

Shearwater-*ed*

Autumn 2010



'Carbon Footprint' returning to Stone Sailing Club after refuelling. Maybe 'Nuclear Option' would be a better name? Ed's comment over.....

The official magazine of the
National Shearwater Catamaran Owners' Association

Class founded in 1956 Recognised by the Royal Yachting Association in 1959

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Chairman's Chat

Wow, another season gone and what a season it was! It started early at Herne Bay and then continued until Stone a few weeks ago, and every weekend we got together we had fantastic sailing and fun. Of course in that we had the Nationals at Newhaven and Seaford which saw some challenging conditions and what a week it was with a huge congratulations to Shaun and Claire for their outstanding performance.

At the Nationals we had our AGM which was very positive. There were a few changes in the committee and roles, one being Del and Claire as Magazine Editors; they would like to stand down from this role for which they have done for many years now, so on behalf of all the members, who I know all thoroughly enjoy receiving the magazine we would like to say a massive thank you to Del and Claire who have produced fantastic magazines for us all. Following on from this, Malcolm has kindly agreed to produce the magazine with the help of committee members

Ed's Opinion.

One of the few painless pleasures for me whilst trying to re-live my relative youth on the front end of Dilligaf at the Stone open was seeing Carbon Footprint scything through the water like no other Shearwater I have ever seen.

Off the water one could have been forgiven for thinking there had been an outbreak of headlice with many people standing looking at Carbon Footprint scratching thier heads.

Mutterings were heard from onlookers; 'it's the dagger boards', 'it's the sails', 'it's underweight', 'it's not fair', 'it's slow in light airs'...it's...it's... It's bleedin' marvelous, that what it is!

Many thanks; Del & Claire, many thanks to you both for the past 6 years of magazines. I sincerely hope that I can emulate your excellent efforts. Malcolm

producing articles, so thank you very much to Malcolm.

Organisation for the 2011 season is well underway, starting with the Mid Winter Dinner which Catherine has kindly organised. It should defiantly be a fantastic weekend, so book your place now! The dates and locations for the T.T's are nearly complete so as soon as Shaun has these confirmed we will let you all know.

On a personal note, I may have put our boat to bed for the winter, but I just can't be without a project, as the house is nearly done, I have decided to undertake building a new Shearwater! So having picked up the moulds this weekend the Stuarts are about to embark on the build of a lifetime! Updates will be posted on the website for you all to follow.

Really looking forward to seeing you at the Mid Winter Dinner, and wish you all a very Merry Christmas which is approaching very quickly and a Happy New Year!

Nigel

I did overhear someone say 'good helm, good boat', which is true but only part of the story.

Well done Shaun!

In my opinion your project is one of those pivotal moments which happens once in a while, when others may have been resting on thier laurels for too long and not driving the class forward.

I believe that Carbon Footprint represents a step-change in the development of the Shearwater class.

Come on guys & gals, we can't let Shaun have it all his own way. What ideas can you come with over the winter? (Torpedos not an option!)



Netley TT

By Derek Williams

We all like going to Netley - The winning combination of good camping, crazy clubhouse staff and last but not least good sailing makes this weekend a highlight on the calendar. We had 11 boats competing and we were sharing with the Hornets, Kestrels and Scorpions. The course was busy but the race officer did a great job in keeping us apart for most of the racing. Overall the conditions were good and we managed 3 races on Saturday and 2 on Sunday. Shaun and Claire on Carbon Footprint were still proving hard to beat although Catherine and Darren came a very good second in one race and Alan managed to win one of the three before we retired to enjoy the delights of the Netley nuthouse.

The theme for the night was the emergency services but this was so poorly advertised that only a few knew to come prepared with the correct attire. This included one strange man who wore silver sequined tight trousers and a matching cape that he made himself. The price for drinks changed round by round and it made queuing up at the bar an enjoyable past time.

The first race on Sunday was at 11am and surprisingly enough all made it to the start line. Although Nigel and Sarah probably wished that they had stayed ashore as they capsized during the first race and then the mast came down during the second. As on the Saturday racing was close with Shaun and Alan sharing the honours. It was nice to see China Crisis up there in front for a while with Dilligaf and Frantic showing promise.

The final results were Carbon Footprint first, Alley Cat second and Shear Flamboyance third.



Quote:

"That intelligent creatures exist in outer space is proven by the fact that they have not contacted us." **Marleen Loesje**

Shearwater Catamaran - 2010 National Championships.

The 54th annual National Championships for the Shearwater Catamaran Class took place at Newhaven and Seaford Sailing Club from 15th-20th August. Sixteen boats and crew, with accompanying families attended the week long 8 race Championship series, which began with a practice race on Sunday 15th. This being won by Class Chairman Nigel and Sarah Stuart, on Simsek, having established a commanding lead by the second beat.

The competition proper began with **Race 1** at 11.05 hours on the Monday, with a fresh south westerly, and choppy conditions from the start. Shaun Allen and Claire Robinson on Carbon Foot Print were first to the windward mark, and maintained their position despite constant challenges from Derek and Grace Williams on UFO, and Ben Farnborough and Louise Curry on Genesis. This order remained until the final gun, with Greg and Alex Wilcox on Foreigner, and Simsek leading the pack home.

After a short recess ashore for refreshments **Race 2** was conducted in increased wind speed and seas. Genesis and Carbon Foot Print revelling in the conditions, breaking from the pack by the end of the second reach. UFO and Alan Howland and Rob Britton on Alley Cat leading the battle for the minor places. Carbon Foot Print took the lead on the second beat, and defended the position until the final gun.

Monday night brought Champaign Cocktails, followed by a variety of Party Games. The Games are a firm favourite with all, particular the younger members who enjoy the competition, and the Champaign affected performance of the adults. Much hilarity was experienced by all, as well as the tremendous hospitality of the Newhaven and Seaford members. All of whom became firmly entrenched in the week long Social programme.

Tuesday morning brought **Race 3**, a brisk south westerly and significant swell. Much excitement was experienced launching through the surf. But the ever present shore crew, lead by Clive Farnborough, always ensured that all launched and returned safely. Foreigner lead the pack from the line with Alley Cat and Genesis in close company. Carbon Footprint had closed by the first reach, revelling in the surfing conditions. By the second beat Genesis, Foreigner and Carbon Footprint were beginning to break from the pack. Carbon Footprint was

forced to retire with a broken jib halyard before the windward mark. Genesis defended their lead from Foreigner, while Alley Cat lead the pack to the final gun. As the wind began to gust in excess of 25 knots consistently, the Race Officer Garry Philips, sensibly decided to postpone Race 4 for the day.

Tuesday evening brought a Fish and Chip Supper, courtesy of a "Chip Van" that had travelled especially from Surrey. Admittedly a land locked county, the quality of the food, and the news paper it was wrapped in, was second to none. The latter part of the evening was taken up with amusing songs and tall stories in the comfort of the Club House lounge. The latter affording a pleasant vista, occasionally broken by a passing ferry arriving or departing the nearby Port of Newhaven.

Race 5 began as scheduled on the Wednesday morning. The previous days south westerly having backed and reduced to a fresh breeze. The fleet remained tightly packed to the windward mark, Simsek being first around followed closely by UFO, Carbon Footprint and Genesis. The remainder of the Fleet being lead by Barry Duck and John Wiseman on New Flame, Dion and Anna Allen on Take5, and Roger and Bonnie Crooks on Ruby. By the third beat Carbon Footprint had established a narrow lead over Genesis, with Ruby leading the pack. This order remaining until the final gun.

After a short break for lunch, **Race 6** commenced with a steady Force 3 from the south, and bright sunshine. Despite a poor start, Carbon Footprint took advantage of tide and a clear air, to reach the windward mark first, and continue to develop a commanding lead through out the race. Genesis defending second position against Simsek, Alley Cat and Foreigner, to finish in that order, with New Flame leading the pack home.

Wednesday evening was Fancy Dress, "London Underground Stations" being the theme. Angels, Elephants, Castles, Cockerels, Australian Larger and tennis balls were all in abundance. One or two of the taller crews confirmed their reputation as Barking! Added refinement to the party was a professional Line Dance teacher, who managed to get the entire fleet to co-ordinate their footsteps, and Shimmy with the best in Nashville.

Thursday morning, saw the postponed **Race 4** and now reliable south westerly Force 3, with moderate seas as a consequence of an overnight storm. A Port bias to the Line encouraged some daring starts from Murray Greehill and Joe Hill on Dilligaf, Simsek and Genesis. The latter taking advantage of such to reach the windward mark first. Closely followed by the starboard starters lead by Carbon Footprint, Ruby and Take5 and Alley Cat. Genesis defended their lead throughout, to take the gun, closely followed by the pack lead by Carbon Footprint.

Race 7 followed in the constant weather conditions. Simsek, Foreigner and New Flame leading the Fleet to the windward mark. Ruby, Genesis and Carbon Footprints staying out to sea on the second beat, and pulling away of the subsequent downwind leg. Carbon Footprint taking particular advantage of three sail down wind surfing, to take the lead. Defending such to eventually take the gun.

Thursday night was taken up by the Class AGM, the election of officers, and the various details involved in maintaining the Class, and meeting the needs of its members. Greater emphasis being placed on Catamaran Opens for 2011 TT series, in support of our fellow multi-hull sailors, and the promotion of Catamaran Sailing as a an exciting and rewarding family activity.



Being the youngest person to helm at the Nation Championships when aged 15, I have been asked to write a small piece giving the youth perspective on the Shearwater fleet.

I first sat on a Shearwater when I was less than a year old. Now 20 I am still in the fleet & still sitting on the boat but now as one of many proud owners.

When I was about 6, my Dad, Malcolm, left the fleet. I have asked him why but he is so old he says he can't remember. It was a great honour to have him crew for me at Stone recently, even though he could only manage to do the Saturday. (He isn't as fit as he used to be) especially now being a grandad for the first time!

I returned to the fleet in around early 2005 when I got a phone call from Catherine Howland

The concluding **Race 8** of the Championship began at 11.05 on the Friday, in a light Force 2, and the smoothest sea state experienced all week. Despite having already won the competition by virtue of 5 bullets in the previous races, Carbon Footprint soon broke the pack on the upwind leg, chasing Rob Hamilton and Tayla Playford on China Crisis around the windward mark. Eventually taking the lead when turning inside the first wing mark. Despite repeated challenges from Ruby, Simsek and Genesis, Carbon Footprint maintained a commanding lead to the final gun.

(full results and photos over)

Congratulations to Shaun Allen and Claire Robinson on Carbon Footprint on winning the 54th Shearwater National Championships. They displayed consistent performance, despite extremely close competition throughout the Fleet.

Particular thanks must go to Rupert Smith, Commodore of Newhaven and Seaford S.C, for exceptional hospitality, and the provision of superb facilities, not least an excellent and lively Prize Giving Supper on the Friday night.

requesting my crewing skills on her Shearwater. That was a one off as far as I was concerned until I was actually there. I think it is safe to say I caught the bug. The people, the travelling village, the parties and racing create such an amazing, inclusive and welcoming atmosphere.

Later that year, I was sitting on my Dads yacht in Turkey, enjoying the sun when my phone rang. Yes, it was Catherine again but this time her request was slightly different. I was being offered a boat for the National Championships, specifically 1981 - New Moon, now well past her best when my Dad won the 1994 Nationals on her. Catherine had even arranged a crew for me!

At that time I was helming a Dart 16 so had never twin trapezed. And guess what? It was a windy nationals. Although I came last, I had the time of my life! I met some fantastic life long friends and they haven't been able to get rid of me since. That is the unique Shearwater spirit!

By Murray Greenhill

2010 Shearwater National Championships

Sailed: 8, Discards: 2, To count: 6, Entries: 16, Scoring system: Appendix A

Rank	Boat	Sail No	Club	Helm Name	Crew Name	R1
1st	Carbon Foot Print	1999	Felixstowe SC	Shaun Allen	Clare Robinson	0,75
2nd	Genesis	1990	Hastings & St Leonards SC	Ben Farnborough	Louise Curry	3
3rd	Sim Sek	2007	Mengham Rythe SC	Nigel Stewart	Sarah Stewart	6
4th	UFO	2004	Stone SC	Derek Williams	Grace Williams	2
5th	Ruby	1996	Stone SC	Roger Crooks	Bonnie Lloyd	4
6th	Alley Cat	2006	RYA	Allen Howland	Rob Britton	-7
7th	Foreigner	1988	Hastings & St Leonards SC	Alex Wilcox	Greg Wilcox	5
8th	Dilligaf	2003	Hastings & St Leonards SC	Murray Greenhill	Joe Hill	(17.00 DNF)
9th	New Flame	2000	Hastings & St Leonards SC	Barry Duck	John Wiseman	9
10th	Take Five	2005	RYA	Dion Allen	Anna Allen	8
11th	Shear Flamboyance	2008	RYA	Catherine Howland	Darren Tolley	(17.00 DNF)
12th	Frantic	1986	Hastings & St Leonards SC	Peter Charrod	Richard Playford	(18.00 DNS)
13th	Orwell	1984	Stone SC	Richard Hill	Gary Hill	10
14th	China Crisis	2002	Hastings & St Leonards SC	Rob Hamilton	Tayla Playford	11
15th	Space Odyssey	2001	Stone SC	John Hill	Clifford Hill	(18.00 DNS)
16th	Caned & Unable	1987	Hastings & St Leonards SC	Matthew Wiseman	Jade Woollett	(18.00 DNS)





Newhaven & Seaford SC



R2	R3	R4	R5	R6	R7	R8	Total	Nett
0,75	(17.00 DNF)	0,75	0,75	0,75	-2	0,75	23,5	4,5
2	0,75	2	-4	2	0,75	-4	18,5	10,5
5	-7	4	2	3	-8	2	37	22
3	4	3	5	(17.00 DNF)	5-8	47	22	
-8	6	7	3	-8	3	3	42	26
4	3	-6	6	4	4	6	40	27
9	2	10	-11	5	6	-11	59	37
6	(17.00 DNF)	5	9	7	9	10.00RDGb	80	46
-11	5	-11	10	67	10	69	47	
12	(18.00 DNS)	9	7	(17.00 DNF)	10	5	86	51
7	(17.00 DNF)	8	8	10	11	7	85	51
(18.00 DNS)	(17.00 DNF)	12	15	9	12	14	115	79
13	(18.00 DNS)	(18.00 DNS)	12	11	(18.00 DNS)	(18.00DNS)	118	82
14	(18.00 DNS)	(18.00 DNS)	13	13	(18.00 DNS)	13	118	82
10	(18.00 DNS)	(18.00 DNS)	14	12	(18.00 DNS)	12	120	84
(18.00 DNS)	(18.00 DNS)	(18.00 DNS)	(17.00 DNF)	(18.00 DNS)	(18.00 DNS)	9	134	98



It has been few years since I've put pen to paper for the Shearwater magazine, but I felt compelled to do so after the recent AGM and many evenings post Nationals discussing with my crew the finer points of Shearwater mastery that we still have to conquer on our quest for overall supremacy.

I thought with all the new boats and new crews (be that helms, crews, moveable ballast or the pretty young things up the front) that it may be prudent to pass on a few tips on how to get the best out of your boat and therefore your weekend away sailing.

Some of these may appear a wee bit obvious but bear with me.

Sailing Weekend Checklist.

Thursday Night

- Even though you personally checked your sailing bag when you put it away check it again before departing you never know who may have been looking for that extra wetsuit to supplement their other weekend activities.
- Check the functionality of harness and life jacket; malfunctions on either of these can have serious consequences.
- Consider the weather forecast - have you got enough warm clothes,
- NB. Rash vests don't keep you warm, they stop you getting rashes!
- A thermal t-shirt or two will make a huge difference,
- 3mm **Summer** wetsuits are not suitable for the middle of October - the clue is in the name (check out ebay - really good deals).
- A fleece under your wet suit can also help.

When Hitching up

- Check the tie down straps and mast is tied on.
- Check the straps again
- Make sure you have petrol - manoeuvring the boat through small garages is not easy and can be easily avoided
- Check straps again
- Ensure songs for good tunes sing for journey
- Make sure you have enough cheese and tomato sandwiches if journey more than 40 mins
- Annually tyre check on road trailers (are they road worthy)

Arrival at the sailing club Friday night/Saturday morning.

As many people will know I am a huge fan of the shiny bottom. If you haven't had a chance to polish your underside before coming over then there is ideal opportunity whilst the boat is still on the trailer. I find fairy liquid or **CIF/JIF** is extremely good at removing road dirt, grime and grease. Administered by the nearest young man usually is preferable, Finished off with rub down with a good chamois. - by the end it should be slippery enough that you can pull it off the trolley should be good enough.

Arrived:

And so onto rigging the boat on Saturday morning. As Alex Wilcox and Matt & John Wisemans will testify; the benefits of attaching both shrouds to the boat are hugely underrated. Although may sound silly when you are putting the mast up just check that each person knows what their particular role is could save a huge headache .

Once the mast is up:

When the mast is secure; then the 29 other people you have roped in for the procedure can be thanked and dismissed with limbs intact.

The next job is taping. This involves going round the boat with almost obsessional rigor methodically taping up every split ring, every pin, that you can see and sometimes going over the ones you can't see, as they have already got so much tape on. Watching ones spinnaker rip itself on the forestay split ring is extremely annoying and doesn't make for a constructive conversation with anyone for a good while after.

Quote:

How is education supposed to make me feel smarter? Besides, every time I learn something new, it pushes some old stuff out of my brain. Remember when I took that home winemaking course, and I forgot how to drive? **Homer Simpson**

Rigging the kite,

Now its been a while since I've seen it done but the rigging of one's spinnaker in the wrong configuration so that when one hoists it is plain for the world to see you've put the bloody thing on sideways is not an ideal way to start the weekend. Although I'm all for development you don't half look a wally with a sideways asymmetric that doesn't fit.

It wouldn't hurt to write with big black marker pen **TOP INSIDE** on the appropriate corner of your kite (I've done it on all mine). Once you have attached the top patch to the halyard, the trick is then to run your hand down the leech tape, not letting go of the leech until you reach the clew.

If rigging in the wind it may help to collect the excess kite under ones arm to prevent blow out! This ensures the right clew is attached to the right spinnaker sheet and you don't end up with something that looks like Dita Von Tease's underwear up the front on the first hoist.

So now you get ready for sailing - Thermals and wetsuits donned, lipstick applied, natty little head band fixed in place you are ready for the water.

Chapter 2

In the previous chapter I discussed various things you may like to think about before getting wet at one of these sailing weekends. I hadn't referred to any of the issues around camping and the like but I thought such an estimated and clever reader wouldn't need hints on how not to inflate a double lilo in the back of the car so much so that it has to deflated to get it out of the after mentioned car and into the tent. Any tips on this should be freely available from Derek Williams or any attendees at the seas alter TT about 7 years ago.

So the sun is shining, the wind is blowing and you are on the beach with boat and crew. What happens next? Sails need to go up!

This is a very individual thing about how you and your crew do this so I will leave you to master this on your own apart from to say - there is no need to crank the mast downhaul on whilst you are still on the beach. It just makes the boat lively, jumpy and very noisy which can upset my delicate nature and can be quite intimidating for everyone else.

Before going on the water do one final check - is everything taped ? - have you got spare string shackles a knife and lipstick in your life jacket, - check the straps hopefully you are not still attached to road trailer) *I was referring to harness straps in case you are wondering)*

I shall leave it up to far more learned men than me to shed high on mast rake, luff tension, height of jib etc all that technical stuff makes me feels all queer!

Dr Greg will ensure in a consequent magazine give details of the start line check list and show diagram of how to best win the start. Nigel will give details on how to scare the pants of everyone by doing it all on port! But from me dear readers that is enough

To those of you who know what you are doing - and this has been just a rhetorical gamble whilst you should be doing something else I apologise, for those of you who don't I hope you may have gleaned a little something.

And before I go, a little note for going home On the way back home make a list (if you can enlist the use of a scribe at this point rather than doing it whilst driving, you will be slightly more likely to arrive home in one piece) - a list of all the little jobs that need to done on the boat. Any taping that needs replacing, batten pockets that need mending, straps that need checking etc.

If travelling with your crew, talk about how you did and how you can repeat that complete fabulous spinnaker gybe next time.

With much Love

From the back end of Flambouyance
Catherine xxx

Quote:

The ultimate result of shielding men from the effects of folly, is to fill the world with fools.
Herbert Spencer (Health and Safety Executive take note!. Ed.)



Stone TT 9-10th October 2010.

14 Boats attended the final TT of the 2010 season, at Stone SC over the weekend of 9th-10th October.

Saturday's Racing began in fresh Easterly breeze and rising tide. Shaun Allen and Claire Robinson on Carbon Footprint established an early and unassailable lead, with the battle being for the minor places. Jack Tindale and Hugo Bull on Take5 leading the pack home.

Race 2 commenced in increasing wind strength, Take 5 being first away from the line, closely followed by Alan Howland and Rob Britton on Alley Cat, and Derek Williams and Grace Williams on Take5. The following pack being led by Carbon Footprint, who exploiting the tide made big gains on the first down wind leg, and established a commanding lead to take the gun.

Race 3 followed in similar conditions. Carbon Footprint repeating their first race performance, establishing a commanding lead by the second beat. The competition for the minor places being won by Alley Cat over Take5, UFO, and Roger Crooks and Anna Allen on Ruby. Nick Elliot and Kerry Elliot on Cajensa leading the pack home.

Sunday brought **Race 4**, a steady Easterley, Spring Tides and sunshine. Take5 was first away, with Alley Cat, UFO and Carbon Footprint in close company. Barry Duck and John Wiseman on New Flame leading the pack. By the second beat Take5 was caught by the shallows in St.Lawrence Bay, allowing Carbon Footprint to take the lead, challenged by UFO and Alley Cat. Carbon Footprint defending their position to the final gun.

Race 5 was the final race of the competition, Carbon Footprint and Cajensa being first off the line. UFO, Take5 and New Flame vying to lead the pack. Carbon Footprint and UFO breaking away by the second beat, remaining in close company, and competing aggressively for the lead. Despite several changes between the two, Carbon Footprint managed to secure the win. Cajensa and New Flame leading the pack home.

The legendary hospitality of Stone S.C. did not disappoint. The organisation both on and off the water being superb. An excellent weekends sailing, with near perfect conditions, allowing all to end the season on a high note.

Sail No	Helms	Crew	R1	R2	R3	R4	R5	Total
1999	S.Allen	C.Robinson	1	1	1	1	1	4
2005	J.Tindale	H.Bull	2	3	2	3	11DNF	10
2006	A.Howland	R.Britton	3	2	4	4	9	13
200	D.Williams	G.Williams	11	5	5	2	2	14
1976	N.Elliott	K.Elliott	5	9	7	6	4	22
2000	B.Duck	J.Wiseman	6	10	9	5	3	23
1987	M.Wiseman	L.Wiseman	8	7	15DNF	7	5	27
1996	R.Crooks	A.Allen	4	4	3	17DNC	17DNC	28
2001	J.Hill	J.Hill	13	11	6	9	6	32
198	P.Sharrod	R.Playford	12	12	12	8	7	39
1985	J.Ross	S.Sandle	10	15DNF	11	10	8	39
2008	C.Howland	D.Tully	7	6	10	17DNC	17DNC	40
2003	M.Greenhill	M.Greenhill	9	8	8	17DNC	17DNC	42
2002	R.Hamilton	T.Playford	14	13	15DNF	17DNC	17DNC	59

Quote:

All I ask is the chance to prove that money can't make me happy. **Spike Milligan**

A Family Nationals

By Derek Williams

After the stress of ramming my boat up the beach at Newhaven and Seaford, waiting patiently for the tow rope to drag it up the incline to the hard standing it was nice to sit in one of the camping chairs with a beer in one hand and some mixed nuts in the other!!!! From our pitch, which is normally as far away from the kids as possible, I was able to look down the length of the camping area and it struck me just how many families were involved in the Shearwater fleet. As I was thinking this Oliver came flying around the corner of my van with Alex in hot pursuit. Alex was shouting for Oliver to stop and Oliver was shouting for his Granddad to save him. Once again it made me think of how many fleets there were in the country where you could be sitting in your deck chair after a race with three generations of the same family present. Not many that's for sure! I am

proud to say I sail with my daughter and I know that there are others who are equally proud to be sharing a boat with their offspring or other relatives.

Shortly after this I was roped in to playing 'What's the time Mr Wolf?' with the first game consisting of 5 very small children. The second game started and when I turned around there were 30 fully grown adults all dressed in sailing gear trying to creep up on me. I can't find a single word that captures what I'm trying to say but I think that it is important that we all recognise how lucky we are and how important it is to maintain this unique feature of our class by trying to get new members from close friends and family.



Mid-winter Dinner

Macdonald Frimley Hall Hotel & Spa

Saturday February 26th 2011



spot the 3 deliberate mistakes. No prizes for the winner

Macdonald Frimley Hall Hotel & Spa is an ivy-clad Victorian manor house in the leafy suburbs of Surrey. Set within peaceful private gardens and woodland, this secluded country house hotel features;

- 98 individually styled bedrooms
- 2 AA Rosette Restaurant
- Luxury spa and leisure club
- Secluded private gardens and woodland
- Romantic country house hotel

Many thanks to Catherine for taking the time to organise this great venue for our mid-winter get-together.

Please call Emma Holliday on 01276 413 108 Quoting reference
SHEARWATER to book your rooms.

£150 per couple for Dinner Bed and Breakfast

£130 for Single occupancy

Lime Avenue, Off Portsmouth Road, Camberley, Surrey,
GU15 2BG GB

Tel 0844 879 9110