners included Mr Sidney Glenny, a solicitor, Mr Frank Fisher‡ and Cardinal Logue from Armagh who had a house for the summer in Carlingford. A Mr Campbell from Warrenpoint was active in the club and two brothers who lived in "Drumboe" on the Rostrevor Road, Warrenpoint, had a boat with a centre board that could easily pass other boats on a run before the wind. The starting gun for the races was fired from the semi-circular prominence on the sea wall in mid Seaview, Warrenpoint.

* The great grand uncle of the late Roger Hall of Narrow Water, our first Honorary Secretary who sadly died last year.

† Now St Joseph's Nursing Home.

‡ The grandfather of current member John Fisher of Rathturret, Warrenpoint.

There is not much information about the period 1920-1940 but later in that period, it is known that Mr Paddy O'Hagan[§] of Carlingford, had a yacht, and that occasionally O'Hagan's yacht would join in the racing.

Mr Richard Garland converted a Kilkeel fishing boat into a sailing boat around 1937. It was called "The Idle Hour" and he and a group of his friends sailed it for a week to the Isle of Man. This was considered a big adventure at the time. The boat was laid up at the start of the Second World War. Captain Hall of Narrow Water Castle had a motor boat with a cabin that also went to the Isle of Man.

There were men who worked as pilots and who also sailed skiffs, occasionally racing in Warrenpoint Regattas in the nineteen forties. There were families of Alcorn in Omeath, and Rooney, O'Neill and Magee in Warrenpoint, all involved in sailing.

In the early forties there were two smaller yachts anchored off the Swimming Baths in Warrenpoint. These belonged to Mr John O'Hare^{**} of St Leonard's, Warrenpoint and Mr Broad^{††} who lived in Seaview.

Throughout the period 1945-49 there were three yachts moored off the sea front in Warrenpoint - "Fawn" owned by local curate Fr Alex McMullen, "Isby" owned by Gerry McMahon and "The Bee" owned by Dr JA O'Tierney. "The Bee" was sadly wrecked in a storm in September 1949 when it frayed through its moorings and was smashed against the shore wall.

During these years there was racing organised at each of the annual town regattas at Warrenpoint, Omeath and Carlingford. These generated a lot of activity and there was considerable local interest during these races when wagers were commonplace. They also had swimming and rowing races.

An old boating character called John "Skin" Magee taught the younger O'Tierneys to sail when they acquired "The Bee" in 1945. The following year Skin was at the helm in the Warrenpoint Regatta race which went round the navigation buoys and the two perches which marked the entrance to the old dock. These were about the end of the present breakwater. When rounding one of the perches to windward, a puff of wind blew "The Bee" onto the perch and the sails wrapped themselves around the perch. Poor old Skin was mortified and for the next year he had to endure the gibes of his friends who were watching in the crowd.

[§] Father of Desmond and Donal.

^{**} Father of Turlough O'Hare of Newcastle.

^{††} Grandfather of Jessica Curtin the Olympic horse woman.

However the following year in the same Warrenpoint Regatta, Skin crossed the line well ahead of all the other yachts and his reputation in the town was restored.



Racing round one of the perches at Warrenpoint in 1971/72. Photograph kindly provided by Michael O'Hare Senior.

During this time and up to the early 1960s, a feature of the shore was the rowing boats to be hired by visitors to Warrenpoint. Hughie "Turk" White and Ned Lynch were the old salts who hired out the boats on the beach beside the Baths.

Additionally there were the motor boats that plied between the beach jetty at Warrenpoint and Omeath. The Warrenpoint boats formed a co-operative and sailed as the "Red Star Line".

In the fifties Liam Bradley, founder member of the Club and 2nd Commodore /Captain of CLYC in 1960, had a small yacht, a "Snipe" that was moored off the Baths.

"Sonny" Hourican had a speed boat that would appear on the lough from time to time.



Warrenpoint Swimming Baths as they looked in the 1950s and the 1960s. The Baths celebrated their centenary in 2008. Hughie “Turk” White’s rowing boats were hired out from the beach beside the Baths. Photograph reproduced with kind permission from <http://www.oldwarrenpoint.com/>.

Greenore is a natural deep water port. In the early days of the last century it had railway connections to both Dundalk and Newry. It had a passenger steam service to Holyhead in North Wales. There was a cargo service which also included live cattle. In fact the tragic collision just outside the Bar, on that stormy Friday 3rd November 1916, between the Connemara, with passengers and cattle from Greenore bound for Holyhead, and the steamship Retriever, laden with coal, resulted in the loss of more than 90 human lives.

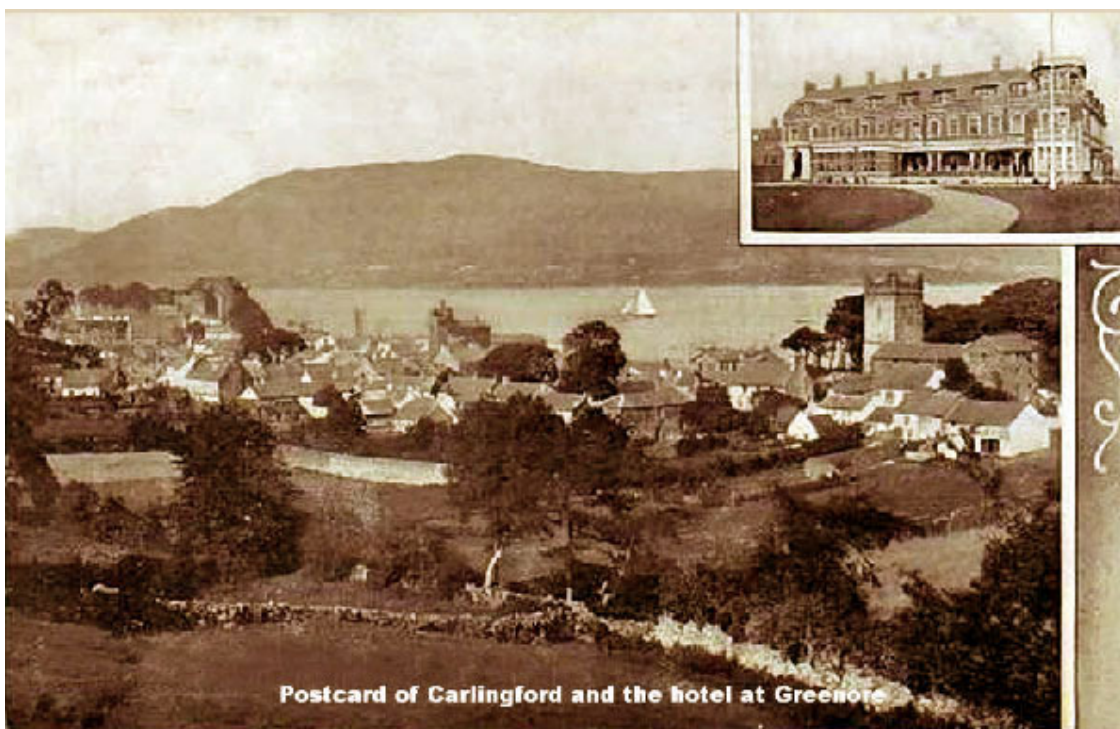
The railway station was on the pier and around the station was the Greenore Hotel, built by The London and North Western Railway in the 1870s, later known as the Great Northern Hotel, with its own golf course. The remnants of the old building have only recently been demolished.

The passenger service to Holyhead ceased in the 1930s but the railway from Newry continued as did the cattle shipments, up to 1951. The hotel remained open for a few years longer before closing.



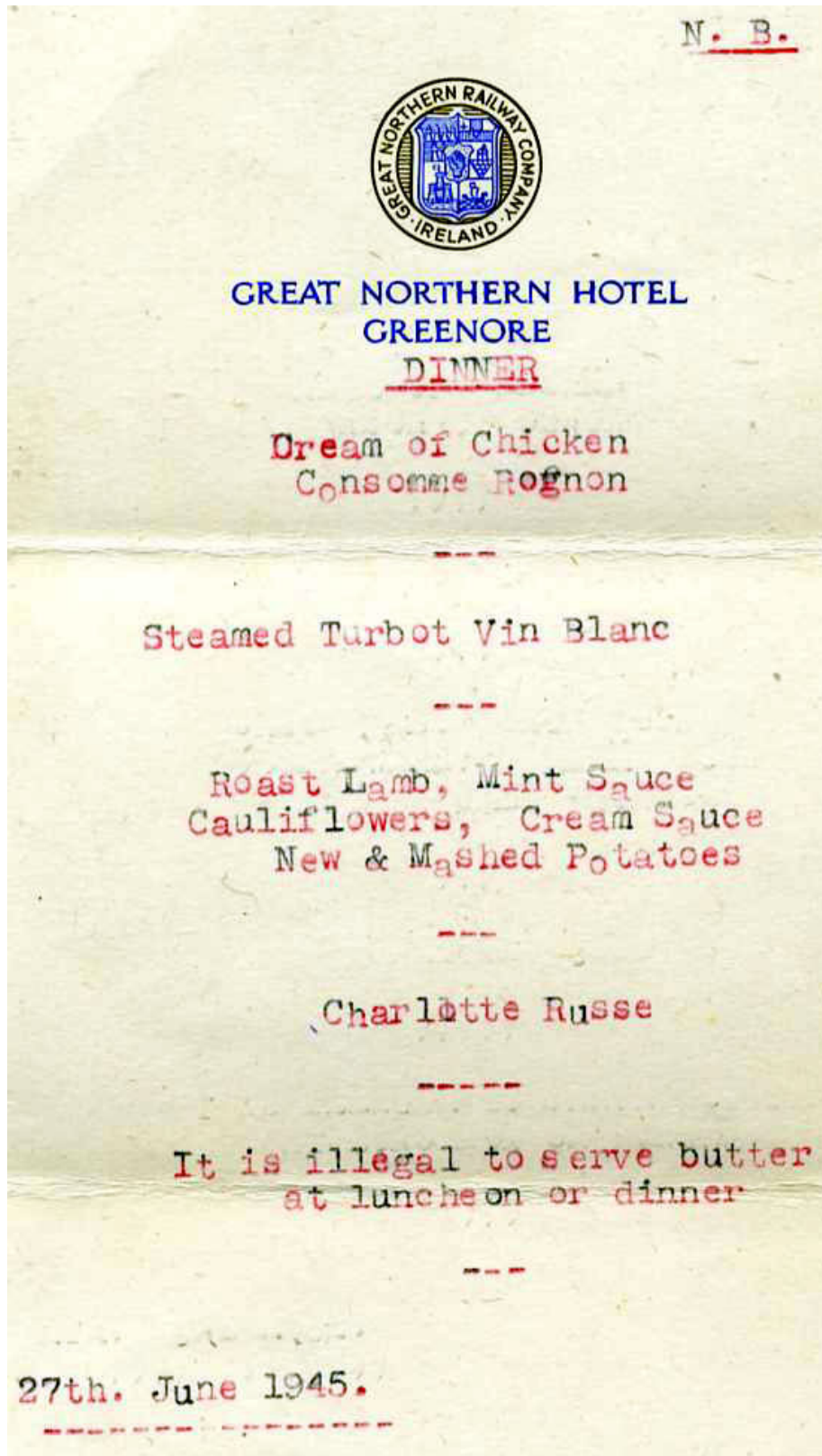
The Beach, Warrenpoint

The beach at Warrenpoint where the Red Star Line's Omeath Boats departed for Omeath. Photograph reproduced with kind permission from <http://www.oldwarrenpoint.com/>.



Postcard of Carlingford and the hotel at Greenore

A postcard of Carlingford with the magnificent Greenore Hotel (inset). Image reproduced with kind permission from <http://www.oldwarrenpoint.com/>.



A menu from the hotel at Greenore a few weeks after World War II ended. Kindly provided by Madge Conway.

Derek Flood had a flat-bottomed boat of about fourteen feet with a centre-board, called "The Ruptured Duck" which he kept moored off the beach at Cranfield. In the 1940s, with Donal O'Tierney as crew he would occasionally sail up into the lough to Greenore and put ashore below the hotel and they would have a meal in the hotel. Around the time our Club

was formed, the port was abandoned. On one occasion, John Fisher in his Flying Fifteen and Donal in his Mermaid, sailed down the lough and into the empty port where they had a picnic among the ghosts of former times. Later the port was bought for a bargain price and had a re-birth as a container port which is now active and thriving.

THE BIRTH OF CLYC

Bill Harris^{††} had been at sea in the Merchant Navy for eight years and had resigned in the summer of 1958. He is a brother of Nurse Mary Rowland and he lived at Moygannon in Warrenpoint. He had a sixteen foot sailing dinghy, a "12 Sq Metre Sharpie Dinghy" which he kept moored off his home. He had time on his hands that summer and met with people who had an interest in boating, among them Gerry McMahon, Roger Hall, Liam Bradley, George McBurney and Michael O'Farrell. On talking to these people the idea emerged that they should try to form a sailing club. By word of mouth, a preliminary meeting was organised in the Balmoral Hotel in Warrenpoint on 17th August 1958.

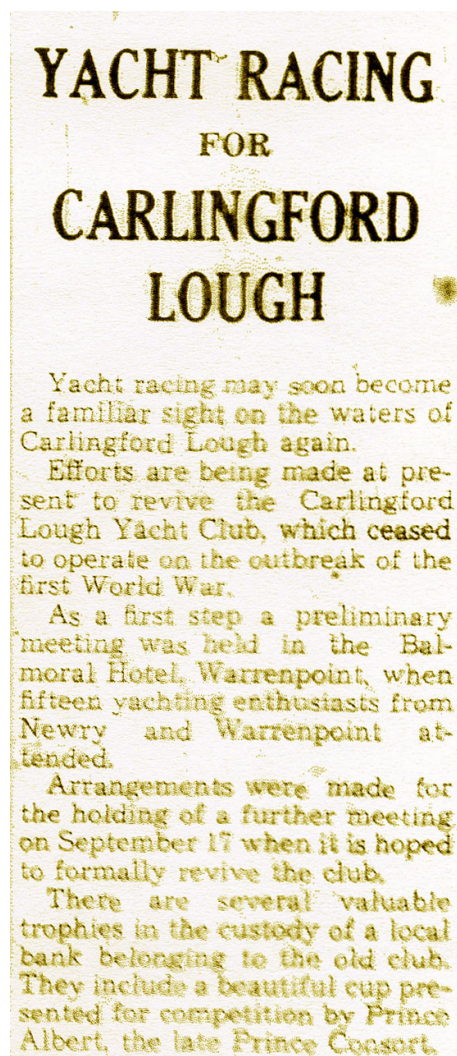
Carlingford Lough Yacht Club

On the 17th August 1958
 the first meeting of to form the
 C.L.Y.C. was held in the Balmoral
 Hotel, Warrenpoint at 8 p.m., some
 fifteen people attended. W. Harris
 was elected chairman and R. Hall
 secretary. Three committees were
 formed to enquire into :-
 'A' Site for club premises & moorings
 'B' Means of raising money for the club
 'C' Types of boats suitable
 It was decided to
 hold the next meeting at the Balmoral
 on the 17th Sept 1958.

Fifteen people attended and it was there decided to advertise a public meeting, also in the Balmoral Hotel on 17th September and 35 people showed up. There was quite a lot of enthusiasm for forming a club and a committee was formed.

^{††} For an interesting report on an act of bravery on 22-Apr-52 by Bill Harris, for which he was awarded the Royal Humane Society's Testimonial on Vellum for his courage and humanity in having saved lives in Rostrevor Bay, go to <http://www.oldwarrenpointforum.com/phpBB3/viewtopic.php?f=20&t=2578>.

Bill Harris was Chairman/Captain, Roger Hall was Honorary Secretary, Gerry McMahon was Honorary Treasurer and Tom Roberts was Honorary Sailing Secretary. On the Committee were Liam Bradley, George McBurney, William Erskine, Donal O'Tierney, Michael O'Farrell, Tom McAteer and John Fisher. The first trustees were George McBurney, Michael O'Farrell and Ian Williams.



An extract from the Newry Reporter, Thursday 28-Aug-58.



Report on the first fund raising function at Ballyedmond, in the Newry Reporter, Thursday 13-Nov-58.

Bill went back to the navy in 1960 and 3 years later married in New Zealand. He then lived in New Zealand, then Western Australia and then he came back to Co Limerick and now has retired to Grimsby in England where he lives. Bill allowed the Club to use his white 14 ft clinker built rowing boat as our first "crash-boat". We acquired a 5 hp outboard engine for this. When Bill went away he left this boat to the Club. It came to Killowen with us. Later we bought a RIB with a higher-powered engine that could get to a capsize quickly and cover a greater area.

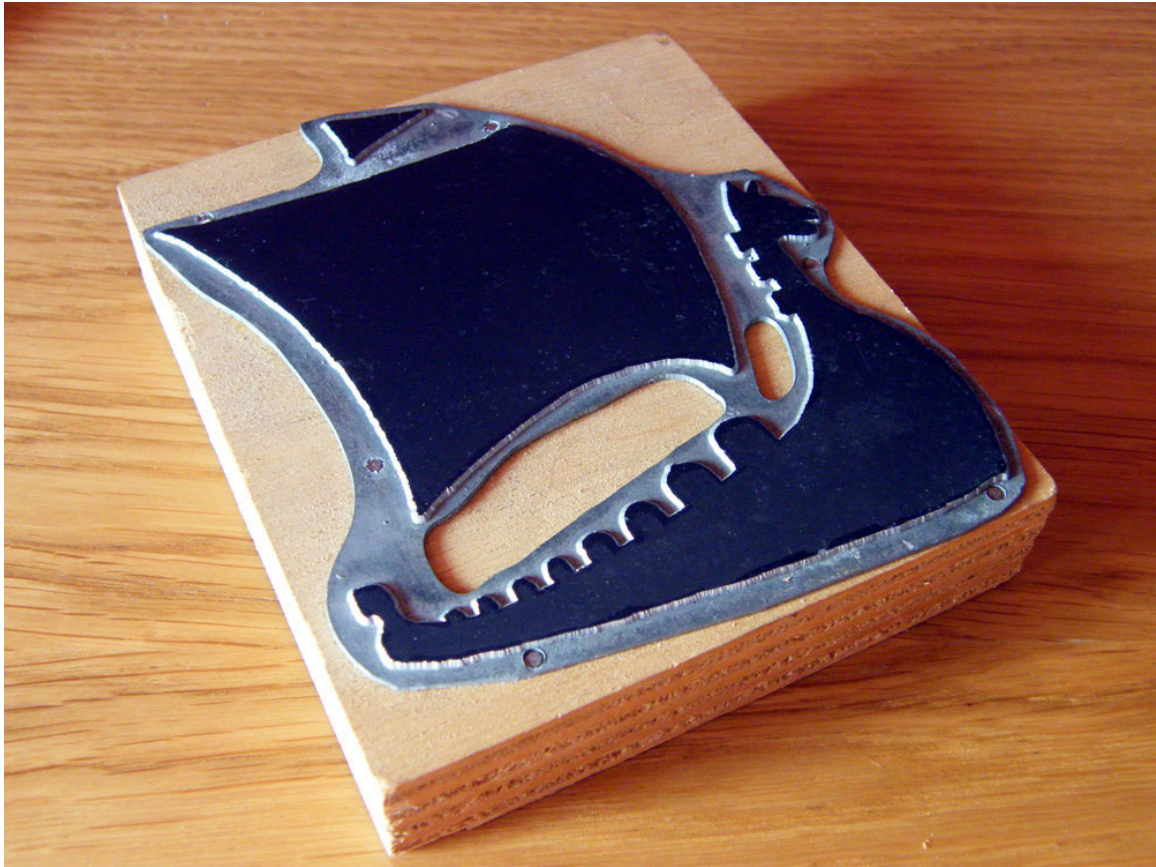
Our first constitution was based on that of the Warrenpoint Golf Club. We called our elected chairman “Captain”. This sounded nautical enough. However we soon realised when meeting other clubs that their principal officer was called “Commodore”, so after three years our chief officer was renamed “Commodore” and our Constitution was revised accordingly.

Of course we had to have a club flag or “burgee”. The association with the Vikings (Carling Fjord) caught our fancy and each member was asked to bring in a design. Two members did so - Roger Hall and Donal O’Tierney. Donal’s design, consisting of the silhouette of a Viking boat against an orange background was accepted as the Club’s Burgee.

The new committee first looked for premises in Warrenpoint and when nothing suitable was available we located a small site at the back of Rostrevor Quay. We were able to get a lease from the late Miss Marianne Bowes-Lyon of “The Lodge”, Rostrevor, the ground landlady, who was a cousin of the late Queen Elizabeth the Queen Mother. Her estate had leased to the Forestry Commission, the land above the road but she still owned the land between the road and the sea. Miss Bowes-Lyon was a great old lady of around 95 at that time, who took a special interest in the Club and would turn up at our social functions in the Great Northern Hotel in Rostrevor. She gave the Club a wonderful gold plated silver cup that is still our premier trophy. (See photograph on page 40). It is perhaps interesting that another of our many trophies entitled the “Carlingford Regatta Cup” which we currently award for the A-Fleet Late Season, has names engraved as far back as 1945.

Sidney Glenny had been a member of the old Sailing Club and was still alive when the new Yacht Club was founded. He lived in the middle house of the three houses that are currently incorporated into the new Whistledown Hotel at the Baths corner in Warrenpoint. We made him an Honorary Member to preserve the continuity. There had been trophies from the old club in a bank vault, presumably including the one presented by Prince Albert, but when he tried to retrieve them the bank had already parted with them to someone claiming to be the rightful owner.

Mr Glenny also took a great interest and loved to watch the boats coming up the lough. He presented the Club with two fine cups, the First and Second Glenny Cups, in honour of his two deceased children, for races that would pass in front of his house near the swimming baths at Warrenpoint, so that he could see them from his wheelchair. The Club still runs two Glenny Cup dinghy races to Warrenpoint each year, in honour of the benefactor. Mr Glenny promised that he would prepare a history of the old sailing club, but sadly he died before he could do this.



The wood and metal printing block for the Club's logo, produced by Edward Hodgett Ltd, Printers, Newry, and re-used for printing jobs such as the 1969 poster on page 68.

In 1961, 1962, 1963 and 1964 we ran very ambitious Carlingford Lough Dinghy Weeks. The programme in 1962 for example, was:

Saturday	9 th June	Boyne-Carlingford race & circuit of the lough
Sunday	10 th June	Carlingford Regatta
Monday	11 th June	CLYC Regatta at Killowen
Wednesday	13 th June	Warrenpoint Regatta
Thursday	14 th June	Omeath Regatta
Saturday	16 th June	Regatta Dance
Sunday	17 th June	Final Rally, special event

After running this regatta week for four years, the committee felt it really involved too much effort and fixtures thereafter were confined to two days at the weekend. Winter monthly meetings, showing films etc, were held at the Crown Hotel and Liverpool Hotel in Warrenpoint, before we built the club house at Killowen.

It was fortuitous that Jimmy Campbell, of JC Campbell, Rostrevor, was then building a new garage and excavating into the mountain. It suited him also when we asked him to have the excavated material dumped on our site across the road as it saved him having to transport this away. This approximately doubled the area of our site. The next summer

Tom McAteer got his firm, McCartan and McAteer, Civil Engineers, to build a concrete slipway to make it easy to launch the boats, “at cost of materials and workman’s time only”.



The Great Northern Hotel, Rostrevor, now long gone and replaced by JC Campbell's car dealership. Photograph reproduced with kind permission from <http://www.oldwarrenpoint.com/>.



Woodside, Rostrevor - the site of the original CLYC, before its move to Killowen.
 Photograph reproduced with kind permission from <http://www.oldwarrenpoint.com/>.

Across the road from our new site^{§§} Mrs Marley^{***} ran the Cloughmore Café and her sandwiches were most welcome, especially if we were entertaining visitors such as when the Queen's University Sailing Club challenged us to team racing in our boats. Mrs Marley also owned a hut above her café and she rented this to the Club for storing our gear.



^{§§} Replacement of that slipway by a substantial jetty has just been completed in October 2008 with the help of European Union funding. Rostrevor Boat Club presently occupies the old site nearby which was previously used by CLYC.

^{***} Mrs Marley's daughter, Thelma, acted with the Newpoint Players, the Newry and Warrenpoint drama group.

BOATS IN THE LOUGH

Boat Building

Two generations of Mackintosh had a boat building yard in Kilkeel Harbour. They built mainly fishing boats but also some sailing yachts. The yard was later run by Bill Quinn who also built some yachts. John Mackintosh from the firm held a class for boat building in Kilkeel Tech and in the class Sean Carroll produced a clinker built rowing boat and Jack Mullen built an Ulster Boat.

Leslie Hanna near Newcastle built Sean Carroll's first sailing boat "Picaroon". He built some Seaflys for Newcastle Sailing Club and had a reputation as a good spar maker. He also built a full sized replica of Harry Ferguson's aeroplane^{†††}.

In Omeath, before our Club was formed, members of the Alcorn family were well known for building rowing boats.

Ship Building

At one time wooden barges were made at Green Island in the estuary near Newry. Old maps show a "patent slipway" up-river from the Warrenpoint town dock. This was used exclusively for hauling out wooden schooners for repair in the old sailing days. At least one schooner was built in Warrenpoint.

During the First World War concrete boats^{†††} were made in the shipyard of J & R Thompson Ltd in Warrenpoint. Dr JA O'Tierney, one of our early members, who owned a yacht in the forties, came to Warrenpoint as doctor to the shipyard in 1918. The shipyard was revived in the Second World War in 1943 as Warrenpoint Shipyard Company and up to twenty landing barges were made. After the war a Norwegian firm took over the shipyard and adapted the landing barge design and made small tankers and coasters, of which six were made. The shipyard closed in 1948. This had been a great source of employment at the time and the predominant sound to be heard was the loud noise of riveting, like a machine gun - all day every day.

Early Dinghies

Up until the Second World War dinghies were heavy and expensive to build. The hulls were either "clinker" built – where the planks

^{†††} This replica currently resides at the Ulster Folk and Transport Museum. (Not currently on display).

^{†††} <http://www.bbc.co.uk/northernireland/yourplaceandmine/topics/work/Y040226.shtml>.

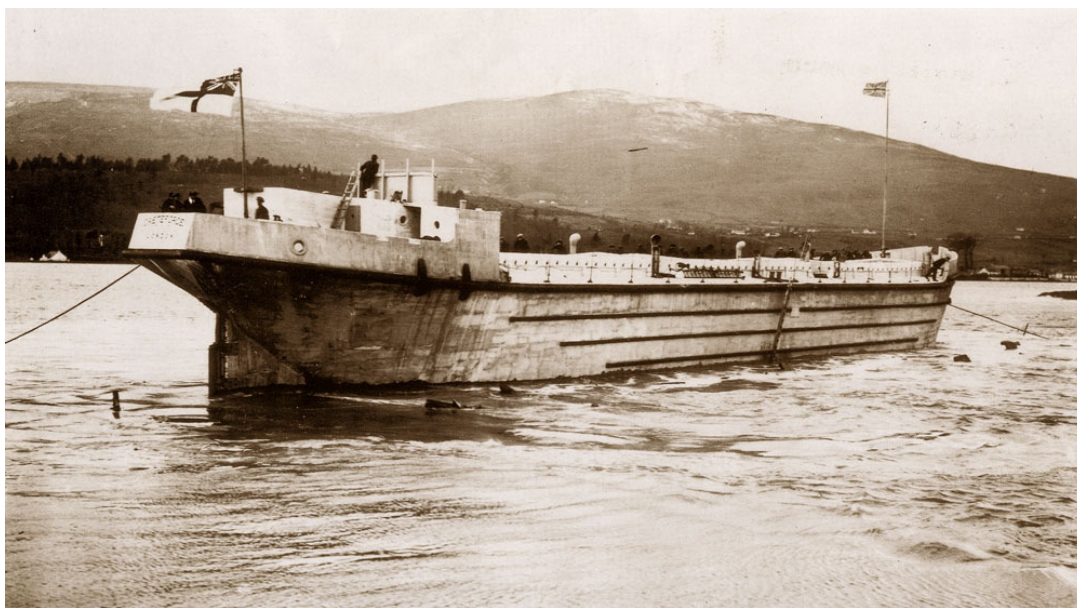
overlapped one another, or “carvel” built, where the timbers lay side by side making a smooth surface.



Rigging dinghies at the original Carlingford Lough Yacht Club site, before moving to Killowen. Photograph kindly provided by Michael O'Hare Senior.



The “Kavo Kolones” in May 1977. At 10,463 tons gross in 1958, this was the biggest ship ever to enter Warrenpoint Harbour, seen here loading contractors’ plant, bound for the Middle East. She went to Taiwan to be broken up two years later.



The sideways launching of the concrete barge “Creteforge” at Warrenpoint on 5th March 1919, built by J & R Thompson Ltd in co-operation with McLaughlin & Harvey for the Crete Shipping Co Ltd. Two of the concrete fleet still exist forming part of Carlingford Marina, the barge/tug “Cretegaft” (not built in Warrenpoint) and the barge “Cretefield”. Thanks are due to Jim McCart for his interest and for providing these pictures.

During World War II a new waterproof plywood was developed. This transformed the sailing dinghy scene so that people could build their own dinghies at home cheaply. Sailing was opening up as a sport for all.

At first we welcomed any sailing boats, but we were conscious that racing would be keener if as many sailors as possible had the same type of boat. We tried to sponsor the 12 foot Heron dinghy^{§§§} for juniors and the 14 foot General Purpose GP14 dinghy for adult racing. We also welcomed the bigger moored off boat and tried to encourage members to get the 17 foot clinker built Dublin Bay Mermaid. This was a one design yacht and the class had the biggest racing fleet on the Irish East Coast.

We managed to get five of these in the Club. The owners were Dermot McDermott, Donal O’Tierney, Colonel Nangle, Bob Carson and Michael O’Farrell/Eric Rowland/Andrew Storey. These were however later replaced in the Club by a newer design, the Flying Fifteen. Members who owned Flying Fifteens were Jack O’Hare, John Fisher, Michael O’Farrell, John Haldane, Frank Hughes, Tom Roberts and Dermot McDermott/Brian O’Tierney.

Mrs Sutherland was an active member of the Rostrevor Tourist Committee. One day she mentioned to a member of the Tourist Board

^{§§§} By 1971 there were 18 active Herons in the Club.

that a new yacht club had been formed in the village and asked if the Tourist Board could help as they were anxious to get more boats. The Tourist Board came back with the idea that they would give us kits for two GP14 dinghies for the members to build, but we persuaded them to give us one completed dinghy instead. This dinghy would allow priority to be given to sailing visitors to the area.



Sailing GP14s from the old site near the Great Northern Hotel, before the move to Killowen. Photograph kindly provided by Michael O'Hare Senior.

We readily accepted this and the Board placed an order with Gerry Duffin, of Duffin Marine, in Belfast. On the 25th of June 1960 we had a formal lunch in the Great Northern Hotel, Rostrevor and afterwards the new GP14 dinghy was launched and formally christened "Red Hand" by Robert Frizell, the Chairman of the Tourist Board.

Gerry Duffin who had built the dinghy then invited Maurna, the young daughter of the Chairman, to crew with him in "Red Hand". A few minutes after launching, "Red Hand" was struck by a puff of wind and it capsized throwing the Chairman's daughter into the briney. However the Honorary Secretary who was at hand in his Mermaid "Gypsy", rescued the maiden and saved the day. Maurna is now Mrs Crozier and is happily still alive and well.

By 1966 we had several different types of dinghies racing against one another. It was hard to compare the crews' skill, so we decided to encourage the members to get the same class of dinghy. In the more recent years a number of Scorpion class owners had

come to race in our Regattas. They were young and enthusiastic and Scorpions could out-perform our existing dinghies.



Scorpion fleet becalmed in 1971/72. Photograph kindly provided by Michael O'Hare Senior.

The debate within the Club became more intense and finally we had a “crunch” meeting in the Boulevard Hotel in Newry on the 12th of January 1967, presided over by Commodore Tom Roberts (see the minutes on page 71). The sailors with Enterprise dinghies did not want to get GP14s as they were too slow. The GP14 owners did not want Enterprises as they did not have a spinnaker. There was a motion to appoint the Scorpion as the 14 foot planing dinghy, with an amendment advocating the Enterprise instead. The argument raged for two hours and there was a vote. Tom announced the result. It was a dead heat with equal votes for the Enterprise and Scorpion classes (after 2 proxy votes were disallowed). The debate resumed until some folk had to go home. In the ensuing vote the Scorpions won. Six new plywood Scorpions were ordered from Billy Morton and beautifully built by Trevor Stewart, himself a champion Scorpion sailor. Liam Bradley who had built his own GP14 from plans, now also built his new Scorpion himself. With other new and second hand dinghies we soon had ten Scorpions racing regularly from 1963 to 1969, with seventeen of these dinghies at one time in the Club. This represented possibly the largest Scorpion fleet in Ireland.

For several years after 1963, Scorpions constituted the biggest fleet in the Club. These two person boats required the owner to have a crew available. This often meant that the crew liked the sport so well that they then got their own boat. So having two-man dinghies proved to be a means to increasing the number of boats, and then sailors, in the Club.



The Lasers have arrived – Chris O'Hare in 1977. Photograph kindly provided by Michael O'Hare Senior.

The Mirror dinghy started to replace the Heron as our junior dinghy and the Optimist appeared allowing the very young to be introduced to the sport. The Mirror was much lighter than the Heron and could be carried fairly easily. It did not have a heavy frame but it had a clever design in that the plywood from which it was built provided the main support of its construction. It was first designed by Barry Bucknell, BBC TV's do-it-yourself expert, and it was subsequently adopted by the Daily Mirror newspaper. Five years ago the Club had 23 active Mirror dinghies, but now there are very few of them regularly sailing.

About 1970 a new dinghy class emerged, the Laser, and it wasn't long before Lasers came to the Club. This one-crew dinghy was light, had high performance, was inexpensive and the owner did not have to find a crew. In and around the same time a number of the older sailors bought cruisers and the sailing profile of the Club began to change. Currently Lasers of various types comprise the largest dinghy class, more than 32 of them sailing, with Toppers being the largest junior fleet boat (24 Toppers raced last year). Toppers are also commonly used in the SELB Killowen Outdoor Education Centre beside us.

THE MOVE TO KILLOWEN

The Club expanded rapidly and we soon realised that we would not have enough room on the Rostrevor site. We abandoned a plan to build a club house across the road in the forest and started looking for a new site. In 1962, the late Harry Collins, solicitor and Club member living in Kilkeel, mentioned to the Honorary Secretary that he was winding up the estate of a retired police sergeant, a Mr O'Flaherty who had died. He had a triangular field at Killowen Point which he used for growing potatoes. When we looked at this it was the perfect site. After negotiating we were able to buy this for £300. The field came to a point at the Rostrevor end and in fact overlaps the SELB Sailing Centre property by several metres. We were able to buy one seventh of an acre from Gerard O'Neill, who owned the field behind, to square up the site and allow us to park our boats near the slipway. We paid Gerard O'Neill £50 for the extra land and Harry Collins kindly did all the legal work. For his help we made him an Honorary Member. Regrettably Harry Collins died in September 2008.

This proved to be the ideal location as it had a shingle beach that made launching easy and there was sufficient depth close in to launch boats at all stages of the tide. In addition there were rarely on-shore waves making it further conducive to easy launching.

We deliberately wanted to keep sailing accessible to as many as possible so our annual subscription for Family Sailing membership was kept to a minimum. With interest-free loans from members, we built a simple club house with a function room and changing rooms and hot showers for men and women. The cost of the club house designed by Gerald Fay, architect was £2,400 of which we got a one third grant from the Ministry of Education, on condition there would be no alcoholic drink. This condition was later rescinded. Gerald was made an Honorary Member for his help at this time. We built a slipway for £800 and got a one third grant from the Northern Ireland Tourist Board.

With the re-organisation of local government, the County Down schools sailing programme had been stationed at Killyleagh on Strangford Lough. But when the new education boards took over from the county boards, Killyleagh was taken over by the South Eastern Education and Library Board and the Southern Education and Library Board had to find a new sailing centre.

The SELB advertised for a new Sailing Director and Tom Roberts got the job. The Board wanted to have this located centrally in its area and chose Oxford Island on Lough Neagh. Tom insisted that because that was an inland lake, young people would be deprived of the experience of tidal

sailing. He persuaded them that the centre should be on Carlingford Lough.



CLYC, Killowen, circa 1963. Photograph kindly provided by Michael O'Hare Senior.

Tom came to our Honorary Secretary and asked if, pending obtaining his own premises, he could use our premises during week-days at school time when members would not be using the Club. He would put a temporary building on our site and operate from there. The Club agreed to this and the Southern Board operated out of our premises for six years until their new magnificent premises next door were completed.

One day we became aware that there was a plan to build a sewage treatment works in the field beside us. We got in contact with the authorities and discovered that the plan was to pump sewage from Rostrevor to a new modern works at Killowen. This would be underground and hidden by shrubbery. There would be no smell and the effluent would be so pure that it could be put into the lough without adversely affecting the young people sailing nearby. With the help of Brian Faulkner, our local MP, we arranged a meeting with the engineers at Stormont, pointing out that this was a most valuable recreational area and one of the few places in the lough with deep water near the shore needed for launching boats, and therefore there should not be a sewage treatment works here.

The authorities claimed that they needed the deep water too. We campaigned in the media and the Honorary Secretary debated the issue on the radio with the engineer of the South Down Rural Council who was in charge. We even got a slot on the BBC TV programme "Scene Around Six" to put our case forward. The television crew came to interview us when a sailing course was on. The next evening we had wonderful shots on the TV, of our young sailors with their colourful red sails sailing in the sunshine. As luck would have it the reorganisation of local government dissolved this Council and incorporated it into Newry and Mourne

Council. We were able to persuade the new council to abandon the project and pump Rostrevor sewage to the plant at Warrenpoint. The Southern Board was now able to have the whole site instead of having to share it with a sewage works.

CRUISING

In 1966 Michael O'Farrell, Donal O'Tierney and Donal's cousin Colm O'Tierney hired a 24 foot "Folkboat" cruiser from Fred Good in Kinsale Co Cork. They had previously sailed only Mermaids and they soon realised how little they knew about navigation. They had a wonderful week but kept the coast in sight. That winter Michael and Donal, together with Arthur Bradley**** attended a winter course on navigation for sailors and fishermen in Newcastle Tech given by Roger Riccard. They again hired a Folkboat in Kinsale in 1967 but they now felt confident to sail at night and to sail over the horizon! Michael bought his first cruiser "Cuchulain" in 1967 (see photograph, page 65). He went to Scotland in 1968 and did the first of many trips to France in 1969. Harry Collins the solicitor from Kilkeel had bought his cruiser "Regina Coeli" (see photograph, page 61) in Scotland and he sailed it home with Sean Carroll in 1961. He had this for a few years and afterwards bought a Kerry class, "Kerry Lady", which is still in the Club and owned by James McKibben (see photograph, page 36).

Alex Robinson from Annalong had a centre board yacht built at Mackintosh's boat yard in Kilkeel. This boat, "Isby", was later owned in turn by Gerry McMahon, then Michael O'Farrell and later by Roy Prescott. Alex later owned a small hard shine cruiser, then a Folkboat, then "Queen of Mourne" in which he sailed to France with crew Sean Carroll, Harry Collins and Jack Mullen in 1969 and met up with "Cuchulain" there. Alex then bought a Rival 32 which Michael O'Farrell later acquired as his second and current "Cuchulain". Alex after this had two further cruisers, a Centurion "Heather of Mourne" and then a Gladiator "Dianne of Down".

Francis and Em Reynolds bought a cruiser "Ishtar" (see photograph, page 64) and then later a forty two foot steel-hulled ketch "Ndoto", the largest yacht in the Club.

**** Paul Bradley's father



Veterans' Trophy 1981. Michael O'Farrell, Jack O'Hare, Donal O'Tierney, Michael O'Hare Senior and Connla Magennis, Commodore. Photo – JK.

George McBurney had a fine varnished motor cruiser “Rum Runner” initially and then exchanged this for a small sailing cruiser, a Silhouette II.

The late Derek Clark was a teacher who lived near Kilkeel. He devoted a lot of his time to youth work. He had a Folkboat named “Hullabaloo”. He had had the hull made professionally but built the internal construction himself. During the long summer holidays he would take off by himself or with some juniors to help him. He had been to France and to Spain on these voyages.

Connla Magennis first shared a cruiser with Stephen Gibbons. Then he bought over the other half of “Merle of Malham” from Stephen and later acquired “Snow Goose of Moygannon”. Stephen later bought “Saoirse”.

Connla currently has “Starfire”, a Starlight 35 which he sailed to Spain with the Irish Cruising Club in 2006. He has kept her there exploring the Spanish coast during the last two summers.



Stephen Gibbons with Connla Magennis and Tim Gibbons, aboard “Merle of Malham”, around 1972/73. Photograph kindly provided by Michael O’Hare Senior.

Liam Bradley put a great deal of work into the Club in the early days. He was a frequent prize winner in the dinghy racing. He bought “Wandering Aengus”, a Ruffian 23 cruiser, and with this he continued to win many races. He kept his boat at a mooring behind the breakwater in Warrenpoint. Latterly Liam was involved with the Warrenpoint Boat Club that took over these moorings from the Newry and Mourne Council. Sadly Liam died earlier this year.

As time went on more sailors moved out of dinghies and got cruisers. Brothers Jack and Michael O’Hare bought Shipmans, “Lumberjack” and “Faoileán”.

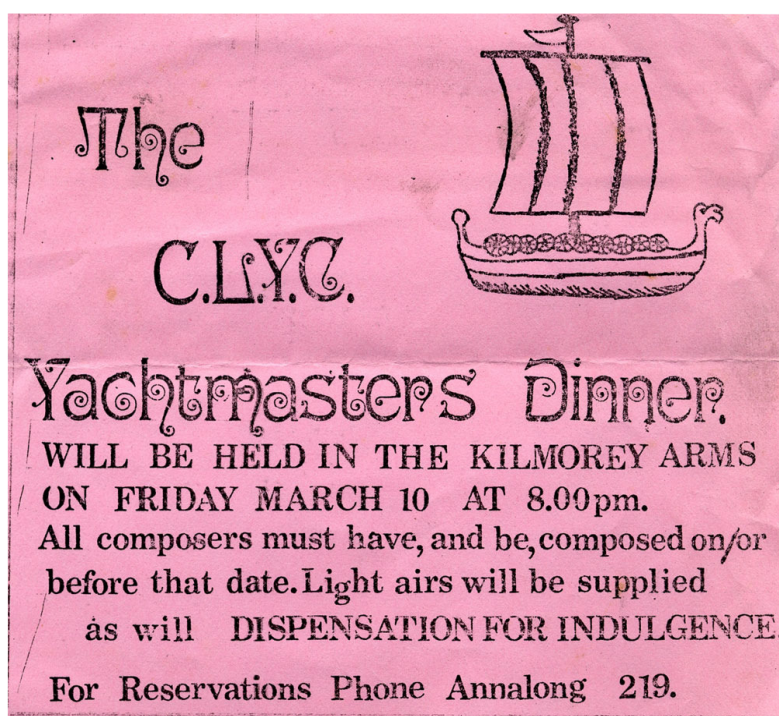
Stephen Gibbons had once sailed southwards around the coast and into New Ross in Kilkenny in company with Michael O’Farrell. Sadly Stephen tragically died in a drowning accident. It is fitting that Stephen’s son Tim is our Commodore in this our fiftieth year.

We now had the nucleus of our cruising section and weekend trips were organised to Ardglass, the Isle of Man, Drogheda, Malahide and Howth. On the trips to Ardglass and the Boyne, non-sailing wives would come by road and meet up in a hotel for a meal.

On one occasion the group went to the Boyne Valley Hotel for a very sociable dinner. The hotel had provided after dinner entertainment in the form of a comedian. There had been a wedding in the hotel that day and the guests also came to see the comedian. He was quite funny but what

was more amusing was that a sixteen year old year girl, dressed in her finery for the wedding, had had a few glasses of wine. After each joke she innocently went into convulsions of laughter and could not stop herself. This created further laughter from the audience and more hilarity. The comedian found that the whole rhythm of his show was falling apart and thought the girl was “taking the Mickey”. He started making sarcastic remarks to her. She reacted by bursting into tears and the audience reacted with annoyance towards the comedian. However he managed to save his show by putting his arm around the girl’s shoulders, drying her tears and incorporating her into the rest of his show. So the night ended well.

A feature of the early years of cruising was the cruising dinner organised by the late Jack Mullen of Annalong in the Kilmorey Arms Hotel in Kilkeel.



Advertisement for one of Jack Mullen’s Cruising Dinners in Kilkeel in 1972.

Jack had sailed with Alex Robinson and had been to France with him. He was a great personality and acted as Master of Ceremony for the dinner. He was able to get everyone in turn up to sing or recite in the course of the evening. These were great nights. He is fondly remembered.

In the early 1970s, Warrenpoint Harbour had a major re-development to enable it to take over the trade of Newry port when it was decided that the ship canal could no longer serve commercial traffic. The yacht club learned that a long breakwater was to be built and we thought that this would be a wonderful opportunity to have a marina in Warrenpoint.

Our Honorary Secretary had a meeting with the general manager of the Harbour and the Commissioners acting for Warrenpoint Council. The meeting agreed to change the location of the breakwater from opposite the Irish National Foresters' Hall to near Osborne Point so as to greatly increase the area protected by the breakwater. They agreed to have a floating pontoon inside the breakwater to facilitate visiting yachts and to dredge an area behind the breakwater so that boats could moor with the breakwater's protection. An unfortunate omission was a tunnel underneath the breakwater to utilise the scouring effect of the tide and the dredged area soon filled up with mud, necessitating periodic dredging. However the pontoon proved to be a great success.

THE MEMBERS

In the early years there was a great spirit in the Club. We were small in numbers but we were very conscious that the survival of the Club depended on each one of us helping out, either when we called for volunteers or when supporting fund-raising activities.

Early on, when Jimmy Campbell was dumping hard core on our Rostrevor site we called for volunteers with shovels to level the site. About six or eight helpers turned up and started into the task. The hard core had been dumped in piles from the back of a lorry. It was hard work and after an hour not much of an impression had been made. Then Roger Hall arrived with a Fordson Major tractor with a scoop on the front. Within the next hour Roger had levelled the whole boat park. This was a stark demonstration of the superiority of machinery over muscle power.

On several occasions in the early days before we had our own premises we organised a barbeque near Cranfield at Nicholson's Sands. These were very sociable affairs which helped bonding within the new Club. The secret was to involve as many members as possible in the organisation of the barbeque, bringing the grill, the charcoal, the meat, utensils and plates and so on.

We ran Saturday night dances in the Great Northern Hotel in Rostrevor every month or two to help to pay back the interest-free loans which the members had provided. Miss Bowes-Lyon our landlady used to come along to some of these. Ballymascanlon Hotel used to run very popular Saturday night dances and would allow outside clubs to sponsor these. For some years our Club managed to sponsor two of these a year. Marian Fay designed a very catchy advertisement which we used for these dances. We did the advertising and split the profits with the hotel.



Win O'Tierney who was regular crew for husband Donal in their Scorpion, distributes food at a Club barbeque. Jean Hutchison is on the right. Photograph kindly provided by Michael O'Hare Senior.

Another fund raiser was our annual "Cheese and Wine" party. Mrs Eileen Atkinson kindly let us have the first of these in her house. We then wrote to the Ancient Monuments Committee at the Department of the Environment to ask if we could hold a party in the old keep at Narrow Water. We were pleasantly surprised when the answer was "yes", but wisely, with the proviso that we would obtain insurance cover.

We later found that Mr Philip Bell, an Architect from Lurgan and a sailor, was on this committee and he persuaded them that this would promote local interest in the monument. There was no electricity in the keep but the light from candles and a Tilley lamp provided a fantastic atmosphere. We needed a band that could play without amplification. We were told that there was a family in Mayobridge who could play for us. They were just home from playing in Germany. These were the now famous Sands Family who gave us a lovely evening. To complete the atmosphere Kevin MacLaverty, a brother-in-law of Donal's and an Olympic sailor, played his Uilleann pipes in the basement as people arrived. At later parties here Stephen Gibbons brought his generator for the amplification.



CLYC Regatta 13-Aug-60. From left to right - Connla Magennis (Snipe No 2171), Colonel Nangle (Water Wag), Donal O'Tierney (Mermaid "Gypsy"), Liam Bradley GP14 No 3773, "Desirée", GP14 No 2303, Gerry McMahon (GP14 No 2717, "Black Arrow"), GP14 (no number), Dr Kenny (Heron), Dermot McDermott (Mermaid No 6), Arthur Bradley (GP14 No 3436, "Red Hand"), Tom Roberts (Heron), GP14 No 1787, GP14. Photograph kindly provided by Connla Magennis.

Women in the Club

In the first few years our regular Officer of the Day was Jean Hutchison. Jean did not sail herself but was invaluable to us as she turned up for every race, controlling the starts with our mechanical hooter and timing us in. It was great that we sailors were able to race on every occasion, not having to forfeit racing to take our turn at managing the race.

We had great support from the wives of members. They were always tireless at any function in the club house, providing tea and food. At first they had to use the deep sink without draining boards in the ladies' changing room. Later on we got a stainless steel sink and cupboards installed along the back of our main room. This was colourfully decorated by the then Commodore, John Fisher.

The Club has always been family friendly and all young people have been encouraged to sail, as sailing is a sport where girls can compete equally with boys. In the Herons, Elizabeth Campbell was a frequent winner. The late Eithne Doran was an enthusiastic member. Vicky, Joyce and Alison McKee and also Geraldine, Daphne,

Caroline and Judy Orr were regular competitors. More recently we had keen sailors in the Roche sisters, Catherine, Barbara and Orla, and Baxter sisters Sadhbh, Orla, Meave, Didi and Grainne with Meave^{††††} competing at international level in Holland and Dubai among other places. We have had only one lady Commodore, the very competent Colette Murney, who was elected for 2003.

Where is Cuchulain?

One Saturday morning about 1970 Michael O'Farrell set out to sail to France. Colm O'Tierney^{****} was on board. There was a regatta at the Club that weekend and Donal wanted to sail his Scorpion in it before joining the voyage. Michael was to sail down the coast and come into a harbour on Sunday evening and telephone Donal who would be in Dublin about tea time.

A strong southerly wind had come up over the weekend. There was no phone call on Sunday and darkness fell. This was the time before yachts had VHF radios or mobile phones. The Coast Guard was informed and a flare was seen in Dublin Bay. This turned out to be a gorse fire on Dalkey Island. Very helpfully the Coast Guard kept Donal informed every hour. They then decided to send out the helicopter at first light next morning. At five o'clock in the morning Cuchulain was spotted sheltering from the storm under the cliffs north of Lambay Island. This was a great relief. They even made the Radio Éireann news on Monday morning. Thank goodness for mobile phones today!

Early Memories

Gerry McMahon remembers that he always loved boats and as a young child he refused to get into the bath unless there were toy boats launched first. He pestered his father, Peter, to buy a real boat and was told that he would, but when Gerry learned to swim. When Gerry was fourteen, his father bought a 13 foot lug sail centre plate dinghy, and the first day's sail was with "Gunner" McAteer at the helm. The dinghy gybed all standing and quarter filled with water. Gerry's father vowed never to sail in that boat again.

Two or three years later Gerry's father bought a 16 foot Sliding Gunter dinghy, quarter decked, and the late Roger Hall also bought a similar or identical one. Both these boats were built by John Mackintosh and Sons of Kilkeel. Roger Hall and his two sisters Peggy and Christine raced Gerry in these boats. Donal O'Tierney would join these races in his 18

^{††††} Meave Baxter also recently won the silver medal for Ireland in the Downhill competition in the European Mountain Bike Master Championships.

^{****} Donal O'Tierney's cousin who often sailed with Michael.

foot sloop.



James McKibben and Gerry McMahon on James's "Kerry Lady" in August 2004.

Sunken in the Irish Sea

Tom Roberts was from East Belfast. He was appointed headmaster in the primary school in Rostrevor shortly before the Club was formed. He had been a dinghy sailor and in fact had been in the Navy during the recent World War II and on one occasion had been torpedoed. Tom bought a cruiser in England. When sailing it home by himself in the Irish Sea off Wales the hull was heavily struck from below and the boat sank within ten minutes. This could only have been caused by a submarine, but no-one admitted responsibility. Fortunately Tom was able to get into his life raft and was rescued by a passing ship.

In the early days of the Club, Tom was one of the few who were familiar with the niceties of the Racing Rules of Sailing and he was invaluable to the Club in bringing us up to speed on the Rules. Tom had a wonderful sense of humour and his navigation classes in the club house in later years were nothing short of memorable.

Eithne Doran and the Motion to Exclude Dogs

Some years ago at an Annual General Meeting, the members discussed whether or not dogs should be allowed into the club house. The consensus emerged that they should be excluded. There was a motion put forward to this effect. Eithne Doran, one of our keen Heron sailors was not happy that this would exclude her well behaved black Labrador. Eithne was very kind to animals and gave a home to retired dogs that had worked during their lives leading blind people. Eithne felt that we could not exclude such dogs and proposed an amendment that dogs for the blind would be exempted from the ban. This was considered by the meeting and was agreed. The Commodore formally announced that the amendment was accepted and was greeted by a loud “Woof-Woof” of approval from Eithne’s dog.

The Club Tie

The late Caradoc Williams was one of the personalities of the Club. He was a Welshman, like all Welshmen a singer, and he sang in the Cloughmore Male Voice Choir. He was a manager in a company that manufactured shirts and ties. When he was on the Committee he suggested that we should have a Club tie which he offered to make. We agreed that this was a good idea but our burgee was orange with the black silhouette of a Viking galley. There was a feeling that an orange tie with a black motif might be a bit garish. After some discussion the idea emerged that we could have a navy tie with an orange Viking ship. Caradoc produced two samples. One was a navy tie with a single large orange Viking ship and the other was a navy tie with a motif of recurring smaller Viking ships. We chose the latter and ordered a supply from Caradoc.



Marooned!

Henry Kavanagh used to go sailing in Killowen on his wind surfer, (and still does on his cruiser “Rossignol”) and would rely on the rescue boats at the Southern Education and Library Board’s Outdoor Education Centre to keep an eye on him. On one particular day, an over-powering wind came up, the tide was going out, the people at SELB had all gone home and Henry was struggling as he was swept past Ballyedmond.

Then as he passed Green Island, by this stage with his sail down, and despite failing to attract the attention of several passing ships, he realised that he had little choice other than to make for the last bit of dry land in the lough – the Block House Island – the next landing opportunity being the Isle of Man!

Henry dragged himself and his windsurfer ashore and had to face the prospect of spending the night on this miserable island. By morning his family was very concerned about Henry and the search parties were out looking for him. Eventually a military helicopter arrived and took Henry – windsurfer and all – aboard and whisked him off into the sky. He had to collect his windsurfer later from the British Army base in Bessbrook.

To celebrate his rescue, some of Henry’s friends, including Brendan Higgins, Paul Bradley and Alan McCann returned to the Block House Island and collected a couple of stones which were made into a trophy for

the Club by Brendan Higgins. This George McCann and Henry Kavanagh sponsored trophy, shaped like a windsurfer on a wave, and mounted on wood, was initially awarded for windsurfing races in the Club. Currently the Block House Trophy is awarded to the winner of the Early Wednesday series.



Sailing course at CLYC, Killowen in 1968/69. John Gee, Instructor, Hugh McKee, Michael O'Hare, Daphne Orr, Katherine Fay, Joyce McKee, Vicky McKee, Myles Tallantire, Trevor Andrews, Trevor McConville, Alan Williams, Brendan Higgins, John O'Hare, Alan McCann, Frank Burke, Judy Orr, John Thomas Franklin, Richard Flood, Paul O'Hare, Caroline Orr, Carol Haldane, Christopher O'Hare, Rory the dog, Kenneth Burke, Alison McKee, Mandy Burke, Ian Haldane and Conleth Higgins. In the background with the young girl, Reverend Graham. Photograph taken by Michael O'Hare Senior and kindly provided by Win O'Tierney.

OTHER CLUBS & VENUES

Boyne Sailing Club started shortly before ours and they had their club house built at Mornington just at the mouth of the River Boyne. We used to go to their regattas and within a couple of years we organised a sea race from the Boyne to Carlingford. Mermaids and Flying Fifteens took part and at least one dinghy completed the course. There was a strong tide at the mouth of the river and this left it difficult to get in or out to the open sea. Des Gogarty the Commodore, and Paddy Larkin their Honorary Secretary, on occasion came to our dinners. However the club folded and no longer exists.

We had a close relationship with Dundalk Bay Boat and Sailing Club

which from 1961 operated from a railway carriage at Bellurgan in Dundalk Bay. The water there was very shallow and there was enough water for sailing for only two hours at the top of the tide. This proved such an obstacle that the club moved to Carlingford in 1973 when they changed their name to Dundalk and Carlingford Sailing Club. In 2007 they changed their name once more, this time to Carlingford Sailing Club, and they commissioned a magnificent club house. Happily we have continued our cordial relationship with Carlingford Sailing Club and each of our memberships has the privilege of Country Membership in the other club.



A collection of trophies at the 2007 Annual Dinner dance, including the Lyon Trophy (centre, back) and the Block House Trophy (near lower left). Some other trophies are awarded at other events including the Club Regattas and St Stephen's Day.

At the time our Club came into being, the Newcastle Yacht Club was also being formed. Lord Roden, one of the founders, advocated the Seafly dinghy as being best for the open sea conditions at Newcastle. These were a bit broader than the GP14 which we had adopted. This was not conducive to competitive racing, so unfortunately our relationship with Newcastle Yacht Club was not as close as it might have been.

For several years we ran the Mourne Trophy, a race over the Bar and on to Kilkeel. This has not been raced to Kilkeel in recent years as it was felt that it was difficult for the rescue boat to cover the dinghies as they got spread out in the race. The Mourne Trophy is now awarded for a special race, the only single Club race admitting both cruisers and dinghies, which for safety reasons remains within the lough.

Bob Carson was one of the Mermaid owners in the Club. He lived in Banbridge. He and some friends invited us to sail in Loughbrickland Lake. This was a novelty and it turned out to be a very pleasant evening.

The secret here was to stay out from the wind shadow created by the island in the middle. The Honorary Secretary sat becalmed in the light wind and watched the rest of the fleet pass him by.



CLYC dinghies on Loughbrickland Lake in 1977. Photograph kindly provided by Michael O'Hare Senior.

Some dinghies travelled to Lough Sheelin in Co Monaghan to race. Later we were invited to a team race in Strangford, and then further afield in Newtownards and even to the Irish Dinghy Week in Baltimore Co Cork. The Dinghy Week was held in different parts of the country each year, often in places where sailing was not particularly strong, in order to encourage it.

Most of the national championships were held during this week. However with the great expansion of sailing throughout the country, Dinghy Week became too big and national championships after that were held separately.

Baltimore Sailing Club hosted the second last Dinghy Week. The last one was held the following year at Ballyholme Yacht Club.

THE NEW CLUB HOUSE

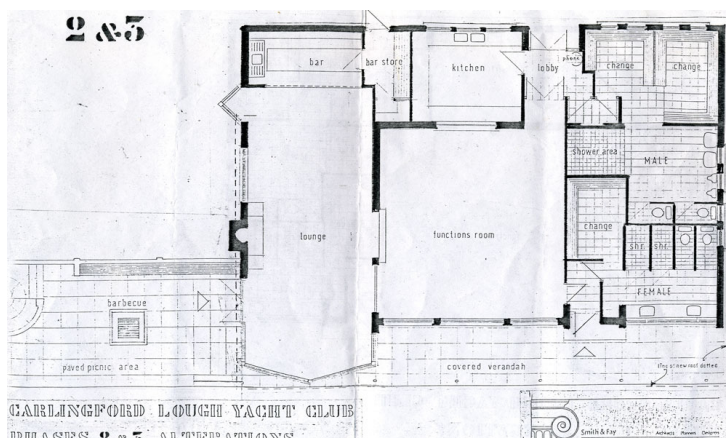
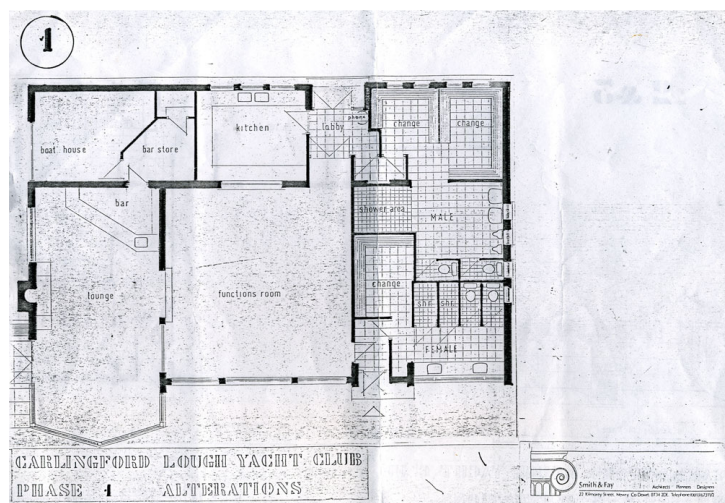
Over the years we have had two major extensions to the club house. The first was the addition of a new room which was raised up from the original one by two steps, and it was given a flat roof. This extension

included a bar and a boat house. The next improvement in the year 2000 replaced the old asbestos roof and the flat roof with a pitched tiled roof. It absorbed the boat house into the bar, and a new boat house was built with a glass look-out cubicle (the Battery) on top of it for the officer controlling the racing. The slipway was also widened at this time.



Scorpion and Enterprise with Flying Fifteen on the mooring. Circa 1963. Photograph kindly provided by Michael O'Hare Senior.

In recent years the club house has increasingly required manpower for its upkeep, beyond the voluntary efforts of the members who kept the place going for so many years. Gerry Campbell has kept a close eye on the premises for several years now, and in 2006 he retired from his tasks as house and grounds manager. He was awarded Honorary Membership for



Early plans by Smith & Fay, Architects, of the club house Phase 1, 2 and 3 alterations. Circa 1974.

his hard work and loyalty. We are currently fortunate that Seamus McNally has taken over all Gerry's tasks in addition to the role of bar tender - the most important job around the Club!



The club house as it stands today. Photograph taken in July 2004. Plans for further extensions are currently being considered.

Customs Regulations

When the Club first started, the Customs still patrolled the border. Killowen was not a recognised landing port and in theory, if sailors wanted to go from there to Carlingford, they would be expected to go to Warrenpoint first to be cleared by the Customs before sailing on to Carlingford. Then on the way back, they were expected to sail to Warrenpoint to clear the Customs before returning to Killowen. Understandably, no-one bothered about this until one day, one particular boat was boarded by the Customs and the skipper was told that he was not obeying the regulations. The sailor innocently telephoned the authorities in Belfast to clarify the regulations. Belfast Customs contacted the local Customs to enquire what was going on. The local Customs chief called on the Honorary Secretary to explain the regulations and that he had to report to Belfast.

After some discussion he conceded that a sailing boat coming from Carlingford to Killowen might find it unreasonable to tack against a strong wind up to Warrenpoint, just to check in. It was arranged that should a boat coming from Carlingford be unable get to Warrenpoint it

could land at Killowen and record the fact in a book, fill out a form and let the Customs know as soon as it was convenient. The Honorary Secretary tied a notebook to the notice board with the intention that trips to and from Carlingford would be recorded. No-one ever remembered any entry in this book, but bureaucracy was satisfied and the Newry Customs were able to report to Belfast that all was in order.

TROPHIES

In addition to trophies already mentioned, there is a number of cups which bear the name of the individual, family or organisation who generously donated them to the Club: The Miller Cup, the Robinson Trophy, the Irwin Cup, the MacBlain Trophy, the Laser Trophy (O'Hares) the three Ulster Savings Cups, the O'Farrell Trophy for cruisers, the O'Farrell Cup, which was donated by Michael O'Farrell Junior, for the first dinghy race in the sailing year, to encourage sailors to get started as early as possible: The Gerry Campbell Adult and Child Trophy: the O'Hagan Trophy, the Kavanagh Trophy. In 2002, local artist, the late Colin Turner, donated a cup which had belonged to his father, Raymont, and had been awarded for breeding birds. This is named the Raymont Turner Cup.

The Orr Trophy

In and around 1967, when the Orr children had started to sail, their father Gerry, a jeweller in Newry, had a special trophy made for a junior sailors' competition. This was the Orr Cadet Perpetual Trophy and was first won in 1967 by Alan Williams, who also won it for the next 4 years. Races were held for cadets on Tuesday nights during the months of June, July and August. In recent years the racing was supervised by Mark Kinkaid, Peter Conway, Osmond Morris and others.

This year, under the supervision of Chris O'Hare, the Orr Trophy series was extended to the months of May, June, July and August, to allow coaching to be undertaken as well as racing.

Mince Pie (Frostbite) Race

When we moved to Killowen we started the Frostbite Race each St Stephen's Day and the trophy was a giant mince pie. This was donated each year by the late Myles McCann from his bakery in Newry, the Victoria Bakery, founded by the McCann family in 1837. Myles himself had owned a motor boat named "Scally Wag". At first this was the only "Frostbite" race, but some years ago with the advent of efficient wet suits

the sailing season was extended through autumn up to Christmas and ended with the “Mince Pie” race.



In the absence of the Victoria Bakery, which has long since ceased to function, the Mince Pie is now sponsored each year by Kieran and Ann Cranley and presented to the junior winner. In 1988 Ian Roche presented the Club with a beautiful sail-replica trophy, the Mince Pie Perpetual Trophy, known as the Roche Trophy, to distinguish it from the pie, and this is also awarded for the St Stephen's Day race, to the senior fleet winner. Paddy Rooney was the first winner in 1988.

The Northern Bank, through Dan Gamble, kindly provided a fine trophy and this is awarded for the Frostbite Season, which runs in November and December. It was first awarded to Tim Gibbons in 1988. These winter races are now so well established that fleet sizes are often greater than during some of the summer races when members have gone away on holidays.

The Byrne Trophy

Since the 1980s Thursday night cruiser racing has been very popular in the Club. However there was no trophy dedicated to this, sometimes fiercely, contested series at a time when the term “white sails” was not in the dictionary. This was remedied in 1991 when the Byrne Cruiser Trophy was presented to the Club by Joe Byrne. This became a much sought after piece of silverware and has produced some

great racing and banter within the cruiser fraternity since. The first winner was Jack O'Hare, sailing "Lumberjack" in 1991.

ENTERTAINMENT

While we were based at Rostrevor and before we had premises, our functions were based in the nearby Great Northern Hotel. At Killowen we had built our club house for £2,400 with interest-free loans from members. It had a tiled floor but it was otherwise very basic with bare rafters. During the summers a group of younger members ran a series of dances. They included John Curran^{§§§§} and Brian O'Tierney. They decorated the rafters with fishing nets in which they had colourful cut-out fish. Marian Fay made curtains from hessian and they were dyed navy blue. From Volkswagen crates, the group made a platform in the corner of the room. They then employed a young band that was just starting up, the Teambeats. Angela Broad was studying art and decorated the walls with large posters she had painted with nautical themes. One poster had a large shapely Mermaid. One of the older members was heard to comment "she could have worn more seaweed!"

Junior Friday Nights

About 1980 we started Friday night Games Night in the club house for post-primary school young people. We had pool, table-tennis competitions and sometimes other competitions such as shooting at a light sensitive target with a hand gun that shot pulses of light. Peter Hankin, Des Casey and Donal O'Tierney organised a rota to supervise these nights at which soft drinks and crisps were sold in the kitchen. We had as many as 23 young people on some occasions. The numbers dwindled as members went off to higher education or to work. The last cohort left in 1987 and the Games Nights were discontinued. Last year however the Friday nights restarted for a new generation organised by Henry McLaughlin as the Youth Club. The parents of the young people now provide the supervision.

^{§§§§} Now a Professor of Dentistry in Canada.



★ POPULAR LOCAL BEAT GROUP ★

THIS week, instead of highlighting a dance band or showband that has already made a name for itself, I have pleasure in featuring a local combination from Warrenpoint known as "The Team Beats".

"The Team Beats", formed only last year by Gregory McCabe and the present leader, Eddie Chew, are in great demand at local functions.

They were recently a big success at the Ardmore Hotel, Newry, and were also the subject of favourable comment when they assisted the Hilton Showband in the Osborne Hotel, Warrenpoint. They have also played at social evenings organised by Killowen Yacht Club and Kilkeel Golf Club, and have appeared at several cross-Border venues.

One of Michael Carlin's Newry Telegraph articles around 1964/65. Reproduced with the kind permission of <http://www.oldwarrenpointforum.com>.

Children's Christmas Party

For the small children each year an annual feature was, and still is, the Christmas Party. Amid the fun and games Santa Claus would arrive causing great excitement and giving a present to each of the children who had been good during the year. Caradoc Williams was the regular Santa Claus representative for many years.

Bridge Club

A group of members interested in Bridge began playing in the club house in 1987. George and Dorothy McCann and Brian Woods have been the main organisers helped by Jill Gibbons and Connla Magennis. They play on Monday nights at 7.30 pm during the winter months. There is a pleasant relaxed and informal atmosphere, and currently they average six tables. As ever, they would like to encourage more members to come along.

Hallowe'en Party

For some years after we built our new club house at Killowen, a popular feature for the families was the annual Hallowe'en Party. It was particularly popular with the dads as they had the job of setting off the fireworks. An area was roped off in the boat park and we had a great display of rockets, bangers and aerial displays of colour. During the 1970s restrictions on the use of fireworks were tightened up and this was no longer held.



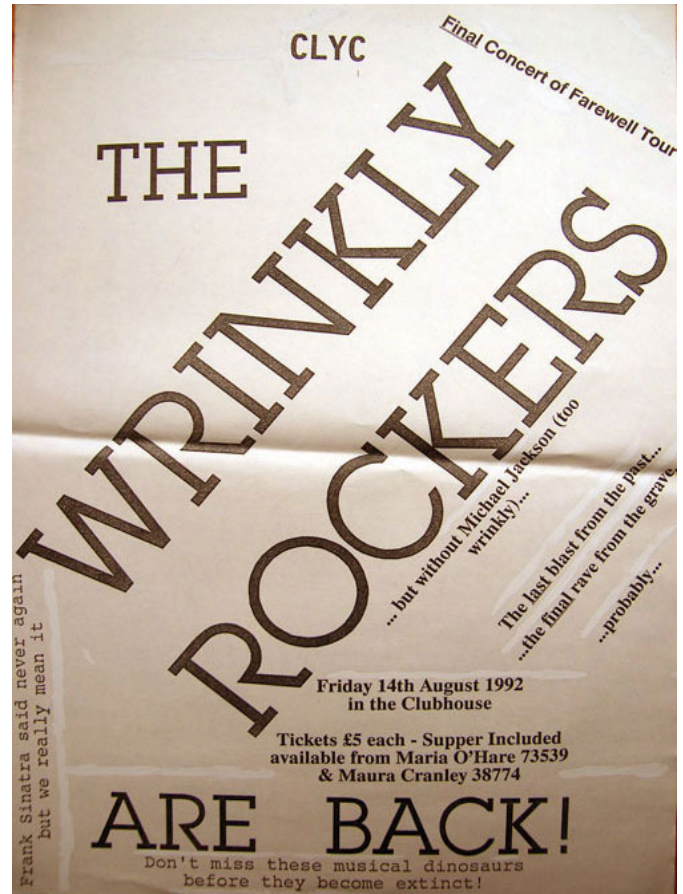
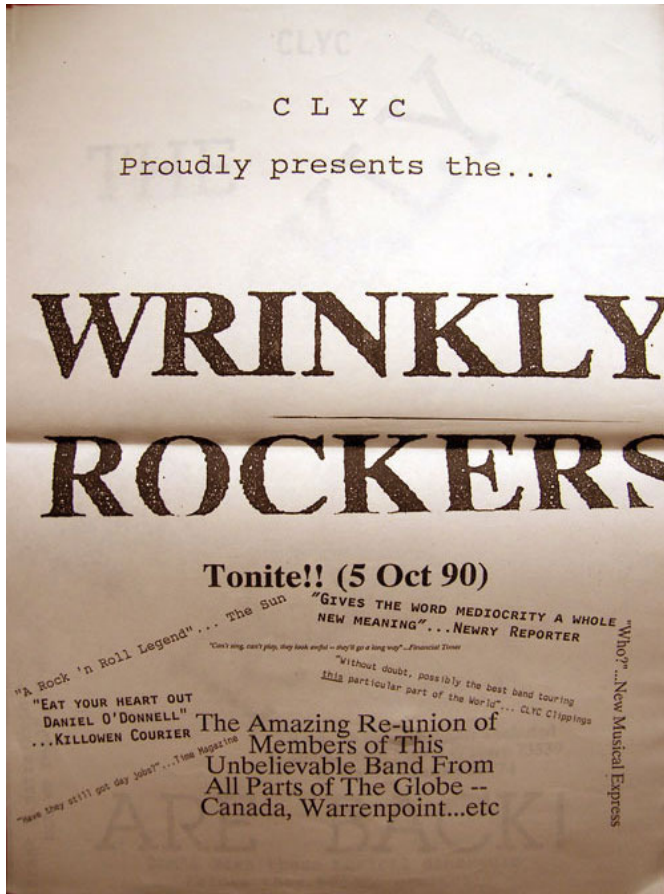
Watching a CLYC bonfire around 1966. Photograph taken by Michael O'Hare Senior, and kindly provided by Tom Gilsenan.

Tuffs'n Tarts

For many years the younger members ran the Tuffs'n Tarts Party in the club house on St Stephen's Night. This was always hilarious. The painted and glamorous Tarts were something to behold. There always seemed to be many more Tarts but on closer inspection it could be seen that some of the lads turned up as Tarts too.

The Wrinkly Rockers

In later years, after the Tuffs'n Tarts era, some of the Club members who in their distant past had played in a rock band, decided to make a comeback, and members of the band were collected from the locality and from further afield, to have a re-union in the club house. This was to be a one-off night for a bit of fun and entertainment for the members. It was so much fun that a final re-union was held a couple of years later.



Monster Evening

From time to time the Lough Ness Monster gets into the newspapers. On the occasion of one of Nessy's sightings, we decided to have a competition for a drawing of "The Carlingford Lough Monster". We had the competition divided into various age groups with the winners chosen in a party in the Old Keep at Narrow Water by Marian Fay. It proved to be an entertaining evening with great colour paintings from the young people and clever cartoons from older members.

Maidens of the Mournes

Warrenpoint's premier festival for many years has been the Maiden of Mournes week. The high point of the week is the choosing of the Maiden of Mourne for the current year, from the beautiful girls who come representing their city or county. They come from many counties in Ireland, but also from Britain, and such places as New York, Boston and Toronto.

These lovely girls wearing sashes showing their city or county are entertained royally throughout the area in the week before the crowning. When Michael O'Hare was commodore the Club invited these beautiful contestants to a party in the club house.

There was co-incidentally, a race for RIBs from the Isle of Man that day. The Irish Sea had been pretty choppy and, on the way over, one RIB

developed engine failure. Another RIB tried to tow it but with the strong weather conditions this operation had to be abandoned. The crew members were taken on board other RIBS and the faulty RIB had to be cast adrift. However all the crews did arrive safely in Carlingford Lough. The RIB crews were also invited to the party in the club house.



Colette Murney, Commodore Michael O'Hare and the Maidens, between 1996 and 1998.

Each of the Maidens had been allocated an escort for the week but on this particular night the escorts had been cunningly given the night off. It was up to the gallants of the Yacht Club, ably assisted by the visiting RIB crews, to entertain the Maidens. There was live music and dancing and a great night was had by all. It was an unforgettable party night, worthy of recording in the annals of the Club.

Christmas Walk

In our first year at Killowen we started our annual Christmas walk. This popular trek for all ages takes place every year, two days after Christmas. We meet at the club house at 11 am and transport everyone up to the car park below Cloughmore Stone. Depending on stamina one can take a walk in the forest and return to the car park. Most of the walkers however climb to the top of the mountain, Slieve Martin, and then head due east across to the TV aerial and down the mountain road to Killowen for soup and rolls at the club house. This has been a feature now for so

long that it has become a great social event, especially as former members who have been away as students or have emigrated can meet up again when they are at home for Christmas.

Other Activities

In the first couple of years, before we had a club house, we ran various functions off-season to keep the members in contact. We hired 16mm films of sailing interest and showed them in Warrenpoint at the Crown Hotel (now long gone) or the Liverpool Hotel, (this hotel in Mary Street has only recently been demolished) with a projector we borrowed from the local parish. There was one film showing the Sidney Hobart Yacht Race. This showed yachts battling with mountainous seas and was really exciting. Another film we showed was sailing in a square rigger with spectacular waves breaking over the hull.



Commodore Chris O'Hare, commodore's wife Cathy, and prizewinners at the 1991 Dinner Dance.

On one occasion we organised a golf outing for all the Club members at Dundalk Golf Club. We had the whole range of golf expertise from highly skilled to beginners. It was a real fun day ending with a meal in the golf club house. There were various prizes, the most memorable of which was the special prize for "the golfer most likely to improve" won deservedly by Jack O'Hare!

On more than one occasion we had car Treasure Hunts through the Mourne countryside. The clues were very cleverly put together in verse by the Club poet Sean Carroll. There was one clue that foxed a lot of us:- *"Support for the girls is fine and dandy, but this one is a little ...sandy"*. After a long search we came across a road sign for "Sandy Brae". However vandals had blotted out the final "e".

LOVE AT CLYC

The story would not be complete without a Love interest. Caradoc Williams, a Welshman who would later be Commodore in 1986, bought a cruiser. He invited Doreen Andrews to sail with him one day. They both liked the experience and it was repeated again and again until they ended up on the altar. This was a very happy marriage and it only faltered slightly during the Irish-Welsh Rugby matches each year.

Connla Magennis had a Scorpion, but this being a two-person boat, he needed a crew. He persuaded the fair Geraldine Orr to sail with him. She



Connla and Geraldine in 1977. Photograph kindly provided by Michael O'Hare Senior.

was such a good crew that he thought to himself what a fine wife she would make, so he popped the question and to this day they are still sailing along merrily.

Susan Ferriss told the Honorary Secretary one day that she would like to sail. He advised her to tog out and put on a life jacket and he would organise a sail for her. She duly reported to him on the next sailing day. Within a few minutes John Fisher came along intending to go out in his

Flying Fifteen but he didn't have a crew. The Honorary Secretary formally introduced John to his new crew. John liked his new crew and asked her again. It was not long before Cupid intervened and they married and lived happily ever after.



Alistair and Daryl in Tumbleweed in 1977. Photograph kindly provided by Michael O'Hare Senior.

Cupid again struck when Alistair Jamison invited Daryl Atkinson to crew in his Scorpion "Tumbleweed" and they too got married.

The O'Hare and the Gibbons families have been for many years, two of the most active sailing families in the Club. As young people they enjoyed nothing better than spending the sunny afternoons on the families' cruisers. Here again love intervened and Chris O'Hare and Cathy Gibbons united the families at the altar.



RECENT DEVELOPMENTS

The Club's website, <http://www.clyc.org>, has been on-line since 2002 broadcasting the Club's presence into the cyberspace all around Killowen! It is the platform used for publishing the results of Club races, and for keeping members up to date with all Club developments. The website won the RYA Regional Club Communications Award, 2004.

Training

A feature of the Club has been its efforts to train young sailors to sail and to improve their performance. Some of these in turn have become instructors themselves. The Club earned its status as a Royal Yachting Association Training Centre in 2003. This allows certificated RYA courses to be held by the Club. Liam Baxter organised summer courses for many years and later Osmond Morris organised these. The Club has hosted many different RYA courses, including navigation and power boat courses. The first RYA Level 2 Powerboat course was run in the Club in May 2004. The successful trainees were Peter Conway, Erica Conway and Rita Byrne. Many others have graduated since. Currently there are several young sailors who are without doubt very talented and the Club takes great pride in their sailing performances within and outside the Club.

2008 has been the busiest year so far, with six weeks of junior sailing courses and three for adults, having been organised throughout the summer.

Additionally, all-year-round sailing has been taking place over the last couple of years, the popular winter Sunday sessions being primarily for race training purposes. Paul and Finbar Bradley were among the organisers. This training effort has paid off well as some of our junior



The RYA Junior and Youth Squad members chosen from CLYC, Henry McLaughlin J, Martin Grant, Claire Gilsean, James O'Hare and Mia MacAdorey, with Chris O'Hare, one of the Coaches. October 2008. Photograph kindly provided by Henry McLaughlin.

sailors have been included in the RYA youth training squads. This year, James O'Hare and Martin Grant have been selected for the Junior (Topper class) Squad and Mia MacAdorey, Claire Gilsenan and Henry McLaughlin will be on the Youth (Laser class) Squad.

In addition to a Rana Rowing Boat with outboard engine, the Club currently has two RIBs for race patrol purposes, and two Laser dinghies^{*****} for training or for hiring to sailors without boats. More recently, a new RS Feva training dinghy has been received, courtesy of generous funding by Newry and Mourne District Council.

The Starting Line

While the Club's aim has been to encourage all types of boating activity on Carlingford Lough, the principal activity of the sailors has been racing and pitting one's skills against other dinghies or larger yachts. To organise a proper race start so that the racing yachts or dinghies can start together is the ideal that every Officer of the Day tries to achieve. Ideally the first leg of a race should be directly into the wind so that neither end of the starting line will have an advantage. We usually have had to organise the start from ashore, with the starting line at right angles to the shoreline. When we started at Rostrevor, it was very difficult to get an ideal starting line. In addition the mountain behind was so close to the water it distorted the wind and often produced a pocket of still air close to the shore.



“Line Dancer” on her delivery to CLYC on the 18th of April 2008.

When we moved to Killowen our site was further away from the mountain so that the wind was not so distorted. However we still had the problem that the starting line was at right angles to the shore, race control being based in the Battery near the club house. We could start in a

^{*****} Named “Peace” and “Reconciliation”, after the organisation which provided funding

northerly or southerly direction but the result was that the first racing leg was rarely directly into the wind.

On special occasions such as regattas and open events, we could use one of the cruisers to act as a committee boat and organise a triangular course off-shore. We could then set the starting leg directly into the wind. Early this year a sub-committee was formed to see what could be done to improve the starts and to make our racing more ideal. They recommended that the Club should acquire a suitable motor boat from which an "Olympic triangle" course could be organised towards the middle of the lough for every club race. They suggested a Fibreglass fishing boat with an in-board engine at a cost of £20,000. The case was made that this would bring our racing up to the highest standards and be a great training for our young sailors competing at other regattas. The committee agreed that this was a worthwhile investment. This boat, an Arvor 190, christened "Line Dancer", has proved to be a great success. The new boat together with a re-styled team rota for managing the races and recording the finishing times, has added a new dimension to the racing this season. Races are now controlled on the water, with full Olympic racing courses laid and with full flag signals.

Fleet sizes in Club racing have steadily increased over recent years, with 30 or more dinghy entries on each occasion being not unusual. In 2008 a joint dinghy racing series with Carlingford Sailing Club was organised.

Cruiser racing with CSC has increased in popularity in recent years. Our Club has a good reputation for running open events and it normally hosts at least two open championship events every year, one of them being the Northern Championships of the Irish Dinghy Racing Association. This IDRA 14 class event provides a weekend of superb sailing and is a particularly sociable occasion.

In September 2008, the RYA NI Youth Championships were held at CLYC, under the organisation of Sailing Secretary Henry McLaughlin and the Club was congratulated for running a superb event with 86 entries in three fleets racing simultaneously.

In summary, CLYC is a well organised, well resourced sailing club, excelling many other sailing clubs in terms of its location, facilities, enthusiastic people, talented sailors, and representing good value for membership fees. The past has been interesting and the future looks good for Carlingford Lough Yacht Club.



IDRA 14s racing in the 2006 Northern Championships at CLYC.



The Topper fleet at the McCready Sailboats RYA NI Youth Championships 2008, held at CLYC. Race Officers were Chris O'Hare and Paul Bradley, seen here aboard Michael O'Hare's yacht "Aurora".

50 YEARS OF COMMODORES

				
1959 Bill Harris	1960 Liam Bradley	1961 Jack O'Hare	1962 Michael O'Farrell	1963 Ian Williams
				
1964 John Fisher	1965 Connla Magennis	1966 Donal O'Tierney	1967 Tom Roberts	1968 John Fisher
				
1969-70 Ian Williams	1971 Norman Torrens	1972-73 Francis Reynolds	1974-80 Stephen Gibbons	1981-83 Connla Magennis
				
1984-85 Peter Hankin	1986 Caradoc Williams	1987-89 Mario MacBlain	1990-92 Chris O'Hare	1993-95 Ian Roche
				
1996-98 Michael O'Hare	1999 Brian McCann	2000 Kieran Cranley	2001 Brian Cranley	2002 Hugh Trainor
				
2003 Colette Murney	2004 Mark Kinkaid	2005 Peter Conway	2006 Connla Conway	2007-08 Tim Gibbons

Some years ago, Laraine Roche suggested that photographs of all the commodores should be on the walls of the club house and on her own initiative went around and photographed the surviving ex-commodores. She then searched out the missing pictures. So it's thanks to Laraine that we have all the pictures of the commodores in the club house.

CLUB OFFICERS

Year	First Officer	Hon Secretary	Hon Treasurer	Hon Sailing Sec
1959	Michael O'Farrell	Roger Hall	Gerry McMahon	Tom Roberts
1960	•	Donal O'Tierney	Gerry McMahon	Tom Roberts
1961	•	Donal O'Tierney	Gerry McMahon	Liam Bradley
Year	Vice-Commodore	Hon Secretary	Hon Treasurer	Hon Sailing Sec
1962	•	Donal O'Tierney	Jean Hutchison	Liam Bradley
1963	•	Donal O'Tierney	Jean Hutchison	Tom Roberts
1964	•	Donal O'Tierney	Jean Hutchison	Tom Roberts
1965	Sidney T Glenny (Hon)	John Haldane	Jean Hutchison	Francis Reynolds
1966	Tom Roberts (Rear)	John Haldane	Jean Hutchison	Francis Reynolds
1967	•	Em Reynolds	Bill Devlin	Francis Reynolds
1968	•	Donal O'Tierney	Bill Devlin	Francis Reynolds
1969	•	Donal O'Tierney	Bill Devlin	Francis Reynolds
1970	•	Donal O'Tierney	Bill Devlin	⊗
1971	•	Donal O'Tierney	Bill Devlin	Alistair Jameson
1972	•	Donal O'Tierney	Gerry Orr	Alistair Jameson
1973	•	Donal O'Tierney	Gerry Orr	Anthony Reynolds
1974	•	Donal O'Tierney	Connla Magennis	Anthony Reynolds
1975	•	Donal O'Tierney	Claude Tyrrell	Ian Roche
1976	•	Donal O'Tierney	Claude Tyrrell	A Reynolds & I Roche
1977	•	Derek Clark	Claude Tyrrell	Michael O'Farrell J
1978	•	Derek Clark	John Kennedy	Ian Roche
1979	•	Brian Doherty	John Kennedy	Richard Flood
1980	•	Julie Ann Annely	⊗	Paul Bradley
1981	•	Anthony Reynolds	⊗	Christopher O'Hare
1982	•	Anthony Reynolds	Stephen Gibbons	Peter Rowland
1983	•	Anthony Reynolds	Stephen Gibbons	Peter Rowland
1984	•	Em Reynolds	Stephen Gibbons	Michael O'Hare J
1985	•	Em Reynolds	Stephen Gibbons	Michael O'Hare J
1986	•	Em Reynolds	Stephen Gibbons	Rev Francis Boyle
1987	John Carroll	Michael O'Hare J	Peter Hankin	Brian McCann
1988	Em Reynolds	Michael O'Hare J	Peter Hankin	Brian McCann
1989	⊗	Cathy O'Hare	⊗	⊗
1990	Kieran Tumelty	Cathy O'Hare	Hugh Trainor	Tim Gibbons
1991	Dan Gamble	Cathy O'Hare	Hugh Trainor	Tim Gibbons
1992	Dan Gamble	Zita Gibson	Hugh Trainor	Brian McCann
1993	Dan Gamble	Zita Gibson	Hugh Trainor	Michael O'Farrell J
1994	Dan Gamble	Trevor McConville	Hugh Trainor	Michael O'Farrell J
1995	Tim Gibbons	Zita Gibson	Hugh Trainor	Kieran Cranley
1996	Michael O'Farrell J	Tim Gibbons	Hugh Trainor	Kieran Cranley
1997	Brian McCann	Tim Gibbons	Hugh Trainor	Kieran Cranley
1998	Brian McCann	Tim Gibbons	Patrick McKeown	(Office Divided)
1999	Kieran Cranley	Brian Cranley	Michael O'Hare	Keith Thornbury
2000	Brian Cranley	Colette Murney	Michael O'Hare	Brian McCann
2001	Hugh Trainor	Gerald Campbell	Michael O'Hare	Brian McCann
2002	Colette Murney	Gerald Campbell	Michael O'Hare	Mark Kinkaid
2003	Mark Kinkaid	Ann Murney	Michael O'Hare	Peter Conway
2004	Peter Conway	Ann Murney	Michael O'Hare	Connla Conway
2005	Connla Conway	Ann Murney	Michael O'Hare	Paddy Rooney
2006	Tim Gibbons	Julie Gibbons	Michael O'Hare	Paddy Rooney
2007	Paddy Rooney	Julie Gibbons	Michael O'Hare	Kieran Cranley
2008	Paddy Rooney	Julie Gibbons	Ian Finnegan	Henry McLaughlin

• No record of this office found.

CLUB SONGS AND POEMS

Reproduced with the kind permission of Sean Carroll.

The Ballad of Regina Coeli

In the year of Our Lord nineteen sixty and two
We set sail from the port of Kilkeel.
With our full crew aboard and our trust in the Lord
We were bound on a voyage to Peel!
We're a good hearty crew, tho' we haven't a clue
We laid off our course quite gaily.
With our hearts in our mouth and our course East by South
We set off in Regina Coeli.

There was Mervyn McErlean, with stentorian refrain
Singing Shanties and Ballads galore;
And some a trifle blue that I can't recount to you
Or you wouldn't ask me here any more.
There was Carroll from the Scrogg with his Patent (Med'cin) log,
The Skipper singing Willow Waley,
And young Mullen who'll agree he was very much at sea
With regard to Regina Coeli!

There's a wee mizzen mast, there's a mains'l that's gaffed
There's a tiller for turning us 'round;
And a compass in a box that keeps level when she rocks
Just to tell us which way we are bound.
There are halliards there are cleats, there are winches there are sheets
There's a bumkin and a brand new railing,
And a bowsprit at the front in case we hit the pier a dunt
When manoueuvering Regina Coeli.

We had onions galore, we had oysters by the score,
There were pheasants and flapjacks and flans;
There were ninety-seven eggs, there was chutney packed in kegs,
There were mock chocolate soufflés in cans.
And in case we constipate on the diet that we ate
We had "Andrews" for a movement daily
And the crew brave and true was reduced down to two
From the "motion" of Regina Coeli

We came 'round the Chicken light, boys the weather was a fright!
The seas hit the rocks with a roar,
Then a tanker coming swift cut the dinghy adrift
Now we've no way of getting ashore.

With the wind-force seventeen we had shipped them over green;
The crew was drunk on scotch and kali,
Then about the break of day we reached Port St. Mary's quay-
We'd arrived in Regina Coeli!!

Oh! You wives so safe at home as we journey o'er the foam
In danger of Tempest and Gale,
Spare a prayer now and then for your brave sailor men
Who find pleasure in cruising by sail.
'Tis demented they must be for to journey on the sea,
By Rockall and Biscay and Bailey.
Instead of staying by your side, in Port St. Mary they are tied
Weather-bound in Regina Coeli!

© "Carl" '63.



Vincent Campbell, Mervyn McErlean, Sean Carroll and Harry Collins aboard Regina Coeli, leaving Kilkeel for the Isle of Man in 1962. The gaff-rigged yawl, built in Belfast at the turn of the century, now resides at Donaghadee as Vilia, its original name. It was a fast boat in its time, known as the Flying Irishman. The photograph was kindly provided by Sean Carroll, who also wrote the accompanying song for this voyage, above.

The Influence of Heavenly Bodies on Boat Design through the Ages

Since Adam first bestrode a log
And wond'ring, found it floating
Mankind has ever since that time
Been much involved in boating.

But, that there was one major snag,
Soon Adam realised.
The log rotated in its length
- In short, the thing capsized.

But Adam tired of getting wet;
And so, though rough and ready,
He found that two logs held apart
Would keep the whole thing steady.

And so he built man's first real boat
With logs trimmed fine and clean
And three or four nice shapely planks
As decking in between.

But Eve who wasn't keen on boats
-thought rowing wasn't fun
Said "If you hang a weight below
We need row only one"

So Adam got a huge big log
Dug out to make it light
And hanging granite underneath
He found it stayed upright.

But when God saw what he had done
He said - and let me quote it:-
"With all that weight, the thing could sink
And it needs six feet to float it!"

So He banished them that very day
With all their goods and chattels
And bade them sail forevermore
With a keel that leaks and rattles.

And even Noah found he had -
Tho' he built as he was able -
When he loaded all the creatures in
- a most unstable stable!

So many, many years went past
From the day that Eve was tempted,
But God took pity on their plight
And in Nought, BC, relented.

A carpenter from Bethlehem
Who sailed on Galilee
Grew tired of heavy, deep draught boats
And said "Now let me see.

If I should build two slender hulls
And, decked, keep well apart
I wouldn't need those heavy keels".
In fact, it looked quite smart.

And it didn't sail with one rail down
With one leg short, one longer
And since a Special Carpenter
He built it light and stronger

And so this one command He left
Since He's the Son of Man:
That we should sail His kind of boat-
It's called a CATAMARAN.

© Carl. By J D Carroll. Published in CLYC Clippings, December 1989.



A Sunday in Summer, a fine sailing breeze
And herself in the garden, stretched out at her ease;
Just the thing that we dream of in drear Winter days
Wee sail down the Lough, and a drink in P.J’s.

We went up to P.J’s with the tide fully in
And at least there’s a fathom in under her fin,
So we yarned as we supped at our whiskey’n stout
Never deeming one whit of the tide going out!

Trudging back to the harbour, a different tale
For the nice balmy breeze has turned into a gale,
And the crew realise they’ll be here for a while
Not a tenet of water for nearly a mile!

Oh, she’ll never believe me I hear someone moan
“And I tell you that I’m not the one that’ll phone”.
Sure, they’ll never forgive us the rest of our days
So we better go back and get full in P.J’s”.

© Carl CLYC Clippings April, 1990.



Francis and Em Reynolds aboard their ketch “Ishtar” some time between 1966 and 1971. Photograph kindly provided by Michael O’Hare Senior.

Fitting Out

The barnacles flourish in roseate clumps
In the valleys between the osmotical bumps;
Last years antifouling's eroded and thin.
That copper's not nearly as lethal as tin!

With power-hose and scrubbing-brush day after day
I labour as April draws into May.
“Do you think you'll be launching her anytime soon?”
“Well, I'm hopeful that maybe the middle of June.”

Now the rigging's all checked and the paint almost dry
So we might be afloat by the first of July.
But the engine won't start and the battery's flat
-Maybe dirty injectors have caused most of that.

As August runs on, all the work has been done
And as usual I say “it's been nothing but fun-
At last she's afloat; that's the day I remember”.
-The Insurance runs out at the end of September!

© Carl '91 *CLYC Clippings May 1991.*



Michael O'Farrell Senior's first "Cuchulain". Circa 1968. Photograph kindly provided by Michael O'Hare Senior.

A History of Carlingford Lough Yacht Club
The Launching Party - 99

The launching party 99;
No cruisers launched – the weather's fine.
The cruiser men are busy scraping
Another late-start season shaping!

The dinghy men are all at sea –
They usually are it seems to me
By this I'm casting no aspersion –
To dinghy racing I've aversion.

It's nice to see so many here
Well fortified with wine or beer
Temperatures in higher Celsius
Conversation in excelsis.

The bar has done a roaring trade
With 7-up and lemonade
Since Rosemount Cabernet Sauvignon
Costs ten pounds ninety – gwan away on!

But still the spirits seem to soar
And conversation's reached a roar
So may these spirits newly born
Out-last a dark tomorrow's mourn.

A tribute to our Commodore
And may his ratings soar and soar
And thanks to the hard worked com-mit-tee
Of our beloved C.L.Y.C.

From J D Carroll at the CLYC Launching Party, 1999.



APPENDIX – Assorted Memorabilia

COURSES

COURSE "A"	...	(P)	1, 2, 3, 1
COURSE "B"	...	(S)	1, 3, 2, 1,
COURSE "C"	...	(P)	1, 3, 4, 1
COURSE "D"	...	(S)	1, 4, 3, 1
COURSE "E"	...	(P)	1, 3, 1
COURSE "F"	...	(S)	1, 3, 1

Numerals indicate order in which marks have to be rounded.
(P) All marks to be left to port.
(S) All marks to be left to starboard.

E. ROBERTS, PRINTER, NEWRY

CARLINGFORD LOUGH YACHT CLUB
Woodside, Rostrevor.

RACING FIXTURES
1959

MEMBERS AND FRIENDS ARE CORDIALLY
INVITED TO ATTEND THE RACING ON THE
DATES SHOWN HEREIN.

OFFICIALS

Sailing Committee :

Captain—W. HARRIS.
First Officer—M. O'FARRELL.
Second Officer—D. O'TIERNEY.
L. BRADLEY.

*

Hon. Sailing Secretary :

T. ROBERTS, Kilbroney Road, Rostrevor.

*

Hon. Secretary :

~~R. HALL, "Rosetta," Warrenpoint.~~
D. O'TIERNEY, SEAFORT, WARRENPOINT.

*

Hon. Treasurer :

G. McMAHON, 46, Seaview, Warrenpoint

JULY—

Mon., 13th	...	8 p.m.
Wed. 15th	...	8 p.m.
Fri. 17th	...	8 p.m.
Sat. 25th	...	3.30 p.m.
Mon. 27th	...	8 p.m.
Wed. 29th	...	8 p.m.
Fri. 31st	...	8 p.m.

AUGUST—

Sat. 8th	...	3.30 p.m.
Sun. 9th	...	Boynes Regatta.
Wed. 12th	...	8 p.m.
Fri. 14th	...	8 p.m.
Sat. 22nd	...	3.30—Club Regatta.
Wed. 26th	...	8 p.m.
Fri. 28th	...	8 p.m.

SEPTEMBER—

Sat. 5th	...	3.30 p.m.
Thurs. 10th	...	7.45 p.m.
Sat. 19th	...	3.30 p.m.

RACING INSTRUCTIONS

1. All races to be sailed under I.Y.R.U. (R.Y.A.) Rules.
2. All boats competing in club races must be steered by a member of the club.
3. All boats must carry life saving appliances, anchor and oars.
4. Points awarded in each class will be governed by the number of yachts in each class. The winner receives points equal to the number of yachts in that particular class. The points then drop one at a time down to the last yacht.
- N.B.—The number of yachts sailing in each race will not alter the points given.
5. Ten minutes before the start of a race—a warning gun will be fired and the class and course code flags hoisted. Five minutes before the start—a second gun will be fired and the Blue Peter (code flag 'P') hoisted.
6. Recalls will be made by displaying the recall number of the Yacht on the Battery and the firing of a gun.
7. There is no time limit for the completion of a race but the Officer of the Day has the power to shorten or call off a race (by exhibition of code flags 'S' and 'N' respectively).
8. Protests must be lodged with the Sailing Committee immediately after the race, stating the rule alleged to have been broken. A fee of 2/6 must accompany each protest which will be refunded if the protest is upheld.
9. Members whose subscription has not been paid will be disqualified from competing in races.
10. Y.W.G.P. 14 Class
Handicap Class
MEANING CLASS
HERON CLASS.

Code Flag "G"
Code Flag "H"
Code Flag
Code Flag



**Carlingford Lough
Yacht Club**
Killowen Point, Rostrevor
Co. Down

**END OF SEASON
OPEN MEETING**

**Saturday and Sunday
30th and 31st August, 1969**

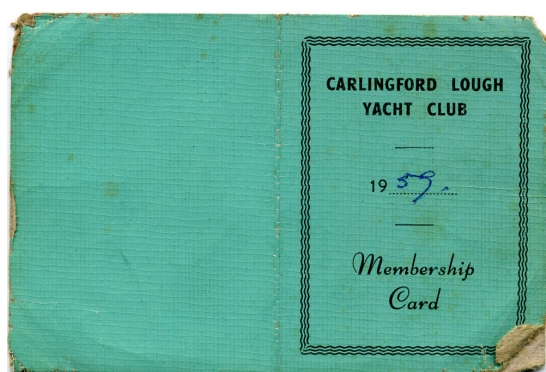
**RACING FOR SCORPION, HERON, ENTERPRISE
and FINN CLASSES and any other class with
minimum of four entries**

STARTING TIMES OF RACES:
SATURDAY 3.30 P.M. SUNDAY 1.00 P.M. AND 4.00 P.M.
(Best Two Races to Count)

Entry Fee of 15/- includes Refreshments

Camping and Caravan facilities on Club Site

Entry Forms :---Hon. Sailing Sec. F. REYNOLDS, The Ghan, Rostrevor



A.G.M. 21/10/64 contd.

It was suggested that our Annual Dinner be made a more formal occasion by making it a "DRESS AFFAIR". MR. O'FARRELL quickly replied that his opinion of such a suggestion was "NOT MUCH" + on taking a vote it was found that the meeting agreed with him - there being one hand in favour only.

A discussion followed on SUBS. which everyone felt were very reasonable. Ian Williams mentioned that the BOAT-OWNING Family membership was very good value.

Mr. Ronal O'TIERNEY formally proposed that the Committee be given power to increase the subs. by up to 50% if it thought fit. Mr. John Fisher seconded. Mr. Torrens suggested that if the subs. were raised a circular letter should be sent round giving reasons e.g. Better facilities - CLUB HOUSE ETC..

The proposal was carried with 1 vote AGAINST.

The Commodore then declared the meeting closed

CMagennis
Commodore 27/10/1965

	1987	1986	1985
Family Boat Owners	58	54	55
Single Boat Owners	26	17	20
Family Non-Boat Owners	51	58	37
Single Non-Boat Owners	39	48	23
Cadets	7	21	26
Country Members	10	13	12

A summary of CLYC membership for 3 of the early years.

Minutes of the Extraordinary General Meeting on 12th January 1967 at the Boulevard Hotel.

Present : Commodore; Hon. Secretary; Hon. Sailing Secy; and 24 members.

Minutes of the Special Meeting on 9th December 1966 were read and passed.

Business : To consider and pass, if thought fit, the following motion :
"That the Carlingford Lough Yacht Club should sponsor racing for three Classes - the Heron Class; a 14ft. Planing Dinghy Class - to be a Scorpion; and a Class for larger boats normally moored off".
An Amendment in the name of Dr. Donal O'Tierney "That the Enterprise be the 14ft. Planing Dinghy Class".

From the outset, it was obvious that this meeting was going to be somewhat protracted, and a hard-fought battle concerning the two Planing Dinghy Classes in question.

The Commodore opened the discussion, and stated that, as there had been unanimous agreement for sponsoring the Heron and Moored Off Classes, the crux of the motion was which boat should be selected as our 14ft. Planing Dinghy. He stressed that all members were perfectly free to make any comments and suggestions, and gave an indication of points for their consideration. These were - cost to individual members of change-over to a completely new Class, or to any existing Class; prospect of keener racing; (which was essential); and whether the decision to change should be taken now, or left till next season.

This started a very lengthy and full discussion on the merits of the rival dinghies - Enterprise and Scorpion. Their suitability for Carlingford Lough; as a family boat for the person who did not wish only to race; the lack of a spinnaker in the Enterprise; fibreglass versus timber construction; and various other pros and cons. The discussion digressed so far from the basic purpose of the meeting, that the Commodore had to intervene and call members to order. Dr. O'Tierney said we must consider the long term interests of the Club, and Mr. Bradley stated we must counteract the malaise of too few boats in too many classes, which had existed over the past 3/4 years, and in his opinion, one completely new class replacing the G.P14s and Enterprises, would infuse new life and enthusiasm into the Club.

After further lengthy discussions, it was quite evident that the G.P.14 owners would not change to the Enterprise Class, and the meeting had then to decide whether the Scorpion should be the 14ft. Planing Dinghy sponsored by the Club.

Accordingly, a vote was taken on Dr. O'Tierney's Amendment, which was passed by 13 votes to 11, which included 2 proxy votes in favour of the Amendment. Mr. Caradoc Williams questioned the legality of proxy votes. A long and heated discussion then followed, and finally Mr. Caradoc Williams proposed that the first vote be declared void because of the difference of opinions over voting procedure. This was seconded by Mr. Ivan Firth. The proposal was carried by 21 votes to 3.

The Commodore then put Dr. O'Tierney's Amendment to the vote for the second time. The Amendment was defeated by 13 votes to 11.

He then called for a vote on the main proposal, which was accepted by 16 votes to 10.

The business being concluded, and it being 1.00 a.m., members thankfully returned to their homes!

Committee Meeting.26th March 1986.

Present: Commodore, Vice-Commodore Hon. ~~Don Smith~~^{Secretary}, Hon. Sailing Secy, Michael O'Farrell, Francis Reynolds, Dan Gemble, Peter Harkin, Michael O'Hare, Maria O'Hare, Paul Kavanagh, Henry McLoughlin.

Apologies: Hon. Treasurers, Conna Hagenris, John Fisher.

Minutes of last meeting were read & passed.

Arising:

Changing Rooms: The Commodore reported that he had purchased two Paper Towel Dispensers & 4,500 Paper Towels & was endeavouring to find two suitable plastic bins for used towels. He undertook to enquire about various types of Toilet Roll holders, & would see Gerry Campbell concerning the broken seat & blocked toilet in the ladies room.

Bar: After a long discussion on bar profits, no conclusion was reached over ~~what~~ the reason for poor profit return. Maria McBlain suggested that optics be checked & serviced, if necessary. Francis Reynolds proposed that the Bar Committee should meet & discuss poor performance. The Commodore seconded this proposal.

S.E.L.B. The Commodore stated he had seen Trevor Pitter, who indicated that the S.E.L.B. would lend their boats for training sessions with our R.Y.A. Instructors. Paul Kavanagh said he would contact

One page from minutes written in the late Em Reynolds' fair hand.

RULES

Members are requested to "brush up" on the fundamental rules at least. All boats (but in particular the heavier classes) are asked to take avoiding action in good time when required to by Rules. As far as possible bigger boats should avoid unnecessary back-winding of smaller boats.

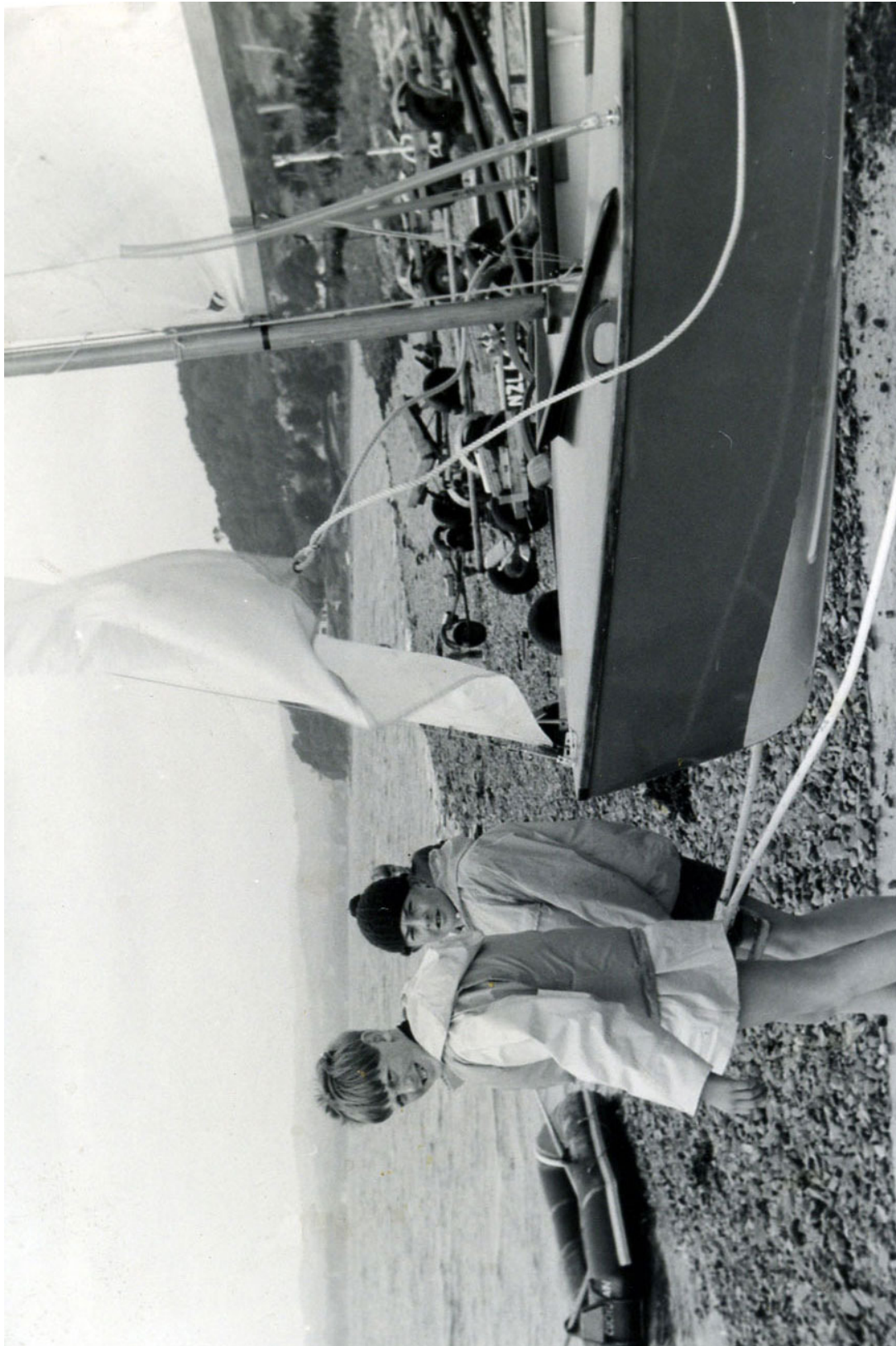
Keep the starting area clear for the class about to start. Do everything possible to enhance the fine sporting spirit of the Club.

The matter was raised about sending money for carport slipway.
It had been suggested ~~it~~ by a Club member that the member be asked to send £5 or £10 to the Club for a year or two, in ~~order~~. This was opposed by Club Captain.
It was suggested that we should first try to bring in the new year subscriptions and that a circular should be sent out with notice of our March meeting requesting the subscriptions & pointing out the facilities offered by the Club. The Subscriptions have been fixed at: Boat owning members (male & female) £1 Junior Ordinary members (male) 10/6. Ordinary members (female) 10/6.
Cadet members (under 21 years) 5/-
Student members 5/-
Family Member ship (Boat owning) £2-10-0
Family membership (non boat owning) £1-10-0
An Entrance fee of 5/- will be charged except for Cadet and Student members.

L. J. Buckley (Capt.)
4/4/60.

A page from the minutes of a Committee meeting in the Great Northern Hotel on 7-Mar-60 at which the membership fees were fixed.

Advice on the Rules in 1964.



Brian McCann and Trevor McConville with McCann's Heron "Bambino" in 1966. The tender is thought to belong to "Ishtar". Notice the absence of the SELB slipway – the SELB were still operating out of CLYC. Photograph kindly provided by Brian McCann. Trevor and Dave Parker became Irish Scorpion champions at CLYC in 1992.



Prizewinners at Carlingford Lough Yacht Club's annual presentation evening in November 1984.

“ Oh ! fair is the hamlet of pretty Killowen,
And hardy the fishers that call it their own ;
A race that nor coward nor traitor have known,
Enjoy the gay homesteads of happy Killowen ! ”

