

# MAINSHEET

THE NEWSLETTER OF THE NATIONAL YACHT CLUB

Issue No. 15

March 1997

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## Valediction from the Commodore

**A**s I write my final contribution to Mainsheet and prepare to retire to the back benches I inevitably look back on my three year term of office. I will be forever grateful for the honour and trust which the Members have placed on me. It has been a rare privilege, marvellously unexpected, which I have enjoyed immensely and view with a sense of modest success.

The achievements of the last couple of years have undoubtedly been helped by the fair winds of economic growth and improvements in the general economic situation. Thanks to previous Commodores and Committees, the Club survived the hard times and emerged in a position to take advantage of the present upswing. Major credit, however,

should go to recent committees, the Flag Officers and in a very large measure to the Club Management. The implementation of the Business Plan was their responsibility. They rose to the challenge and the evidence of their success is all around us.

Less obvious to most members, but just as important in achieving our present state, was

the role of our three Club Trustees. They stood behind us through thick and thin and deserve our heartfelt gratitude and admiration.

Looking to the future, although much remains to be done we can rely on the incoming Flag Officers and Committee to take the Club forward into the next century. A sailing development plan has been prepared, the business plan will be updated and if all goes well, we will, at last, have a marina in Dun Laoghaire.

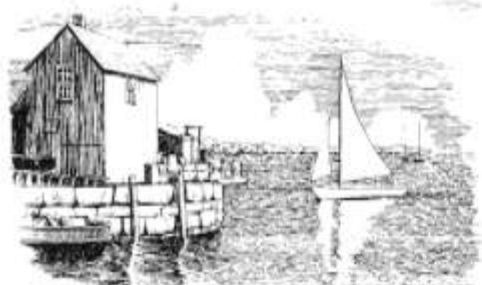
A marina would be the biggest prize of the cooperation and trust which has developed between the four waterfront Clubs. Without this trust, willingness to compromise and ability to subordinate pure self interest to the common cause the four Clubs could not have made an alliance which has so far succeeded where previous individual efforts have failed.

There is a clear recognition that a solo run by any of us would prove disastrous to the whole project. With confidence in the incoming Officers and Committee we can all look forward to the continued progress of the National Yacht Club and its position as the pre-eminent sailing Club in the whole country.

..... Continued on page 2 .....



*President Mary Robinson on a private visit to the Club is greeted by Rere Commodore Ida Kearns*



## Boathouse News

### "LIFT IN"

**L**ifting in of the boats on the platform will take place on 5 April starting at 08.00 hrs. The early start is necessary due to the times of the High Water the day.

As the west platform must be cleared by 10.45 hrs., your cooperation would be appreciated in ensuring that you have people available to carry out any painting when the boat is lifted. To ensure all boats are lifted in that day, there will be no hold-up in the lifting programme. All cradles are to be removed from the platform by 12 April. Any remaining after that date will be removed by the Club and all associated costs will be charged to the owners.

#### N.B.: Frostbiters.

All boats parked for the winter frostbiting must be removed from the Club by Sunday, 30 March. Any dinghies remaining after that date will be removed and all costs associated with removing and storage will be charged to the owners.

#### Mooring and Platform Parking Application Forms.

Mooring and parking forms are available in the Main Hall. Due to the extreme scarcity of moorings and parking spaces and the anticipated significant increased demand for these, we ask that all Members requiring Moorings and Parking complete the application forms and return them, with a cheque for the required fee and any outstanding Boathouse accounts, by 8 March. Allocations will be made by 15 March on a first come, first served basis and the unsuccessful applicants will have their cheques returned.

Forms received without cheques and outstanding Boathouse accounts will not be considered. Boathouse accounts can be checked with Mrs. Field.

#### Summer Platform Parking - Allocation: .

Applications for all summer parking must be made by 8 March (See above item.) Boats which have applied for parking spaces and are successful will be allocated a space by 15 March. This space must be used by those boats only. Identification stickers will be issued and must be displayed on the transom and be available for inspection when arriving on the platform. No boats will be allowed onto the platform without the required sticker. Ω



**W**ell Junior Section I hope you all had a good Christmas and that you are all safely back at all your studies. It is a long way to June to the restart of the Section, however for anyone organising holidays the dates are as follows;

**Course 1:** 23rd June to 11th July

**Course 2:** 14th July to 1st August

**Course 3:** 5th August to 22nd August

We will also be running the nine week course which used to be for the Third Stagers. There is a new five course syllabus being prepared for this year with a conference for the junior Organisers towards the end of February with subsequent publication of the new manual. This manual indicates the new syllabus layout and the transfer from the old to the new system.

For anyone wishing to note the date of the Junior Regatta it is Sunday, 27th July.

Other fixtures at time of going to Press are:

Royal St. George Junior Regatta: 13th July.

Bray Sailing Club Junior Regatta: 19th July.

D.M.Y.C. Junior Regatta: 25th July.

Greystones Sailing Club Junior Regatta: 3rd August.

D.B.S.C. Autumn Series commences from the

Royal St. George on the 31st of August.

The Junior Section Parents Meeting will be on Monday 14th April at 19.30 hrs and we would like to see all the parents involved on the night. J.S.A Instructor C.V.'s are invited for consideration. Ω

*John and Mary Murray,  
Junior Organisers*

## Valediction from the Commodore

Continued from page 1

Finally, on a personal note, I would like to thank our three Trustees, Joe McCabe, Willie Maguire and John Walker for their support and encouragement, the Committees with whom I served and whose hard work contrived to make me look good at times especially the Flags, Andrew Grey, Dick Wharton, Barry MacNeany an

Ida Kiernan.

My special thanks and admiration are due to our dedicated Management and Staff. They are among the best I have ever worked with in a long career in the service industry. Catherine and I would like to thank Padraic Conneely and Trish Field for all their kindness and consideration especially over the last three years. Ω

## EXCERPTS FROM THE LOG OF TANDA II

by Tony Jobling, September 1995

### Ship's Company

Tony & Ann Jobling	26 July- 8 August
Debbie Jobling	28 July- 8 August
John Murray	26 July- 29 July
Shane Murray	26 July- 29 July
Jim & Siobhán Leech	5 August- 8 August
Shelly	26 July- 8 August

### Wednesday July 26

**11.15 hrs:** 16 miles East of Howth Head. Force 6 on the nose. Speed through the water was 3.5 knots.

It had not been this bad when we left Howth marina almost four hours ago. Admittedly there had been an uncomfortable swell and apart from direction, (which is not unimportant) the force four wind did not seem too bad. By now though the outlook had changed. At our present rate of progress our ETA in Holyhead would not be until the early hours of tomorrow, and the forecast held little hope of improvement. Not unreasonably therefore, the lure of the sheltered waters of Howth Marina, a couple of pints, a meal and a good night's sleep proved too much of a temptation. The fact that we had left it this long to turn back probably says as much for our stubbornness as our wisdom.

Tanda II had left Howth marina that morning at 07.30 hrs. for what was to have been the cruise we once thought we would never make. On board were myself (skipper), Ann (admiral), John & Shane Murray (pressganged) and Shelly (seadog). The plan was that John and Shane would jump ship after a couple of days and return by a more leisurely form of transport by courtesy of Stena Sealink.

Debbie was then to spend nine days with us while we cruised the coast from Conway South to the Lleyn Peninsula, revisiting many of our favourite haunts and hopefully finding some new ones as well. The NHS being unable to survive for more than one week without her, Debbie would then return to work, in Chester.

Jim and Siobhán Leech were to join us for the last few days, including the passage back to Howth. That was the plan anyway. It was a good one, it's just that day one had not gone quite to schedule. There was plenty of time to catch up.

At that moment however we were careering back to Ireland with the wind up our transom and our tummies feeling a lot better with the easier motion of the boat. Although we were complimenting ourselves on the decision to turn back, we wish we had made it a little earlier.



*The tranquillity of Port Dinorwic*

### Thursday, July 27

We had a clear blue sky, a light wind from the North and a very good forecast. At 07.30 hrs. we slid from the marina berth with Holyhead as our destination. The plan was to overnight in Holyhead

and use tomorrow's early morning east going tide across the top of Anglesey to put us in Conway by lunch time. We could not have wished for more idyllic conditions. By noon we had changed into shorts, little knowing that this dress code was to continue for the rest of the cruise.

After only eight and a half hours we were north of the Southstack and preparing for an early arrival in Holyhead. It was then that the Admiral asked "If it's almost low water now in Holyhead wouldn't we have a good tide across the top of Anglesey if we carried on all the way to Conway?" She was right of course. Or to put it another way, as we were all enjoying the sail, why stop? The inshore route, inside Skerries and the 'Mice', along North Anglesey with a favourable tide is one of my favourite passages. Carmel Head, West Mouse, Middle Mouse, Amlwch Harbour, East Mouse and Point Lynas all slid by in quick succession.

Leaving Puffin Island to starboard (we always think Puffin Island looks like a slab of cheese on its side), the view across Conway Bay was magnificent. The setting sun shining on the Welsh mountains provided a magical backdrop. Three years without a holiday at sea had done nothing to dull the ability to appreciate such splendour. If anything it was sharper. By 22.00 hrs. we were safely tied up on Conway marina whose ever helpful berthing master had given us a berth very close to the service building in deference to the Admiral's "bad leg".

### Friday, July 28

If it wasn't for the marina pontoon by the side of us we could have been forgiven for waking up and believing we had been beamed back to the National Yacht Club overnight. The start of an ISORA race from Conway the next day explained why it appeared that half the membership of the National Yacht Club had assembled on Conway marina to welcome us.

While our more energetic and speed crazed brethren did what such people do in preparation for such a race, whether it is to tweak the rigging or make a single minded attempt to cause the Welsh pubs to run dry, we had a lazy day doing what tourists do. We were impressed by the hospitality of the Royal Welsh Cruising Club, especially by their provision of a water taxi to run us from the marina to the town slip. We also availed of their offer to seek out their boatman near the town quay when we wanted to return. After doing the tourist thing we returned to our ship in time to pipe aboard our new crew member, Debbie, at 19.00 hrs. The whistling soon gave way to the more welcome music of ice plopping into CDC & tonic.

### Saturday, July 29

This was the day on which two of our crew members jumped ship. Debbie drove John to Holyhead and Shane had been press-ganged by our Commodore who pulled rank and enlisted him as a crew member for Mercedes' bid for glory in the ISORA. Meanwhile, however, Tanda II prepared to make a rendezvous with Debbie in Beaumaris. The Skipper, Admiral and Seadog would take Tanda II from Conway to Beaumaris while Debbie did the land side ferrying and then go straight to Beaumaris from Holyhead. It was only a three hour passage but it took on the mantle of a two year dream come true, the Skipper and Admiral at sea together. Now though it was the Admiral's turn to pull rank. She appointed herself 'light duties' and hogged the helm the whole way, leaving the Skipper to do the foredeck work, make the soup and pick up the mooring etc. At this stage the good weather was still a novelty and we revelled in the scenery, in the warmth and in the ideal sailing conditions.

We took the safe passage outside Puffin. I was planning on taking the short cut over Dutchman's Bank, but a couple of local sailors talked

..... Continued on page 6 .....

# Flagging Etiquette

by Martin Crotty

**T**he flags used by ships are both the heraldry and the traditional language of the sea. For centuries flags were the only form of communication between ships out of hailing distance, and the language of flags was developed to express different kinds of information important to navigation and warfare.

The first recorded system of inter-ship communication by flags in the British Navy is to be found in Instructions for the better ordering of the fleet in fighting issued by the "Generals-at-Sea and Admirals of the Fleet" in 1653. At about the same time the other great maritime powers, the Dutch, Spanish and French, were also developing similar codes. Over the years strict regulations regarding the use of flags at sea were developed and were often rigorously enforced. Today signalling by flags is mainly limited to some naval operations and to the management of yacht races.

There are only a limited number of flags which may properly be flown by yachts. While there are no laws governing how most flags may be worn, their correct use is a matter of etiquette. Some laugh at the idea of complying with such a supposedly outdated tradition but it's a bit like table manners – you won't be arrested for putting your knife in your mouth, but you may not be invited back to dinner again! And if you are cruising in countries which take a more strict view than we do you may very well insult your hosts by not flying flags correctly.

So what are the main flags which may be worn by cruising yachts and the basic rules which apply to them? They really are fairly straightforward and easy to comply with:

## The ensign

The Irish merchant and naval ensign is the same as the national flag, the tricolour. Its design and display is governed by a set of rules based on the Flag Code of the United States.

There are two alternative ensigns which may be worn by yachts of the National Yacht Club: the national ensign or the Club ensign. Our Club ensign is pale blue with the Irish tricolour in the 'hoist' (the part nearest the mast) and the State harp in silver in the 'fly'. We are unique in having been granted, by the Chief Herald of Ireland, the right to use the State harp in silver; in gold it is reserved for the Presidential Standard and for the naval jack.

Sometimes, despite several reminders to suppliers, the NYC ensign is supplied in dark or navy blue. This is incorrect and should not be accepted.

The ensign, being the yacht's national colours, should be flown in the most prominent position – normally at a staff on the stern. If this is impossible it may be flown in the nearest available position, e.g. in gaff-rigged yachts at the peak of the sail on

the after mast. In power-driven yachts with a gaff on an aft mast, the ensign may be flown at the peak of this gaff when at sea. In harbour the ensign should always be flown at the stern.

The ensign should be worn when entering or leaving harbour and must be worn when the yacht arrives or departs a foreign port. In harbour the tradition is that the ensign should be hoisted at 0800 in summer (0900 between 1 November and 14 February) and lowered at sunset or 2100, whichever is the earlier – or when the crew go ashore before that time. It is very bad form to leave the ensign flying overnight in harbour.

## Burgee

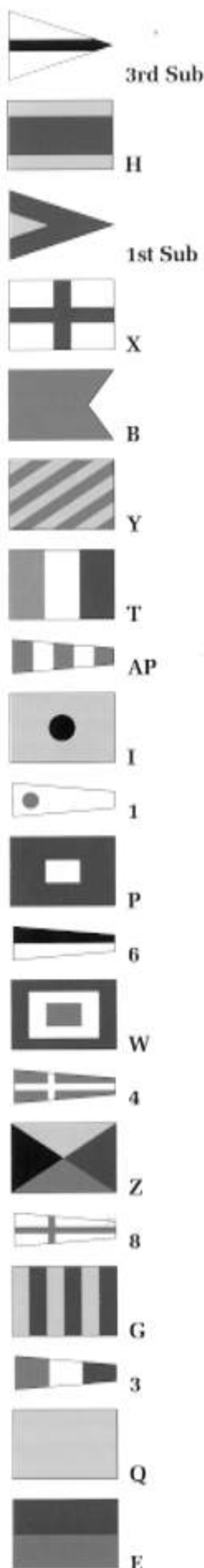
A burgee shows that a yacht is in the charge of a member of the club, and does not necessarily indicate ownership. It should be flown at the masthead if at all possible. Sometimes electronic sensors, radio antennae, etc. make this difficult but a simple staff (see box) will normally get over this. Failing this the burgee may be flown at the starboard crossrees, traditionally a position superior to the port crossrees.

Only one burgee should be flown at any one time. A National Yacht Club member should normally wear the Club burgee but, if also a member of another club, e.g. Royal Alfred Yacht Club, Irish Cruising Club, etc., the burgee of that club may be worn when attending its regatta or other event. Strictly speaking the burgee of one club should not be flown with the Ensign of another. A burgee is not flown when racing.

If a Club member is in charge of a yacht on loan or chartered it is correct to fly the NYC burgee, not that of the absent owner. Traditionally the burgee was lowered at night, at the same time as the ensign, but nowadays it is normal to leave the burgee flying if the owner is aboard or ashore in the vicinity.

## Flag officers flags

Flag officers flags follow naval tradition. Ours are swallow-tailed with the same design as the burgee. The Vice- and Rear-Commodore's flags



have one and two balls respectively, which distinguishes them from the Commodore's flag, for the Commodore has no balls at all!

A flag officer's flag should always be flown at the masthead, in place of the burgee, day and night while he is on board or ashore nearby. It should

NEVER be flown when the yacht is under command of someone else, is left unattended or is decommissioned ashore – someone around here should blush with shame!

### Courtesy flags

It is accepted custom for any vessel visiting a foreign port to wear a courtesy ensign, i.e. a small version of that country's maritime ensign, at the starboard crossrees. In a few countries this is insisted on and failure to comply can result in a fine!

The maritime ensign is not always the same as the national flag, as we know from Britain where the Red Ensign should be flown, never the Union Flag. Belgium and Italy also have merchant ensigns different from the national flag and, though they are not likely to be of great practical importance to our members, so to have Australia and New Zealand where the background of the ensign is red while the national flag is blue.

It is not normal to wear more than one courtesy flag but sometimes a regional flag may be worn also, but always under the national flag. The Welsh flag may be worn under the Red Ensign and is often appreciated

there. Similarly the flag of Brittany may be worn under the French tricolour – but be careful, the Breton flag indicates support for independence from the rest of France so, though popular in Brittany, it would not be well received elsewhere in France!

### House flags

An owner may fly a personal "house flag" or a racing yacht a "battle flag". Traditionally these are square in shape and are unrestricted in design so long as they do not conflict with any official or existing flag. Like any other unofficial flags they are normally worn in harbour from starboard (if unoccupied by courtesy flags or burgee) or port crossrees. Large racing battle flags are also often flown at about half way up the forestay.

### Dressing ship

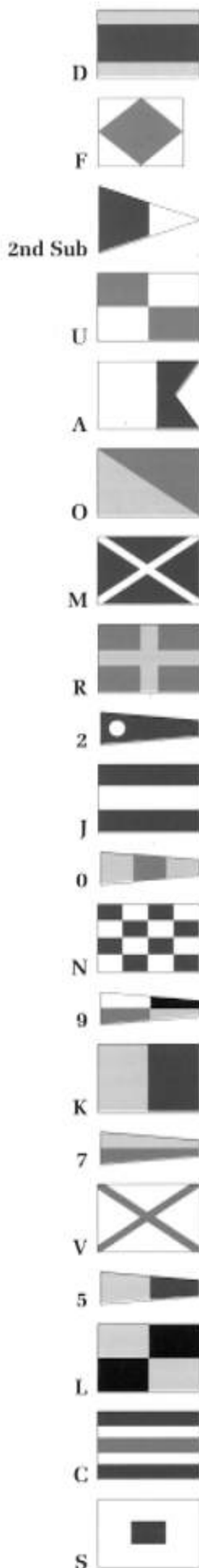
If you are really into doing things properly, and are prepared to spend some money on it, you may dress overall on regatta days and at similar festive occasions. To do this correctly only the International Code flags may be used and they must be of the right size to stretch from bow to masthead and down to the stern. The triangular flags and pendants should be spaced out between the rectangular flags and there is a recommended order. The ensign should be worn in its normal position at the stern and, ideally, there should be a similar ensign at the masthead.

This is a lot of trouble but a group of yachts properly dressed make a spectacular sight on a regatta day!

Finally, few things look more slovenly than dirty, faded, or tattered flags. It is worth some trouble, and a little expense, to ensure they are crisp and bright by washing, repairing or renewing when necessary. Also, a tiny yacht does not call for tiny flags – they should be big enough to be visible and easily read at a distance. Ω

*A length of bamboo, a bent wire clothes-hanger, one screw and two washers will make a staff that can get the burgee above masthead instruments. Attached to a masthead halyard by two clove hitches it is easy to hoist and does not get tangled.*

*Dressing Ship: The recommended order of International Code of Signals flags is: E, Q, n3, G, n8, Z, n4, W, n6, P, n1, I, AP, T, Y, B, X, 1st Sub., H, 3rd Sub., D, F, 2nd Sub., U, A, O, M, R, n2, J, n0, N, n9, K, n7, V, n5, L, C, S.*



Continued from page 3

me out of it. As a veteran of Patrick's Bridge inside the Saltees I still think I should have trusted my pilotage - next time maybe.

Having arrived safely at Beaumaris we picked up the mooring assigned to us by the friendly and accommodating David Galley of the Royal Anglesey Yacht Club launch "Bronwen". The next task was to inflate the duck and go ashore to pick up Debbie, with whom we had already made VHF contact. This produced another significant 'first' in Ann's historic recovery. There is many a person in the whole of their health for whom the task of climbing down the transom into the duck would present a formidable problem. As far as Ann was concerned this was always something she had done in the past with no problem and nothing was going to stop her now. With her automatic Crewsaver on we knew there was no major danger if she fell in. The main problem would be getting her out, particularly in view of the current which was running in the Straits at the time. We catered for this. With a line tied from her life-long ring to the duck it meant that if the worst came to the worst I could tow her ashore until she was able to walk. It didn't come to that. No such spectacle was presented for the entertainment of the good citizens of Beaumaris. In fact the whole thing was really rather ordinary and we retrieved our crew member as planned.

### Sunday, July 30

The speed merchants were out again. This was Menai Straits regatta fortnight and today's racing was being hosted and organised by The Royal Anglesey Yacht Club in Beaumaris. Debbie had been having a good season crewing on a Dart and her skipper, Kevin, had brought his catamaran to Beaumaris. There was not an abundance of wind and Ann and I had the 'excitement' of trying to follow the long distance race in Debbie's car. We did not realise it at the time but without doubt this day was to be the least energetic of the whole cruise and quite by far the most exhausting. After almost ten hours ashore it was a relief to get back on board where we could pretend we were cooler.

It was here that Julian and Allison, two fellow physios and friends of Debbie's, joined ship for a twenty-four hour 'sailing appreciation course'. This was an excuse for another onboard party. This night also marked the return to that most sobering of activities of cruising with a seadog, that is the late night trip ashore by duck in the darkness. After all we all get a last visit to the heads before turning in, so why not Shelly?

### Monday, July 31

"Two Hours before high water water Liverpool." From the very first time I read Dr. Robert Kemp's "A Cruising Guide to Anglesey & the Menai Strait" some fifteen years ago this quotation has been indelibly engraved in my memory (part of my ROM you might say). It is the key to any happy passage through the Swellies.

The Swellies, - that much maligned nine cables of water running between the Menai Suspension Bridge and the Britannia Bridge is unfortunately less known for its almost unrivalled picturesque beauty than for the dangers it presents to the unwary yachtsman. As for the dangers, one only has to read one's book, follow it to the letter, and they all stay well out of harm's way. The transits all work, the sea marks and land marks are clear, and furthermore that fearsome rip that brings terror into some hearts stops bang on schedule and allows a calm and untroubled passage. Indeed in the eight or so times that we have negotiated the Swellies we haven't bounced off a rock yet. However, only for a short period is it safe, for the majority of the time it boils and roars as anyone can see by standing on the suspension bridge or listening from the shore. The whole secret is one of timing.

The lesson we learned that day we will gladly pass on free to anybody who is prepared to listen to over a pint. This day was not to be like that. With due precision we entered the Swellies at 12.26 hrs and after a short but enjoyable passage under engine we were out the other end at 12.35 hrs. A short call on channel 35 confirmed that the lock gates at Port Dinorwic were open so a little while later we made our sedate entry into that beautiful tree clad haven.



Clearing Britannia Bridge heading south west

### Tuesday, August 1

To Phwellei or not to Phwellei. That was the question. This was the day that the great debate got decided. We had considered whether to go to Phwellei and Abersoch or whether to spend the next few days in a more leisurely mode and not put any pressure on ourselves. The deadline was that we had to be back in Port Dinorwic by Saturday for Debbie to pick up her car and keep the rendezvous in Holyhead with Jim and Siobhán. Difficulties would be incurred if we were elsewhere than Port Dinorwic on Friday night. Juggling cars and boats on the same holiday has always proved to be more difficult than it appears to be when first making first making the plans.

We decided to drive to Phwellei and have a look. It is indeed a fine marina, but we were disappointed that it was located at the far side of the harbour and a long way from the next nearest outpost of civilisation. The result was that we decided not to bring the boat that far. As a crew, our walking range is still somewhat limited - the "bad leg" you know.

Back at Port Dinorwic we enjoyed a second lazy evening in the green tranquillity of the lock prior to ambling up the hill to the Port Dinorwic Yacht Club for our evening refreshment.

This day, Tuesday, August 1, 1995, may have been a day on which Tanda II never went to sea. However it will not be for that that the day is remembered. Tuesday, August 1, 1995 was the day that Ann first climbed a vertical ladder in a quay wall. The half dozen rungs from deck level to quay top may not have represented Mount Everest or even K2 just over two years ago. One year ago however they would have been as achievable as flying to the moon without oxygen. Today, with the determination that has become a trademark of Ann's recovery from her stroke, they represented yet one more milestone on the long road she is steadily travelling. Twice up and twice down, the last time in the dark. What a great day that was. After all, how else was she going to get ashore for 'last orders'?

### Wednesday, August 2

I'd always wanted to be marooned in a pub. We heard that apart from its picturesque charm, Porth Dinllaen was the best way of achieving this objective, since the pub, and the small settlement around it are not accessible

Ω

Continued in next issue of Mainsheet

## Membership Drive 1997

Continuing on the theme of 'growing from our own', we are including a copy of our Club brochure for all Club members to encourage you to consider friends/colleagues/relatives to join the National Yacht Club.

The fact that the brochure has the application form attached has assisted in the membership drive and many favourable comments were made about this new approach.

The Club would like to thank all the existing members who actively participated in the membership drive.

Ω

# Sailing News

**D**uring the last few months while most of us have been contemplating the start of work on our boats the hardy frostbiters have been "flying the flag" competing in the DMYC Frostbite Series, while our young hopefuls in the Optimists are on the winter circuit. Results at the end of series but as usual we have boats up in the top of the fleets!

We were happy to host a number of training weekends for the Optimists towards the end of 1996 and despite some crowding everybody got out on the water. My thanks to all who were involved and especially to the winter sailors who had to squeeze over to accommodate the younger sailors.

Under the flag of Ida Kiernan, Rere Commander, a sailing group has been working to formulate a policy for the future and has met regularly to review such issues as platform space, coaching, racing events, training, rescue/tender services, crane facility, extension of platform, dinghy racing development, a sailing policy charter and mission statement. This group is representative of all levels of sailing in the NYC including juniors, cadets and cruising aspects. Recently members of the committee met a group chaired by Gerry Donleavy representing our dinghy sailors to discuss communications, parking, representation on committee, a dinghy charter, this resulted in an expansive discussion and agreement to meet the sailing groups to examine and develop the ideas already gathered and help formalise policy. This is a time consuming and detailed task and is being investigated with developments of the proposed marina facility in mind and it is continuing. My thanks as Sailing Secretary to all who agreed to participate in the debate.

A detailed list of events is published by the I.S.A. and I have copies if anybody requires one, there will be one printed on the club notice board. The following are the dates you may wish to note down while

planning holidays. Our main event is the Annual Regatta Saturday 14th June. In April we host a Multi-Hull training weekend on 19th and 20th April.

On May 4 and 5 the Optimist trials take place and some of our young hopefuls will be among the 40 boats. The Royal Alfred Y.C. hold the Baily Bowl on June 24 and 25. Next event we host is the National Championship of the large Ruffian 23 fleet whose Class Captain is Chris Moore of N.Y.C. They will also introduce match racing on Sundays in May this year and hope to entertain the Strangford Lough Fleet for an event later in the year.

The N.Y.C. Junior Regatta is on July 27, 1997 and a good turnout is expected again. On the July 1, Martin Crotty starts the Dun Laoghaire to Dingle race backed by the generous sponsorship of Shay O'Donoghue's Halidon. This event is well worth organising early for and hopefully the weather will be kind. August sees us hosting DBSC's Cruiser Challenge and a big fleet is expected on August 30 and 31.

We also look forward to the return of the 1720 fleet for an Autumn event (date to be confirmed). There are at present at least three NYC boats in the growing fleet, Martin Byrne's, Dermot Baker/Johnnie Phillips and Roger Bannan's. We wish them well. Congratulations also to Martin Byrne who has recently been nominated as a National Race Officer by the ISA.

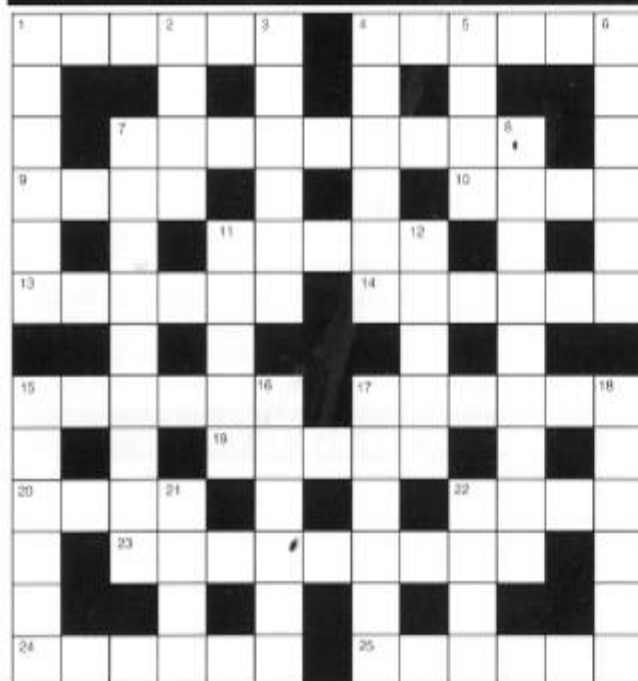
So get the sandpaper and elbow grease out and get ready for '97. Ω

## KEEP FIT CLASSES

*Keep Fit Classes: Monday nights in J.B. Room.*

*Following the success of the pre-Christmas class the new year's class is up and running under our professional instructors, Neil and Michelle. Classes start at 7.15 p.m. and will continue until the third week in April. Cost is £20 for the remaining course.*

## Navigator No. 10



### Across

1. Ahem (6)
4. Sales Comptroller? (6)
7. Harold for short get confused with the lairds. (9)
9. Backward Welsh emblem goes deep. (4)
10. Hips around for the vessel. (4)
11. The Nations say. (5)
13. Sounds like you might agree a little. (6)
14. Thus copied. (6)
15. Signal. (6)
17. Ann in the bunk can't. (6)
19. Sounds won. (5)
20. Space. (4)
22. Old slang for Fireflys. (4)
23. Old sailors art form. (9)
24. Signal. (6)
25. Without sense. (6)

### Down

1. Call. (6)
2. Call. (4)
3. Tell. (4)
4. Little cakes in the vessel. (6)
5. Opposite to 4 Down. (4)
6. Leaked slowly. (6)
7. Jib, Jenny, etc. (9)
8. Not under own way. (9)
11. Vessel with only one of 7 Down. (5)
12. Irish knowledge. (5)
15. Lo. (6)
16. A member of 11 Down. (6)
17. Like 5 Down. (6)
18. Sounds like you might sneeze fine paper. (6)
21. Handicap comes back. (4)
22. Not able. (4)

**Results of Navigator No. 9:** Across: 1. Hopped, 4. Septic, 7. Be In Irons, 9. Spar, 10. Spin, 11. Chant, 13. Monday, 14. Gunney, 15. Racing, 17. Amarie, 19. Years, 20. Crew, 22. EPTA, 23. Shark Meat, 24. Rented, 25. Sunbed. Down: 1. Hanson, 2. Pier, 3. Dinghy, 4. Spring, 5. Pinc, 6. Charty, 7. Barnades, 8. Spindrift, 11. Cany, 12. Turns, 15. Richer, 16. Geared, 17. Aromas, 18. Elated, 21. What, 22. Earn. As no correct entry was received here is a slightly easier test of your word skill and nautical knowledge. The prize dinner for two and a bottle of house wine will go to the first correct solution opened. In the event of no correct solution being received the Navigator, being in a generous mood, will award the prize to the most correct solution received. A draw will be decided by lottery.

# Dates

# Catering and Entertainment

# Highlights

## MARCH

- Sat 1 Rugby International – Scotland v Ireland –  
*Brunch, Big Screen, Rugby International Dinner*
- Wed 5 NYC Final Bar Quiz
- Sat 8 Club Dinner
- Sun 9 Mothers Day Family Luncheon
- Tue 11 Ladies Day Luncheon *Booking Essential*
- Wed 15 Wine Supper
- Sat 15 Dinner & Dance Night  
*£25 per couple, great value.*
- Sun 16 St. Patrick's Weekend Celebration.  
*Family Luncheon & Traditional Music.*
- Mon 17 Paddy's Day. *Bar Open, Brunch 11a.m.-2p.m. Kiddies Entertainment 1 p.m. to 3 p.m.*
- Wed 19 Inter Club Quiz Final – *Brains of the Bay*
- Fri 21 Commodore's Tribute Dinner –  
*Black Tie, Booking with Club Manager*
- Sat 22 Club Dinner with Piano Music.
- Sun 23 Family Luncheon
- Mon 24 Annual General Meeting
- Wed 26 Wine Supper. *Final supper of this very successful series.*
- Sat 29 Easter Eve Dinner, *Booking Essential*
- Sun 30 Easter Day Family Luncheon. –  
*Children's Art Competition (age limit: 12 years) – See Notice Board for details*

## APRIL

- Sat 5 Lift-in Dinner – *Piano Music*
- Sun 6 Family Luncheon
- Tue 8 Ladies Day Luncheon – *Fashion Show*
- Wed 9 Tales of the Titanic –  
*Club supper and talk by Mr. Ed Coughlan*
- Sat 12 Club Dinner – *Piano Music*
- Sun 13 Family Luncheon
- Mon 14 Junior Section Parents' Meeting
- Sat 19 Club Dinner
- Sun 20 Family Luncheon
- Sat 26 Dinner 'n' Dance night
- Sun 27 Family Luncheon
- Tues 29 1st Tuesday Race

## MAY

- Thur 1 First Thursday Race – *Sailing Suppers*
- Sat 3 1st Saturday Race – *Club Dinner*
- Sun 4 Family Luncheon
- Thur 8 Sailing Suppers
- Sat 10 Club Dinner
- Sun 11 Family Luncheon
- Tue 13 Ladies Day Luncheon
- Thur 15 Sailing Suppers
- Sat 17 Club Dinner
- Sun 18 Family Luncheon
- Thur 22 Sailing Suppers
- Sat 24 Club Dinner
- Sun 25 Family Luncheon
- Thur 29 Sailing Suppers
- Sat 31 Club Dinner

## Highlights



### Commodore's Tribute Dinner:

Current Club Commodore, Michael Horgan, stands down at the Club AGM. As a tribute to Michael, the Club will hold a Tribute Dinner on the evening of March 21st. Those wishing to attend should apply to Club Manager, Padraic Conneely.



**Family Luncheons:** Sunday Lunch at the NYC can be a very relaxing way of spending Sunday afternoon. Children are welcome, parents can relax and read the papers and somebody else washes up.



**Sailing Suppers:** As in previous years Sailing Suppers will be available in the Dining Room. Snacks: Chilli, Sausage and Chips, Chowder, will be available in the J.B. Room.



### VHF RADIO COURSE

A VHF Radio course will commence in early March. Further information regarding times, dates, etc. available from Manager.

## SNOOKER SCENE



The Preston Ball Auction Dinner was held on January 10 and was attended by a record number of members. The auction raised just under £6,000 which was a little down on last year. The Dinner was preceded by the final of the McWilliams which was won by Peter Cullen who defeated Tony Corcoran in 2 frames.

The interclub competition gets underway again with the 2nd round of matches. Currently the National Yacht Club have 15 pts against the Royal St. George's 16 pts but the National Yacht Club have a game in hand.

## Dates to Remember

- |                         |   |
|-------------------------|---|
| Tuesday, 18th February: | N.Y.C. v R.I.Y.C.   |
| Tuesday, 11th March:    | R.St.G.Y.C. v NYC   |
| Friday, 14th March:     | Michael Rank Memorial Trophy Dinner for all Competitors from all three waterfront clubs |
| Friday, 18th April:     | Preston Ball Final and Dinner   |