

MAINSHEET

THE NEWSLETTER OF THE NATIONAL YACHT CLUB

No.27

October, 2000



A sport for all seasons

from the Commodore

Sailing in Dun Laoghaire is generally looked upon as a summer sport. Now, with the development of the long awaited marina in Dun Laoghaire harbour, sailing will become a sport for all seasons.

Our neighbours in Howth and our dinghy sailors in Dun Laoghaire have enjoyed this facility for many years. The marina will offer all waterfront sailors the opportunity to enjoy their sport all year round from the Winter season of 2001. Until then, many of our members will have to be content to sail one

metre yachts on the patch outside the clubhouse for the coming Winter season. For further details on this new class emerging in the National Yacht Club, please contact our Vice Commodore, Chris Moore.

We are now at the close of a very busy sailing season. I would like to extend my thanks to all

involved in race management, boathouse, rescue/mark layers and NYC staff for contributing to the successful running of several major events over the past three months. They gave unselfishly of their time for the enjoyment of others. We are very lucky in the National Yacht Club to have so many willing members to assist with this very important aspect of club life. I would like to encourage all members to become involved in this area by dropping

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CHERNOBYL CHILDREN

On Sunday, July 9 a party of children from Chernobyl visited our Club. The group were staying with families in Kildare. The party arrived in a bus and the Harbour Company allowed for special parking arrangements for the duration of the visit.

Our youth section had generously left their life-jackets on the premises on the previous Friday and after the party was kitted out, our three launches took

the children on an extensive tour of the harbour. As these children had never been on the sea before the experience was a great novelty that could not be dampened despite the rain coming down in buckets!

The HSS arrived to add to the fun. On returning to the Club minerals, biscuits and tea were consumed in a memorable party atmosphere. Our thanks are due to the youth section, boathouse staff, harbour police, house staff and members.



FINANCIAL NEWS

CHALLENGING TIMES

This year has been a very busy time for the office with the introduction of a new accounting system which required a huge amount of time and effort in inputting data to set up new records for over 1200 members. This process was completed by the end of March and work then commenced getting all transactions processed and up to date. I am pleased to report that this major project is now complete, and great credit and much thanks is due to the team of Margaret, Esther and Vivienne for their dedication and commitment during this pressurised time.

The Club has been trading profitably for the first seven months of the year and had a particularly strong second quarter which benefited from the sailing season and our regatta in June. This is due in no small way to the total commitment and focus and very long hours worked by our Club manager, especially when it is remembered that we had no catering manager for the past six months. Well done, Padraig.

By now members should have received a statement of account to August, 31. I would ask you to assist the Club's cash flow by promptly returning payment of amounts due. While every effort has been made to ensure the accuracy of these statements, if you do have a query, please contact the office by way of a note or by e-mail rather than by phone.

Finally, I would like to thank the members for their patience and understanding during this challenging time for the office and I look forward to your continued support.

Larry Power, Hon. Treasurer



A few minutes

...extracts from recent committee meetings

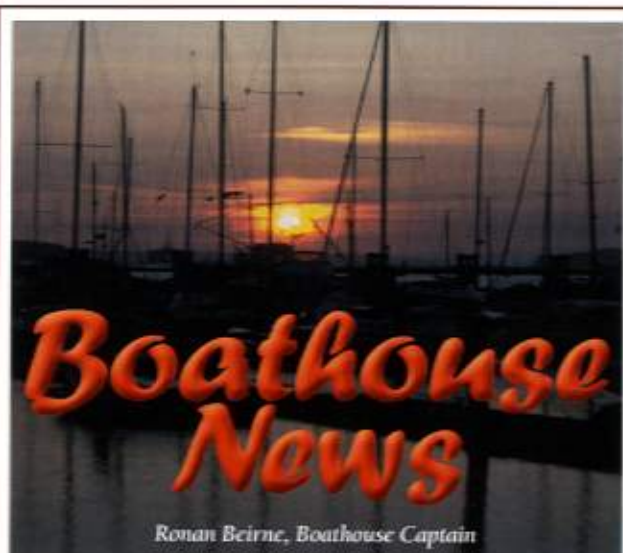
by Ken Slattery, Honorary Secretary

- The club has now taken over a section of the Lifeboat store. It is being used as an office and storeroom by the Boathouse.
- Junior sail training courses are now completed and feedback was very positive. Prize-giving is set for October 20.
- A number of the new moorings have now been sunk in the Harbour. The Club is in negotiation on its allocation for next year in a post marina environment. No details of numbers are yet available.
- Two lift outs are scheduled, the first on Friday, September 29 for boats on trailers, while the main lift out will take place on Saturday, October 4. The last DBSC race takes place on Saturday, September 29.

'BLUE PEREGRINE' HEADS THE FLEET

NYC's 'Blue Peregrine' (Joe McDonald/Stephen Kavanagh, etc.) are pictured below on the way to 1st place overall in the recent Bank of Scotland (Ireland) 2000 Challenge, hosted by Dublin Bay Sailing Club out of NYC. The consistency of a 1st, 3rd, 4th and 6th was enough to give them success in the ever competitive Sigma 33 class.





The National Yacht Club has entered into an agreement with Marina Marketing & Management Ltd., the terms of which allow us to maintain boats on moorings in the area of the marina works until September 30 and possibly beyond.

We are vacating as many moorings as possible in this area as we must also lift our ground chains for possible use in the future. While many members have commented on the unsightly chains on the east platform, these chains are expensive, not readily available and are the Club's silver.

Boats with a trailer should now book with the boathouse office (Tel: 284 1483) for lifting. Should you require your mast lifted please also book in advance.

The final lift with the contractors crane is planned for Saturday, October 14.

Winter storage forms have been available for some weeks now in the hall and only boats that have applied for storage and paid the appropriate fee will be accommodated.

The cleaning of hulls with pressure hoses will not be permitted until Sunday, October 15.

The removal of all dinghies is now urgent. Dinghies and fifteens intending to winter sail must also complete the winter sailing form. The fee for fifteens is £200 which was omitted from the form.

Regretfully a mooring parted in the area of the east pier recently. The club uses its best endeavours to ensure that moorings are secure and maintained. In this particular case the riser chains of the entire string had been renewed this season. The Club uses contractors with appropriate experience and references. The Harbour Master has given us permission to lay six moorings outside the Club. These have now been installed however at this point in time we will be some 33 moorings short next season. In this regard enclosed with this newsletter is form for the Marina. Persons intending to apply are requested to advise the Boathouse Captain and there is a place to indicate this on the winter storage form.

New boats that have recently arrived include: Sigma 33 (Dermot Baker), Sigma 33 (Gordon Begley & Partners), 1720 (Marcus McQuiston), Ruffian 8.5 (Kevin & Chris Batt, D. O'Neill), Mirror (Collins Brothers), Impala (S. Doyle), Mermaid (A. Dowley).

Finally our Cadet members who assist in the Boathouse were recently presented with a tankard in recognition of their help in the 1999 season: Chris Hegarty, Alan Crosbie, Aaron O'Grady, Adam O'Sullivan, Ross Nolan, Simon Hall, Rob O'Donoghue and Justin Butler.

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Atlantic Memories

by Frank Cassidy

The Atlantic Ocean conjures up many images, from Clare Francis' single handed crossing against wide cold North Atlantic gales, to the sinking of the Titanic in its still black waters, the gale ridden Brendan Voyage via Iceland and last but not least Columbas' trip from the Canaries to the West Indies.

A crossing therefore is perceived as an essential to the Curriculum Vitae of any yachtsman who takes his craft (pardon the pun) seriously. I was not slow to jump at the chance when a friend of mine, Siobhan, with whom I cruised regularly, told me her father Jim Tyrrell was taking his 37 foot Sloop *Deceptive* from America to Ireland via Bermuda and the Azores. Two legs were offered. I took the Bermuda/Azores leg, over the Azores/Cork leg, no contest, a 2000 miles mostly downwind Atlantic crossing won hands down.

We had a crew – all two of us

A holiday was planned. A few days in Bermuda, 18-20 days being the anticipated time for the crossing and a week at the other end in the Azores: what better holiday and that's how it turned out to be. Jim Tyrrell, the owner, was a very fit and young looking 53 years old. He picked me up at the airport in Bermuda. He then proceeded to tell me that he had a crew and we were it.

Bermuda is a beautiful island, bathed in sunshine and after four days of swimming and exploring we set off, fully provisioned, with everything from rum, coke, condensed milk, cheese slices, pasta etc.etc. The log shows that after an hour of "fading about" we headed 81°T, in 20 knots of wind, one reef in the main with poled-out jenny, wind astern, in sparkling blue skies, with wave patterns steadily building up as we left Bermuda further and further behind surging forward at a steady 77 knots. As the waves built up I remembered with apprehension that, despite over 3000 cruising miles behind me, I had rarely been further than 20 miles off shore. VHF radio is generally limited to 25 nautical miles and we had no S.S.B. short wave transmitter on board. In short for the next 2000 miles we were on our own.



Out of Horta with the volcanic Pica ahead

Destinations?

Jim initially had planned to try a watch system for three hours on and three hours off. I however felt that a four hour system might be better as, despite the fact that four hours was a long time to be on watch by yourself most people's sleep cycle is operated within a four hour period meaning that once you are off watch at least you got a decent sleep in. Accordingly we ran a watch system with A being on between 2000 and midnight, B's turn to 0400, back to A to 0800 and back to B noon, with watches alternating every day. Between noon and 2000 there was no fixed watch. This system seemed to stand up well for the duration of the journey, despite occasions when both of us were quite tired.

The first night at sea was a little bit of heaven. The wind had increased to about 22-25 knots and despite this the auto helm seemed to be able to control the boat adequately keeping it within a 5° course. As the waves came up behind the boat she would roll

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from one side to the other in anything up to a 60-70° arc and then as the boat passed under the top of the wave she surfed for a while reaching speeds sometimes as much as 8? knots. The night was absolutely clear of clouds and the stars shone brighter than anything I had ever seen on land.

Possible destinations were either the island of Flores or the famous port of Horta (first visited in 1899 by Joshua Slocum), the former being 150 miles closer but a fair bit further north, the great circle distance being, according to the G.P.S., about 1860 nautical miles. The pilot books on this crossing offer two alternatives, either going south of the rumb line where you got steady south westerlies but it was prone to calms, or north of the rumb line where you got stronger south westerlies but was prone to gales coming down from the North Atlantic into the horse latitudes. We decided to go north as we had only a 500-mile fuel range. Winds, we got, in abundance.

The boat, a Dahlar 37, which I understand is the Mercedes of boat builders, was a sturdy looking well found boat of about 15 years old. She had an unusual deck shape, which gave her a look of a pit bull terrier and a lot of volume aft which meant that she rode the waves very easily. She gave an air of confidence that she could take anything that was thrown at her and in fact, despite some wavy conditions, waves very rarely came in over the stern.

For the first couple of days the wind stayed from 20-25 knots but on the third day out it began picking up. As the waves increased there was a competition between Jim, Freddie (the auto helm) and myself to see who could get the best speed out of a surf. Jim held the lead at 9.4 over Freddie's 9.3 for two days until the wind increased. I suddenly got an 11.4, together with a fright and immediately directed the taking of a reef. It was only when we turned back up-wind to take the reef that we realised that the wind was actually blowing up to 30 knots and that the boat was quite hard pressed. Back down-wind, a second reef in and the jenny reduced, the boat was more manageable and still flying.



Confident she could take anything that was thrown at her

WE WERE TOUGH MEN

The log which had been written up on the eve of the fifth night out posed the following question: to take a third reef or not? Herb, an unusual character who lived in Canada and transmitted local weather forecasting for yachts crossing the Atlantic on S.S.B. short wave radio, for free, had warned of a gale slightly to the north of our general area. We decided not to reef; we were tough men and we could handle it; and were we wrong. At 12.30 that night, half an hour into my watch while I was making a cup of soup downstairs the auto-helm suddenly beeped an alarm. Within the space of a few seconds the boat began luffing violently, the jenny, which was not pulling properly, began flapping, the main powered up and a wave hit the boat broadside keeling it over at an alarming rate. I ran up, wearing nothing but sweat pants and tee-shirt to take over the wheel and get her back on course, which I did. The winds had reached up to well in excess of 30 knots and the auto

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National Yacht Club's busiest season ever

The year's sailing activities have been hectic, nay, at times frenetic, and there is only one further championship event on the horizon. As I write in mid September it is fitting to review the season, our first full season with the new facilities, which were used to capacity. The fixtures programme finalised last January saw sailing events running virtually every month with August being, as in the title of a well known Enda O'Brien novel, "a wicked month". This was only from the perspective of the time involvement of the National Yacht Club's Race Management Team. It was excellent from the perspective of the events, from the competitors, and well received by all of the fleets who sailed here, but taxing on the organisation responsible for the smooth running of events.

Starting in the beginning, our Early Bird Regatta, at the end of April had to be cancelled, because of the late launch of keelboats from the platform, due to harbour works. Indeed the marina and harbour works and the uncertainty they have caused in relation to keelboat lift-out, have kicked in again in September, causing us to cancel our Autumn Series, sponsored by Key Events, for 1720s, dragons and J24s. However, this event will definitely go ahead in the same time slot in 2001.

The Whit weekend saw the Dragon East Coast Championship sailed in light conditions and poor visibility. This event saw the launching of an English competitors boat, of a unique and expensive (£100,000) construction. He finished fifth! Johnny Ross of RStGYC was first. It was a very successful series competitively and socially speaking.

In mid June our annual Regatta was sailed in perfect weather. It was a resounding success from every viewpoint, competitively, socially and most importantly, weatherwise.

July was quiet in Dun Laoghaire with the focus shifting to the southern capital but, as mentioned earlier, August was busy, very busy. The August weekend saw the 1720 East Coast championships with close racing and a very successful event. The following weekend the Shipman National Championship took place, with platonic courses and a windward leeward race. Boats came from as near as Howth and as far away as Foynes. The Principal Race Officer, Jack Roy, set a demanding course, sending the fleet around the North and Soy Burford marks in the first race. Pat Enright was very unlucky having sailed all the way from Foynes to the event to be dismasted in the first race. Close racing was the order and there was only a difference of twelve points between the first Shipman, of Gerry O'Neill from Howth, who has won the national championship successively three times and the commodore of the Shipman fleet, Michael Bryson, who finished sixth. Malachy Muldoon and his team finished a close second.

The following weekend it was the turn of the 420s who sent forty dinghies from far and wide to their National Championship and twenty five Fireballs were here, who also staged their National Championship simultaneously in the National Yacht Club. This was a testing time for competitors with shifty five knot winds and long days on the course. The black flag was much used to keep order on the starting line. Frank Cronin, the Principal Race Officer, must have been sorely tried over the three days. Congratulations Frank on running a successful event and on being elevated to the rank OF ISA National Race Officer.

The Fireball and 420 event ran on Thursday, Friday and Saturday and on Sunday, August 13 the National had its Junior Regatta with some forty plus Optimists, Mirrors, Lasers of all types starting. Lack of wind caused a postponement for some 30 minutes, but then a steady eight knot breeze settled in and the two race programme was sailed easily.

On the following weekend, August 26/27, the Club hosted the Bank of Scotland challenge for cruisers and the Race Officer was ably staffed by Carmel Winkelman and her team of Claire and Lucy. Claire's son, David,

News

was involved in producing results. Carmel is to be commended for being in the Race Office instead of being in Sardima, where her son Paul came fifth overall in the annual Swan Regatta of over one hundred Nautor Swans, of sizes ranging from 40 to 80 feet. Carmel's commitment to the NYC and to DBSC is unmatched. Thus did August pass and a couple of weekends saw only NYC sailors on the platform until the 1720 National Championships started on Thursday, September 14, and ran for three days with the option of a fourth day. As it turned out the fourth day was not needed as all nine races were sailed in the first three days. This was just as well as the Sigma 33 fleet has a sigma race day on Sunday September 18 for the Goodbody trophy.

The 1720 National Championship was won by Roger Cagney, from Howth and NYC. Roger was the consulting engineer who was heavily involved in the design and construction of our new platform.

These are the principal highlights of the busiest ever season in the National and there were other events run on behalf of the Royal Alfred Club and the Irish Sea Offshore Association. Regrettably the uncertainty of our and marina development has curtailed the planned six week autumn series but the flying fifteen east coast and Mermaid Leinsters will run and this will be followed by the Mermaid Frostbite series that will run until the end of October.

Noel Casey, Sailing Secretary

Johnny Walker wins in mermaids again

NYC trustee, Johnny Walker, returned to *Tiller Girl*, the mermaid which he had built almost 40 years ago, to win the Halion Trophy for former mermaid owners/sailors on September 10.

Tiller Girl was crewed on this occasion by its current owners, Gay Brennan and Jonathon O'Rourke. Light airs, big windshifts and a "hole" at the end of the east pier made for an interesting race with the lead changing many times before the bandstand finish.

Aodh Dowley was second in Paula which he formerly owned and recently repurchased. Other former Mermaiders competing were Leslie Downes, Jerry O'Neill, Pierce Butler, Pat Stafford, Sean Nolan, Harry Boylan, N Murphy and Brian Murph Ruane.

The Halion Trophy was donated by the Halion family in memory of the late Paddy Halion. Three generations of the family were present to enjoy the race and barbecue. The prizes were presented by Mrs. Betty Halion. *Tiller Girl* helmed by Jonathon O'Rourke also finished fourth in the recent Mermaid Nationals held in Rosses Point.

The National Yacht Club will host the Techno Marine Mermaid Frostbite Series in October and the Mermaid National Championships in August next when more than 50 boats are expected to compete in the week long event.



Brendan Martin, Mermaid Class Captain rigs "Aideen" at the pontoon

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helm, having had difficulty handling it, had broken. However, I succeeded in getting the boat back on course despite the waves, Freddie I think may have been far better at the job than I was. I kept getting the weird impression that I was sailing around in circles. Calls to Jim produced no result as he was sound asleep up in the forward cabin. Luckily after an hour, due to a call of nature, he eventually arrived on deck. He spent an hour and a half attempting to fix the auto helm unsuccessfully, as the belt had stretched too much. The wind began to steadily increase to in excess of 35 knots. Eventually he suggested pulling down all sails and lying a-hull, riding out the night in this fashion. He took over the wheel while I went forward on deck to reduce and fully secure the main sail. Taking in the main sail in the middle of the Atlantic, in excess of 35 knots of wind, in pitch black, soaking wet is something, that while I might do it again, I would definitely not do it voluntarily. When I eventually awoke after four delightful hours of sleep Jim had most of the jenny out and was helming the boat fast downwind.



The weather was nice and sunny

As I was up, we proceeded to put up the main, third reef in and Jim went down to sleep. The next five hours are probably some of the most invigorating cruising miles I have spent. The wind had backed so the boat was surging along in a starboard reach, the sun shining, the sea sparkling, the white horses raring, the waves coming up behind me and the boat blasting along as I steered along the waves. I was enjoying myself so much and was so contented that towards the end of these five hours I started to sing. This woke Jim who maintained that the noise was worse than the Hound of the Baskerville and ordered me to stop or I would be keel-hauled. I was forgiven when I devised a method of fixing the auto helm by using a block and pulley system to tighten the belt. The system allowed for the adjustment and we had no trouble with it for the rest of the journey.

For the next few days the wind would range from the highest of about 42 knots and to a low of about 20 knots. The boat was well able to handle it and apart from the occasional sail alterations, shaking out a reef or putting it in, jibing the jenny and adjusting the spinnaker pole there wasn't a huge amount of work to do. Occasionally things went wrong and one had to be constantly alert to put the boat back on line, but generally the auto-helm seemed to be able to hold the boat speedily on course while we snuggled down in our cosy cabin and played scrabble and switch. When the weather was particularly nice and sunny and there was still strong wind, either of us would often take over the wheel just for the exhilaration of it. I still feel however that Freddie did a better job than either of us could do. Despite the fact that everything appeared to be plain sailing, life was far from ideal in that there were a number of little nagging annoyances.

After about seven or eight days of quite strong winds we got a bit tired of being thrown around so we made a conscious decision to head south to seek lighter airs and take a rest. It worked and we ran into a hole for about twelve hours. The rest was gladly welcome. But we recovered quickly, headed back north and even threw up

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the kite for a while; but, the wind was even too light for that blowing, no more than five knots; that's what engines are for and we spent one night travelling under engine. The following morning the wind freshened a little but coming, unusually, from about 10° south of where we wanted to go. We proceeded on a starboard tack but in short order the wind clocked around to where we were again flying along on course, on a fine reach. This continued for about two days during which the boat took some pounding. Jim was apprehensive; I however had more confidence in his boat.

Half way was celebrated. We had a fine dinner cooked by Franko, of marinated pork, mashed potatoes, tinned mushrooms and sweetcorn, followed by peaches and condensed milk and thereafter by (too much) rum and coke. We had however been making very fast progress, averaging in excess of 130 miles a day. I had wanted to move a little more north to try and get into the Gulf Stream but Jim felt, and we worked it out, that the miles saved would not compensate for the miles it cost. Generally it appeared, if the GPS is to be believed, that we were constantly in a back eddy from the Gulf Stream which was driving us slightly north of our course but was not actually holding us up. We were also worried that once we got to the Azores we would be becalmed by the much feared "Azores high" but it didn't happen. It didn't remotely happen. In fact Herb warned some boats close to us to slow down because we were heading straight for a gale. Needless to say at this stage we didn't slow down. The gale didn't materialise but regardless we still had fresh breezes and generally between 15-25 knots right up to the last night when we anticipated we would be making a landfall.

LANDFALL

After twelve days of sailing, the Island of Flores was less than 50 miles away and coming up fast. I had dreamed about my first landfall and never anticipated it would be at night and appear as no more than a bunch of lights flashing at the rate that the chart said they should be. Well done G.P.S. Our main difficulty with landing on Flores was that there was no properly charted landing point. We were actually relying on a photograph of a harbour. We slowed down as we approached the island determining that we would wait till dawn before landing. A yacht appeared out of nowhere tracking us, clearly a clever skipper following us, waiting for us to hit the rocks first. Suddenly lines of phosphorescence began attacking the boat from all angles. Another school of dolphins, their tracks being lit up by phosphorescence which was highlighted by our enhanced night vision. It looked spectacular.

Landfall at a town called Lages consisted of a long pier enclosing the high cliff bay. It was impossible to pull alongside because of the heavy swell, and it took a number of anchor drops before we got a reliable holding.

Would I do it again? Definitely, but I would probably prefer a trip from Gibraltar to the Canaries and then down to the West Indies, with time to spend in each port. We were very lucky in many respects especially with the fact that the boat was in such good condition and, except for the batteries, everything worked very well. The fearful thing about sailing the Atlantic is not so much the conditions that you can encounter, as they can be encountered close to shore just as easily but the fact that there is nobody close who can come out to rescue you. You are completely on your own. However, having done it once, the appetite is merely whetted.



Atlantic sunset

Snooker News



The new season starts off this month with the Craig-Hickey billiards competition. The draw for this competition has already taken place and is currently on display in the snooker room.

DATES TO NOTE

McWilliams Trophy	October 1, 2000
Johnston Doubles	November 1, 2000
Elgan Cup	December 1, 2000
<i>If you entered last year for the above competitions you will be automatically entered again this year.</i>	
McWilliams Final 3	January 12, 2001
Preston Ball auction	April 27, 2001
Preston Ball Final	

Bridge News

The new season is now under way with a promise of great fun, good cards and keen competition between now and Christmas.

Don't forget it's Bridge every Thursday night – do come and have a most enjoyable evening. Look forward to seeing you all.
Ida Kiernan, Commodore

NEW MEMBERS

Welcome aboard to the following members, associates and cadets who have joined the National Yacht Club this year during July and August.

FULL MEMBERS

PATRICK VEALE
DONAL GALLAGHER
JOSEPH O'REILLY
JOHN MURRAY
TONY MORGAN
RAY GREEN
RICHARD STAFFORD
KEN WRIGHT

ASSOCIATE MEMBERS

STEPHANIE MCCARTHY
EITHNE HUGHES
MICHAEL STIMPSON
ANDREW CURTIN
FREDA HAYES
ANDREW KNOWLES

CADETS

KERRITH KEEGAN
ROBERT COLLINS

CLUBHOUSE MEMBERS

DETAMOT STONES

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A sport for all seasons

a note into the Secretary's office and we shall contact you when running Race Management course during the Winter months.

As we approach the shorter days and longer evenings club life takes on a different form. Sailing members don't have to lose contact with one another – why not participate in some of the social activities which have been arranged for your enjoyment throughout the Winter months. We have a very full and active social programme which includes bridge, snooker, quiz evenings, wine suppers, inter-club golf competitions, ladies lunches and class dinners to name but a few. If you wish to host your own private party please contact the Manager. The National Yacht Club is a club for all seasons.

Ida Kiernan, Commodore

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BOATHOUSE NEWS

The new pontoon facilities were put to good use and obviously proved attractive to visitors. The following provides a flavour of the variety and number of migrants

Ffesti Blue	Moody 36	Pwllheli
Blei Mor	Puma 34	Falmouth
Glance	Cutter	Quoile
Ecole de Croisiere	Gib Sea 37	Bordeaux
Mister B	Ketch	Fleetwood
Noa	DB 8390	Frankfort
Tri Again	Timaran	Instow (Devon)
Oribi	Moody	Rhu
Nina	Victoria 34	Dalvik (Iceland)
Sailabout	Sloop	Breskens (N.L.)
Espanola	Gaff Yawl	Preston
(formerly owned by Dr Wright of DBSC in the 40s)	Ex lifeboat	Douglas
Manx Voyager	Bostrom 31	Oslo
Snigare Sting	11.5m sloop	Vienna (single handed)
Elsa	Westerly Pageant	Clontarf
Siamsa	Baltic 33	Den Oeuer (N.L.)
Sylla Alexandra	31' sloop	Oslo
Frika	Albin Ballad	Roa, Sweden
Josefin	Hunter Channel	Banff
Ishbel		



The Navigator 21

ACROSS:

1. Ah! Saw level with the sea (5)
8. Ball fire for the hot boat (8)
9. Legal mum often considered difficult (5)
10. Beanie country (8)
11. Oar. (5)
12. T? (3)
16. Reach a destination (6)
17. God! Ran for the boat (6)
18. The old man is the same in reverse (3)
23. Monk superior (5)
24. Does he wait on the master (8)
25. With French red it could be capital (5)
26. Admiral Sir Francis - was he windy (8)
27. Solzhenitsyn's might not know his port from starboard. (5)

DOWN:

2. Not leeward (8)
3. Impish sort of fish (8)
4. Lie pod for the aerial (6)
5. Imitative of the rhythms of music (5)
6. Diamond measure (5)
7. Loops for the sailing boat (5)
12. The boy can be tiresome with his IOU's (3)
13. With the French for the bad egg (3)
14. Old port (8)
15. Music in a sorrowful manner (8)
19. Not ashore (6)
20. Self contained underwater breathing apparatus (5)
21. Mast this is no longer a valid cry (5)
22. Switch positions (2,3)

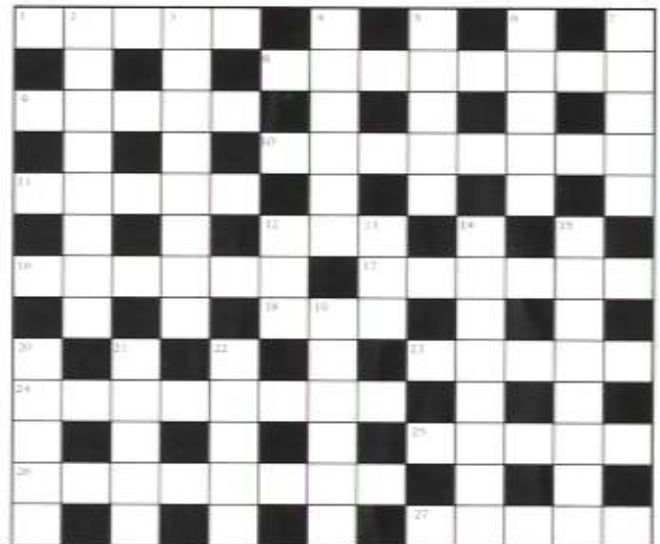
NYC Walking Group meet on the first Sunday of each month. Watch for details on the Club Notice Board.



Golfing News

The second Waterfront Sailing Clubs golfing competition takes place in Dun Laoghaire Golf Club on Friday, October 13 followed by dinner and presentation of prizes in the National Yacht Club.

This year we are pleased to announce that the competition is sponsored by The Dublin Port Company. The first tee is reserved from 09.00 to 10.30. The format is fourball - betterball. All National Yacht Club members who have a G.U.I. or L.G.U.I. handicap are welcome to join in the fun. The entry sheet is on display in the hall.



Entries for Navigator 21 must reach the editor before midnight on November 30. As usual the prize will be dinner for two plus a bottle of house wine.

Results of Navigator 20:

Across: 3. UFO; 5. Sigmas; 6. By; 8. Protective; 9. Lee; 11. Fords; 12. Eros; 13. Age; 15. Sod; 16. Sheet **Down:** 1. Bier; 2. Smite; 3. Us; 4. Dyke; 7. Wind; 8. Pulleys; 10. Emend; 11. Flows; 14. Get. Unfortunately there were no correct entries.



NAVIGATION COURSES

Theory courses for ISA **COASTAL SKIPPER** and **YACHTSMAN OFFSHORE** will be held in the National Yacht Club during the coming winter months.

Times: Mondays from 1930 to 2145 hrs.
Registration: October 9, 1930 hrs.
Commencement: October 16, 2000
Completion: April 10, 2001
Instructor: Jim Gorman, master mariner & yachtmaster

Telephone: 289 5167 / 086 2535670
 Application forms available in National Yacht Club Clubhouse - *book early to avoid disappointment.*

Social Calendar

OCTOBER

Tue	3	Ladies Day Luncheon – Speaker Freda Hayes
Sat	7	Flying Fifteens East Coast Championships – Championship Dinner
Sun	8	Family Luncheon
Wed	11	Bar Table Quiz, Round 1 – 9 p.m.
Thu	12	Regatta Prizegiving
Sat	14	D'n'D Night
Sun	15	Family Luncheon
Mon	16	Navigation Class
Wed	18	Wine Supper
Fri	20	Youth Section Prizegiving Dinner
Sat	21	Club Dinner with Piano Music
Sun	22	Family Luncheon
Wed	25	Bar Table Quiz, Round 2
Fri	27	Dinner booked out
Sat	28	Club Dinner with Piano Music
Sun	29	Family Luncheon

NOVEMBER

Wed	1	Wine Supper
Fri	3	Mermaids Dinner
Sat	4	Club Dinner with Piano Music
Sun	5	Family Luncheon
Wed	8	Bar Table Quiz, Round 3
Sat	11	Club Dinner with Piano Music
Sun	12	Family Luncheon
Tue	14	Ladies Day Luncheon
Wed	15	Speaker Supper
Fri	17	Flying Fifteens Dinner
Sat	18	D'n'D Night
Sun	19	Family Luncheon
Wed	22	Bar Table Quiz, Round 4
Fri	24	Dining room booked out for dinner
Sat	25	Club Dinner with Piano Music
Sun	26	Family Luncheon
Wed	29	Wine Supper

DECEMBER

Fri	1	Dining room booked out for dinner
Sat	2	Club Dinner with Piano Music
Sun	3	Family Luncheon
Wed	6	Bar Table Quiz, Round 5
Fri	8	Ladies Christmas Dinner
Sat	9	First Christmas Dinner – Booking Forms
Sun	10	Santa Party and Luncheon
Tue	12	Ladies Day Luncheon
Sat	16	Second Christmas Dinner – Booking Forms
Sun	17	Family Luncheon
Sat	23	Club Dinner
Sun	24	Christmas Eve Luncheon – Booking Forms
Thu	28	Bar and catering facilities open for lunch and dinner
Sat	30	Pre New Years Eve Dinner and Dance – Booking Forms
Sun	31	New Years Eve Luncheon – Booking Forms

Old Favourites



Why not join in some of the regular social activities over the coming months. On alternative Wednesdays you can book a table for the wine supper or join in the very popular bar table quiz.

Lots to look forward to – see listings for dates and keep an eye on the Club notice board for D'n'D Nights, Ladies Luncheons, Sunday Family Luncheons, Bridge, Snooker and International Rugby Branches.



Bar Table Quiz



First round of the Bar Table Quiz will take place on Wednesday, October 11 at 9 p.m. and on alternate Wednesdays until the final in March – usual format: teams of six, £10 per team. Entry form on club notice board. A real fun night – newcomers are always welcome. Complimentary finger food served each night. Quiz-master: Alan Dooley

Wine Suppers

Wine tasting, a short talk on wine and supper. At £15 per person, it's wonderful value and very informative. The evening starts at 8.30 p.m. and you can book on 2801198 or 2805725.

D'n'D Nights

Fun Dinner and Dance Evenings with Disco George and at £30 per couple they are excellent value.



Club Christmas Dinners



December 9 and 16: Early booking for two of the most popular events over the Christmas season is advisable. Mulled wine on arrival. Musical entertainment and Christmas carols followed by disco. Non voucher evenings. £25 per person. Booking Forms.

Santa Party

Santa will arrive at 12 noon. Kiddies disco from 3 p.m. £7 to include Santa visit and present. Please fill in booking forms with children's names, ages and preferred time for the Santa visit which will begin at 12.30 p.m. Booking forms at porter's desk. Booking for lunch is absolutely essential. Lunch will be served from 12.30-2 p.m.



Pre New Year's Eve Party



Saturday, December 30: Once again you are advised to book early for one of the social highlights of the year. Dinner at 9 p.m. followed by dancing till very late. £25 per person. Booking Forms. Non voucher night.

New Year's Eve Family Luncheon.

Start the New Year celebrations with a relaxing lunch at the Club followed by an afternoon of top quality musical entertainment. Lunch: £15 per person with a special kiddies lunch or half portions for the older children.