

mainsheet

Spring - 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 2020/2021 Season

Welcome to season 2020/2021. We had our usual low key start to the season with our opening day on the 4th October. Life members, Past Commodores and their partners and invited guest enjoyed an afternoon tea and saw some action on the start line as the boats went off.

The Cruisers on this occasion providing most of the excitement. The wind kicked in and it seems everyone had a good sail. The feedback I got on the verandah that afternoon was something along the lines of "you should have been out there".

The Flag Officers have been circulating around the other clubs as they have opened and it is sometimes quite eye opening to see what other clubs are up to and the resources they have at their disposal. One thing I have noticed in my travels is how many people in other clubs started their sailing at NYC or have sailed here over the years. There definitely is a generation of sailors who previously called NYC home and are now scattered throughout the WA yachting fraternity.

We are growing fleets again. The 125's have a few new sailors and the numbers on the start line are looking healthy again the first time in a long time. The Flying 11's had three boats out racing two Sundays ago and potential for a few more in the coming months. We have lots of new boats in the Open Cats, with at least three Windrush Edges and three foiling A Class boats. We also have three foiling UFO's. The cruisers currently have three Elliott 7's and with "Pretty Woman", Greg Hill's old boat being on the market, the unique chance for us to have four. (Someone, please bring it home).

With these fleets having a few more boats in them, it will bring the club competitions alive. In my view the stronger the club competitions, the stronger the club. The Hobie 16 fleet is a great example of the fleets we had in the past. Its size and core group allow it to sustain itself and regenerate.

We always need more boats and members, so whenever someone is interested please get them down to the club and show them around, or put them in touch Lucy Bromell our membership coordinator.

The junior section needs your help. We have the boats and set-up and not the kids. Taking kids off the street into Tackers is one way to do it and to a degree that works. However, it's a bit like cold calling for sales, the strike rate is not high, but the effort and expenses are high. We need greater numbers and of the right type. The people who generally stick around are those with a family or friend associations with someone already at the club. If you're a grandparent, can we get the grand kids down on Sunday mornings for training??? Does a workmate have a few kids that aren't into anything and want to get them into the outdoors? Please have a think and see if you can invite someone. There is help on the ground on Sundays to get them started. Together, let's grow the club.



Glenn Fairey
Commodore



REGATTA'S REPORT

Hello to the NYC members.

Well, the season is up and running. As we watch the news we see that Covid is trying hard to disrupt the rest of Australia, but we have been lucky (or diligent) in the West which has meant that we are able to participate in our passion of Sailing.

The club has started the season well, with total number of boats racing in the low 40's for the first couple of weeks up to 48 starters last Sunday (25th Oct). This compares to numbers of mid 40's to low 50's for last season. So, let's encourage all those who generally don't get their boat wet to come out and play with the rest of us on a Sunday afternoon.

We ran two tackers courses over the September school holidays. These kids have a great deal of fun over the holidays, but they generally don't filter through to membership on Sundays. We continue to work on encouraging the kids to come and join our Junior fleet.

We are running a Start Sailing group on Sunday mornings with 5 students. They are enjoying the course, but again we need to encourage these people into staying on as members. If you are looking for crew, then let me know so that I can connect the students with you.

Your Regatta committee is busy at this time of year to get the season up and running and then work on the special events through to the New Year break including Championship heats, Short Course Regatta and Marathon to name a few.

I look forward to seeing you out on the water.....

Stay safe and remember to have fun.



Graeme Pennifold
Sailing Co-ordinator



THE OFFICE

Well here we are at our Spring Mainsheet issue and another quarter of 2020 done and dusted. What have we been up to? Well we saw a new Management Committee take the reins, hosted our AGM, hosted a number of Busy Bees, two weeks of Tackers courses held during the school holidays, hosted one Out There Sailing School Holiday Experience with the City of Cockburn Youth Services, saw the events begin to incline and started our sailing season once again, hoorah!

I would like to welcome our 2020-2021 Management Committee who will be leading us for the new season.

Commodore	Glenn Fairey
Vice Commodore	Phil Stewart
Treasurer	Paul Roux
Rear Commodore	Julia Cheong
	Andy Peryer
Management Committee	Ric Fairey
	Peter Snow
	John Collier
	Patrick Giles
	David Feldman

Sailing In Company Coordinator

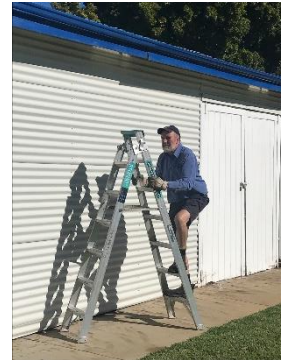
We are still on the hunt for a Sailing in Company Coordinator to run our Sailing in Company events. These sailing events are for those looking to enjoy a casual sailing day out with your fellow Neddies sailors. From Picnic Cruises, overnight stays and pirate treasure hunts these sails are important to maintain as part of our community. Peter Twiby has done an incredible job over the past couple of years but it is now time to pass the baton onto others. Are you keen to take over this role or just be the host for one of these events? Pete is available to give some advice as to what works for whoever takes on each event.



Without a volunteer, these events unfortunately won't be able to occur. If you'd like some more information call Jacinta Monday – Friday for a chat in the office (08) 9386 5496

Busy Bees

Winter is our annual Busy Bee season, and with Covid only cancelling one month's attendance we are darn impressed with the efforts put in by our members. With regards to Busy Bee points we are aware that the reduced number of organised Busy Bees made it difficult for some members to meet their commitment to three busy bees this season whilst others had concerns with social distancing. In consideration of this we are willing to discuss individual arrangements for members who, for whatever reason, would rather do jobs on other days in a less crowded environment.



If you wish to do this please contact Lucy at membership@nyc.org.au who will work with John Collier to arrange additional tasks if required. A reminder that all members are expected to attend three busy bees per busy bee season (May – September) or pay the Busy Bee Levy of \$100 along with their fees in July. The office will be invoicing the Busy Bee levies out to members by December.

A big thank you to John Collier for another successful Busy Bee season this year. We are very grateful for all of the hard work and time that is put into organising and running these events.

Out There Sailing School Holiday Experience

On the 29th September NYC hosted an Out There Sailing Experience with 30 teens from the Cockburn Youth Services. This fun day at Neddies involved learning to sail and stand up paddling boarding for the day with a tasty sausage sizzle lunch. This program in alignment with Australian Sailing is about giving an experience to teens, not full learn to sail course. From here it is hopeful that they enjoy their time and potentially come back to complete a course or join the Club.

This program was a trial for NYC to see how it would fair. The Cockburn Youth Services and kids thoroughly enjoyed the day so we are now looking into further opportunities and costs with continuing this program each school holidays.



Sailing Courses

Kicking off the September school holidays we saw a whopping 19 participants enjoy their learning to sail experience. This may have been impacted with the Royal Show being cancelled so parents were looking for other activities for the kids to do. We have seen a couple of the participants come down to our first junior training Sunday so hopefully we have excited them into joining our community. Currently has 5 participants

Our Start Sailing course for teens and adults is currently running until the 15th November and has 5 participants. These participants can be a great crew option so have a chat the Graeme Pennifold and see if anyone is looking to get out for a bit more of a sail!

NYC By-Law 4.12

It had recently come to the Management Committees attention that the gate into the Cruiser Compound Gate was being left open on a number of occasions. Please remember to keep this shut at all times as it does help significantly with keeping our facilities secure. Please note the By-laws require this gate to be kept closed at all times except when there is a club event.

- **4.12 Security**

The bar gate located near the main entrance is to be kept bolted and securely locked at all times except when exempted by a displayed official notification or on Club organised events.

As you may have seen a sign has been secured to the Cruiser Compound Gate with By-Law 4.12 on it (See Image 1) and on Sundays as event days the official notification has been displayed on the gate as required (See Image 2). All members participation in following these By-Laws is much appreciated.



Events

Our events team have been working tirelessly over the past few months with 15 events from July – September 2020 which is fantastic in comparison to the 9 events held in the same months in 2019. We have found despite weddings postponing and cancelling due to interstate and international travel restrictions, private and corporate events have taken full advantage of our availabilities opening up with training days, engagements, birthday parties, wakes and client workshops to name a few. These events are pumped to be able to celebrate or be near people again.

December is looking very full with weddings and Christmas events, although there are still a couple of dates available for us to fill. Don't forget to keep NYC in mind if you can put us forward for any events be it Christmas parties, staff training days, client workshops or any of your corporate event needs.



And lastly, thank you to all who have showed extra support to their Club over winter, from above and beyond volunteering duties, assistance in the office and the general support shown across a number of avenues. You are all fantastic, and your commitment and kindness were not unnoticed.

Stay safe and we look forward to seeing you on the water this spring!

Jacinta Wilson
Managing Secretary



NATIONAL 125'S

After an abrupt end to sailing last season, it's great to see this season going off with a bang. Regular sailors are returning to the water alongside some new boats which is adding to the growing 125 fleet at Nedlands.

We've had some interesting wind conditions with the first race giving us all something to talk about. Rough and choppy water combined with the increasing wind strength led to many capsizes, particularly during the last lap of the course. Last Sunday proved itself to be different yet again, the light wind meant that we were off to a slow start, and as the wind built throughout the day it swung in various directions.

Covid-19 has brought us new challenges and impacted sporting events across the country. The 125's are no exception and have also had to make changes to the sailing calendar this year. Border closures meant that the decision was taken to cancel this years Nationals in Esperance.



However, as a group that will always look to turn a negative into a positive this years State Championship has been re-scheduled, and Esperance Bay Yacht Club will hold these over the Christmas/New Year period.

It's safe to say we're all delighted to be back sailing and looking forward to what this season has in store.

Madeline Ralph



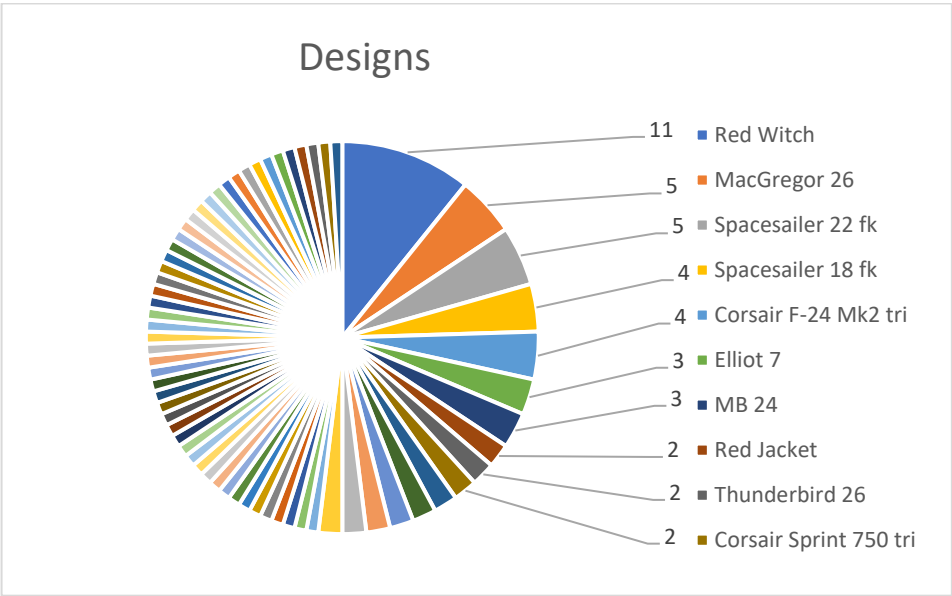
CRUISER NEWS

Our Cruiser fleet – by Paul Roux

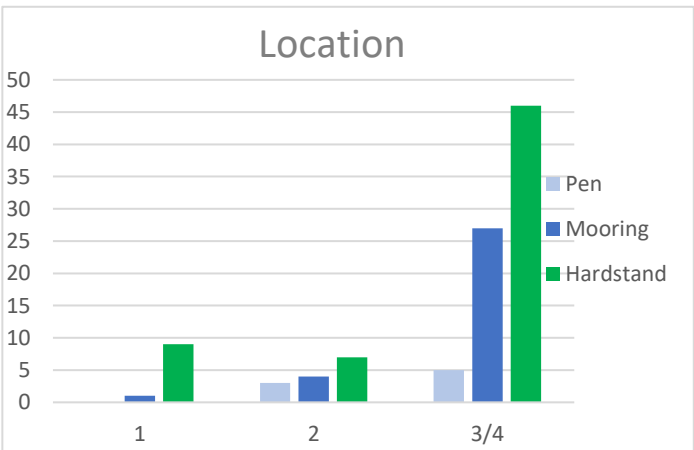
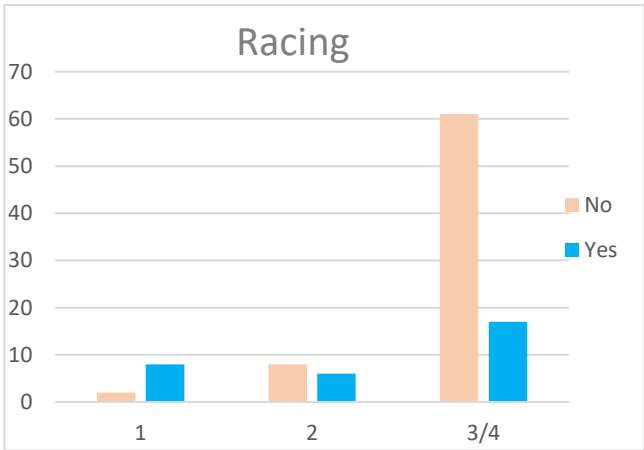
As the cruising section we are a diverse bunch. Some race regularly, others prefer the twilights out of Royal Flying Squadron, cruising-in-company in organised events or just keeping to themselves and enjoying the occasional cruise and the sheer satisfaction of that.

In our fleet of 102 cruising yachts we count dayboats to 30-foot keel boats. Trimarans are a growing fleet in Div 1, with the sleek Corsair F-24s an impressive sight when racing under their asymmetrical spinnakers. The bulk of the fleet would be considered Div ¾. Fixed keelers are moored out on the river, or in a pen for those who are more inclined to luxury. Almost half Div ¾ are accommodated on the hardstand area. The sport boat monohulls such as the Elliot 7s and Runnalls 8 make up Div 2, together with M27, S80 and Noelex 25.

There are many opportunities for cruiser skippers and crews to become more actively involved in the club: from helping out as officials during racing Sundays, to stepping up into the various committees that enable the club to run smoothy and efficiently, and new faces are always welcome.



The graph above shows the sheer diversity in designs, with the Redwitch, MacGregor 26, Spacesailers and Corsair F-24 being the most prolific. The graphs below show the numbers that race regularly by division, and their storage location.



HOBBIE REPORT

The First Cat Classic 1977

The first Cat Classic was held in 1977. It was held on Perth Water – on the South Perth foreshore where the rental cats are now. It was a monster regatta.

The choice of location made sense because that's where winter sailing had been held every second week over winter. Of course Perth Water is shallow so boats like the Hobie had to raise and lower their rudders in different parts of the course. Funny. It wasn't ideal; H14 sailor Jim Hennessy bent his mast on a navigation spit. – In those days spits

had big square metal shapes on top that extended well out - so Perth Water wasn't ideal but cat sailors loved sailing so much they would have sailed anywhere.



“Surf cats” were huge in the '70's. It was their heyday. There was an enormous range of makes and models; so many in fact that it caused a problem for that first Cat Classic race committee. For record keeping it was decided to list each class according to a letter of the alphabet. They went from A to Z and still had more classes to list so they had to begin the alphabet again starting with AA, AB, AC etc. That's a lot of different kinds of boats.

There was money in surf cats back then so a lot of business people had become involved selling a huge range of different classes. That first Cat Classic included Hawke Cats, Mari Cats, the Windrush 12, Caper Cats, Hydras, Ocean Cats, Hobies, 14 and 16 of course, and many more – There was even one called a Jar Cat which had aluminium hulls with a trampoline tied between. Many were dodgy knock-off imitations of the Hobie, but it was all good clean fun.



There were no high performance cats.

There was always rivalry between the H14's and the Windrushes. Windrush state champion, the great Morrie George was there, but in a 12 so the Hobies won that one. And brothers Idrich and Steven Delfoss represented the Hawke Cats ably. Hawke Cats were –and still are, around in very good numbers.

H14 sailor (later state champion) Andrew Bochenek had the unenviable task of

entering the classes by alphabet, A to Z. Personal computer technology was still in its infancy back then. Andrew had to wrestle with a now legendary Commodore 64 computer. It was the latest thing – of course it is considered a joke now. It took 10 minutes to boot up (time for a cup of tea) and used a cassette tape for memory...

Brian Muhling was the Hobie agent for WA, Richard and Jay McFarlane designed and built Windrushes, Hawke Cats were big with a factory in Osborne Park and so on. It was a very active and exciting time.

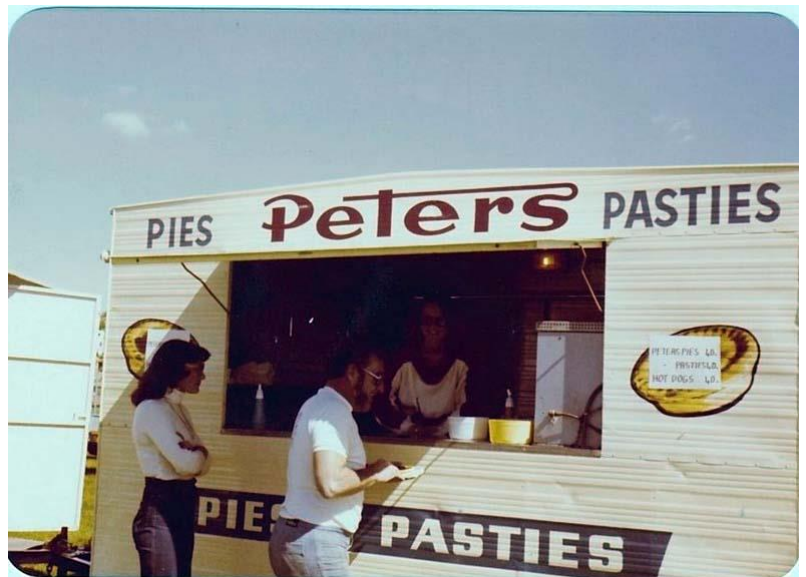
The idea for the original Cat Classic was the brainchild of Basil Winterbourne – a H14 sailor (later Tornado). Basil was a serious entrepreneur who sold those enormous tyres for iron ore dump trucks. –We used to call them haul packs, I don't know why that changed. Anyhow, he and his brother Barry got the first Cat Classic underway. They wanted to raise money for the Hobie Association. In particular they wanted to subsidise travel for our best sailors and get them along to major events. Founding member Ed Ryan was another on that original committee.

Our H14 boys were hot back then. Curley Corlett (NSW) had won the 1976 Nationals held at Nedlands; but West Aussies Mal McKercher, Kevin Page and Phil Smyth followed in order. And then in 1977/78 Phil won it at Frankston from Mal and Curley. (They got 68knots of wind in one race – and the race was not called off. –They were tough in those days. There were 72 H14's on the start line and only 10 finished. Barry Sanders from Mandurah sailed through the start line then straight back to the beach. He was smart. He avoided the shocking conditions and was still awarded last place plus one. That's 11th; not bad.)

Some of the money raised from the first Cat Classic was put aside for Mal and Kevin to go to the '77 Worlds in the Canary Islands. Note - There are no canaries there and a similar thing can be said of the Virgin Islands.

Cashing in on the huge popularity of surf cats at the time made sense.

With such big numbers, three mobile food vans had to be hired. A deal was made with the suppliers that they would give the Hobies a discount as long as they sold their product. There is a lovely photo of Hobie stalwart, Viv McKercher in a Peters Pies van. It shows pies cost only 40c. She, Anne Bochenek, Jackie Ryan and the other girls invented the world-famous Hobie Toastie during that Cat Classic. It was to die for. A toastie with cheese, fried onion, bacon and so on. It reappeared at all Hobie Regattas and in the canteen at NYC for many years. I miss that toastie...



Mal McKercher won that first Cat Classic in a H14. He was sailing his brother, Gordon's boat. H14's had an advantage over the 16's that year because the wind was light both days. –The 14 has a power to weight ratio advantage until the wind gets over about 10 knots or so. Mal won a flight to Frankston for the next Nationals. I spoke to Mal and Viv about it all for this story. They recalled the whole thing as clearly as if it had been held last weekend. I guess you remember the good things.

That first Cat Classic made a profit. It moved to Nedlands the next year in 1978 and has been there ever since.

NYC and the Cat Classic

Personally I only ever remember the Cat Classic being held at Nedlands. In the early days it was enormous; Cats filled the entire rigging area –east to west. It was always a dodgy series though because the weather at that time of year has not settled into a summer pattern yet. I remember one year when the wind was gale-force throughout; incredibly dangerous. The windward mark was a large inflatable. In the gale it was torn out of the water, raced across the beach in Melville and was last seen streaking up an Attadale side street. It had the words CATAMARAN SALES and a phone number in big letters on it yet still it was never seen or heard of again. My crew for that event was the famous Carl Wallace. It was only after the regatta he told me he couldn't swim!

The Good Old Days

Our Hobies used to be called "surf cats". Surf cats were originally designed to surf and have fun at the beach. In the 1960's the first Hobie 16's in WA used to sail at Port Beach (Sand Tracks). They didn't have organised races. There was no club. They simply charged about catching waves, doing "ins and outs" or reaching up and down the beach front. It was simple fun. I crewed for a mate there once when I was a kid.

In the 1970's West Aussies got rich. Money from the 1970's iron-ore boom filtered down to ordinary people on the ground. These days the corporates send the mining money by EFT directly from their Asian customers to London or New York. It doesn't even come via WA banks. But in the '70's the money flowed freely down to the regular Joe and Josephine. West Aussies were rich; There was plenty of disposable income. People bought luxuries – flashy cars like the Valiant Pacer, the Panel van, noisy trail bikes, caravans, took holidays in Kalbarri and - here it comes... bought surf cats.

Surf cats began to sail regularly off Sorrento Beach in 1973, then Pinnaroo Point, but they were everywhere else too. The distinguished and exclusive yacht clubs looked on aghast as - what we like to call the "little people" took to sailing; and sailed surf cats in lakes and rivers, around islands - anywhere there was water; Every self-respecting holiday house had one parked outside. Every ocean-side resort hotel had a fleet.

Then these non-sailors, the "little people", turned up at distinguished yacht clubs with their "plastic" boats. It rocked the older institutions to their core.

And yet their "plastic" boats were better than the "real" sailors' rule-strangled wooden boats. Surf cats used modern materials, innovative designs - rudders that flipped up, asymmetrical hulls that could sail without centreboards, battens that cleated-in simply –and on and on. They were fast, brightly coloured, appealing, simple, cheap and fun.

People forget this - but it was the Hobies who introduced short course back-to-back racing; Worlds were held in exotic locations. Where will it all end??! Even in the '70's traditional yacht club regattas, nationals etc. were held one race a day. And six races took seven days allowing time for the all-important lay-day and regatta ball.

In the '70's surf cats were all the rage - the flavor of the month. And they deserved to be.

The world has changed for all sports, but the legacy of the surf cat revolution lives on in all of us. ...And it can continue - as long as we don't forget our surf cat roots.

2020 Cat Classic

I note that the results below show that the first four sailors below had a very nice time. Their results are clean.

1st AUS05 Guma F18 Gavin Colby Kai Coleman 65 2.0 3.0 2.0
1.0 2.0 (10.0) 3.0 23.0 13.0

2nd AUS3 Windrush F18 Brett Burvill Max Puttman 65 4.0 2.0
3.5 2.0 3.0 (8.0) 1.0 23.5 15.5

3rd 114588 Blew By You Hobie 16 Darren Smith Claire Bisgood
80.5 (10.0) 5.0 1.0 3.0 1.0 2.0 4.0 26.0 16.0

4th 2610 Barn Yard Hobie Tiger Phil Epps Caitlyn Epps 67 1.0
12.0 DPI2 5.0 7.0 9.0 12.0 (15.0) 61.0 46.0



From 10th place onwards however you can see a wall of DNF, DSQ, DNC, DP12 penalties etc. Clearly those sailors did not have a very nice time. We need to be very, very careful. We need to find a way to make sure everyone has a nice time; That's what we came to camp for. That's our *raison d'être*.

24th 109871 Monday Monday Hobie 16 Ben King Mel Flux 80.5 (38.0 DNC) 38.0 DNC 38.0 DNC 38.0 DSQ 5.0 11.0 15.0 DPI2 183.0 145.0 25th 6398 Feeling Lucky Windrush 14 Sloop Harry Thurecht Sabrina Campbell 90 (38.0 DSQ) 38.0 DNF 25.0 38.0 DNF 38.0 DNF 3.0 10.0 190.0 152.0 26th 113686 Angry Duck Hobie 16 Adrian Fratelle James Brisdon 80.5 25.0 (38.0 DNF) 38.0 DNS 38.0 DNS 24.0 13.5 24.0 200.5 162.5 27th 1082 Hot Fuzz F18 Jeanette Kinsey Dion Alston 65 25.0 DPI2 15.0 28.0 (38.0 DNF) 25.0 38.0 DNF 38.0 DNS 207.0 169.0 28th 115197 Diamond Cutter Hobie 16 Kevin Inder-Smith Renee Hawkin 80.5 21.0 17.0 19.0 (38.0 DNC) 38.0 DNC 38.0 DNC 38.0 DNC 209.0 171.0 29th 114824 Lulu Hobie 16 Philip King Mel Flux 80.5 20.0 (38.0 DNF) 7.0 38.0 DNC 38.0 DNC 38.0 DNC 38.0 DNC 217.0 179.0 30th 39 Monkey Business Hobie 16 Russell Whitfield Amber McClintock 80.5 24.0 (38.0 DNF) 16.0 38.0 DNC 38.0 DNC 38.0 DNC 38.0 DNC 230.0 192.0 31st 114659 Hobie Wan Kenobie Hobie 16 Andy Peryer Anna Peryer 80.5 22.0 (38.0 DNF) 23.0 38.0 DNC 38.0 DNC 38.0 DNC 38.0 DNC 235.0 197.0 32nd AUS925 Blue A Class Flying Daniel Brown 61.5 (38.0 DSQ) 38.0 DSQ 38.0 DNC 13.0 38.0 DSQ 38.0 DNC 38.0 DNC 241.0 203.0 33rd 112162 Concrete Boots Hobie 16 Alan De Jonge Jason Vance 80.5 (38.0 DNC) 38.0 DNC 38.0 DNC 38.0 DNF 38.0 DNC 25.0 28.0 DPI2 243.0 205.0 34th 113819 Doesn't Mata Hobie 16 Christopher Mata Natalie Eldridge 80.5 (38.0 DNS) 38.0 DNF 24.0 38.0 DNC 38.0 DNC 38.0 DNC 38.0 DNC 252.0 214.0 35th 107693 Cirrohosis of the River Hobie 16 Ray Martin Rosemary Hogan 80.5 26.0 (38.0 DNC) 38.0 DNC 38.0 DNC 38.0 DNC 38.0 DNC 38.0 DNC 254.0 216.0 36th 43 Sails Machine Hobie 16 Glenn Fairey Sam Bateson 80.5 (38.0 DNC) 38.0 DNC 38.0 DNC 38.0 DNS 38.0 DNC 38.0 DNC 38.0 DNC 266.0 228.0 36th 113111 Vaikobi Hobie 16 Cam Owen Suzzi Ghent 80.5 (38.0 DNC) 38.0 DNC 38.0 DNC 38.0 DSQ 38.0 DNC 38.0 DNC 38.0 DNC



On the other hand, he said sticking his finger up his nose.

I could be wrong.

Have a Hobie day

Cheers,

Phil King



JUNIORS

Over the last couple of months there has been much improvement in juniors.

At training, we have a clear segregation between those still down packing the basics, and those tweaking their racing skills. This wide range allows for a clear transition through and out of the junior fleet.

The Flying 11 association had a meeting on the morning of the first Sunday training, to discuss how we will approach the coming season, it was decided that the way to ensure boats are racing, is to pair kids together with boats a week in advance, this has worked so far with consistently 3 boats on water each weekend!

The upcoming goal for juniors is to get more kids down to training, even those that have only completed tackers 1. To provide an influx of kids, with a basic knowledge of sailing, will provide the juniors an opportunity to support a second instructor in the mornings. With two instructors in the morning, each junior can be challenged to the level they are up to, weather it is just upwind sailing, or racing techniques.

Annika Pennifold



EVENTS

Greetings Folks, welcome to another edition of the Events mainsheet article. That's right, we are still in business 😊

What an interesting Winter season it has been! With things looking a little grim at the start it has certainly picked up and we are now in for a cracker of a season. Even though we were faced many cancellations and postponements, we have been fortunate enough to fill a large percentage of those calendar dates and have rescheduled almost all our Weddings – YAY!

The season brought ups and down as we sat on the edge of our chair waiting for each restriction announcement. As the state started to open up, so did everyone's confidence in events. What once was a barren events inbox, became a flurry of enquiries for belated celebrations and corporate training days! We were simply happy to have guest using our facilities and drinking from our bar again!

As we move into our events season, I will be taking on more responsibility within the department. This will mean I am not only doing corporate events but the wedding side of things as well. Assisting me in this is the lovely Megs, who some of you may or may not have already met. She will be easing the load in helping to nail the execution and operation of functions. Hopefully, I will be able to roster her on a Sunday sailing shift in the next few weeks so you can all see just how gorgeous she is. We are absolutely thrilled for her to be a part of the team!

On that note, whilst we are looking forward to a healthy event calendar, we would still love you to think of us and even put in a good word to your friends and family. 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 😊



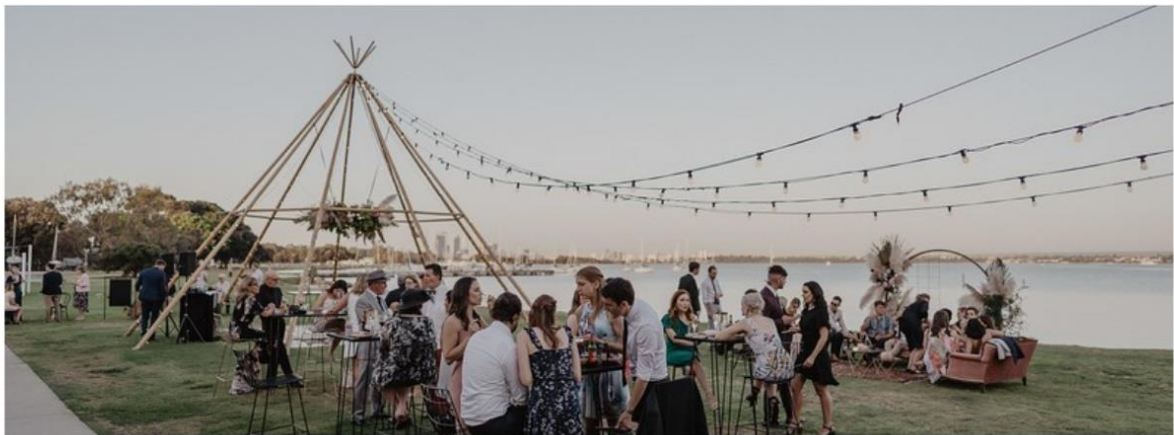
Rachel Ogilvie



CLUB CHRISTMAS DINNER

Save the date:

Sunday, 6th December 2020



Ready To Host Your Next Event?

BIRTHDAYS | ENGAGEMENTS | CELEBRATIONS
CORPORATE EVENTS | WEDDINGS

**CONTACT OUR FRIENDLY TEAM
TO DISCUSS YOUR EVENT TODAY!**

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