

MAINSHEET

THE NEWSLETTER OF THE NATIONAL YACHT CLUB

Issue No. 10

December, 1995



IN THIS ISSUE

3
Winter Sailing Activities

4
*Boathouse News
Snooker Scene*

5
Junior Sailing

6
*National Yacht Club
Regatta 1945*

7
Navigator No. 6

8
*Social Calendar &
Highlights*



Seasonal Greetings

FROM THE COMMODORE

Another year has gone and the festive season is upon us again. The social activities with our members engaged in bridge, snooker, hill walking, navigation classes, the bar quiz, wine appreciation evenings, ladies luncheons and the other jollifications associated with this time of year.

If you have not yet used your catering vouchers you have little time left for a gourmet experience in our dining room before the end of the year. Mr. Conneely will be glad to take your booking.

Co-option to the Committee

Having completed his work on the development plan Shay O'Donoghue has laid down his burden and resigned from the General Committee, Shay has

made a tremendous contribution to the Club during his term not only in the current year but also in developing our junior section to a competitive standard to which this year's results are outstanding testimony. Thank you Shay.

The vacancy on the Committee has been filled by the co-option of Jack Murray. Subject to the will of the members at the AGM it is intended that Jack will take over responsibility for the

Junior Section from Simon Coate who presided over our more recent successes. Jack and Simon are looking for volunteers to form a Junior Affairs. Sub-Committee for 1996.

We need parents to get involved in this forward looking activity which is vital to the future sailing success of the Club.

.....Continued on Page 5.....

Cruise of the Sunfish

We left Sunfish very snugly moored on the pontoon at Morlaix for the winter. The water entering the marina is fresh from a small underground stream, so weed is not a problem, and what little coating of slime adheres to the hull vanishes almost immediately upon contact with salt water.

In the early Spring of 1995 I started my round up of crew for a week's cruising of the north Brittany coast, with the understanding that if the weather and wind were

favourable we would make for Dun Laoghaire. I was delighted that Anne McQuaid signed on - she is the only person I know who can willingly go below when the boat

is on its ear and produce cups of coffee, tea and soup and still smile. The second crew member was Jack Owens who, as readers of my first volume of memoirs will recall, acted so splendidly during the engine fire on Sunfish whilst crossing the Bristol Channel.

.....Continued on Page 2.....

Continued from Page 1.

CRUISE OF THE SUNFISH

We crossed from Cork to Roscoff on 20th May. Arriving in France at 7.00am on the Sunday morning we drove the 12 miles to Morlaix and found that Sunfish was dry and sweet smelling after her comfortable winter. After breakfast in a local hotel we set to work; scrubbing down the decks; checking the rigging; washing the hull and most important, getting the Volvo engine started.

A Forest of Rocks

The sun was shining as we left the marina an hour before high tide on Monday morning and started the tortuous journey down to the sea. The scenery is not unlike that on the river up to Drake's Pool in Cork harbour, but with many more leading marks and buoys to be navigated. It took a good hour to finally reach clear water and we made our way eastward past Primel and headed for Trebeurden, where the new marina only opened last year. It was a magnificent day with enough wind to give us 6 knots through the water, which when added to the tide swept us over the ground at almost 9 knots. The last mile into the harbour requires careful navigation. When later that evening we saw the jagged forest of rocks over and through which we had sailed during high water, we were glad that we had so assiduously followed our sailing directions. Having tied up at the marina we went ashore for the forecast and to explore the town. This is not the prettiest of places but we soon nosed out a good restaurant and booked for that evening.

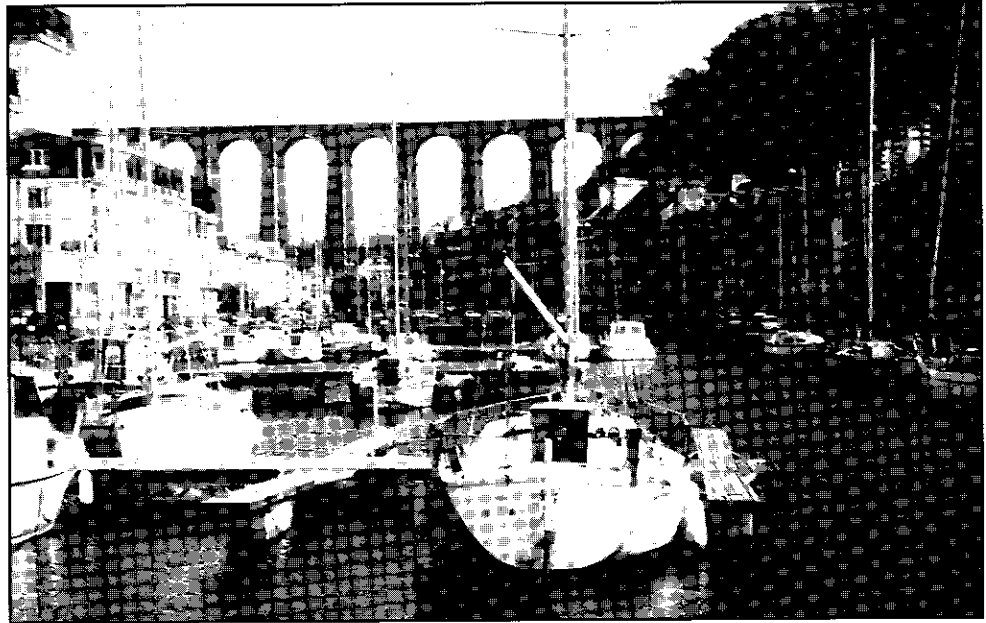
Next morning, Tuesday, dawned misty and cold. Though we were not looking forward to setting sail in such conditions, the tides dictated that we left early or would be trapped behind the marina sill for 8 hours. Cautiously we buoy hopped our way out into the channel and headed north to clear the rocks which extend up to 3 miles offshore

bay and we literally tore round the point and into the relatively sheltered waters of the bay before furling the jib and slowing down a knot.

Red Light Green

Again we were threading through buoys which appeared to be scattered in a random fashion in the bay,

company with at least twenty other craft and ghosted our way back up the bay. Because of the sunshine we didn't want to start the engine, so drifted slowly westward till mid-afternoon. Threatening rain clouds loomed over the horizon and we lost the sun at three o'clock. The wind got up, from the west, and we reluc-



at Tregastel point. It was a relief to pick up the Bar-ar-gall Cardinal buoy which we rounded and turned eastward towards Perros-Guirec. Within minutes of setting our new course the wind freshened. This cleared the mist and with improved visibility we hoisted sail and tramped along at five and a half knots. The wind backed a little and was almost dead astern by 11 o'clock and rising in strength.

The coast with its fantastic pink granite rocks sped by on our starboard side while Les Sept Isles loomed nearer and nearer to port. By this time we were over canvassed and it was only when we turned into the wind to shorten sail that we realised just how much it had increased. We decided not to attempt reefing until we were in the shelter of Perros

and again when the tide ebbed we realised how necessary it is to heed the marks, as rocks and outcrops surfaced from the receding water. We waited about 10 minutes for the lock gates to open, but when they did the three vertical lights still showed red: entry strictly forbidden. The lock-keeper gesticulated for us to enter and when I pointed out the red lights, gave a Gallic shrug and said they were broken - ne marche pas. We tied up in the far corner of a very crowded marina and having decided that the sun was well over the yard arm broke out the spirits and had a few very civilised drinks in beautiful sunshine.

We paid for our complacency. Thursday while starting sunny hadn't a breath of wind. We left the marina in

tantly took down the jib and started the engine.

Because of the tide we had no harbour we could enter except Primel some 20 miles distant. Having computed our course we headed into an increasing wind and sea and settled down for a boring and wet 5 hours. Also because it had no lock or sill there was the huge rise and fall of the tides to allow for when tying up, its only plus point being its accessibility at any stage of the tide

It was 8.30 pm when we picked up the leading marks on the hill behind the harbour and turned onto them for the last 200 meters leading through the entrance.

French Friends

While Jack and I set about making Sunfish secure and

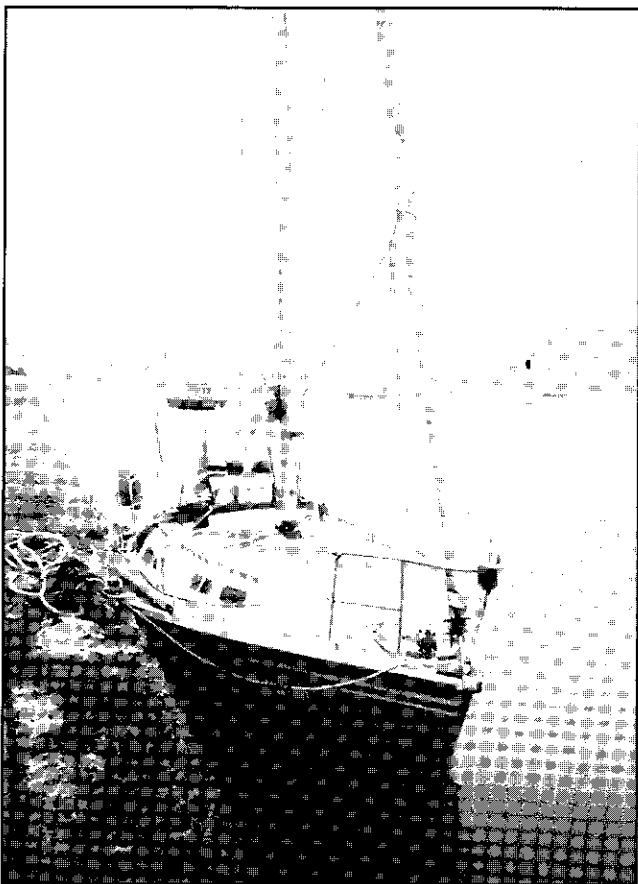
allowing for the expected trawlers, Anne headed off to walk the mile to the nearest restaurant to try booking a table for dinner. After she left, a small French yacht sailed in and picked up a mooring in the centre of the harbour. When the owner rowed ashore we helped him up the slip and to him told him of our worry over the restaurant booking. He insisted that Jack and I get into his car and he drove us in great style to the auberge where we arrived at exactly the same time as an exhausted Anne who had practically run the whole way.

Friday was gloomy with poor visibility and quite a strong westerly wind. We cast off at 10.30 am and by tacking clawed our way slowly in the direction of the entrance to the river leading to Morlaix. As the channel buoys got closer to each other giving a funnel effect so did our tacks get shorter and shorter as we

proceeded to the neck of the bay. Then the only incident of the trip happened, when in freeing off the jib sheet preparatory to tacking my hand somehow went with the rope and jammed my little finger in the block between the pulley wheel and the sheet. I was lucky to be wearing leather gloves which certainly saved the nail from being pulled out of its bed, but didn't stop the internal bruising and bleeding of the top pad of my finger. We motored the rest of the way to the lock at Morlaix.

After locking through and tying up at our berth on the marina we spent a frenzied hour cleaning and tidying Sunfish. It is a pain but worth it, as leaving it spotless means no problems when next we go aboard.

A great week, and a heartfelt thank you to Anne and Jack for their excellent company. Roll on 1996. Ω



Winter Sailing Activities

With the winter sailing season now well and truly under way, National Yacht Club sailors remain active in a number of locations at various Frostbite and Training events.

Our juniors in the Optimist Class will be especially busy all winter. Already Jonathan Coate scored a spectacular victory in the eight race Malahide October Frostbite in a fleet of 40 boats. The other NYC Juniors who have joined Jonathan in the Optimist Winter Training series in Swords Sailing Club are Nicky O'Donoghue, Danielle Romeril and Amy and Conor Byrne.

After Christmas the NYC will host the continuation of the Optimist Class Winter Training programme and we are currently discussing with a reorganised Europe Class Association the possibility of providing winter sailing facilities for them also. So together with the participants in the Dun Laoghaire Frostbite it is encouraging to see that the Club continues to be used by sailors throughout the winter months.

Our Olympic sailors Aisling Bowman (Europe) and Mark Lyttle Laser are continuing their training in warm weather conditions in Portugal and Miami immediately after Christmas. They will be building up towards the early season Olympic events and trying to find form in time for "Savannah" – now only seven months away.

Next Season

A number of National and Regional Championships have

already been confirmed for the summer season. In June we have our Annual Regatta when we could expect a larger entry of "big boats" as it takes place one week before the start of the "Round Ireland Race". We continue into July with the Junior Regatta and the Flying Fifteen National Championships. One month later at the very end of August we host the J24 Nationals and as usual we round off the season with the Flying Fifteen and Mermaid East Coast Championships.

Another possible Regatta not yet finalised is a joint event for the Irish Catamaran Association and the emerging Cork "1720". Class. The interest in the 1720 Class is spreading rapidly throughout Howth and Dublin Bay. Already a number of prominent helmsmen, including a few NYC members, are talking about possible purchases for next season. We would be keen to establish a precedence" for the "1720" at the National Yacht Club. My feeling is that we should take the initiative and assist with its development in any way we can. This, of course, would be done with due reference to other classes already resident here and within the existing confines and resources of the Club. Ω

*Martin Byrne,
Sailing Secretary.*



Boathouse News

George Lothian

We are sorry to announce that George is unable to resume work in the boathouse.

George has given many years of fruitful service to the Club during which time no boat was ever lost from its moorings. His work on the moorings, his records of the mooring layouts, his thoroughness in testing and maintaining all equipment would shame any engineer. His detail in keeping accounts would be the envy of any Accountant. He will be badly

missed in the Boathouse. We wish him every happiness in his retirement.

New Boathouse Management Structure

It is proposed to run the Boathouse in the following manner. The Boathouse Captain will be responsible overall for the Boathouse and will be answerable, firstly, to the Vice Commodore and secondly, to the General Committee. His functions will be to determine Boathouse policy and to monitor the carrying out of that policy.

The Club Manager will be responsible for the day to day running of the Boathouse. His main function is to ensure that the Boathouse runs efficiently.

Tony Catoire will be responsible for the running of the Boathouse with particular emphasis on meeting the Members needs and ensuring that adequate manning and equipment are available to meet these needs.

Jerry Daly will be responsible for the maintenance of the moorings and other technical aspects of the Boathouse.

We feel that with the above structure that the Boathouse will benefit from the skills and talents of all involved and result in the Members receiving a more efficient service.

Suggestions, Comments, Complaints & Compliments

To ensure that all members needs are addressed we welcome any

suggestions, comments, complaints or compliments that Members have about the Boathouse. If any of the above are made early enough to us, we may be able to act on them for the coming season. **Complaints must be made in writing!**

Platform - Winter Dinghy Sailing

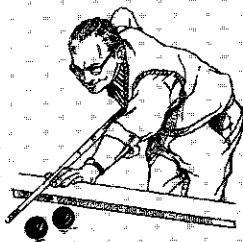
During the Lift Out, a large section of the east platform was kept clear to facilitate the dinghies that wish to sail during the winter. We hope full advantage is taken of this facility.

Post Script

Members are asked to settle all outstanding Boathouse accounts and are reminded that, under the Boathouse Charter, all monies for any Boathouse services must be paid at the time of receiving the service. Ω

*Peter Ryan,
Boathouse Captain*

SNOOKER SCENE



The second round of the McWilliam's singles competition is now complete and the final stages will be played over the next four weeks. The first round brought a few surprises with "Rookie" Richard Cullen beating the ever consistent Paddy Rotschild and Xavier O'Reilly beating the club's No. 1 Shay Hogan. The final is to be played prior to the Preston ball auction dinner Friday the 12th January, 1996.

The inter-club competition got off to a great start with a 6-1 victory over the Royal St. George. Star of the team was undoubtedly Tony Corcoran who made a break of 45 in his doubles match. Partnered by Roger Bannon, who is playing extremely well this season, they both showed how snooker should be played.

In the return match we had the George as guests and it turned out to be a much closer affair with the National winning the final frame on the black ball to win the match 4-3. A great evening was had by all and we look forward to playing the Royal Irish YC and Howth YC in the new year.

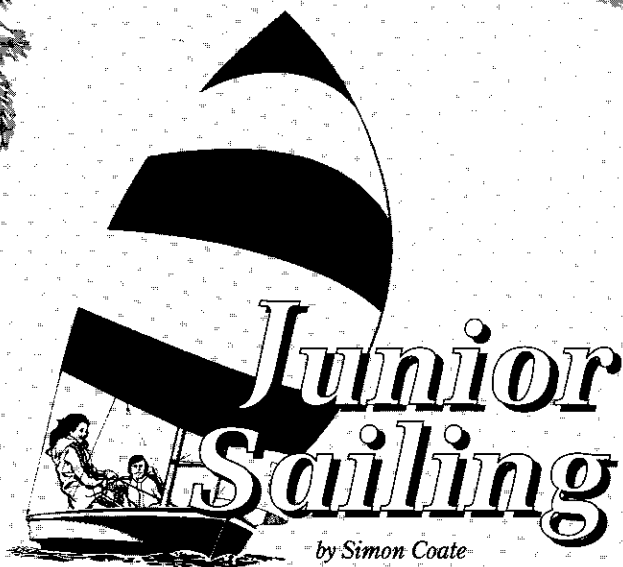
Please note that the inaugural snooker member's luncheon (incorporating the Bar Fly's) is to be held on Wednesday 20th and not the 21st as originally planned. As numbers are limited due to another function on the same day I would urge those interested to get their bookings into Dougie Stuart ASAP.

Dates to Remember

- Monday 13th/20th December Turkey Pool 8 p.m.
- Wednesday, 20th December: Snooker member Christmas luncheon 1.30 p.m.
- Monday 8th January: 1st semi final, McWilliams 8p.m.
- Friday, 12th January: Final McWilliams 6.30 p.m. followed by Preston Ball Auction Dinner 8.30 p.m.

May I take this opportunity of wishing all the snooker players a Happy Christmas and a prosperous New Year. Ω

Freddie Cooney



The final major event in the Junior Section was the Junior inner, Prizegiving and Disco, which took place on Friday 27 October 1995.

This year the Dinner was again well attended and apart from the Juniors and Instructors there were guests from the other waterfront Clubs and from as far afield as Malahide Yacht Club. This event has always been considered a fun night for all and this year was no exception. After Dinner Certificates were presented to 1st stagers, 2nd stagers, 3rd stagers and also to Jonathan Cooney, Alan Crosbie and Emily Kieran who were successful in obtaining their Advanced Certificates.

The Commodore's wife, Mrs Horgan, then presented race prizes and Trophies for the Wednesday inter-club and Friday club racing which was held all during the Summer. This was followed by awards to the best first stagers, Claire Cronin and Conor Byrne; the best second stagers, Emily Egan and James Timoney; the best advanced/third stagers, Michelle Farrell and Aaron O'Grady. This year the Murray Plate for best Dublin Bay Laser 4.7 results was won by Gillian Fallon. The

Gorman Trophy for the "Best Traveller" was shared between Emily Killian and David Crosbie for their outstanding successes in Mirrors and Optimists, respectively. Between them they travelled to Finland, Holland, Scotland, Wales and all parts of Ireland. The Oppy Rally Trophy for "The Most Improved Junior" was won by Daniellé Romeril. Finally the most prodigious prize of the Mildrid Purcell Memorial Trophy which is presented to the "Best All Round Junior" - for sailing and being pleasant to juniors and adults alike, was won by Siobhan Murphy. The main prizegiving was followed by the usual exchange of prizes between the Instructors and their charges; some well received, some not so well received!

Well done to all the prize-winners and to all the Juniors for being such a great group. Remember there are no "losers"; if you did not achieve what you set out to do this year, there is always next year.

A special thanks to Niall Peelo having completed his successful third year instructing at NYC. He is now considered an Honourary South-Sider!

Thank you also to all the other Instructors and the "Shore-Mums" for making the Courses so successful.

Don't think that because the summer is over our Juniors have ceased to be! The Malahide Autumn Optimist Frostbites was won by Jonathan Coate; the Optimist winter training programme has just commenced with eight sailors from NYC taking part. Alan and David Crosbie can be found "blemming" around the Bay in their Laser 2, most weekends. The DMYC frostbites is also well attended by NYC sailors. Put this together with a busy social calendar - bowling and attending Eddy Rockets - and you have a pretty dedicated group of young sailors.

Finally I would like to welcome John Murray as the next Junior Organiser. John has agreed to take on this post under great duress - he has only been out of the job for three years! Good luck John and I wish you all the best. It will be good to hear your dulcet tones once again speaking quietly with the Juniors! Ω

.....Continued from Page 1.....

FROM THE COMMODORE

Membership Drive

Central to the success of our Development Plan is a vigorous membership drive. Previous drives have been only partially successful. The time has come for a more radical approach. Details of this are being sent separately

to members. By making it easier for suitable candidates to apply and by encouraging members to participate we can all make a significant contribution to the future development of our Club. A concerted effort between now and April will achieve our goal.

Returning

George Lothian, Head Boatman, has told us that, on

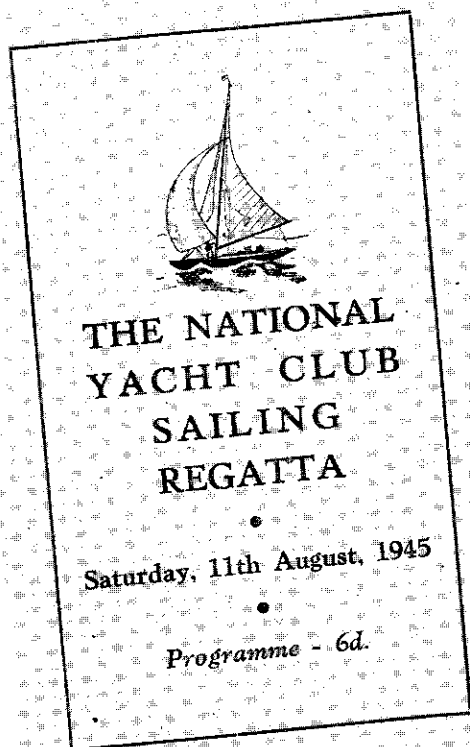
medical advice, he will not be returning to the boathouse. George's expertise will be sadly missed all along the waterfront where his deep knowledge and careful attention to every detail of the job of head boatman is acknowledged by everyone. All of the technical records have been kept in meticulous order and George is co-operating loyally with the Boathouse Captain, Peter Ryan to

ensure a smooth handover. We wish George a long and happy retirement.

Seasonal Greetings

Finally on behalf of the Flag Officers and the General Committee I would like to wish all the members of the National Yacht Club and the Management and Staff a very happy Christmas and a Peaceful New Year. Ω

NYC REGATTA 1945



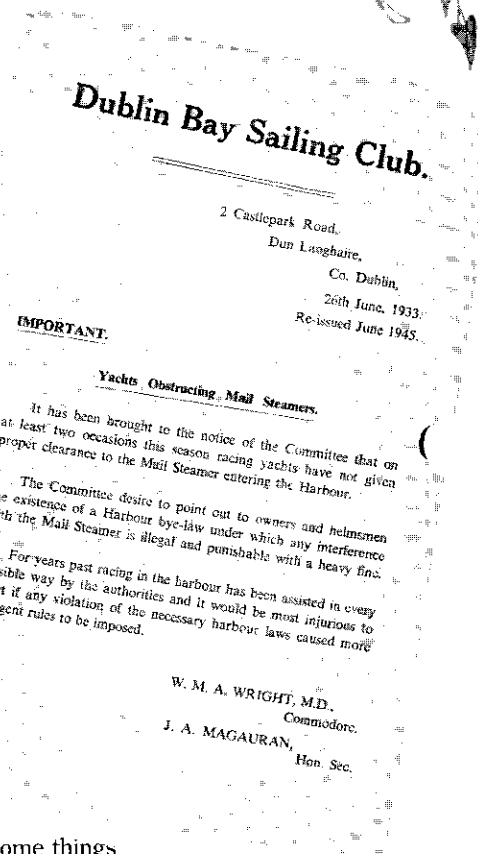
I am indebted to Leonard "Skipper" Shiels for a copy of "The National Yacht Club Sailing Regatta" Programme for August 11, 1945. The Programme contents and inserts, two of which are featured make for fascinating reading. It is worth noting that the programme was priced at sixpence - 6d. Grossed up for 50 years inflation one wonders what the price would have been in 1995. Worth thinking about for next year.

It was also well supported with advertisements from local and not so local business and the best of advertisers included the Wicklow Hotel, McDowels Happy Ring House, Corcorans of Carlow and a host of Dun Laoghaire establishments many now long forgotten.

Quite apart from the "nostalgia and curiosity" elements the whole tenor of this rather simple document provides a fascinating insight into some fundamental changes in attitude towards the Club Regatta.

And even more fascinating evidence that some things never change although attitudes towards them do.

It would appear that fifty years ago the issue of "gate crashers" was alive and well. The problem then was solved by asking members to ensure that guests wore "the badges provided while they were on the Club premises". Can you imagine the reception such a suggestion would get today.



Irish Naval Service Anniversary

Next year 1996 is the 50th Anniversary of the founding of the Irish Naval Service and to mark the occasion Nationwide celebrations are planned from 31st May to 3rd June 1996 as a fitting tribute to both serving and ex Servicemen of the Naval Service.

The main thrust of these celebrations will be "Tall Ships", sail training vessels and other craft all will be berthed alongside the South City Quays in Dublin Port where there will be a street carnival, exhibitions and events of public interest, To create a truly festival atmosphere, there will be attractions such as a floating orchestra, and a number of various vessels ranging for the flag ship of the Fleet L. E. Eithne to privately

owned yachts. Due to the limited number of berths available only one yacht from each yacht club can be accommodated.

To be as fair as possible to all NYC owners of suitable craft (over 30ft), willing to take part, it was decided to have a draw into which the names of 21 boats were entered.

The draw was held at a full committee meeting on Monday 6th November when the Commodore Michael Horgan with eyes shut tightly drew out the following: Winning boat: Modus Vivendi; 1st reserve: Sarnia; 2nd reserve: Ar-Men.

The name of the winning boat has since been passed on to the organising committee of the Naval association so that a berth and facilities can be allocated for what promises to be a truly festive occasion. Q

National Yacht Club Sailing Regatta.

On the occasion of the Club's Sailing Regatta on Saturday next, 11th August 1945, afternoon tea will be served from 3.30 p.m.

Lunches and Dinners will not be served that day, but there will be a running buffet in the Dining Room, from 8 p.m.

Tea will be served in the Boat House for Competitors from 5.30 p.m. and it is hoped to hold an informal dance in the evening in the Boat House.

To facilitate the entertainment of visitors in the Boat House owners of boats are requested to store their sails and other gear in the Lifeboat House, the use of which has been kindly lent by the Royal National Lifeboat Institution.

To obviate "gate crashing" badges have been provided for guests whom members introduce to the Club, and members are requested to assist the Committee by requesting their guests to wear the badges provided while on the Club premises.

The Committee desire again to draw the attention of members to the National Yacht Club Trophy Fund to which over £100 has now been subscribed by about 25 members. It is felt that it would be a fitting conclusion to what it is hoped will be a very successful Regatta to be able to announce that the Fund is sufficient to go ahead with the project, and the Committee feel sure that they can rely on the generosity of the members to assist them in this object.

The programme for August 11, 1945 catered for 125 entries in ten races. The biggest class entry was from the water wags who featured twenty boats while the largest entry at 23 boats was for Clontarf Y&BC, Howth SC and Skerries SC boats and other open, half decked and centre board boats not exceeding 22ft overall.

The entertainment arrangements were simple in the extreme; a serving buffet in the dining room from 8 p.m. and an "informal dance" in the boat house. Those of us who are young enough to have been present at these occasions will have fond memories of elegant, simple and enjoyable evenings. *Anybody for an old fashioned, at home type club regatta next year?* Ω

Olympic Challenge

In November 1994 Mark Lyttle put his career on hold for two years to allow him to make a full-time commitment to achieving the very best result possible in Atlanta. He started a very intensive training programme, sailing 3 or 4 hours a day in training camps in Florida, Holland, Italy, France and Israel as well as competing in all the major regattas on the international Laser circuit. Over the year, he has steadily improved and is now ranked 31st on the World ranking list (there are over 700 Laser sailors ranked) with a best individual result being a 14th in the European Championship in Istanbul. Ω

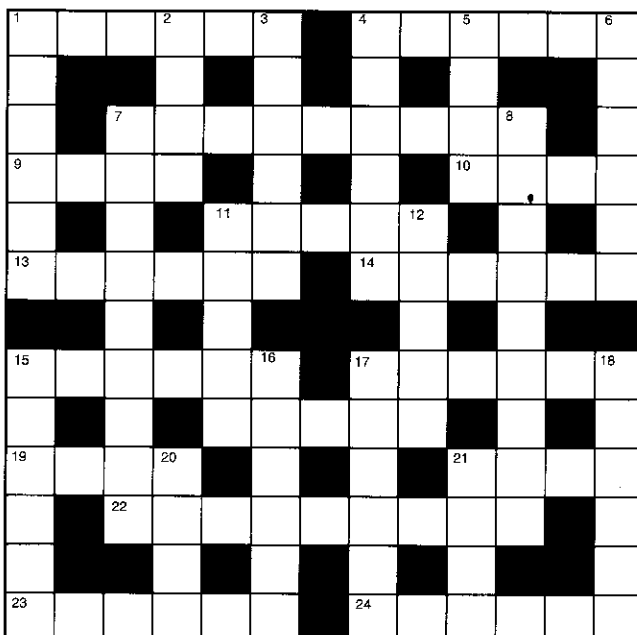
Disabled Sailing

A meeting was held recently at ISA headquarters to discuss a plan to allow the physically challenged enjoy the sport of sailing at participant and social level.

People should not be excluded from our sport because they are disabled but this is the inevitable result of inadequate club facilities. Have you examined your club recently for impediments to those who are wheelchair bound, sight limited or of reduced mobility?

Enough of this rhetoric - let's make things happen. Let's try, over a period, to make our sport accessible to all who wish to participate. In our sport, we are the regulators, the participants, the competitors, the jurors and the referees. We can go that little step further and make those necessary and almost subtle changes to our sporting area that will allow our fellow citizens who are disadvantaged in one way or another to share joys of sailing. Ω

NAVIGATOR NO. 6



Two tickets for Christmas Dinner and a bottle of house wine with their meal for the first correct entry opened. Entries to: **The Editor, Mainsheet, National Yacht Club, Dun Laoghaire** to arrive not later than 5 p.m., on December 21st. Test your skill and beat the Navigator to win our super prize.

ACROSS

5. Stabs, the fruit in the vessel (6)
4. Sounds like musical ties (6)
7. Plots a course (9)
9. A smoothie (4)
10. A place to buy POSH (4)
11. Sounds like Ennu (5)
13. Keep it dry (6)
14. Flexible (6)
15. Musical accountant for cover (6)
17. Turkish Cavalrymen (6)
19. Unsteady: A wind up? (5)
20. Weavers material (4)
21. Peak (4)
22. A putting back (9)
23. Hang about (6)
24. Not so bright (6)

DOWN

1. ... and save (6)
2. Islands (4)
3. Often involved in seven across (6)
4. Musical game? (6)
5. Sort for extraction
6. Not complex (6)
7. 315 degrees of wind (9)
8. Fashions from Bristol (9)
11. Existence (5)
12. Pumed. This is rubbish (5)
15. A smooth finisher (6)
16. He starts and finishes (6)
17. Spoke with authority (6)
18. VI group (6)
19. 500 for the nimble newt (4)
21. Once considered indivisible (4)

ANSWERS TO NAVIGATOR NO. 5. Across: 5. Snipe; 8. Windlass; 9. Swipe; 10. Snowshoe; 11. Stick; 14. Pep; 16. Powder; 17. Excite; 18. Yaw; 20. Stops; 24. Schooner; 25. Boric; 26. Porthole; 27. Skegs. Down: 1. Awash; 2. On Tow; 3. Slash; 4. Ashore; 6. New Stock; 7. Pipecotts; 12. Boathook; 13. Adapting; 14. Pry; 15. Pen; 19. Anchor; 21. Hoots; 22. On Top; 23. Frees.

Dates

Catering and Entertainment

Highlights

DECEMBER

- Wed 6 Quiz
Fri 8 Ladies Dinner
Sat 9 First Christmas Dinner – *Booking Forms*
Sun 10 Santa's Party
Wed 13 Wine Supper
Sat 16 Second Christmas Dinner – *Booking Forms*
Tue 19 Ladies Christmas Luncheon
Sun 24 Christmas Eve Luncheon – *Booking Forms*
Club Premises closed from 4 p.m.
Thu 28 Club Re-opens – *Normal Bar and Catering*
Sun 31 New Years Eve Gala Dinner
– *Booking Forms, Black Tie*

JANUARY 1996

- Thu 4 Bridge Dinner
Wed 10 Table Quiz Night
Fri 12 Preston Ball Auction Dinner
Sat 13 D'n'D night
Shake off those extra pounds dancing to Disco George. Great value food and entertainment and don't forget the Bar Happy Hour.
Tue 16 Ladies Luncheon – *Antique Road Show*
See Notice board for details. Booking through Manager or Ladies committee.
Wed 17 Wine Supper
Supper, Tasting Wines and A discussion on Wine, hosted by Mitchells. Only £10 per person. Booking through Manager.
Sat 20 Rugby Brunch
– *Big Screen in Dining Room. Rugby International Dinner – Piano Music*
Wed 24 Table Quiz Night
Fri 26 Shipmans Class Dinner.
Wed 31 Wine Supper

FEBRUARY

- Wed 7 Bar Table Quiz Night,
Tue 13 Ladies Luncheon.
Wed 14 Wine Supper.
Sat 17 Rugby International Brunch
– *Rugby Dinner with piano music*
Wed 21 Bar Table Quiz.
Sat 24 D'n'D Night
Wed 28 Wine Supper

As in previous years the Clubhouse will be the focus for many social events over the coming months. Set out below you will find a brief outline of the many activities to be enjoyed.

NEW YEARS BALL



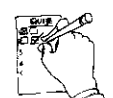
Greet the New Year in great company and real fun atmosphere. The final social occasion of 1995. Dress formal. Not to be missed. Booking is absolutely essential. See P. Conneely.

WINE SUPPERS



Now open to Members and their guests on an informal basis. Wonderful value and very informative. Booking with Manager

BAR TABLE QUIZ



It's still not too late to enter a team, you may even qualify for the Club Final. Good craic and plenty of prizes.

BUSINESS & SOCIAL FUNCTIONS



As a venue for Social and Business functions, your Club has a lot to recommend it. No matter how small or large the occasion Padraic Conneely will be delighted to help.

Navigation Courses



Navigation course recommences on Tuesday, January 16th, 1996.

Bar Lunches



Bar Lunches:
Tuesday-Friday 1 p.m.-2.15 p.m.
Club Supper & Dinner Menu
Tuesday-Friday 7 p.m. to 9.15 p.m.
Club Dinner: *Saturdays from 8 p.m.*
Family Luncheon: *Sundays from 1 p.m.*