

mainsheet

Winter - 2020



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The Official Publication of the Nedlands Yacht Club (Inc)

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Vision

NYC will be a vibrant, sustainable, responsible and family oriented sailing club encouraging juniors and families into the sport, teaching people to sail or improve sailing skills from juniors to world class sailors.

Aims

To be a sailing club, with a balance of sailing and social members, and a mix of fleets that supports people to progress to stages of development from beginners to world class sports people.

To be recognised as the premier off the beach sailing club in the Perth metropolitan area, who can boast friendly members committed to the NYC environment.

To be a well-managed and financially sound club with a membership base of 600 – 800 people.

To be recognised as a club with a culture of volunteerism and social belonging leading to excellent standards of sailing competitiveness and behaviour.

What we value

A unique culture exhibiting modesty and pride in the club.

A spirited, diverse and actively contributing membership.

Respect for difference of opinion, and willingness to listen.

A competitive and sportsmanlike racing culture.

A club open to all ages, abilities and welcoming to newcomers.

Providing a quality recognised program of sailing development.

Care for our surroundings and environment.

Financial security and sustainability.

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COMMODORE'S REPORT

The 2019/2020 Season

Ending a season amidst a pandemic is certainly unique. I do not think anyone will be forgetting the interesting times we have been living through over the last few months. Fortunately, now at least, things are trending in the right direction. With further easing of restrictions we have scheduled the Presentation Dinner for the Saturday 25th July. I hope to see you all there.

You will all be happy to know that due to the current circumstances there will be no fee increases in Membership and storage fees the coming season. There are some changes though that members need to be aware of. We have moved the Membership year to line up with the financial year. In past years we have been waiting over 3 months for fees to start coming in, so fees will now be due from 01 July 2020.

Due to our tie-in with the Australian Sailing system the fees do have to be paid within 3 weeks or the system deems you a non-member and impacts insurances. In the past the majority of members paid just before the end of July, so we don't think this is really very different to last season. Please try to pay as quickly as you are able as the club has had virtually no income from events over the last 3 months. The 5% discount is no longer available and late fees will be incurred from the 21 July. Please call the office if you have trouble using the online system to renew.

In some good news, the cruiser end of the beach is getting very full, which is great. However, it does leave us with a few dilemmas in that there is limited potential for new members to join at that end of the club. We still have capacity to grow the Dinghy and Cat sections which is where Nedlands started as a dinghy racing club.

The Club wants to foster as much racing and general sailing activity as possible. This means attracting people that want to get out and sail, support racing, or helping with the club in some other way.

What we have noticed is that the participation of some of the members/yachts is very low. Management has been working on the development of an Active Member Policy and will communicate this over the next few months. We want to encourage members to participate and there are plenty of ways to do this. I would encourage all members and owners to use their boats and get out there.

In relation to the sale of boats and storage. If a member sells their boat, the mooring, pen, or space reverts back to the Club and the storage officer of that section and or the membership co-ordinator must be informed. Reallocation of the storage space can only be done through the Club as there is often a waiting list - especially now!

We strongly suggest that you keep the membership co-ordinator in the loop beforehand and ask if the space would be available to a new member.

We are making some progress on the sail training centre (Junior clubhouse). We have had some discussions with the council and need to conduct more in the coming months. We will be submitting the plans and going through the approvals process. There is a possibility of financial support from the Council and other state funding Bodies, however this is not a given, particularly now as the Covid-19 crisis continues. However, we must make a positive start on getting the funding for this project. If the building deteriorates further, decisions may well be taken away from us. The latest council condition report did highlight the STC as an issue that ominously required further action.

This building, built by the foundering members of the club, is a very big part of our history and also fulfills a crucial safety function on race days. At the last Management Meeting it was decided to create a specific fund for the STC renovation. The intention is for this fund to grow to \$100k as quickly as possible which will get us to about a third to the way probable cost. The club transferred \$30k from our savings to start it off.

This fund will be used as the place for donations, fundraising efforts and hopefully some more transfers from the club funds when they become available. If you have seen or been involved in any good fundraising ideas for infrastructure projects (eg buying plaques, naming rights, buy bricks) please let the office know. If you would like to donate, please contact the office. There will be more on this project as it progresses.

If you think you have skills that can help us with the project, please come forward.

The future of our club is very much bound up in a thriving junior section. Like all sailing clubs we are finding it Challenging to grow this section. If you know someone with children around 8-15 years old, ask them if they want to bring them down. We have the Try Sailing day before the season starts, Tackers junior sailing courses in the school holidays and regularly scheduled teenager/adult sailing courses. Also Sunday morning sail training (with junior racing in the afternoon) which is used for skill training to enable juniors to get out and race in the afternoons.

Word of mouth has proven to be the most effective promotional tool and you, the members, are the club's most effective promoters. Whenever you see an opportunity, please speak up and help us grow.



Glenn Fairey
Commodore



REGATTA'S REPORT

Hello to the Nedlands Members.

Well !!! What a bizarre time we have been through over the last couple of months. I hope you are all well and have not been too adversely affected by the Covid shutdowns. Life at the club has been significantly affected. Events stopped cold, and as you are aware our sailing calendar stopped March 22. Although the season shutdown was sudden, we were still able to complete both our consistency and championship series, although some sailors were not able to drop as many heats as they would have liked. This created some really interesting results at the end of the season with a number of podium places separated by 1 point or less (0.1 point in one case).

We have used the down time at the club to get a jump on our winter tasks as well as work through some of those jobs that we seem to never get to over the winter break. The Regatta committee has been working on next seasons calendar with race dates approved through the Swan River Racing Committee. The Yellow Book for 2020/21 season is well underway.

Now is the time to prepare for the coming season.

With out any serious change to our social conditions we should be all set for a (new) normal sailing season starting with the Cat Classic in the September long weekend. Looking forward to seeing you all out on the water again.



Graeme Pennifold

Sailing Co-ordinator



THE OFFICE

Crikey, a little bit has changed since I last wrote to you, mainly the fact that covid-19 hit.

The Club was hit hard by the immediate impact of the pandemic. As of the 23rd March we were closed as a business, unable to trade with our liquor license and with such significantly social distancing restrictions unable to sail. From here sailing for the rest of the season and any social events had to be cancelled, and all weddings and events in the next month or two were postponed/cancelled. We had 5 sailing events (3 racing days, WA Schools team racing, City of Cockburn Out There Sailing, Presentation Dinner, Winter Series and one Busy Bee), 25 weddings and private & corporate events cancelled (March-Nov) and 5 of those have reschedule to a new date. We are now seeing late 2020 and even some early 2021 weddings cancelling/postponing due to the uncertainties and likely restrictions on international travel for their guests. One positive was that we had managed to pick up a wedding for Saturday 21st March on the Thursday beforehand which brought in a nice finish to the events season.

Even with all of this impacting the end of our financial year, we still manage to achieve the annual budget at the end of April. This alongside the JobKeeper payments has kept the Club in a strong position. I would like to thank the NYC staff and budget holders for an incredible job this past year. We never saw this pandemic coming and the dedication and hard work achieved throughout the year has kept NYC in a great position. Thank you!

Our office team have been tirelessly keeping up to date with the ever-changing restrictions since March and we were all so happy when we could officially say sailing was back on the cards again. We hope you didn't miss it too much but were enjoying some quality time at home. I know some of us enjoyed the slower pace of life for a while there. As these restrictions ease further, we are looking at when and how we can throw the presentation dinner we missed out on in May, so stay tuned for updates on that one.

AGM

A reminder that the AGM for the 2019-2020 financial year in addition to the May-June 2020 mini year, as we change our financial year dates over, will be held on Wednesday 12th August 2020.

We look forward to seeing you there.

Management Committee Positions

Nominations for the management committee for 2020-2021 were due by the 17th June 2020, however this does not mean you have missed the boat. You can still nominate from the floor on the night. The positions that are currently in need of filling for the 2020-2021 year include

- Treasurer
- Rear Commodore
- General Committee Members

Joining the Management Committee allows you to be involved with the direction that your Club takes.

One of the most important roles we need to fill is the Treasurer's role. Thank you to Tam Christie who has held this position for the last 2 years. This task may seem daunting, but it doesn't have to be. Hopefully, the breakdown below shows that what we are asking isn't a big task. Hey, Brian Wooller was more than happy to commit to this role for over 9 years, Tam Christie held the position for the last 2 years so it can't be all that bad can it?

Currently, the Treasurer's role sits to be contributing roughly 4-6 hours each month to the Club which is easily achievable and flexible around your lifestyle. With the addition of Claire Bisgood as our Accounts Coordinator, as a previous tax accountant Claire is able to complete a lot of the heavy lifting for the role, leaving the Treasurer to oversee the finances alongside the Managing Secretary. This role includes the following tasks:

Monthly:

- Prepare a report on the Balance Sheet, Statement of Cash Flow and P&L which is provided to you. You will need to be prepared to be clear on financial risks and any new matters impacting finances particularly items post-budget that have not been planned. *This will get easier as you learn the figures, however, a report once a month takes no more than 60 minutes*
- Attend the monthly Management Meetings held on the third Monday of each month. *Generally, these are no longer than 2 hours at most and the longest commitment you have for the whole role.*
- Invoices need to be checked and double signed. This requires an additional 20 mins prior to each management meeting to sign and discuss.

Quarterly:

- Prepare an article for Mainsheet letting members know what is happening and how the money is being used and anything you think might be important and want to broadcast. *This can take up to 60 minutes, but most of the information you have already previously written in your monthly Management Reports, hello copy and paste with a little bit a tweaking!!*

Annually:

- Budget: Oversee draft with staff to present to April meeting. Make adjustments via the Managing Secretary and present a final budget to the May Committee Meeting for approval.
- Audit: The office will make initial contact which should be at least 2 months before the end of the Club's financial year. *Minimal involvement in this process is required*
Auditors to be appointed annually at July Committee meeting but only changed every few years.
- Asset Register: Make sure all write-offs and new items have been deleted and added. Important for depreciation and audit.

Whilst there is a fair amount of accountability as our Treasurer, the accountability is not solely that of the Treasurer, the entire Management Committee is responsible for the financial position of the Club. Your role would be to report on where that standing is and give advice as to risks and the role is not as time-consuming as you may have first thought.

Please contact Jacinta via hello@nyc.org.au if you have any queries regarding the role or wish to register your interest in the position.

This is a role the Club cannot do without. **Please, we need you!**

Busy Bees

With regards to Busy Bee points we are aware the reduced number of organised Busy Bees may make it difficult for some members to meet their commitment to three busy bees this season. Others may have concerns with social distancing. We are always willing to discuss individual arrangements for members who, for whatever reason, would rather do jobs on other days.

If you wish to do this select a job or a number of jobs (from John Colliers list sent out prior to each Busy Bee) that could be considered worthy of a Busy Bee point with a date and time you will attend and we will try to set it up for you. A reminder that all members are expected to attend three busy bees or pay the Busy Bee Levy of \$100 along with their fees in July.

Please contact Lucy at membership@nyc.org.au who will work with John Collier to arrange additional tasks if required.

At last, thank you to all who have showed extra support to their Club over the last few months, from purchasing booze in our booze sale, to dropping in, calling or emailing to check in on the team, staying engaged and volunteering with duties. You are all fantastic, and your commitment and kindness were not unnoticed.

Stay safe and we look forward to seeing you real soon!

Jacinta Wilson
Managing Secretary





Presentation Night

Saturday 25th July

**TROPHY PRESENTATIONS, DINNER AND ENTERTAINMENT
5PM ONWARDS**

Detail coming soon!!!

NATIONAL 125'S



The end of the season finished early for the 125's. With such a small space and the only option for crew to scale the mast in order to abide by social distancing rules, we decided to do the right thing and called it a day.

So this article will be a streamlined edition focusing what's ahead. The up coming Nationals in December are still on at this stage, subject to interstate border openings, which will be held in Esperance. Hopefully, we'll have a good turn out especially after lockdown as everyone will be eager to get out and about. The SoPYC State Championships have been postponed are likely to be sailed from SoPYC at Easter 2021.

In other news, we are expecting an exciting 125 fleet for the 2020/21 season, with the familiar regulars potentially being joined by a number of new boats to the fleet, both external to the Club and from developing juniors.

Madeline Ralph



CRUISER NEWS

Anyone for venturing beyond the bridges?

Nick Ainsworth is the proud owner of *Tartan*, a Space Sailor 24 (SS24), which he sailed down from Dongara to Nedlands in September 2019. The 50-hour non-stop trip was a true test of seamanship and the vessel. She rode the 4m swells well and Nick revelled in the culmination of a dream that had been in the making for seven years.

Nick's love of the ocean has come from years as a surfer, where his passion took him from the sublime waves of the Great Southern to the paradise of Bali and Lombok. It was there, on a ferry on one rough trip in a crossing from Bali to Lombok, where an appreciation was born of the forces of ballast and sail that propel a yacht. The ferry that he was on hit rough weather and the vehicles aboard rolled together causing the ferry to become unbalanced and heel over. Fortunately, there was a safe haven nearby and evacuation by the military ensured their safety, seeking refuge on a nearby island and ending up at a gold mine camp. His interest in sailing developed and, while studying law at UWA, Nick began crewing out of Claremont Yacht Club aboard Dom Papaluca's *Wild Bull* in 2012. After five years of competitive sailing under his belt, Nick headed off to complete a Master of Information Technology Law in Tartu, Estonia. Being in Europe, the Mediterranean beckoned and Nick signed on for a Royal Yacht Association (RYA) Day Skipper sailing course in Greece. His love for the open ocean was now confirmed and upon return to Perth, Nick began his quest for his first vessel, which led him to *Tartan*.



The second major voyage for Nick and *Tartan* commenced on Christmas Day 2019, when he set off for a cruise to Dunsborough. The first day was head to wind, and heavy going. After a brief respite in Mandurah, the voyage continued with more favourable winds early in the morning. A reach took them 50 nautical miles offshore, putting them in a good position to reach back when the sea breeze filled in the next day. With the trusty Raymarine Tiller Pilot doing the steering, the crew had a chance to absorb the majesty of the ocean. After a few months based in Dunsborough at Quindalup Bay and around, Nick made the return voyage with *Tartan* back up to Perth, under

the bridges, returning to her Nedlands mooring. The return voyage was largely smooth sailing but for a crew mate wearing sea sickness for the entire 24 hour journey, rendering him completely uninterested in the recently acquired tuna fish.

Nick is planning his third trip to the Abrolhos Islands off the coast of Geraldton. He is scheduling departure towards the end of June and has room for one or two more crew members. So, if you are up for some ocean sailing adventure aboard *Tartan*, please get in touch with him. If you can't make this trip, Nick is likely to be found in Cruising in Company adventures. He is willing to take you aboard or help you sail your boat beyond the bridges.



Paul Roux

Osprey heads north

The day dawned across Denham with a washed-out sun. Before long a moderate Southwester was moving the trees in the campground. After two semi-calm days taking in the sights of the Peron Peninsular, (including a shakedown sail with dugong and rays), it was time to pack up camp and sail north to Big Lagoon for a few days.

We sailed off the jetty around 10 am and, once out of the channel, sailed north heading 320 deg. holding a broad reach. The sailing up was pleasantly uneventful in a 12-15 knot sea breeze. Winter is the season for lighter winds in Shark Bay.

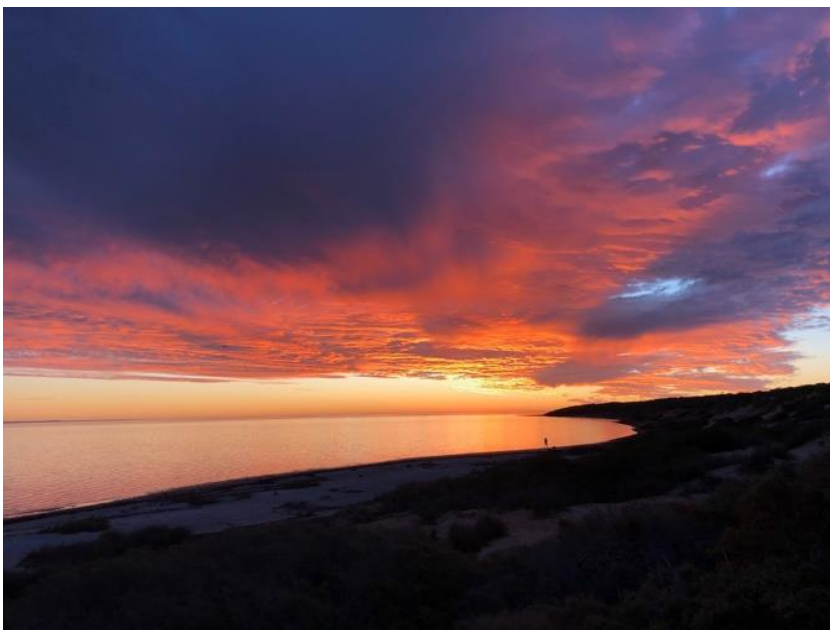


The GPS estimated our arrival at the Big Lagoon channel around 2 pm. After a few hours we veered further off the breeze, running north under the gull-winged jib. With the GPS signalling the waypoint off our starboard beam we gybed and headed in, watching our depth and furling the jib as we entered the channel. A few gybes later to follow the channel we hove-to on the northern shore and set up our beach camp.

As I write we are settled in here for a day or so's birdwatching. There's an enticing little coral reef halfway back toward Denham if we are lucky enough to have an easterly and flat seas. Beyond that the kids will head back to Perth and we plan to look around the Monkey Mia side for a day or so, wind permitting.

Sighting the channel to Big Lagoon

Osprey has had several trips to Shark Bay, two with us, several with Gary Howlett and probably more with earlier owners. A comfortable two-day drive means hopefully there'll be more to come.



Rob Loughman & Juliann Lloyd-Smith.

8 June 2020

Shark Bay sunset

HOBIE REPORT



Lucy and Hoddy at Geraldton.

If you think Lucy is a good sailor, you should see her on the dance floor.

There has been no sailing so I have nothing to write about in this issue.

But I notice that the Worst Australian Newspaper has had the same problem. – No sport has taken place - so it's been filling its sports pages with historical stories about greats from the olden days.

In sailing we call these stories “yarns”. By definition sailing yarns are very greatly embellished – a stretching of the truth beyond the capacity of a reasonable person to accept. – That's the point of them. They're like Rod Hoddy's jokes after his third red wine. What follows may sound like a yarn but it's not a yarn. It's a true story. – It's the story of Hobie legend Kevin Page – “Pagey”.

Pagey sailed a Hobie 14 at Nedlands in the late 1970's and early '80's. He was an enthusiast; loud, energetic, talkative, larger than life, outgoing and fun. But the thing we remember most was that everything about him was extreme.

Pagey's boat was extreme. It was a wreck. Its hulls were so loose they not only flopped up and down and front to back – they also flopped from side to side - alarmingly. I've never seen a boat so hopelessly and laughably loose. I don't know how Pagey kept it all going in the one direction. It was a pale custard yellow color with a gaudy lime green deck. Its yellow weather-beaten rudders flopped about haplessly in their castings. – Its name was emblazoned down the side – “GEE WHIZ.” –That was appropriate because when you saw how rough the boat was you'd say to yourself “Gee wh-i-i-i-z!” Instead of using a starting watch Pagey kept a big alarm clock with a sweep hand on his deck. He wrapped it in a clear plastic bag to keep it relatively dry; when it rusted out he would replace it with another one. At \$4 each he reasoned that he was well ahead of the ponsey, little-rich-kid Garmin guys.

But don't get the wrong idea. On his day Pagey was a phenomenal sailor; He could be awesome, especially on heavy days – but randomly. You never knew when he was going to have a good one but you knew that when he did it would be awesome. On those special days no-one could touch him. It was a privilege to watch him. You just had to admire the way he executed those big wind races – total control, total efficiency, total speed, charging reaches, seamless tacks and jybes. His races on such days were one single unbroken charge from start to finish; His boat set up was a picture - totally compact, totally in shape; a 100% effort; a master class. I don't know how he worked the mainsheet on those wild days; he only had

three and a half fingers on his right hand. Winning at Nedlands in those days was no mean feat. The 14 fleet was very, very good. It reached into the 50's at its peak. The top guys were among the best in Australia. - And the best of us all, National Champion Phil Smyth, was at the top of his game. Yet when Pagey's blood was up he could crush all of us— and by demoralising margins. On his day Pagey was phenomenal.

But as I said, everything about Pagey was extreme. He was erratic. When he wasn't coming first he might come last. – And not just last - but a humiliating DFL (Dead Funking Last). I saw him limp home last on a couple of occasions and wondered how this could possibly be the same guy. In the 1979 Australian championships at Nedlands (which Curley Corlett won) Pagey led the fleet up the first windward leg in one race – but found a hole. He was still there when the fleet lapped him the next time up. How could that happen?

Clearly he had a flaw. In baseball they'd say he had "a hole in his swing". But what was it? It was the strangest thing.

Anyhow the funny stories kept coming. On one occasion there was a Saturday race at Safety Bay. Pagey had to work in the morning. He left work late, raced down to the club, threw his boat onto the back of his car and raced off at high speed. When he arrived at Safety Bay the other boats were all rigged and some had already left the beach. Pagey raced into the car park. Heads turned. The yellow and green GEE WHIZ was instantly recognisable. He was very late. He swung his car around in the car park and lined his trailer up. The car park was sloped. He reversed down the slope toward the grass. When he reached the kerb at the end of the bitumen he stepped on his brakes – GEE WHIZ rolled backwards on the trailer, it rolled all the way off and then, to everyone's surprise, it settled gently and safely on the grass. It was not tied on. It had survived the entire trip from Perth without falling off ... It made no sense; but that was Pagey. I'm not making this up.

Now Pagey had a girlfriend. Not your average lady of course. She was stunning; a model; tall, sexy, leggy and gorgeous. You'd say she was out of his league - if you didn't know Pagey. Best of all she was a "naturist". Can you believe it? Lucky bastard! Lucky, lucky bastard!

After the first day of the 1980 States Pagey was among the leaders. But confusingly the next day he didn't show up. We all wondered where he was. How could he possibly miss such an important day? Where was he? - Oh, he was in jail. The previous night he had returned to his girlfriend's flat a little under the weather. He didn't have a key so he decided to climb the three stories and get in through her bedroom window. Unfortunately he got into the wrong bedroom window. It belonged to the girl next door – and the night ended with him in custody waiting to be bailed.

In due course he married his gorgeous girlfriend. They went to Albany for their honeymoon. Their room overlooked Princess Royal Harbour. In the morning Pagey looked out over the harbour and noticed a large fleet of yachts near the yacht club. He drove down to the club to find out what was going on. "Oh this is the Australian Championship for Windrush 14's," he was told. Pagey must have told them he was a H14 sailor and was told. "Well, we have a demo boat here that is not being used. Would you like to borrow it and enter the series?"

Pagey did, and Pagey won ... the national Windrush 14 championship... in 1980 when they had huge fleets and damn good, big name sailors. Pagey was a genuinely good sailor. It was a seriously great accomplishment ...on a strange boat ...with no preparation. It's a fact therefore that his greatest achievement as a Hobie sailor was to win the Windrush championship. That may sound Irish but it is perfectly consistent with Pagey's inconsistencies.

Not long afterwards Pagey and his wife moved to Bridgetown and started a bakery. Unfortunately it burned to the ground. It could only have happened to Pagey.

Pagey's life was a collection of extremes. He reached heights the rest of us will never know, weird lows you would not believe and had luck the Irish would envy. But he has remained ebullient (is that a word?) and full of the joys of life throughout. He hasn't sailed with us for a very long time now, but he suddenly turned up on the lawn at the club a year or two ago. He'd heard that Phil was still going and wanted to catch up.

Those good old days are still in his mind –and he will always be in ours.

Cheers Pagey. You're an effing Hobie legend.

PS After scratching out the stuff above I thought I'd email it to some of the guys who remember those days. They had a good laugh. Phil recalled a hilarious story ... that I couldn't possibly print; Aileen said it would incriminate us, and Mal McKercher remembered an earlier blue boat named CHEETAH that was in even worse shape than GEE WHIZ. He had another story about going to the '77 Worlds at the Canary Islands with Pagey. Pagey only just made it to the Canaries in time. He'd caught a train in Spain on his way there - and travelled a hundred kilometres or so in the wrong direction before realising his mistake. Perhaps the language barrier was the reason – or am I trying to apply logic where there is none. Ahh... Those were days my friend. We thought they'd never end...

Other Legends...



Glen & Nat



Lance & Lucinda

WHAT'S ON?

Huck Scott - 27th June ,25th July, 29th August. Scheduled Races (10am First warning signal)

Cat Classic 26, 27 Sept 2020, NYC

Australian Championships 28 Dec, 2020 to 5 Jan 2021, Jervis Bay, NSW, Vincentia Sailing Club

Walpole Regatta in the Trees March Long Weekend 2021 (You beauty!)

Esperance States 3rd & 4th April, Easter 2021

The Lance and Lucinda unofficial Classic -Freo and back - picnic and down-winder. Loosely -sometime over the Christmas break.
I CANT WAIT!!

Cheers, Phil King

JUNIORS

I was feeling creative this quarter, so decided to teach myself how to write a sonnet. Please enjoy.

Juniors and sailing has always been fun
Although the virus made it awfully hard
We originally thought “oh what a façade”
All we want to do is play in the sun

School is back, boring as always
We miss our boat and the cool river air
We miss the wind blowing through our hair
Can’t wait to come back to everyone’s stories

We hope you are well, and all staying healthy,
Dreaming of the day we start training again
So excited to stand close enough for a selfie

Looking back on the season, it was a blast
Our boats, sitting safely in storage
Hopefully the break will go by fast



Thank you everyone. I hope you are well, luckily COVID-19 only made a small dent in our sailing series. When we come back, we’ll be better than ever.

Annika Pennifold

EVENTS

Boy oh boy, where do I find the words to start! I guess there is no better way to summarise Autumn 2020 then with an acrostic poem. So here goes nothing:

Covid 19 is here. Let us hope it's gone by the year

Our supermarkets are just chaotic, with some shoppers a little psychotic. When did hunting a toilet roll become our main goal?

Right! Time to sell the booze! Only how many cartons left of Rodgers? We will have to alert the old codgers

Our nation stands, united in hand. Armed with sanitiser and loo paper, you will find us south of the equator in a place called the Great Southern Land

No more sailing? But our members will be wailing!

A bat? Surely not? If only it could have flown away, our lives could have been normal today

Virtual meetings are now the new norm, it has certainly seen me transform. From corporate frocks, to pyjamas and comfy bed socks

I hope this finds you well in these crazy times. It is about time I received some different email lines

Realising no more hugs and kissing, is something we will all be missing

U want me to work from home...? Say no more! I am sure it won't be much of a chore...

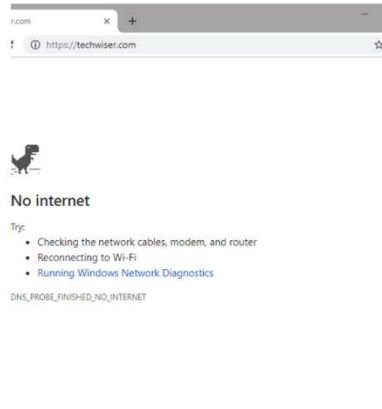
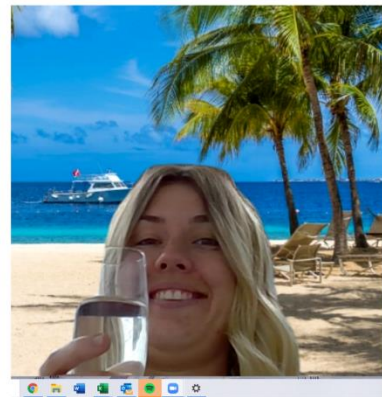
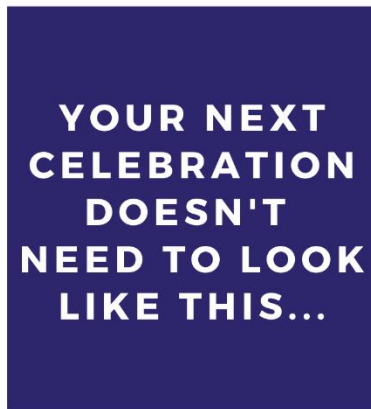
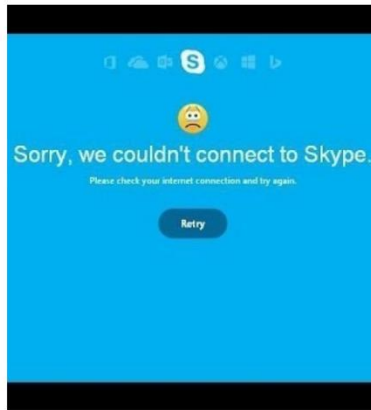
ScoMo we do say thanks! for telling us to keep our distance and giving our Yacht Club some job keeper assistance

All jokes aside Covid19 was certainly a tough blow to come to terms with. We were so close to seeing out the season for the year and with only a few more weeks to go and we would have made it. We had our momentum going strong it was looking to be a cracker of a year! Luckily, all was not lost and those who were able to reschedule their events, did. We look forward to picking up where we left off when that time rolls around and of course, we are keeping our fingers crossed for a busy 2020- 2021 season 😊

Covid19 has left us with some down time and that certainly has its perks. It has allowed us to catch up on all the things you never seem to have time for during event season. You know, all that fun stuff... policies, procedures, databases. With the help of our JobKeeper elves; Madi, Annika and Taryn we even got busy sprucing up the club, ready for when we are back in business.

With Phase 3 restrictions in place it gives us the great pleasure to announce that we can host your next event (of up to 100 guests of course). If you or anyone you know is looking for the perfect venue for their belated celebration, future celebration, seminar, or corporate event then look no further. Contact us today to see how we can make sure your next event is remembered, enjoyed, and talked about for years to come 😊

Rachel Ogilvie



WE'RE READY TO HOST YOUR NEXT EVENT!

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