



The Beacon

Inside this issue:

Seamanship	2
Know your Committee	6
Cruising with BMC	7
Working Weekends	8
BMC Notices	10
Eileen Bushe	11
Racing across the Atlantic	12
Maritime Heritage Company	13
RNLI Baltimore	14
Ringsend Rendezvous	16
Christmas Crossword	17
Glenua Sailing Programme	18

**Baltimore
Maritime
Centre**
info@glenua.com



Tony Pallas, Veronica Scannell, Alan McCann and Noel Bright enjoying coastal cruising with Glenua

Chairman's Address

Members and friends,

Welcome to our December Beacon and many thanks to our very capable editor, Therese Long, for producing such a fine, comprehensive, and well presented newsletter.

We have now completed our first sailing season as BMC/Glenua and it is an opportune time to reflect on the achievements and progress with the club. The sailing programme required a huge amount of voluntary effort both on the water and off the water, and both in Baltimore and in Dublin. But, we have learned many lessons along the way and can now

put this experience to good use for the 2015 season.

We held a limited number of keelboat courses in Heir Island and cruising courses between Kinsale and Baltimore. The 570's, together with the aluminium tender and the boat trailer are now safely stored in Liam Hegarty's yard in Oldcourt after an interesting and eventful trip up the Llen river. We are now planning the maintenance programme with a view to launching again in Spring or early Summer. The rest of our equipment, spares and tools are stored in 3 locations around Baltimore and we will be looking to rationalise the storage over the Winter.

The Baltimore and Colanmore properties are still for sale, with plenty of interest and some modest offers on the Baltimore property. The West Cork Maritime Heritage Company has been set up in Baltimore with a view to making an offer on the premises when funding has been secured. If the offer is successful, BMC/Glenua would have the opportunity to join in the project and provide the sailing courses from a fixed base once again. A strong membership uptake would be essential in providing the seed operating capital for such a venture. Elsewhere in this issue, Mary Jordan has written an update on progress with the project.

The AGM will be held on Saturday 17th January at 13.00 in Poolbeg Yacht and Boat Club. All members and past members are invited to attend. The AGM provides the members with the opportunity to have their say in running the club and to put forward constructive ideas as we look forward to 2015. It is also a social occasion where members can meet and engage with each other. I hope to see you there.

Best wishes,

Michael O'Meara
Chairman
Baltimore Maritime
Centre

Seamanship

Sailing in Heavy Weather

The first thing to be said about sailing in heavy weather is; "DON'T".

The modern skipper has such access to weather information that, for normal leisure/cruising purposes it is very easy to avoid sailing in conditions which could endanger his/her life and that of his/her crew. However those under pressure to deliver a boat on time, or taking part in an offshore race must sometimes take a calculated risk and eventually find themselves at sea in deteriorating weather.



Safety and Sustenance

As you prepare for stormy weather, it goes without saying that you will have put into effect all of the usual crew safety precautions; suitable clothing, lifejackets, lifelines clipped on at all times while on deck, MOB equipment and liferaft cleared for instantaneous use, etc. All unnecessary gear should be removed from the cockpit and if an inflated tender is carried on the foredeck, it should be deflated and stowed in a locker. All loose gear below deck should be stowed, as clothing etc., on the floor can become a trip hazard and heavy objects can turn into flying missiles. Before the expected storm arrives it is best to heave-to to prepare a hot meal, fill vacuum flasks with hot food or soup and arrange for food and snacks to be easily accessible to forthcoming watches.

The watch system should perhaps be adjusted to so that no crew member has to spend too long on the helm, in order to prevent fatigue. The opportunity should be taken to obtain a good position fix.

Sea State, not Wind, defines Heavy Weather

A hurricane-force wind on a flat sea, e.g. SW Force 12 off Ireland's east coast is a very manageable situation. The large, non-breaking waves of an Atlantic swell, even in a high wind, are not a major problem to an experienced skipper on a well-found boat, even when the wind has changed direction causing the build-up of a "confused sea", but, when the wind blows against the current, or a big ocean swell meets the Continental Shelf or a shoaling area, the waves become steeper and begin to break. Conditions like these, when waves develop long overhanging crests, can truly be called "Heavy Seas"

The water within a non breaking wave rotates, but remains in a static position, so to speak, and the energy remains contained. However, when extraneous factors cause the wave to break, that energy is released. A cubic metre of water weighs one tonne, so when a large wave breaks over a boat, the many tons of water involved, travelling at possibly high speed, can have serious destabilising effects.

Shortening Sail

As the wind increases, sail area needs to be reduced. It is wise to have practised reefing with your crew, so that those involved know their roles and know which halyard to use, and can distinguish which line controls each reef. A serious cruising boat will be equipped to put in a third reef but if there are only two reefing lines, it is advisable, at an early stage to re-reeve them so that the third reef can be pulled down.

A roller-reefing genoa will not set very well after the first few rolls and is useless by the time its area is reduced enough to deal with winds above 30kt. This is where your storm jib comes in, but it requires the adjustable forestay to be rigged, and if you do not have separate sheets with their own bullseyes or tracks, you will have to secure the rolled up jib with a couple of sail-ties and re-



"On a day when the wind is perfect, the sail just needs to open and the world is full of beauty. Today is such a day"

Rumi

Seamanship

Sailing in Heavy Weather

move the sheets. Obviously, the time to find out how to do all this is not in a gathering storm, it should be rehearsed in more favourable conditions.

The Best Course

In your passage plan, particularly if you are sailing near a coast, you will have selected ports, or sheltered anchorages along your route that can be used should emergencies or heavy weather arise. When you become aware of an approaching storm you will have to decide whether to ride it out, at sea, or to seek shelter. In the event that you decide on the latter, you will need to consider whether or not you will be approaching a lee shore. If your port of refuge is to windward, so much the better, but you will need to consider whether it can be entered in bad conditions. A river estuary, for instance, with a sand bar, and wind against tide, is not the best choice.

While beating to windward at a speed of 6kt in 30kt of wind, the apparent wind will be up to 36kt and it will seem like heavy going indeed, with possible slamming and flying spray, but when sailing off the wind on a broad reach at the same speed everything seems much quieter and the apparent wind will be only about 24kt. This is the best point of sail to use when setting up the storm jib. Running downwind, as well as being easier on the crew, is easier on the boat, but you need either plenty of sea-room or a very easy and hazard-free entrance to your chosen port of refuge.



The main thing to avoid in either case is sailing beam-on to breaking waves. Any radical change of course should be executed quickly and efficiently, so that your boat is not exposed to a beam sea, and particular attention should be paid to sail-trim. Finding yourself on a beam reach with the sails close hauled can cause the boat to heel excessively, leaving it vulnerable to being rolled by a breaker.

self on a beam reach with the sails close hauled can cause the boat to heel excessively, leaving it vulnerable to being rolled by a breaker.

Helming Techniques

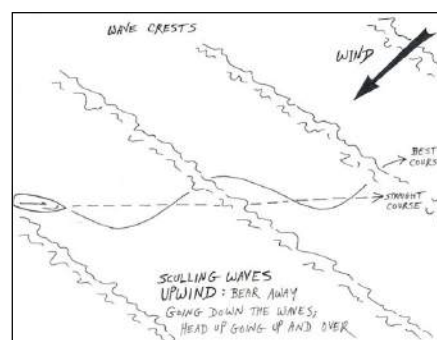
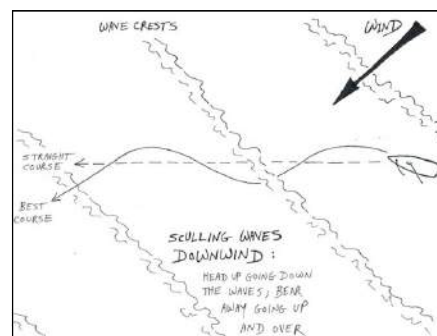
Whether your chosen course is to windward or downwind, it is not advisable to stick rigidly to a compass course, you will slam and lurch up and down the waves, putting intolerable stress on hull and rigging, not to mention the crew. The better method is to steer a scalloped course which resembles on a horizontal plane the vertical profile of the waves. This is sometimes called "sculling the waves", and is achieved, when sailing to windward, by luffing up when going from the trough to the crest of the wave, then bearing away when sailing downwards towards the next trough.

When sailing downwind you should luff up so as to sail diagonally down into the trough, then bear away as you climb and pass over the next crest. Employing this technique will give the boat a much smoother motion and allow it to take advantage of a better apparent wind angle as it descends the face of each wave.

Modern designs of boat, with shallow hull sections and broad sterns can readily be persuaded to surf, and quite high speeds can be attained. However, in high winds and waves, concentration must be maintained in order to prevent a broach. This can lead to fatigue, so periods on the helm should be kept short. A point to note when sailing downwind is that using the correct technique will keep speed up, allowing better manoeuvrability, with which to steer away from breaking waves.

Sight and Sound

In daylight you can see the waves, but at night, particularly overcast or rainy conditions it's not so easy. You will have to listen to the waves and relate the sounds to the motion. Your responses will not be as sharp as they would when you can



Seamanship

Sailing in Heavy Weather

actually see them, but at least you will be able to minimise the worst effects of breakers. It's advisable to practice using your hearing, when sailing in daylight, so that you get a feel for what a breaking wave sounds like.

Motor Sailing

Unlike in days of old, when engines usually gave trouble when most needed, modern yacht engines are generally reliable, and many skippers, when faced with heavy weather will simply decide to motor sail. The best way to do this is to furl the genoa, sheet the mainsail into the centre, tighten the kicking strap and the Cunningham, if you have one, and motorsail gently, close to the wind, either towards an upwind destination, or to hold position until the conditions improve. It is advisable to have a full tank of clean diesel and a recently cleaned primary filter when taking this course of action.

Survival Mode

In seriously bad conditions, in open water, your only option might be to go into "survival mode".

Consequent to the many fatalities sustained as a result of the disasters which befell the 1979 Fastnet Race, and other offshore races in New Zealand in 1994, and Australia in 1998, many improvements were made to the design of boats and their equipment. There were also studies regarding the techniques employed by the skippers of the boats which sustained damage or were sunk, and of the ones which survived unscathed. In general the findings were that:

The boats which lay ahull came off worst. (Lying ahull: removing all sails, closing all hatches and staying below until storm blows out)

The boats which ran downwind trailing warps had a much better rate of survival.

The boats which hove to, sustained no damage or casualties.

The use of drogues or sea-anchors would have been a sound option.

Heaving To

In simple terms this is achieved by backing the headsail, sheeting out the main and putting the helm hard over to leeward (tiller to boom). It is a good idea to practise this to find the best sheeting angle for the sails and the optimum amount of deflection of the tiller for different sets of conditions for your particular boat. Different designs of boats have different characteristics, when it comes to this manoeuvre. Indeed some boats will heave to quite happily with the genoa furled away completely, the rolled up sail providing sufficient windage forward.



Lying to Sea-Anchor

This is best done using a bridle between the bow and a midships cleat, so as to hold the boat at an angle of about 40 degrees to the direction of the swell. Its advantages are that the bow has strong attachment points and the cockpit is less exposed to breaking waves. Its disadvantages are that plenty of sea-room is required, the boat will have an uncomfortable yawing motion, and slamming of the stern may lead to rudder damage.

Streaming a Drogue

At a certain point when running before a storm, the high speed attained may lead to broaches, and the boat must be slowed down. This can be done in a elementary way by streaming warps, along with lengths of chain, even the kedge anchor, but more efficiently by the use of a purpose built drogue

The advantages of a drogue are that you can continue to sail actively towards a destination, or away from a lee shore. A drogue with a second warp can be used as emergency steering in the event of rudder failure.

Its disadvantages are that the cockpit is more exposed to breakers, it may slow the boat down so

Seamanship

Sailing in Heavy Weather

much that rudder authority is lost, the attachment points at the stern are not so strong, miles achieved to windward are lost, and if not rigged correctly it may cause worse problems.

Both a sea-anchor and drogue must be rigged with a warp long enough that there is at least one wave crest between it and the boat. A tripping line and float are also required for recovery.

So, to sum up:

1. Stay in port if the forecast is bad
2. Adopt a suitable sail plan for the conditions
3. Do not beam reach if wave height begins to equal your beam width, luff up to windward or bear away to a broad reach instead
4. Do not lie a hull. Never lie beam-on to breaking waves
5. Motor sailing may be a good option
6. Heave-to with a sail plan that works best
7. Use a sea-anchor to hold position, if you have sufficient sea-room.

Kevin Murray

Breaking News

Well almost breaking news!

In the past three or four years, whenever I have informed old hands of GISC that I bought the Dufour 30, "Spirit of Glenans", I have been met with a response to the effect ; "That boat always had a mysterious leak. Nobody could ever figure out where it was coming from".

Well the news is, that during a sail from Baltimore to Dublin at the end of September, the combined observations and deductions of Mick O'Meara, Paul O'Neill and myself revealed that the water was, in fact, coming in through a bad seal round the skin-fitting on the heads outlet pipe.

It was coming in only on Port Tack, to be concealed in an inaccessible area, then appearing when on Starboard tack. Little or no water comes in when on even keel. There were two lessons learned: Firstly the answer to a problem can always be found if you look hard enough.

Secondly, tasting the water to find out whether or not it's sea-water should sometimes be approached with caution ☺



Kevin Murray

Getting to know your Committee:

Gerry Murray:

RYA Coastal Skipper

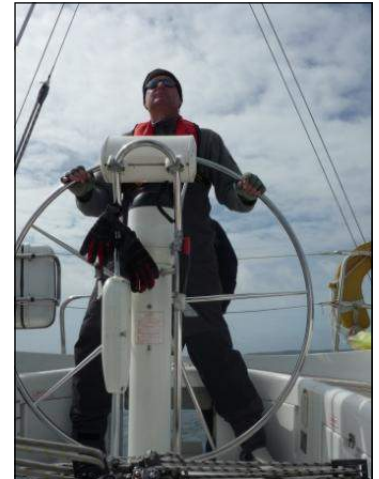
Sailing background:

My first experience of sailing was about 20 years ago. I was living abroad at the time and was home on holidays for a few weeks.

A friend of mine had been very ill and I decided to meet up with him. As part of his recuperation he was encouraged to take up a pastime which got him out in the fresh air, gave him some good all round exercise and challenged him mentally as well as physically. He bought a small squib which he sailed from the coal harbour in Dun Laoghaire and offered to take me out for a spin.. That spin lasted about 2 hours as we wandered across to Sandycove and back.

It had a funny ending when I leapt from the squib to put my foot on a stone step at the bottom of the quay not thinking that the step I was looking at under the water might be a few inches further away than it would appear in the water.. I went in up to my armpits..

It didn't put me off though and I always said to myself I would try out sailing again.. It wasn't until 2009 that I got the chance..



Sailing Experience:

I can't remember how I found Glenans but that first Basic sailing course was one of the best weeks craic I have had.. We had great instructors, the trainees were a blast and the craic on the water was mighty.. Despite all the late nights in Bushes and some adventurous antics on the water no one fell in and most passed the course.. It was a great intro to sailing and only served to reinforce that sailing was a sport I could really take to..

Since then its been a gradual curve of experience and training.. Some training with Glenans and elsewhere, a few foreign trips on charters to Greece, Croatia and the UK. Currently, holding coastal skipper qualifications I am working on offshore with the objective of doing blue water sailing. I share ownership in a Beneteau 32s5 out of Dun Laoghaire which is sailed for leisure.. I am told the mezzes on the boat when we go for a spin are memorable and don't take my word for it! My philosophy is if you are racing you should always have a coffee on the long legs and chill out.. And if you are not racing chill out anyway...

Education & Career:

Last time I wrote a CV the short version was 10 pages so I won't bore you .. but I have been around.. Currently, I am an exec for a software company...

Hobbies:

Sailing, sailing .. Oh and did I say sailing...

Sailing Ambitions:

To do the ARC.. Maybe solo?

New ambitions for sailing in Ireland:

Build on the success last year of Glenua in transitioning from Les Glenans and create a sustainable, growing, not for profit, volunteer based sail training organisation which gives to people the opportunity to develop their love of sailing.

What is your favourite sailing manoeuvre?

Flying spinnakers

Cruising with BMC

The Voyage of the Jammy Bee

This article tells the story of an intrepid journey undertaken by a motley crew commanded by a terrible and fearsome skipper (August 16th – August 23rd 2014). The journey began in Kinsale, a seafaring town on the western edge of Europe. The crew (Seamus, Irene, Eimear, Sinead, Ronan, Paddy) travelled long distances, with one member coming from as far as London.

The boat was a 36.7 Hanse, with a self-tacking jib, a craft well-suited for the perilous journey to be undertaken.

The crew had a diverse range of experience, but the discipline imposed by the fearsome skipper soon created a formidable sailing team.

The first day (Saturday) was spent provisioning and preparing the boat for the planned journey. Methodical and comprehensive checking of all systems, equipment, information, etc. was undertaken to ensure that all required resources would be available for the journey. By evening, preparation was complete and the skipper allowed the crew to visit the town, where food and refreshments was gladly consumed.

Sails were hoisted on Sunday and, though the crew had never sailed together previously, the skipper through his will imposed a discipline that soon had the team working together as if they had been sailing together for years. With the wind on the nose, the Jammy Bee left Kinsale and made steady progress through the day arriving that evening in Glandore. An anchor was dropped and the first of many large meals was cooked and consumed with gratitude.

The formidable discipline imposed by the skipper to ensure we practised vital manoeuvres, meant that it was almost midday on Monday before the boat departed the anchorage in Glandore. However, the late start was soon forgotten when the day provided some excellent sailing and scenery until we finally arrived at the pontoon in Baltimore. After much pleading and threatening with the skipper, the crew was allowed to visit the town to sample the local cooking and refreshments.

Tuesday morning started with the skipper preparing the crew for the journey round the Fastnet lighthouse – repeating drilling was undertaken until the skipper was happy that he had a team that was ready for this voyage. As we approached the lighthouse, we came in sight of the Russian sailors, we had met in Kinsale. After rounding the Fastnet, we made our way to the South Harbour in Cape Clear island. After anchoring, dinner was cooked and eaten and the crew made their way ashore using the dinghy.

A pleasant and animated walk was taken to the North Harbour and the construction works being undertaken, were viewed with much interest. Refreshments were taken in the local public house, which featured a mini céilí. Our Russian sailing friends were also in the pub and the skipper, among many other things, told them of the practice that was common in the 1950s, of schoolchildren being encouraged to pray for the conversion of Russia (it worked – however, the conversion that took place was not to Catholicism but to capitalism) Tired but happy, the crew made its way through the dark, back to the boat and slept soundly until the morning.

The relentless and iron discipline of the skipper ensured that midweek tiredness did not in any way impede the progress of the Jammy Bee. After leaving the South Harbour, a course was planned for an anchorage in Crookhaven, and despite the restiveness, the skipper prevailed and drilling took place for that most demanding of sailing manoeuvres, the man overboard. However, the moments of intense concentration were punctuated by hilarity, when the skipper suddenly seem to turn into a yellow Incredible Hulk, after he accidentally caught the manual activation tab, causing his lifejacket to inflate. Tired and hungry, the boat picked up a mooring in Crookhaven and when dinner was cooked and eaten, the dinghy went ashore for a cultural visit.

An early start on Thursday morning was demanded by the skipper and the boat set out early, to ensure that the journey back to base would go according to plan. The skipper, in an unusual show of indulgence, allowed a midway stop for lunch and swimming in Barlogue Creek. We purchased some fresh mackerel from a distinctive looking fisherman who came alongside in his red boat, Barbara Ann. After lunch, in wonderful sunshine, a very pleasant sail was had to the charming anchorage at Castletownsend. A cultural delegation visited the village and made contact with the natives.

Friday saw the wind abandon us and we needed to motor much the way until the last portion of the journey, which saw us arriving back in Kinsale in the late afternoon. The following day, drilling of the crew continued to ensure that skills were kept sharp and focused in handling the boat under engine. Finally, it was recognised that there is more to life than sailing and when the boat was checked and tidied up, the crew departed in the late afternoon.

(Rumours abounded during the trip that the skipper – Seamus – sailed with the original founding fathers of the Les Glénans tribe. Some said he sailed with the Vikings)



Paddy O'Kelly

Working Weekends Roundup

The boat launching weekend took place on the May holiday weekend. However, preparations commenced on 28th April with the arrival of Ruth Ennis and Victor Fusco who managed and co-ordinated the whole operation. Many thanks to all who contributed to a very successful launching. Those attending were:

Sinéad Boyle, Catriona Bolger, Noel Bright, Frank Corcoran, Vicki Cronin, Cyril Dennehy, Evelyn Doody, Ruth Ennis, Victor Fusco, Veronica Mang, Kevin Murray, Dolores Murray, David O'Brien, Adrian O'Connor, Irene Reidy, Tom Reidy, Michael Walsh and Trevor Whelan.

The base Evacuation Weekend took place on 28 June and was co-ordinated by Therese Long, Kevin Murray, and Trevor Whelan. The contents of the base were removed and re-located to various locations around Baltimore provided by Brian Marten, Mary Jordan, Liam Hegarty, Dermot Kennedy and Bernie O'Driscoll. Many thanks to all who took part and to those who provided transport and helped out including Liam, Mary and Sinead Hegarty, Brian Marten, Mary Jordan, Dermot, Diana and Donnacha Kennedy and Bernie O'Driscoll.

The boat hauling out weekend took place on the October holiday weekend and was organised and co-ordinated by Dolores Murray and Mick O'Meara. All the boats were sailed up the Ilan river to Liam Hegarty's yard at Oldcourt. They were then hauled out and left on the hard standing that Liam had prepared.

Many thanks to all who took part:

Noel Bright, Frank Corcoran, Evelyn Doody, Seamus Fitzgerald, Didier Gambert, Mary Healy, Mary Hurley, Tricia Heckmann, Marie Keohane, Therese Long, Eimear Ní Mhéalóid, Paul Mitchell Lees, Dolores Murray, Kevin Murray, Gerry Murray, Paddy O'Kelly, Cathy Ollier-Martin, Mick O'Meara, Irene Reidy, Veronica Scannell and Trevor Whelan

Mick O'Meara



Volunteers take a well deserved tea-break



Tom Reidy getting ready to moor up on Carthy's Island

Working Weekends Roundup

Hauling Out!

Who would believe it 21 volunteers arrived for the Glenia working weekend, the October bank holiday weekend at that!

Glenia, like the Phoenix rising from the ashes, had successfully finished its first season of sailing courses and now it was time to take stock and sail the boats to their Winter resting place.

We all arrived from different parts of the country bringing the usual diversity and enthusiasm that one associates with this sailing fraternity.

Our home for the weekend was the Diving Centre in Baltimore, a very pleasant hostel brought to life by our vibrant group.

Once settled in our respective rooms, a bite to eat and a trip to Bushes were the order of the day.

Time to meet old acquaintances and a chance to familiarise ourselves with people we had not yet met.

Saturday the group was split into different teams, some organising the rooms where our gear was stored, some out on the boats doing an inventory check. As always, everything got done, as planned.

Back in the Diving Centre, Veronica organised her minions in the kitchen and served up a feast fit for kings. Not only that but she also gave free lessons in the art of cutting onions and garlic!

Sunday brought with it a strong gusty breeze. After breakfast and a detailed briefing on the best way to navigate up the River Llen to Oldcourt, sandwiches were made to feed and sustain us on our journey. A reef or two were called for in breezy Baltimore Bay before we set out. We all headed for the challenging, narrow River Llen.

A couple of boats did run aground but the stalwarts Dolores Murray and Mick O'Meara were quickly to the rescue for all bank bail outs and other handy tips.

In Oldcourt we were met by Liam Hegarty who hauled our boats out of the water with his team John and Mick. The boats will be stored in Oldcourt for the Winter.

Once the boats were out of the water and on the trailer the next step was to get them up on their respective platforms. Trevor drove this part of the project with firm instructions and a precision that had to be commended.

So all done we went back to the base for some fab food, good company and a swapping of stories from our days sailing adventures.



Trevor Whelan overseeing activities in Oldcourt



Paddy O'Kelly, Mick O'Meara, Eimear Ní Mhéalóid, Tricia Heckmann, Didier Gambert, Marie Keohane, Kevin Murray, Trevor Whelan, Paul Mitchell Lees, Evelyn Doody and Frank Corcoran strike a pose following their trojan work over the October Bank Holiday weekend.

All I can say is what a working weekend, I don't think I have had so much fun in a long time. Roll on next year when we get to bring BMC/Glenia back to life again!

Thanks to all the volunteers but a bigger thank you to those people who give up their time and energy on an on-going basis to ensure that Glenia stays viable.

Cathy Ollier-Martin

Baltimore Maritime Centre Notices

BALTIMORE MARITIME CENTRE/GLENUA AGM

The Annual General Meeting will take place on Saturday 17th January 2015 in Poolbeg Yacht & Boat Club, Ringsend, Dublin 3 at 13.00 hours. All members, past members and friends are invited to attend. This is your opportunity to meet with the committee and other members, to be acquainted with the activities of the club in 2014 and to have your say in the future plans of the club.

2015 GLENUA SAILING PROGRAMME

The 2015 Glenua Sailing Programme is now available. Please view page 18 of the newsletter for dates and details.



31st December- 3rd January- New Year's Party & Working "Weekend"

New Year in Baltimore. Join us for 4 days to ring in the New Year and, of course, to help prepare our boats for the 2015 season. We have booked accommodation in Mariners Cove for 4 days from 31st December to 3rd January incl. Cost per person €100 for 4 nights. This includes accommodation and all meals except New Years Eve dinner.(refer below) Limited number of spaces. To book please phone Dolores Murray on 0868589708 or send an email to info@glenua.com



31st December – New Year's Eve Dinner

Join us for dinner in Casey's of Baltimore on New Year's Eve. Table booked for 20.00. Limited spaces. €45 per person. Phone Dolores Murray on 0868589708 to book or email info@glenua.com

And finally we have been asked for some **advice...**

Please contact Shane at sbkenn@gmail.com if you can help:

"I am interested in the possibility of constructing a very big, hollow timber mast.

Can you suggest anyone who could advise me:

- 1) If it is even practical, and
- 2) How to go about it.

I have been in touch with the Scottish Forestry Commission, and they do have standing trees which may be suitable.

Note: I do like a challenge, and rarely fail once I get started. This project would certainly be my most challenging to date.

My background ... youngest son of (George O') Brien Kennedy(IDRA14 and many others), and live on an old minesweeper in Balbriggan Harbour.

Regards
Shane Kennedy"



One always felt the better for meeting Eileen Bushe

Eileen Bushe, who passed away on November 26, 2014, after a short illness, had a warm and welcoming association with generations of Glenans members who came to Baltimore in search of adventure, nautical or otherwise.

Eileen and her husband, Richard, established Bushe's Bar in 1970, one year after Glénans opened its first sail-training base in Ireland in the old train station nearby with Dermot Kennedy as Chef de Base.

Long before motorways and the Jack Lynch tunnel, for those of us who were Dublin based, the journey to Baltimore was an arduous trek on Friday nights for winter working weekends. The relief of stepping into the warm glow of Bushe's Bar before closing time and the smile of recognition from the Bushe family made it all worth while.

Bean an Tí Eileen, with her gracious manner and warm smile, made it "a home from home" amidst the rich display of maritime artefacts reflecting her and Richard's love of the sea and service in aid of the RNLI. There was always a freshness and genuineness about her greeting no matter how long the intervening absence was.

One always felt the better for meeting Eileen, such were her humanity and good nature. A sad loss she is to her beloved husband, Richard, her family and the Baltimore community which she served so well and so long. However, her rich legacy of hospitality and service lives on in the next generation and not least in Bushe's Bar now in the capable and welcoming hands of Tom, Aidan and Marion Bushe.

Go gcúití Dia a saothar.

Séamus Mac Gearailt



Bushes Bar, the real centre of Baltimore; courtesy of Aedan Coffey [www.toorane.com]

Racing Solo Across the Atlantic in 2015

I am delighted to announce that I intend to participate in the 2015 Classe Mini Offshore Racing Championship, culminating in the renowned Mini Transat Race starting on the 19th of September next. This is a solo transatlantic race, starting just south of Brest in western Brittany and concluding in Guadeloupe, in the French Caribbean.

The boats are the smallest ocean racing class in the world, measuring in at 6.5 metres, while carrying almost 100 square metres of sail. The spirit of the class is to make solo offshore racing accessible to every-day people. In modern times it has become a stepping stone into the world of professional offshore racing. I have managed to get my hands on a Pogo 2, one of the most popular brands of Mini 650s, which I hope will give me an even playing field in the class.

The 4000 mile Mini Transat race, which has been running since 1977, is considered by many as one of the most extreme in sailing, due to the combination of the size of the boats involved and the distance covered by them.

The race starts from Brittany on the western coast of France and is divided into two legs. The first leg involves crossing the infamous Bay of Biscay, known for its mountainous waves which are thrown up as the continental shelf meets the oceanic abyss and depths shoot from 4000 metres to 100 over a distance of a couple of miles.

Once the NW point of Spain is rounded, it's a drag race down the Iberian coast across the mouth of Gibraltar, dodging cargo ships, to the pit stop in Lanzarote, in the Canary Islands.

Following a short stay to await the end of the hurricane season, the race sets off into the vast Atlantic ocean for three weeks (all going well!) at sea, trying to negotiate the best route across on the back of the one way rollercoaster that is the westerly trade winds with no chance of turning back. The finish is the tropical Island of Guadeloupe, in the French Caribbean.

In order to qualify, there are certain challenges that need to be met:

- Complete 1000 race miles in the season
- Complete a 1000 mile solo non-stop qualifying passage from La Rochelle to the Coningbeg buoy and back.
- Complete at least one solo race

Should I manage to qualify, I will be Ireland's third ever entry, and Meath's first!

An intense winter training programme will begin in January at the "Centre d'Entraînement Mini de Concarneau". There I will train alongside 10 of my counterparts in preparation for the season which kicks off at the beginning of April with the "Lorient BSM" race. Before the Transat, there are 6 races in the season, all of which are run along the Breton coast. I aim to do them all but a lot will depend on the budget I will be able to put into the project. So that means throwing on my nice shirt and tie and knocking on board room doors either side of the Celtic sea in the hope of gaining support. The sailing will be the easy part!



For more information about myself, the race and this project visit www.tdsailing.com or check out the facebook page: facebook.com/tdsailing

Tom Dolan

West Cork Maritime Heritage Company - Update

The West Cork Maritime Heritage Company (WCMHCo) is still in a 'near-virtual' existence! As you may know, we started many years ago as the Baltimore Maritime Heritage Group with the original intent of reviving the Baltimore Fisheries School. We have changed our name from 'Baltimore' to 'West Cork' to avoid confusion with your new name Baltimore Maritime Centre, BMC.

Our focus on a location for the maritime heritage centre shifted from the old Fisheries School building to the Railway Station, following the invitation from Glenua/BMC to consider a shared use of the Station's facilities. Now that the historic Station building is on the open market there is another imperative to secure the Station for our collective activities.



Our core project is centered around schools of boat-building, maritime archaeology and heritage. The archaeology program will continue in the new year with a series of lectures organised by Jualianna O'Donoghue, who you may know discovered the 16th century "Coconut" wreck off Schull. A 7-day course on the use of scanning technology in maritime archaeology was run last May by Pat Tanner, which attracted 41 participants from 14 countries. It was a great success and there is a waiting list for further courses, a very positive indication for future plans.

We are fortunate to have three of Ireland's foremost marine archaeologists within our organisation, and others who support the aim of establishing the first dedicated school of marine archaeology that would be geared towards school children, visitors and academics. Third level course will be run throughout the year, and accredited by a university.

Courses in the Boat Building school will also be accredited, and there will be general interest elements available for the 'culturally curious' visitors and school children. It is envisaged that the boats built in the school would become part of the fleet for sail training, as has been discussed with members of Glenua.

On the heritage side, we are very fortunate with the generosity of members and supporters who have already offered historic artefact, vessels, boat and rigging plans, and an extensive library of books, registrars and documents on fishing vessels. It is our intentions to host a data-base on all relevant issues, including the digitalised Traditional Boats Of Ireland Book. This will have a strong interactive dimension that can be viewed for different age groups, abilities and interests.

In terms of acquiring the Station, communication with Fáilte Ireland is ongoing, with two rounds of briefing letters already sent to the CEO and all the members of the FI Authority. We were delighted to see Glenua boats on the water this year, well done all who have kept the show on the road! We look forward to fruitful outcomes from the negotiations with FI, and both our plans for the new season of 2015.



"It is not the ship so much as the skilful sailing that assures the prosperous voyage."

George William Curtis

Mary Jordan



RNLI Baltimore

The Baltimore Lifeboat station is located at Bull point and is home to Alice and Charles an Atlantic 75 B class inshore lifeboat and a Tamar class all weather lifeboat Alan Massey.

The Lifeboat is part of the RNLI. The Royal National Lifeboat Institute is a charity that saves lives at sea. There are 233 Lifeboat stations in the UK and Ireland, 55 of which are based on the island of Ireland.



The RNLI provides a volunteer on call 24 hour lifeboat service to cover search and rescue up to 100 nautical miles off the coast of Ireland. The crews are made up of volunteers from all walks of life that give up their time and comfort to carry out rescues and train for them, in difficult and often dangerous conditions.

The station was established by the Institution in 1919. A masonry lifeboat house and slipway was erected at Bull Point at a cost of £2,765. It was the first reinforced concrete building constructed in Europe.

In 1917, the Silver Medal was awarded to The Venerable Archdeacon J R H Becher, Honorary Secretary at Baltimore and Lieut. A L Sanderson RNR for a service on 29 December 1916 when the SS Alondra of Liverpool carrying a crew of forty, ran ashore on the Kedge Rocks in dense fog and bad weather. Sixteen men took to a ship's boat and were drowned and one man died on board. The remaining 23 were rescued by means of lines.

Silver Medals were awarded to John Daly, Tim Daly, Michael Cadogan and Tim Cadogan for putting off in a small boat and rescuing two of the crew of the SS Nestorian, which ran ashore at Cape Clear Island in a dense fog and a very heavy westerly swell on 2 January 1917. The life saving apparatus was carried two miles over a mountain to the wreck.



"We are tied to the ocean. And when we go back to the sea, whether it is to sail or to watch - we are going back from where we came."

John F. Kennedy

In 1918, the Silver Medal was awarded to John Hart and the Bronze Medal to Timothy Murphy and Jeremiah McCarthy for their gallant conduct when they saved five people from the fishing boat Thomas Joseph of Dublin, which was wrecked in a strong north west wind, with a very heavy sea, on Sherkin Island on 10 November 1918. The boat was on a trial trip with 11 people on board when she struck some rocks and six were drowned. The rescuers put off in a yawl and rescued, at great personal risk, three men who were clinging to the mast and a man and a girl from the rocks.

In 1979, a special framed certificate was awarded to the coxswain and crew for display at the station in recognition of their services in connection with numerous yachts in difficulties during the Fastnet Race on 13/14 August.

In 1988, adaptation work was carried out in order to accommodate the station's Tyne class lifeboat.

In 1992, a Bronze Medal awarded to Coxswain Kieran Cotter in recognition of his determina-

RNLI Baltimore

tion, skill and fine seamanship, and Framed Letters of Appreciation signed by the Chairman of the Institution to Assistant Mechanic Vincent O'Driscoll and crew members Ronald Carthy, Michael O'Regan, Aidan Bushe and Ciaran Sweeney for their support, when the lifeboat The Good Shepherd, on temporary duty at Baltimore, rescued 15 people and saved the Spanish fishing vessel Japonica which had suffered engine failure 20 miles west of the Fastnet Rock in storm force winds on the night of 30/31 October 1991. As the casualty was driven closer to the rock-bound shore, it was decided to attempt a tow. This was finally achieved after 70 minutes, and the vessel towed with some difficulty to the safety of Bantry Bay. On the return passage the lifeboat put into Castletownbere to land an injured crew member and to change a blocked fuel filter. Whilst waiting for a replacement the lifeboat received information that the yacht Atlantis Adventure was in difficulties south of the Fastnet Rock. The lifeboat was at sea for a period of 26 hours. The Maud Smith Award for the bravest act of life saving in 1991 was made to Coxswain Kieran Cotter for this service.

Medal Record: Seven Silver and three Bronze Medals have been awarded. The last being voted in 1992.

Funding

- It costs €232,000 annually to run an all-weather lifeboat station.
- Individual crew member annual training costs €1,672
- Kit costs: All-weather crew member full kit €1,602; Helmet €236; Pager €179.

Statistics

- In 2013 Baltimore RNLI launched 37 times, 27 times from the all-weather lifeboat and 10 from the inshore lifeboat.
- 13 services were carried out in the dark. Some 29 people were brought to safety in 2013, 21 on the all-weather lifeboat and eight on the inshore lifeboat.



Beautiful Baltimore, taken by Best Photos of Baltimore Ireland

Ringsend Rendezvous Report

The Winter/Spring Lecture Series resumed in Poolbeg Yacht and Boat Club, Ringsend, Dublin on Thursday 2 October 2014. It is intended, as far as possible, to hold the monthly lectures on the FIRST THURSDAY of the month with the final lecture in April. Apart from the stimulating and sociable ambience at the lectures, it is an opportunity to contribute to the Baltimore Lifeboat Fund.

The new season opened with a packed house for a superb lecture from Cormac Lowth on "The Sailing Trawlers of Ringsend". From 1819 to the immediate aftermath of the First World War, a large fleet of sailing beam-trawlers, known as smacks, existed in Ringsend and Dublin Bay. Many of these fishing vessels and their crews originated in Brixham Devon but then settled permanently in Ringsend. Numerous descendants of these Brixham fishermen are still living in Ringsend and Dun Laoghaire today and attended the lecture. They took a special interest in the lists of names of boats and their crews which Cormac had compiled.



Ringsend Trawlers by Alexander Williams

Cormac's vivid and passionate recreation of this fishing community's way of life, which made Ringsend, besides fishing, a centre of boatbuilding and the making of nets, ropes and sails up to the 1920s, drew on a remarkable treasure-throve of oral history, original documents and unpublished photographs and illustrations based on personal research.

Centre stage on the first Thursday of November in Poolbeg was Paul Kiernan, Welfare Officer with the Irish Whale & Dolphin Group (IWDG). His presentation was entitled "Whales and Dolphins of Ireland" and was stunning both in content and style of delivery.

Since its foundation in 1990, the IWDG has increased awareness of cetaceans (whales, dolphins and porpoises) in Irish waters and volunteers like Paul Kiernan are central to recording and monitoring sightings and strandings.

While the frequent experience of the exuberant antics of dolphins are welcome part of sailing, there are very few encounters during the sailing season with whales such as the humpback, minke, and fin whales shown to us by Paul, and which are increasingly and tantalisingly pictured in our sailing waters off Baltimore. Moreover, of a sample of 166 cetacean sightings investigated, 78% were recorded off the South and south west coasts.

In showing how Irish waters provide rich feeding grounds for at least 24 species of visiting and

resident cetaceans, he reminded us that 90% of our territory is under water! Alas the increasing reports of live strandings raises a lot of challenging questions as to why it happens and what is the most ethical and humane response. An article entitled "A Year On from the Baltimore Fin Whale Stranding" in the IWDG webpage by Paul Kiernan discusses in more detail the welfare implications regarding cetaceans in Irish waters. Part of that concern is habitat protection, the growth of eco-tourism and the phenomenon of solitary dolphins.

Ringsend Rendezvous Dates

Thursday 8 January 2015-"Extreme Waves" by Professor Frédéric Dias UCD

Thursday 5 February 2015-"Asgard-Her History from Launch to Gunrunning to Conservation" by Pat Murphy



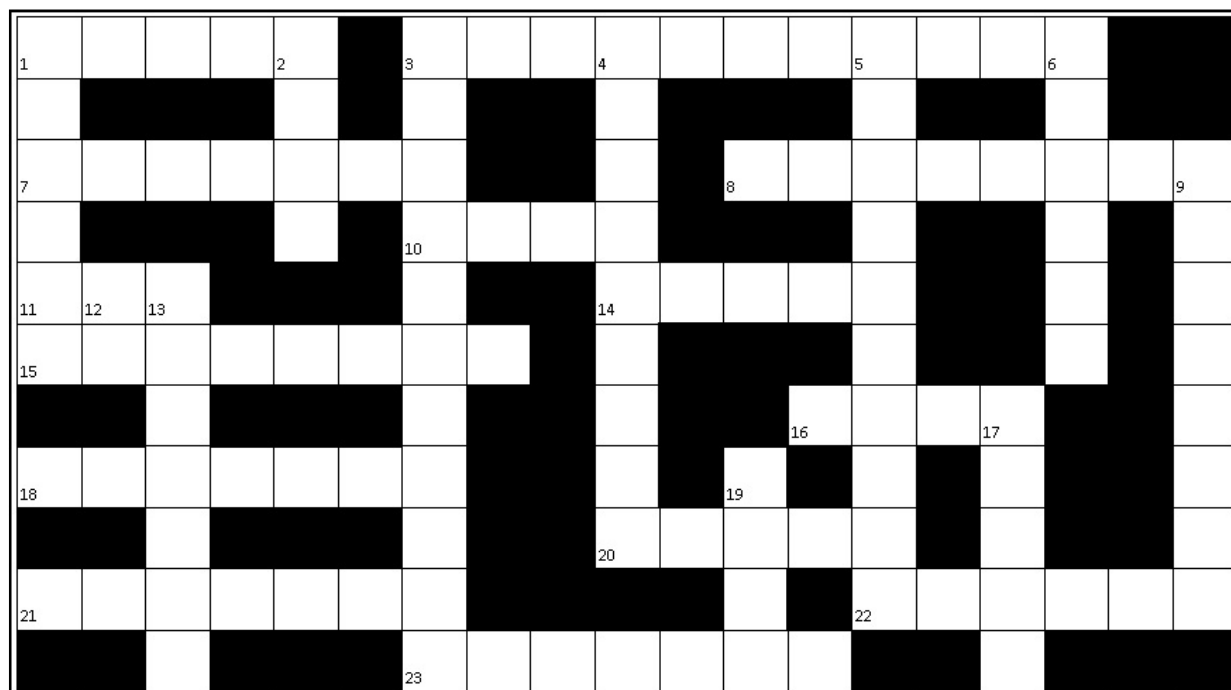
"May your anchor be tight, your cork be loose, your rum be spiced and your compass be true."

Danny Taddei

Séamus Mac Gearailt

Glenua Christmas Crossword

Merry Christmas! For your chance to win €50 voucher off your next week-long sailing course with Glenua, complete the crossword and return your answers to info@glenua.com by 31 January 2014. Best of luck!!



Across

- 1 Old Celtic alphabet (5)
- 3 Bears 90 Degrees M from Loo Rock (7,4)
- 7 Inlet S of Skerkin Point (7)
- 8 2 cables north of the Catalogue Islands (4,4)
- 10 Steep rugged rock or cliff (4)
- 11 Name (3)
- 14 Form of defence (5)
- 15 What's that I hear? (3,5)
- 16 Starts at Quarantine Island (4)
- 18 Italian astronomer and mathematician (7)
- 20 Desire (5)
- 21 Use your imagination and you'll agree that it's shaped like Ireland! (7)
- 22 Usually found under the sea(6)
- 23 20th century pirates? (7)

Down

- 1 Similar to a sextant but with 45 degree calibration(6)
- 2 Run Na ? (4)
- 3 Lot's Wife stands on it (6,5)
- 4 Nursery Rhyme Island? I never could spell! (9)
- 5 Home to Island Cottage Restaurant (4,6)
- 6 Sideways movement (6)
- 9 Stands and ? (8)
- 12 Express surprise or shock (2)
- 13 Danger close south of Turk Head (7)
- 17 Digger of canals (5)
- 19 Home, sweet home (4)



2015 Glenia Sailing Programme

Course Type	Days	Date	Members	Non Members
Cruising Course	7	18-Jul	€600	€650
Cruising Course	7	25-Jul	€600	€650
Cruising Course	7	01-Aug	€600	€650
Cruising Course	7	08-Aug	€600	€650

Residential Courses	Days	Date	Members	Non Members
Heir Island Adventure	7	07-Jun	€580	€630
Heir Island Adventure	5	07-Jun	€400	€450
Heir Island Weekend	2	12-Jun	€180	€230
Heir Island Adventure	7	14-Jun	€580	€630
Heir Island Adventure	5	14-Jun	€400	€450
Heir Island Weekend	2	19-Jun	€180	€230
Heir Island Adventure	7	28-Jun	€580	€630
Heir Island Adventure	5	28-Jun	€400	€450
Heir Island Weekend	2	03-Jul	€180	€230
Heir Island Weekend	2	10-Jul	€180	€230
Heir Island Adventure	7	26-Jul	€580	€630
Heir Island Adventure	5	26-Jul	€400	€450
Heir Island Weekend	3	31-Jul	€270	€320
Heir Island Adventure	7	02-Aug	€580	€630
Heir Island Adventure	5	02-Aug	€400	€450
Heir Island Weekend	2	07-Aug	€180	€230
Heir Island Adventure	7	30-Aug	€580	€630

Heir Island Adventure	5	30-Aug	€400	€450
Heir Island Weekend	2	04-Sep	€180	€230
Heir Island Adventure	7	06-Sep	€580	€630
Heir Island Adventure	5	06-Sep	€400	€450
Heir Island Weekend	2	11-Sep	€180	€230

Day Sailing	Days	Date	Members	Non Members
Heir Island Mon-Fri	1	By Request	80	N/A
Heir Island Sat-Sun	1	By Request	90	N/A





The Beacon courtesy of Aedan Coffey [www.toorane.com]

THE BEACON

Newsletter of Baltimore Maritime Centre

Editor: Therese Long

ctlong55@hotmail.com

Written contributions and photographs are invited.

