

MAINSHEET



Newsletter of the National Yacht Club

Issue No. 46, December, 2006



Con Murphy, Commodore

Capture all the style and glamour of the sport

As the year end draws near and we start to look ahead to some great sailing events in 2007, it is timely for us to say a big "thank you" to all those who have helped us run a terrific diary of events in 2006 – and who will be supporting again in 2007. Every big sailing event is a major undertaking – only made possible by the giving of time, sponsorship, encouragement and other elements by literally hundreds of our members.

This work is all voluntary and when dovetailed with a number of generous sponsors it enables the club to put on first class events that capture all the style and glamour of the sport. In particular I would like to mention the huge participation of members in the hosting of the ISA All Ireland Sailing Championships on October 5/6 last. It was a hugely successful event, made possible only by the generosity of the 1720 and Topper owners who loaned their boats for the weekend and the numerous volunteers who drove rescue and support ribs, acted as owners reps on the 1720s and assisted on flagships and onshore.

In 2007, our main event will be the the hosting of the 4.7 Laser European Championships in July. This event will attract the

Yacht Club has a great tradition of excellence in running world and European ranked sailing event – but next July's Laser Europeans will see the bar raised to new heights. Our Committee is currently searching for a lead sponsor and I would encourage any members with connections to suitable brand to contract me or Padraic in the Club to get an idea of what is involved. Other major events to look forward to include the Dun Laoghaire to Dingle (D2D) race starting on Sunday, June 10 and of course the Dun Laoghaire Regatta, the four Clubs combined regattas which will run from July 12-15.

The Clubhouse redevelopment is all but complete and continues to get great reviews from members and visitors alike. The area under



Carmel Winkelmann has recently been named Irish Sailing Volunteer of the Year 2006 for her lifelong support of Irish racing and junior training. Carmel is currently organising the 40th anniversary celebrations of our Junior Section to be held on May 27, 2007

marina development in the harbour should be at the eastern (our) side of the harbour anchored on the Carlisle Pier. This and other submissions resulted in the Harbour appointing consultants to undertake a new study to identify possible locations within the



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Junior Sailing, Boathouse

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Rounding Cap D'Ambre



We finished our summer programme but the Junior sailing has continued to be hectic! In September we had the DBSC September Junior Series sponsored by the Dun Laoghaire Harbour Co. This event has grown from strength to strength this year with the largest entry of 130 dinghies and a fairly impressive NYC presence in the winners enclosure, Jill Roy winning the Toppers, Finn Murphy the Laser 4.7s, Annalise Murphy the Radial.

Next the NYC was host to the ISA All Ireland Championships which is both a Senior and Youth Event, the seniors sailed 1720s and the Youths Toppers. This proved to be a fantastic event raced in fairly blustery conditions. All our Topper sailors kindly lent their boats for this event and indeed we have to thank our shore team of Jill Roy, Niamh Hollywood, Zelda O'Brien, Megan O'Hare and Susie Roy for all their help in launching and retrieving boats.

We have now upgraded our Topper fleet and have six brand new Toppers with full racing spec. The NYC charter fleet is now made up of seven Toppers they are now all Navy Blue, and 2 Optimists.

The Optimist Class finished off the seasons racing with the Gorman Trophy (Optimist end of season) again we were lucky with the weather and got two days of great racing with the Regatta Fleet being won by Aisling McIvor, hotly contested by Conor Totterdell. A big thanks to all who helped at this event especially to Sandra Moore who as usual played a blinder in the race office and Dara Totterdell for doing the results for this event.

ISA Leinster Squad Training. The ISA have based their winter training out of the NYC again, which is fantastic from the Clubs point of view as it really puts us in the forefront of the development of Youth sailing in Ireland, they have had a five-day camp over half term and 4 subsequent weekends of training of which only one Saturday was a bit marginal! Some of our sailors are part of this Squad well done to them.

NYC Winter Training – This year we have so far had 4 super days of sailing with 45 participants in a great mixture of classes the Optimists – Toppers – Laser 4.7s – Laser Radials – Fevas – and 420's – indeed nearly all the ISA youth pathway boats. In December, we also held a instructors pre-entry course with Dave Garvey running the assessment.



Greetings once again from the Boathouse. At this time of the year many folks pretty much forget about sailing and turn their thoughts to seasonal festivities and the minor excesses which surround them. Not us in the Boathouse however.



Olivier and the Boathouse team – Felix, Joe, Johnny, Tony and Eric

With a very successful Lift Out completed in October, many thanks to Peter and his team once again, not to mention Olivier, Tony and his crew, and once again thankfully a dedicated crane driver from O'Briens, we are now into our winter maintenance programme. This involves the lifting of all the mooring risers, and their replacement before the spring, annual launch maintenance, a major overhaul of our club flag-pole and lots, lots, more less obvious jobs, all of which need doing to ensure we continue to deliver you, the members, an efficient, and effective, Boathouse service.

This time of the year also sees up prepare the annual Boathouse budget. Now, after a couple of years of practice, we are at a stage whereby we know where all the money is spent and can actually examine both expenditure and income either to target areas to save money or generate additional income. Now that most of our equipment, and therefore expenditure, is subject to maintenance agreements, a deep review of the budget reveals that manpower is the only area capable of delivering significant savings. But if we cut too deep, you the members may feel that you are bearing an unnecessary burden. Service has a cost! Therefore, I would request your indulgence in this regard, as one man's unwelcome change is another's opportunity for development. We will do what we must to make sure that we are offering value for money, but we are also a club which supports sailing at all levels, so we cannot expect only to serve the God of cost! (apologies to Ryanair)

As noted above, while some of you are resting their Dubarrys, others are actively sailing. We have members racing the Turkey Shoot on Sunday mornings and the DMYC Frostbite on Sunday afternoons and in the middle a gaggle of juniors training in Oppies, Toppers and



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The Boathouse team - Felix, Joe, Johnny, Tony and Eric

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NCY yachtsman, Connor O'Regan and his crew, Henrietta, continue their epic circumnavigation of the globe

YC members, Connor and Henrietta O'Regan, left Rome in May 2003 with the intention of cruising the Mediterranean and perhaps doing the Arc later that year. They sailed in leisurely hops first to Athens and then back towards Gibraltar.

In late September they sailed to the Canary Islands and crossed the Atlantic with the Arc in December. Having spent a few months cruising the Caribbean, they sailed through the Panama Canal to the Galapagos Islands (where they spent a few weeks). Then on to Tahiti, via the Marquesas and Tuamotu Islands. From Tahiti they went to Bora-Bora, Palmerston Atol, Nuie, Tonga and on to New Zealand where in March 2005 they had the boat lifted out and returned home.

In June 2006, they returned to New Zealand had the boat refitted & sailed to the Vanuatu Islands (formerly New Hebrides). From Vanuatu, they sailed in one long hop around the north of Australia to Christmas Island. Next on to the Cocos Keeling islands, across the Indian Ocean to Chagos and Madagascar, arriving in Durban in November.

The plan is to come home for Christmas, then carry on around the Cape of Good Hope across the South Atlantic to the Caribbean, and return to Dun Laoghaire via the Azores, arriving sometime in Summer 2007.

Rounding Cap D'Ambre

By Connor O'Regan

Pamina, our Rival 38, was anchored in Chagos. We had been there two weeks and it was time to continue westwards to Madagascar. Our preparations were complete and all we needed was some decent wind before heading off.



Pamina at rest

We left the anchorage off Takamaka Island and sailed quickly across the atoll for the pass. While I was standing on the bow as a lookout to check for coral, Henrietta put out the fishing-line. Before we got to the pass we hooked and landed a large trevally.

About an hour later as we sailed south along the outer edge of the atoll, past the Saloman Islands, we caught a yellow-fin tuna. A good start to the fishing then, but the first evening proved not so good for the sailing. Rather than the anticipated 15-20kts from the SE, by the evening the wind dropped to 10kts from the SE and first night was full of squalls. While the wind never went over 20kts, the wind direction was continuously changing, there was lots of rain and additionally the "holes" behind the squalls were hard to avoid. Progress was slow, so that in the first 24 hours we ended-up motoring for 6 hours and only made good about 100nm.

Our slow start was in stark contrast to the friends we spoke to that

on the direct route from Chagos to Cap D'Ambre, the northern most point of Madagascar. They had taken the narrow northern pass and described a period of 6 hours where the seas were dangerous with the top 2m of the swell breaking heavily. This confirmed our intended strategy of heading for the southern pass through the banks at 12 S, which adds about 50nm to the 1600nm passage.

In the late morning of the second day, the wind filled-in from the SE, 15-20kts, and we were happy to be reaching in the trade winds on a course of about 240T. For the next three days, we clocked up daily runs of over 165nm as the wind rose slightly to 20-25kts. Comfortable sailing, if a little wet as the swell was now breaking slightly and getting blown in to the cockpit. We looked forward to getting to 12S and turning west, after which we should be just as fast, drier and might even be able to get the twin headsails up. The twin headsails are our favourite set-up: they are comfortable, easy to manage and can usually be relied on to keep the speed up, if the trade winds are blowing.

On Day 6 we had run 850nm from Chagos. We had reached 12S, which is approximately the latitude of Cap D'Ambre, now, 675nm to the West of us. The winds were too far in the south to set the twin-jibs, which can usually be set at 135 degrees to the wind angle. We now had the South Equatorial Current behind us giving us another knot, so we continued to make good progress. The weather was pleasant. We had enjoyed clear skies with no squalls since the first evening.

Cape D'Ambre, as described in the cruising guides and pilot, is a windy place with potentially heavy seas. A north flowing current runs on the western side of Madagascar and meets the south



During days 7, 8 and 9 it looked increasingly likely that we would approach the Cape during the night – not desirable, as we wanted to pass close to the shore. Our policy of avoiding unnecessary risk by not approaching land or entering harbours at night meant that on three of our four passages since New Zealand we have had to slow down to make daylight arrivals. We have found this surprisingly hard to do. On the evening of day 10 we were less than 70nm from the cape having continued our average daily runs of 150nm. In order to round at first light, we decided to keep our speed below 5kts and heave-to as we got closer to the shore. We anticipated a slightly uncomfortable night, but as we were only 50nm from the cape, we should be able to round at first light.



Henrietta went down for her off-watch at 8pm. I kept the boat going at 4-5kts, reducing sail as the wind rose. During the next three hours, the wind clocked to the SSE and began to rise rapidly from 20kts to 40kts as we got within 40 nm of the cape. Initially I put the wind rise down to an acceleration effect around the headland, but when the next weather fax came through, the gradient wind was showing 40kts, which was not shown on earlier forecasts. We knew then that we were in for a rough night.

At the same time, wind and current became more parallel to the coast as we approached land. I altered course to the SW to try and offset the effects of these, bringing us onto a close reach. By the end of my watch at 11pm, we were getting 40kts of wind over the deck, but the seas were neither steep nor breaking. I did not want to heave-to as we would rapidly find ourselves north of the cape in the region of the overfalls. We discussed what we should do for Henrietta's watch, and decided to hold our SW course for as long as we could, then tack to the east and return westwards in the morning to round the headland close to shore in daylight.

I took half a Stuger and went to sleep. One hour into her watch, Henrietta called me up. The wind now was now well over 40kts and occasionally reaching 50kts – some of the strongest winds we had experienced so far on our circumnavigation. We could barely hear each other as we shouted across the cockpit – only feet apart. The sea-state had deteriorated considerably during the last hour. Close to the coast, the shore shelves steeply: there is only about 5 miles

shot overboard. When I tried to pull the sheet back, I found it was stuck. The sheet had wrapped on the freewheeling prop. My heart missed a beat as I called out to Henrietta who was still on deck, struggling with her lifejacket, which had inflated in the same wave. This was not what we needed! I quickly got a line rolling hitched onto the sheet and brought it back to a winch and tried to see if it would unwind. No luck, but at least it couldn't get any tighter. We've never fouled on our lines before, but ropes have got caught on our propeller twice before, while motoring in the Mediterranean. On those occasions in calm seas I went over the side with a knife. This time I left Henrietta (who had struggled free of the inflated life jacket and was wearing a spare) on the winch and went below to try and twist back the shaft by gripping it between the gearbox and the stern gland. As we couldn't communicate any longer, Henrietta would keep the line hitched to the sheet under tension and take up slack if any was made. It felt like a long shot, as I leaned into the locker and tried to get a grip on the shaft not knowing which way to turn the shaft. We were fortunate, it needed three or four complete turns and the sheet was free. We could hardly believe our luck. Now we could concentrate on getting the storm sail set and getting around the cape.

The storm sail improved the speed, trim and heel of the boat. Even though Pamina was launched in 1990 and we have sailed over 20,000nm since 2003, this was the first time the sail was used.

We had tacked and were now heading westwards at over 6kts close hauled, making good speed towards the cape. I decided to stay outside the 1000nm contour and run the risk of hitting the overfalls, since we knew the sea-state in shallower water was likely to be dangerous by now. We eventually rounded with an offing of about 10nm, instead of the recommended 100 yards and saw no deterioration in the sea state. The wind backed as we cleared the cape and we were able to get more south into our course. It is possible to double a headland and see no noticeable effects on either side, not with Cap D'Ambre! Soon after rounding we were getting a lee from the headland and we were occasionally hitting 8kts in calm seas – under storm jib only. Some 10nm south of the headland the wind eased and we were happy to slow down, as it was now dark. We were only 30 or so miles from our intended anchorage at Nosy Mitsio.

The next morning we sailed into Maribe Bay on the western side of Nosy Mitsio, and anchored in six meters depth opposite a beautiful golden beach. The calm anchorage, clear green waters and the near deserted beach provided a good spot for us to rest after the activity of the last 24 hrs. We were joined later that afternoon by our friends, Chris and Julie, on the Swan who sailed-up from Nosy Be to meet us.



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Sailing News



December 2006

The club hosted a number of events this Autumn, including the Beneteau 31.7 National Championships on September 2 and 3, the ever popular Members' (End of Season) Race on September 7, the Flying Fifteen East Coast Championships on September 9 and 10, the Key Events Autumn Series (1720s and Etchells) on four (mostly) Saturdays in September and October and the Mermaid/Flying Fifteen Frostbites on five Sundays in October.

We were also privileged to host the prestigious Irish Sailing Association's All Ireland Sailing Championships (formerly the Helmsman's Championships) on October 7 and 8 and reports were so good that we are on standby to host it again next year.

So after another successful year of sailing events for the club, we look forward to yet another busy season next year. Our main events for 2007 include so far:

- ❖ **Flying Fifteen East Coast Championships** – April 21 and 22
- ❖ **Earlybird Dinghy Regatta** – April 29
- ❖ **Dun Laoghaire to Dingle race** – June 10
- ❖ **Sigma 33 Irish Open Championship** – June 14, 15 and 16
- ❖ **Dun Laoghaire Regatta Championship** July 12-15 (expect a record entry!)
- ❖ **Laser 4.7 European Championships** July 20-27
- ❖ **SB 3 National Championships** September 14, 15 and 16
- ❖ **Topper Leinster Championships** May 19 and 20
- ❖ **NYC Junior Section 40th Anniversary Celebration** May 27

I wish you all a very happy Christmas and the best of sailing in 2007.

FROSTBITE SERIES 2006

Sponsored by Cantrell & Crowley

a very competitive fleet. Conor Cronin claimed the prize for his new Composite boat, *Sarahah*.

The Mermaid Class and the NYC, would like to thank the many club members who gave so willingly of their time for this event.



Jill Roy, Topper Class Winner, DBSC September Series

FROM WATERWAG TO 1720

by Dave Mc Farland

As your classes representative in the ISA sailing championships I turned up on Saturday the October 7 to uphold the honour of our class. The racing was organised into two flights of 13 boats. From each flight four helmsmen would qualify for the finals. The unsuccessful boats had a second chance of qualifying on Sunday morning (the repercharge) when from the remaining boats the best two would proceed to the finals. This would give a final of 12 boats. Every section was a series in its own right so mistakes in one could be rectified in the next as long as you qualified.



PHOTO: GORDON HARRISON



Sailing News

these machines you don't need pile ups or anything that could develop into one.

The 1720 is an amazing yacht. It is about 27 feet long with seriously large sails, for a Wag sailor. For this event we did not use the asymmetric genaker which was a certain relief for those of us who had never sailed them before. This is a powerful boat that slices through the water an enormous speed. Any small increase in the wind speed and they react immediately. They are normally sailed with between 5 or 6 persons and a combined weight of circa 450 kgs. We were sailing with about 240kgs between the owners rep, Johnny and myself.

The boat tacks on a sixpence. It reminded me of a firefly and the way you could be on the new tack almost before you had finished thinking of making the change. So decide to tack, put the helm down and round you go, sails in, the boat heels and off you go again ... amazing.

After starting in a 16knot breeze the wind kept building. By the middle of the second race we were sailing in a constant 30 knots of breeze and this presented all sorts of new issues to contend with. Our first problem was trying to keep the boat flat. I take a little liberty here as flat represented an angle of about 45 Degrees. All of us are sitting on the side of the boat, we have the mainsheet traveller fully out, the mainsail is flapping throughout its entire length and we are sailing on the jib. We are still heeling at about 60 degrees and then the gusts hit. Catch your breath and now that there is no wind in the sails (sails almost horizontal) the boat starts to recover and off you go again.....Awesome.

The boats are designed with two foot rails on the floor to stop the crew slipping into the boat. These are brilliant up to about 40 degrees of heel. After 40 degrees of heel in the boat they become a slide so on many occasions I ended up skating across the floor of the boat while trying to keep it sailing. The boats also have a hold rail on each side at the outer edge of the deck. When I saw these at first I wondered what sort of modern boat needed hold rails. Now I know that they are for because on the Saturday I was sailing by using one hand to steer the boat, and holding on for dear life with the other on the rail. This is all very well until you start sailing with other boats in close proximity. To see under the sails with this amount of heel required a degree in trapeze artistry unless you stood on the side of leeward cockpit which was by then nearly flat.



Optimists racing in the Harbour for the Gorman Trophy on October 28, 2006

In this breeze and with so little weight we found heading off

pointing head to wind and we were about to be hit by a yacht from each side. Both yachts beside us headed into the wind as they had to take avoiding action and all three of us ended up pointing head to wind for a few seconds until they tacked away giving us the space to complete our tack, all within inches of each other.

Then round the windward mark release the sails, shoot forward, get an overlap, gybe inside another yacht and head downwind. From start to finish the whole incident took less than 30 seconds.

Saturday was not a success as we finished 11th out of 13 but at least we were never last. Sunday was a new start and a chance to qualify as one of the top two boats in the morning repercharge of two races. Now we were in about 15 to 20 knots of breeze, and we were using the mainsail upwind for what seemed like the first time. We got two wonderful starts at the pin end and managed a third and fourth. As it happened John McGuinness of the GP 14 fleet also had a fourth and a third. So we tied for second place. Unfortunately for your class he went through because he had the better result in the second race and we got eliminated.

We always thought our flight was the more difficult with Mark Mansfield (Double world 1720 champion, Peter O'Leary National 1720 champion, and David Taylor J24 champion in the group. Not surprisingly all three qualified on Saturday along with Conor Byrne a Wild card for the National Yacht Club. Peter went on to win the event.

We had a wonderful weekend and my thanks must go the Johnny and to Con and Cathy for organising such a wonderful event on behalf of the National Yacht Club. It was a credit to the ISA and to the National yacht club and if you get a chance to sail a 1720 jump at the opportunity. If I was 20 years younger I would be right behind you.

RADIO CONTROL LASERS

Seven laser radio controlled boats are now sailing regularly every Sunday at 2pm depending on the weather. A further three boats are on order and delivery is expected before Christmas.



The racing is close and exciting - all the normal thrills and spills without getting wet!

Racing is provided for both the RC Lasers and the older 1 metre model boats with separate starts for each class. Racing takes place from the Club pontoon and a crash boat is on hand to retrieve wayward boats. All are welcome and spare boats are available for anyone who would like to try it out. Just turn up on any Sunday and talk to John Hall or Roger Bannon.



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SNOOKER COMPETITIONS IN THE FRAME

Elgan and McWilliams conclude, Johnston Memorial Doubles up and running.

With the finals of the two pre-Christmas singles being played in early January, the way is now clear for further rounds of the Johnston Memorial Doubles to continue. The draw for the Preston Ball Singles will be published prior to the Auction Dinner on January 12.

This is absolutely the last opportunity to enter The Preston Ball and no further entries can be accepted after December 31. Fee envelopes are available in the bar for late entries (€20) and we need all entry fees up-to-date by the New Year. If you are a new Member and require information please contact either of the undersigned who will be only too happy to help.

PRESTON BALL AUCTION DINNER

This is your first reminder of the Preston Ball Auction Dinner, black tie, January 12 2007, 20.00 for 21.00 hrs, following the McWilliams Final (break off 18.30 hrs).

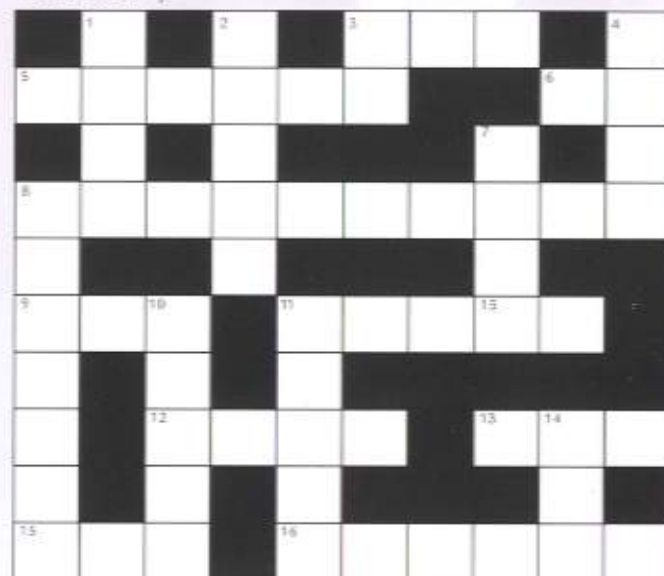
This Dinner is an ideal time to introduce a prospective Member to our Club and we will welcome your guest into our midst in the usual way. This is one of the rare occasions in the NYC when Snooker takes pride of place over Sailing and when all classes on the water meet in the warmth and confraternity of our Dining Room and Bar.

CRAIG HICKIE BILLIARDS RELAUNCH? – Second reminder

One of the handsomest Trophies in our collection, and indeed, the Club, is the Craig Hickie. With the phenomenal interest and television coverage and promotion of the game of Snooker, Billiards has slipped below the radar. It is our wish that this game be relaunched and that once again we can present this lovely trophy to a worthy recipient. We therefore request an indication of your interest in accepting our invitation to participate in this venture. All we require is that you have a working knowledge of the game and if there are sixteen of you, a relaunch is on. Think about it please.



A nice easy one to relax over while quaffing the mulled wine. Entries to reach the Navigator before Sundown February 15 2007. As usual the prize for the first correct one opened will be dinner for two with a bottle of house wine. A disappointing entry for Navigator 37 and the worthy winner was Barry McNeaney. Well done Barry.



Across

Down

- | | |
|---|---------------------------------------|
| 3 Where you might get 14, down (3) | 1 Create alcohol (4) |
| 5 Is he French (5) | 2 Tour of duty (5) |
| 6 Also (2) | 3 Not out (2) |
| 8 All gone now and never got the key to the house? (10) | 4 Wild pig (4) |
| 9 Electrical tenn (3) | 7 You can be brought to this (4) |
| 11 Puts money on, (5) | 8 The nuclear version (7) |
| 12 Stop the water (4) | 10 Mean (5) |
| 13 A wolf could do this at Seapoint (3) | 11 Not done with wind (5) |
| 15 Attempt (3) | 14 Could be the result of 1, down (3) |
| 16 He minds the net (3, 3) | |

Answer to navigator no 37:

Social Calendar



Members please note Jacket and Tie rule in the Dining Room on Saturday evenings. Please ensure that your guests are made aware of this rule.

Club Dinners, Sunday Family Lunches, Mid-week Dining Room and Bar catering and lots more, we can cater to most needs and don't forget the JB Room for any type of party or Company meeting. Please look through the listing and give us a call. All feedback to pconneelynyc@eircom.net this is greatly appreciated as it helps us maintain and indeed improve our standards. Bookings 2805725/2801198

Speaker Suppers

We have three top class speakers booked for the coming season starting with David Beanigan Marine Photographer who will present the complete story of the epic Volvo Ocean Race. Friday, January 5, 2007. John Leahy will be our guest speaker on February 2 and Des McWilliam will be our speaker on March 2. Early booking advisable. See club notice board or website for further details.

Seafood Night – January 13

Peter Caviston will join our Head Chef, Cormac Healy to create a very special Seafood Menu. Early booking is advisable for this evening

North African Evening – February 17

Back by popular request. Cormac will cook some of his favourite food and share recipes picked up on his travels through North Africa. This evening will also feature some great music, belly dancer and drummers.

Bar Table Quiz and Wine Suppers

The bar table quiz and wine Suppers are held on alternate Wednesday nights; see listing or Clubhouse notice board.

Ladies Day Luncheons

The ladies day lunch is held on the second Tuesday of every month and Sandra Moore has an excellent programme lined up for the coming season.

JANUARY

Mon 1 Clubhouse closed

FEBRUARY

- Fri 2 Supper and Talk with John Leahy, Atlantic Rally for Cruisers – The Arc, 2005
- Sat 3 Club Dinner
- Sun 4 Family Lunch
Wales v Ireland Rugby International
Big screens in JB Room and members bar – pre match food served in bar until 2.30pm – kick off at 3pm
- Wed 7 Wine Supper
- Sat 10 Club Dinner
- Sun 11 Family Lunch
Ireland v France Rugby International
Big screens in JB Room and members bar – pre match food served in bar until 2.30pm – kick off at 3pm
- Tue 13 Ladies Day Lunch – speaker: Chris Stuart Wine consultant
- Wed 14 Bar Table Quiz
- Sat 17 North African Food Evening – see highlights
- Sun 18 Family Lunch
- Wed 21 Wine Supper
- Sat 24 Club Dinner
Ireland v England Rugby International
Big screens in JB Room – kick off at 5.30pm
Family Lunch
- Wed 29 Bar Table Quiz

MARCH

- Fri 2 Supper and Talk with Des Mc William
- Sat 3 Club Dinner
- Sun 4 Family Lunch
- Wed 7 Wine Supper
- Sat 10 Club Dinner
Scotland v Ireland international rugby
Big screens in JB Room and members bar – pre match brunch – kick off at 1.30pm
- Tue 13 Ladies Day Lunch – speaker Sarah Webb
- Wed 14 Bar Table Quiz
- Sat 17 St Patrick's Day Lunch – live traditional music, green beer, free shamrock – a fun day for all the family
Rugby followers – three matches to enjoy starting with Italy v Ireland – kick off at 1.30pm – pre match brunch served in Bar – PS Sunday Clubhouse and Bar hours.
- Sun 18 Mothers Day Lunch
- Wed 21 Wine Supper
- Sat 24 Club Dinner
- Sun 25 Family Lunch
- Wed 29 Final of the Bar Table Quiz
- Sat 31 Club Dinner