

MAINSHEET

THE NEWSLETTER OF THE NATIONAL YACHT CLUB

Issue No.24

September, 1999



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Pleasant memories!

From the Commodore

Having enjoyed one of the best season's sailing for many years, it is a shock to realise that lift-out for most boats is in a few weeks time. I hope that you all have pleasant memories of a year that saw much from which to take pleasure.

The Dun Laoghaire to Dingle Race was again as much a social success as it was a sailing one. Our Regatta had good winds and sailing even if the sun could have shone more warmly. The Junior Training was run most efficiently – and for the participants, most enjoyably – by Mal Nowlan and his team. The number of visiting boats using the breakwaters, as well as some of our own who think it a mini-marina, have shown how popular this facility is and the recent official opening of the platform extension in beautiful

sunshine showed the Club at its best.

In order, however, to take maximum advantage of the benefits that will flow from our expansion, I have appointed two sub-committees. One will concentrate on all aspects of sailing and its development over the next five years and the other will draw up a five year plan for the Club and the impact that the marina is bound to have on our development and growth. I firmly believe that the marina will have huge spin-off benefits for the

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A DINGLE RECORD!

The Dun Laoghaire to Dingle Race, 1999

by Martin Crotty

There is no doubt about it but the Halidon sponsored 1999 Dun Laoghaire to Dingle Race was as unpredictable as ever! After three windy races in a row the fourth race this year was light and fickle. Some said it was the best race yet as it was the most tactical. Liam Shanahan, master tactician on John Hughes's *Rebellion* (NYC) had a different reason for saying it – the saloon was upright as he had his night-cap each evening before turning in!

The best measure of the light conditions was probably the performance of Cormac Twoomey's *Sarah J* (RStGYC). First over the line in 1997 took her just over 38 hours while the same feat this year took 66 hours and 20 minutes!

Conditions were perfect for the traditional bandstand start on the evening of Tuesday 6 July and Anne Bury's race management crew, aided and abetted by the Captain and cadets of the Spanish Sail Training Ship *Juan Sebastian de Elcano*, got both the Class 1 and 2 fleets off on time. Spinnakers went up in Scotsman's Bay but by midnight the wind had all but gone and the entire fleet was desperately trying to stem an adverse tide at Wicklow Head.

The first big tactical decision was whether to go in, out, or down the middle of the banks. At the Tuskar it did not seem to have made a great deal of difference and boats from all sides of the long beat South converged again. All day Wednesday

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SAILING '99

A brief review of
events that thrilled us
during the season

As we rapidly approach the end of the sailing season and the beginning of the maintenance season, it is appropriate to consider some of the highlights of the past summer. The season's events, independent of DBSC's thrice weekly outings, commenced with the Bailey Bowl, an event run by the NYC on behalf of the Royal Alfred Yacht Club. This was run over two days in May, with exceptionally kind weather. In mid June the National Regatta was held with record entries and the weather was kind again. In early June, the Dingle race was staged in a week of light winds and fog, which made the racing slow but enjoyable. Also in July, the NYC hosted the 1720 class east coast championship over a two day series. August saw the NYC Junior regatta with an increased entry over last year and moderate winds.

NYC 1720's dominate Superleague results

Martin Byrne in his 1720 *Key Events* clinched the RAYC Superleague in a nailbiting final race from fellow NYC members Mark Lyrtle in *Lemon* and last year's winner Adam Winklemann in *ESAT Telecom*. With a five point deficit in joint third overall going into the final race *Key Events* required a 1st or 2nd with *Lemon* no better than 7th and *ESAT* no better than 5th to steal the series. In an extraordinary final day which was the cumulative results over two races count as one that is exactly how the three NYC boats finished thus giving the Club the three top positions overall.

The Howth 1720 *Xerox* helmed by NYC member, Roger Cagney was fourth overall. The other NYC boats competing in the series were Dermot Baker & Johnnie Philips' *Sun Microsystems* - sixth, Paul Barrington's *Pura Unleaded* - ninth and Pauric O'Grady's *Flexon* in 16th.

Flying Fifteen Nationals



Justin Burke, winner of the Flying Fifteen National Championships

The championships were held in Crosshaven under the burgee of the Royal Cork during Dinghy week.

The First day dawned with clear light 5 knot winds, but en route

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Pleasant memories!

From the Commodore

National Yacht Club but equally believe that these benefits will not fall into our laps but must be planned for and actively sought out. The result of the sub-committees' deliberations will be laid before the members as soon as they are complete.



ISA President, Paddy Maguire with Commodore Barry MacNeaney and Rear Commodore Chris Moore formally open the new platform.

Turning to the coming autumn season, we have an expanded programme of frostbite sailing and a 1720 winter series. In-house we have the quiz nights, wine suppers, bridge evenings and much more besides. The details are elsewhere in this issue of Mainsheet. The walking group will also recommence their winter hikes on October 3. Details will be posted on the notice board in the hall.

With all this activity there is sure to be something for everybody, so do use your Club. Our continuing success depends on each member supporting fully these winter events as enthusiastically as you supported the summer ones. Life does not end with lift-out! I look forward to meeting as many of you as possible over the coming months.

On behalf of the members of the National Yacht Club I wish to thank Jed Pierce and Fred Cooney for their most generous gifts of items required to complete the platform. Jed has provided a 12½ ton crane which is in transit to the Club as you read this and Freddie has provided the cedarwood furniture which has so transformed the sitting out area of the platform. To both of them we owe a debt of gratitude. Thank you and well done. Ω

Barry MacNeaney, Commodore

1720 Key Events
'handling difficulties'





FINAL SPLASH!

Antics at the end of the last day of the junior section courses. The junior organisers managed to keep a safe distance and avoid the traditional ducking.

Over one hundred children took part in the junior section this year, many of them attending two or three of the courses. The first of the three courses, which started at the end of June was indeed a first in that the weather permitted sailing every single day and good use was made of the opportunity. The second suffered a bit from weather and the team racing championships but it all improved in the third and final course.

Everyone who completed a course satisfactorily moved on to the next level in the ISA training programme. Results are anxiously awaited, by those fifth levels who sat final exam, to see who can progress to instructor level. There will be plenty of certificates at the prize giving in October and probably a few other strange prizes too.

Apart from sailing in the courses, Club and local junior regattas, many of the juniors competed at area, national and international events.

The kids all had a ball as well as learning to sail. With the help of the junior discos run by each of the waterfront clubs romances were

born, flourished and waned in the twinkling of an eye and many an eye was wiped, in one way or another. A lot was learned on and off the water and friendships that will last a lifetime were made.

That the courses ran smoothly is a tribute to the instructors, in particular to Anna Lane, the Head A, who kept the whole show together. There were thirteen instructors involved at one time or another during the course.

Many thanks to all the members, parents and, of course, staff who so cheerfully and so willingly gave their time – we could not name them all. One junior organiser of some years gave advice before the course. He advised us to "get yourself a good Head A instructor, and give him or her the room to do what he or she is trained to do. Provide the necessary equipment and support. Keep the parents at bay and everything will be fine" He was right of course, except for the parents. If the kids were great, so were the parents. We had offers of help from most and much genuinely useful advice from many. In every instance where disciplinary action was necessary (fortunately very few were more than trivial) we were one hundred per cent supported by the parents concerned.

Now is the time to review what happened during the summer and to learn from the experience. We will be writing to all of the kids who took part and their parents asking for comments and suggestions. If any other members have any thoughts, we would love to receive them.

Finally, a reminder, all dinghies must be removed from the Club by end September to enable the cruiser lift-out preparations get under way. This includes boats that intend to apply for winter parking. Often the odd boat is left longer than it should, ultimately to the great regret and sole responsibility of the owner.

Ω

NYC Juniors celebrate the end of season in the traditional manner. Junior organiser, Mal Knowlen went into hiding at the appropriate moment.



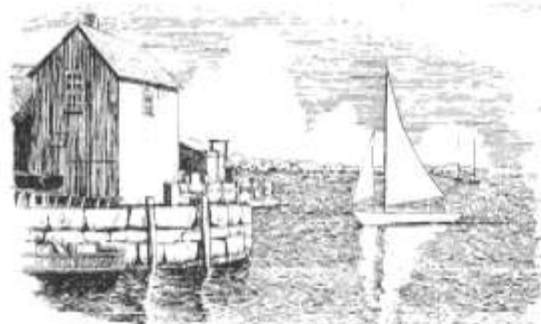
QUINTESSENTIAL QUARTET

Skipper, Gerry Nagle flanked by crew, Doug Stuart and Dick Wharton (Tom Mulligan took the picture) aboard Wild Geese, earlier this season when the quintessential quartet cruised from Dun Laoghaire to Ardglass, Bangor, Campbelltown, Tarbert, Rothesay (Isle of Bute), Troon, Bangor Ardglass and back to Dun Laoghaire.

No passage was longer than seven hours and blue skies, good visibility with light to slightly fresh winds (F4) prevailed throughout. A feature of the cruise was the very warm and friendly welcome at the Royal Ulster Yacht Club.

Ω





Boathouse News

Ronan Beirne, Boathouse Captain.

The late Jim Kane served this Club with dedication and courtesy and we will miss his experience accumulated over many years in the marine trade. Bob Clancy has recently joined the staff and the continued assistance of our Cadets greatly contributes to the running of the boathouse in the sailing season.

Platform

Cars are only allowed on the platform for short periods by arrangement with the Boathouse and not beyond the slip. All junior boats must be removed in September and others not winter sailing immediately after the last Dublin Bay race.

Pontoons

Some boats have moored alongside for periods more than two days as set out in the guidelines already circulated and available in the hall or from the boathouse office. Mooring alongside for extended periods denies the greater membership the facility of berthing alongside for a short period for which the facility is intended.

Arrangements for an extended stay in special circumstances to effect essential repairs, etc. may be made with the boathouse office. Boats alongside for more than the permitted two days without prior arrangement will be returned to their mooring at the usual charge.

Security

There have been a number of breaches of security at night and since the installation of the new gates. Members are reminded of the possible risk to their property in leaving a boat alongside at night unattended. The Club does not take responsibility for the security of boats, property, etc.

All sailing members are referred to the guidelines for the platform, pontoons and cranes available in the hall and also to the list of boathouse charges posted in the main hall and at the rear door downstairs. The winter storage forms will be available on September 1.

Lift Out

The October lift out of yachts is planned to take place on Saturday, 16th. Volunteer helpers will be required and should contact Colm Dempsey at 2841483. Now is the time to check your insurance cover and your cradle or trailer. Applications for winter storage and winter sailing facilities will be available in the hall on September 1 and must be returned by September 30 at the latest. Each yacht owner should attend and have in attendance at least two helpers who are familiar with cradle assembly, positioning, etc. Lifting sequence, alterations to plans, etc. will be posted on the notice board. Early booking for mast removal is essential at this busy time. Book now with Boathouse Office 2841483.

Boats on the platform

All junior section boats to be removed from the platform in September. Ensure you have your trailer and check the junior section for sails, foils, etc. those sailing in the DBSC must remove boats immediately after the series.

Frostbite dinghies and 1720s

Those intending to winter sail are requested to make early application in order to facilitate planning accommodation on the platform. A special winter sailing form will be available on September 1 and should be returned by September 20. Ω

NAVIGATION COURSES

It is proposed to run navigation courses for Coastal Skipper and Yachtmaster Offshore plus Short Range Radio Certificate, in the Club from October to April.

Coastal Skipper and Yachtmaster Offshore will be on Mondays from 1930-2145 hrs. commencing on October 18, 1999.

Courses will be given by Jim Gorman, Master Mariner and Yachtmaster and will cost £130 for Coastal Skipper and £160 for Yachtmaster Offshore.

For more information call Jim at 01 2895167 or 086 2535670 or see notice in club.



SNOOKER SCENE

The snooker AGM will have taken place by the time this edition of mainsheet appears on the shelves but firm dates for competition were not available. However, I understand that notices in respect of the McWilliams and Elgan trophies will appear shortly – so watch the notice boards. Ω



Ida Kiernan, Bridge Co-Ordinator

The new season is now underway with the promise of good fun mixed cards and keen competition between now and Christmas. Don't forget it's every Thursday night – do come for a most enjoyable evening. Ω

1m CLASS

Radio controlled Yacht Racing
all Winter

INTERESTED?

Contact Martin Crotty Tel: 2808075
Fax: 2807506 email: martin@crottydesign.ie

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SAILING '99

to the start visibility started to close in. An immediate decision was made to move the fleet into the harbour.

The first race set the tone for the event, with more wind on the left of the course but also more tide—Left side paid. Gerry Donleavy and Barry Hayes finished first in a tight race from Justin Burke and Alan Green with Ian Matthews and Nick Robinson third.

Race 2 was the tightest of the series with the lead changing several times. Eventual winners were Neil Coleman and Chris Dourley with Donleavy finishing second but disqualified for being over the line at the start.

Day 2 races three and four won respectively by Roger Chamberlain and Jim Rodgers.

After four races of the series the three main contenders were Burke, Donleavy and McKee with Matthews and Rodgers there with an outside chance.

Day three dawned bright and clear with Burke and Donleavy getting copybook starts. The two battled round the course with the lead changing no less than eight times. The championship was decided on the final shift with 100 metres to the finish line.

Key Events dominates 1720 East Coast Championships

The 1720 East Coast Championships, which is hosted annually by the National Yacht Club, was held at the end of July. Having just returned from the 1720 European Championships in Falmouth, most of the fleet was well practised and looking forward to some more of the usual close racing that has become the hallmark of this class.

A fleet of 22 boats assembled on the Club's new pontoons, which provided for a spectacular sight and gave a good indication of the capabilities of the new facilities. The quality of the fleet was evident when David Burrows returning to sail Schullduggery after his successful campaign to represent Ireland in the Finn Class at the Sydney Olympics. Other Olympic sailors in the fleet included Mark Lytle sailing *Lemon* who won the Bailey Bowl earlier in the season, Dan O'Grady from Howth helming Max McMullens *On All Fours* and Garrett Connolly, crewing on *Xerox* from Howth.

Principal Race Officer Jack Roy had a difficult time on Day one and was congratulated on completing three races on a typical Dublin Bay day with light shifting winds and strong tides dominating.

Racing was close and at the end of three races Martin Byrne's *Key Events* emerged as the clear fleet leader with a first, second and third to give him a five point lead over Roger Cagney in *Xerox* and Mark Lytle

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A DINGLE RECORD!

conditions remained light with much inshore tacking in fog around Carnore and the Barrells. *Sarah J* rounded the Conningbeg at 1755, comfortably ahead of Neil Prenderville's *Mary P* (KCYC) and Bob and Bairbre Stewart's *Great Bear* (RIYC) and a full 22 hours and 25 minutes on corrected time (50 minutes on the water) ahead of the mighty *Moonbuster* (RCYC). *Joggernaut*, Donal Morrissey (GBSC), two Sigma 38s—*Gulliver*, George McConnell and John Penwill (KYC) and *Errisannan*, Paul Kirwan (RStGYC)—and Peter Cullen and Martin Crotty's Sigma 41 *Koala* (NYC) were all well up at this stage. Peter Ryan and Michael Horgan's *Emircales* (NYC), the smallest boat in the race, was quietly pressing ahead and rounded the light vessel at 2128.

A weather front with rain and thick fog livened things up for a few hours on Wednesday night and gave some thoroughly unpleasant beating in 25 to 30 knots over the deck. *Moonbuster* broke gear aloft and retired into Crosshaven. But by dawn on Thursday the fleet was back to drifting conditions again. *Koala* retired not, as some say, because they ran out of pasta but to get the race organiser to Dingle in time!

Those canny west coast sailors on *Joggernaut* reckoned there would be no wind under the Mizzen and from the Fastnet they went way out to sea and only turned north when they could lay the Skellig on starboard gybe. It paid off.

After more fickle conditions in Dingle Bay *Sarah J* was first home, taking the Seamus Gallagher Memorial Trophy, followed by *Great Bear*. *Joggernaut* finished third but on corrected time had a convincing overall win to take the magnificent new Dun Laoghaire to Dingle Trophy generously presented by Paula and Shay O'Donoghue.

Those seasoned offshore racers Michael Horgan and Peter Ryan were not put off by the light conditions. They battled to the last. *Emircales* came in a superb second overall on corrected time and, as in 1997, also took the Alice Celebration Trophy for boats under 33 feet. Jim Donegan's *White Rooster* (RCYC) was third overall. *Gulliver II* won the Sigma Division with *Errisannan* second and *Rebellion* finished a very creditable 8th overall.

The remaining NYC entry, *Sybia* and Greg Bamicoat's *Kish*, was certainly not favoured by the very light conditions and retired. However in true Dingle Race spirit she motored on to take part in the festivities. And that's another story!

Harbour Master Brian Farrell extended his usual fulsome welcome. In the hostilities of Dingle competitors and race followers alike relieved themselves of tension. Veteran supporters Franz and Carmel Winkelmann held court in the sunshine outside the Marina Bar while Freddie Cooney regaled impressionable wenchies of stories of darning-do on the high seas. As Winkie Nixon might say: In Dingle they talk of little else! Ω



Conor Byrne capsizes at the Optimist Nationals



Across

- 1 Musical instrument to tension sail sounds like? (5)
 8 Put the cleric in to tie shoes first (3,5)
 9 Pit in the vessel, ejects (5)
 10 Shallow on the body (8)
 11 Wail - French style (5)
 12 After 500 it's electric (3)
 16 Protect (6)
 17 Danforth (6)
 18 Comfort zone (3)
 23 The owl and the pussycat had one of these (5)
 24 Cowbells sounds like - in the East bight (8)
 25 Bequeath (5)
 26 Desert mountains (8)
 27 Journeys on foot (5)

Down

- 2 Gave in (8)
 3 Often rank (5)
 4 Galway type of boat (5)
 5 Nip in the vessel to turn around (5)
 6 Minds (5)
 7 Cries (5)
 12 Tot for a divine (3)
 13 Brown (3)
 14 Vessel for sherry (8)
 15 Bits of 3 down and 23 across for dealing with 24 across (8)
 19 East nor' East with spirit for power (6)
 20 Gather a lot (5)
 21 Gives out to get back (5)
 22 Zephyrs

Results of Navigator 17

Across: 1. Afloat, 4. Leeway, 7. Haul, 8. Goes, 10. Preen, 11. Spotter, 14. Eve, 15. Ahead, 17. Folly, 18. Addle, 19. Sob, 21. Rest Day, 24. On Cue, 26. Drib, 28. Adam, 29. Drying, 30. Astern. Down: 1. Ashore, 2. Orlap, 3. Tight, 4. Lie, 5. Wave, 6. Yawned, 9. Sprayed, 11. Send, 12. Offered, 13. Tolls, 16. 16. Easy, 18. Aboard, 20. Bar Man, 22. Tibia, 23. Abaft, 25. Clay, 27. Rig. The winner of Navigator 17 was Brendan Briscoe and, as usual, the prize is dinner for two with a bottle of house wine - well done Brendan. Entries for Navigator 18 should reach the editor before close of business on Friday, October 29, 1999. The prize for the first correct solution opened is, of course, dinner for two with a bottle of house wine. If there is no correct solution, the prize will be awarded to the most nearly correct solution. The decision of the editor will be final.

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SAILING '99

in Lemon who won the first race. David Burrows, in *Schullhuggery* won race two.

Conditions on Sunday were more suitable to the 1720s beginning with Race 4 starting in 12 knots of steady breeze. David Burrows recorded his second race win with Adrian Allen from Bangor second and Mark Lyttle third. Martin Byrne retained first overall but only after finishing eighth having completed a 720 penalty turn after a collision at the weather mark with Mike Evan's *Parr Shell*.

With a discard now applying Martin Byrne had a lead of 3.25 points over Adrian Allen on 9 points with Mark Lyttle on 10.75 points, Roger Cagney on 11 and David Burrows on 11.5.

Class newcomer and NYC member Paul McGowan sailing *Dolmen Securities* won Race 5. Martin Byrne was 2nd to take the title overall without needing to sail the final race. However, *Key Events* duly confirmed their superiority by winning Race 6. Mark Lyttle was second to take the runner up slot overall with Roger Cagney taking third overall.

Everyone enjoyed a weekend of great one-design racing, which was excellently managed by the race management team headed by Jack Roy. A 1720 class dinner for over 120 sailors was certainly the highlight of the social events and thanks are due to Padraig and Esther for their efforts on behalf of the Class.

Looking Ahead!

Looming up is the Flying Fifteen East Coast Championships, which will be staged, with the Mermaid Leinster Championship on the first weekend in October. This is to be followed by an October series for Flying Fifteens and Mermaids and not to be outdone the 1720 class will have a winter series commencing in mid October and concluding a week before Christmas.

Watch the notice board for a novel form of yacht racing planned for the lagoon in front of the platform on winter Sundays!

Optimist sailors enjoy 12-month season

If you were that way inclined you could easily follow your child all over the country, if not the world, in his or her little Optimist. This Class enjoys a twelve-month season of events ranging from winter and summer training in Dun Laoghaire Harbour to the World Championships, which were held this year in Martinique, and plenty of Club and regional events in between.

The National Yacht Club has a rich tradition of competitors in the Optimist class. Most notably, two of the club's Olympians, Aisling Bowman and Mark Lyttle, began their sailing careers in Optimists. Also, in the last ten years, the NYC has always provided at least one member of the World or European Irish Optimist teams.

The current NYC sailor enjoying the circuit is 12 year old Conor Byrne who was this year ranked number two on the Irish junior team. Having competed in four international events this year in Florida, Holland, France and Wales, he recorded some notable results with a seventh in the French Championships and a 5th in the British Championships. However, a respectable finish in the Irish Nationals in Cork was lost due to spectacular capsizes in races 6 and 7 in 25 knots of wind!

Ω

Red sails in the sunrise



Lift-out: October 16, Lift-in: April 16

Dates

Catering and Entertainment

Highlights

OCTOBER

Sat	2	Flying Fifteens East Coast Championships - <i>Championship Dinner</i>
Sun	3	Family Luncheon
Tue	5	Ladies Day Luncheon - <i>speaker Philip Sherry</i>
Wed	6	Bar Table Quiz - <i>Round 1</i>
Sat	9	D'n'D Night
Sun	10	Family Luncheon
Wed	13	Wine Supper
Sat	16	Lift-out - <i>Lift-out Dinner</i>
Sun	17	Family Luncheon
Tue	19	New Members Cocktail Party 7.30 pm
Wed	20	Bar Table Quiz - <i>Round 2</i>
Fri	22	Junior Dinner and Disco
Sat	23	Club Dinner - <i>piano music</i>
Sun	24	Family Luncheon
Fri	29	Cruisers 2 Dinner
Sat	30	Club Dinner - <i>piano music</i>
Sun	31	Family Luncheon

NOVEMBER

Mon	1	National Yacht Club E.G.M.
Tue	2	Ladies Day Luncheon
Wed	3	Bar Table Quiz - <i>Round 3</i>
Fri	5	Mermaid Frosthite Dinner
Sat	6	Royal Alfred Dinner
Sun	7	Family Luncheon
Wed	10	Wine Supper
Fri	12	Fireball Dinner
Sat	13	D'n'D Night
Sun	14	Family Luncheon
Wed	17	Bar Table Quiz - <i>Round 4</i>
Fri	19	Flying Fifteens Dinner
Sat	20	Club Dinner - <i>piano music</i>
Sun	21	Family Luncheon
Wed	24	Wine Supper
Sat	27	Club Dinner - <i>piano music</i>
Sun	28	Family Luncheon

DECEMBER

Wed	1	Bar Table Quiz - <i>Round 5</i>
Fri	3	Ladies Christmas Dinner
Sat	4	Club Dinner - <i>piano music</i>
Sun	5	Family Luncheon
Tue	7	Ladies Day Luncheon - <i>topic: Christmas table decorations</i>
Sat	11	First Christmas Dinner Booking Forms - <i>non voucher night</i>
Sun	12	Children's Christmas Party
Thu	16	Bridge Christmas Party
Sat	18	Second Christmas Dinner Booking Forms - <i>non voucher night</i>
Sun	19	Family Luncheon
Fri	24	Christmas Eve Family Luncheon Booking Forms - <i>non voucher luncheon</i>
Mon	27	Bar reopens at 4 p.m.
Tue	28	Normal catering facilities
Thu	30	Pre Millennium Gala Dinner and Dance Booking Forms
Fri	31	Champagne Brunch Booking Forms - <i>Clubhouse will close at 7 p.m.</i>

Club Christmas Dinners



Saturday, December 11 and Saturday, December 18, 1999. Mulled Wine, Carol singers, Hamper draws and dancing. - *Booking forms. Non Voucher Evening. £22.50 per person*

Christmas Eve Luncheon



Probably the most popular family event of the year. - *Adults: £13.50; Children: £6.50. Luncheon served 1 p.m. sharp. Booking forms. Clubhouse will close at 4 p.m.*

Champagne Brunch



Start the New Year celebrations with our Champagne Brunch on Friday, December 31. Served from 12.30 to 2 p.m. £15 per person. Please use booking forms when making reservations with Esther or Club Manager. This will be a very special occasion so early booking is advisable.

Gala Pre-Millennium Dinner & Dance



Gourmet Dinner followed by dancing till very late on Thursday, December 30
- *Completed forms to Esther or Club Manager. £25 per person. Numbers will be limited so early booking is essential.*

D'n'D Nights



Fun, Dinner & Dance nights with Disco George.
£25 per couple including dinner and dancing.

Wine Suppers



Experts from the wine trade will give a brief but informative talk on wine, port and Champagne over the coming months. Excellent food to compliment the tasting wines. £13.50 per person to include tasting wines.

Bar Table Quiz



Yes, the old favourite is back. Pitch your brains against the finest in the bay. Make no mistake about it, this quiz will be a sell-out. Book your team in now! See notice board for details.
Wednesday evenings - see listings

Santa's Party



The great man has promised to return with more goodies and entertainment. Watch the laddies boogie at the disco, tear open a Santa present and generally cut loose. (And it's not in your house.) No grouches allowed but booking for kids is essential. £6.50 per child, including Santa present.