Transcript of notes on KYC history from conversations with John Jacob

Kinsale Yacht Club has existed for many years and originally began as the Kinsale Harbour Sailing Club. Before 1914 members moored their boats under James Fort but they had no club house in which to gather for meeting and socialising.

One of the last boats to be built in Kinsale was a Colleen named Pinkeen which was built by John Thullier in 1950 on the quay beside the Trident Hotel where George Kingston now has his house.

At that time, the club consisted mainly of small sailing dinghies. By 1957 more keel boats were being sailed and John Jacob was interested in becoming a member. On approaching Dick Hegarty he was told "Give me a quid and you're in" and so the club acquired one of its most valuable members.

The keel boats being sailed around that time were two Coleens, one Dragon named Bedouin, a Jolly Boat (E. Dorman), National 18s, a Dublin Bay Mermaid (C. Good) and a Heron (J. Jacob). Their race course was predictable and expected – around the Bulman Buoy and back!

The Management Committee had a box of black and white beans used for voting. They would be placed in a bag and each officer would make his vote. Two black beans were enough to prevent a prospective member being welcomed.

In 1959 the Kinsale Harbour Sailing Club was renamed Kinsale Yacht Club and John Jacob and Dick Hegarty updated the old 1914 club rules – the old burgee was a white anchor on a cherry red background. After several weeks of working on the content and wording of the rules, they were submitted to the RYA – the IYA not yet being in existence. A new burgee was applied for to replace the old one, and this was to be a portcullis on dark blue (navy).

In order for a skipper to be able to fly a defaced Club ensign, a warrant had to be applied for to the Minister of Transport, Minister of Defence and Chief Herald's Office in Dublin. When the warrant arrived, what it stated was unusual in that the background was to be Azure blue not dark blue as nearly all other defaced ensigns in both Britain and Ireland. Only two other yacht clubs in Ireland are allowed to have an azure background. The original warrant has been found and will be displayed in the new clubhouse.

During the late fifties and early sixties, the Harbour Bar in Scilly was the popular gathering place and six Albacore dinghies had been added to the fleet at a cost of about £200 each. Enterprises were also on the horizon and a man in Castletownbere was commissioned to build six at a cost of £160 each. These two fleets had an annual Scilly Needles Race. All the helms men and woman had to be very sharp to use the Rules to the fullest to gain an inch on the opposition. This trophy is now used in the Cruiser Class. Dragons were also being

raced, a fleet of 17 including some from Crosshaven. Competition was intense to the extent of one being sunk near the Bulman Buoy in a Port and Starboard situation.

It was becoming obvious that a clubhouse was needed for the growing membership and when two mud walled cottages came up in Scilly for £500, a leap forward was taken. Fundraising to the tune of £1500 was sufficient for Bord Failte to provide a grant of £3000. Carol Campbell designed and converted in conjunction with Bord Failte. In 1962, the clubhouse contained a bar, and changing rooms were opened but during the following years it proved to be inconvenient to land the boats on the slip and have the changing rooms and bar on the other side of the harbour.

The Enterprises were still going strong, travelling to other clubs for racing and when Maurice O'Keeffe was Commodore he introduced Mirrors to the club and Mrs Richardson put up the Skillet Trophy for the Annual Championship Weekend.

Opportunity knocked again when a house on Pier Road came up for sale for £500 and after much deliberation the present premises was bought in 1968. Carol Campbell's talents were once more in demand and he reconstructed the extension. In recognition of his individual attention to both clubhouses, he was made an Honorary Life Member.