



## President's Report

The quiet time of winter is almost over and the new season is about to begin. Quiet that is for those of us in Manly but quite riotous for club members who went to Hamilton Island. The New Season Launch and BBQ suffered from lack of numbers because the voyagers had not returned. Those who were there enjoyed the BBQ but the main event was the race between two Manly Juniors and two Access Dinghies.

There was total confusion as to the actual course but Ken Terrens, solo, in an Access dinghy would have won had he not turned around just short of the finish line and sailed off into the sunset. He was having such fun. The Ebeling clan crewed the MJs with Greg demonstrating how an adult does it without moving and the two girls Marnie and Mia had a ball just sailing. Margaret L and I sailed the Access camera boat and the close ups of our near collisions should be interesting.

The saga of the security fence just keeps on going. The Skiff Club has lodged an objection to a fence with Manly Council, even although there will be a 5.4m gate in it so the Skiffie's can use the deck for special events. At a meeting held at the Club on 8th September, between Manly Council, the Skiff Club and MYC a tentative agreement was reached whereby the gates would be widened to the full width of the deck. An amended design is being prepared. However the procedural matters still need to be clarified so don't hold your breath.

A meeting has also taken place with Council's Heritage Architect about applying for a grant to re-tile the MYC roof. Since it is a Council building, permission is necessary and this could be accomplished by letter rather than a DA.

A waterproof roof would enable the ceiling of the clubroom to be repainted with a guarantee of success. Council would support the grant application and, it is hoped, Council would contribute to the overall cost.

The first race of the Club Championship has taken place and I was privileged to helm Bokarra for most of the race. Well wasn't that a change from Eos? All you had to do was cough and she changed course. Colin's spinnaker work was a total mystery to me. He would descend into the cabin and tie lines to this pile of pink material, leap back into the cockpit and pull on a halliard. The spinnaker would snake out of the cabin, deviate round the mast and then disappear under the headsail. Pull on the brace, if you could find it, and bang it was up and drawing.

Enjoy the new season **Brian Wilson President** 



## Club Championships Race Report

The opening event for the 2008-2009 season, the first race of the highly prized and hotly contested Club Championships, began with the promise of great a breeze to blow away the winter cobwebs. Saturday's deluge had departed and Father's Day began as it should - in glorious sunshine and with eggs and bacon in bed. As the fleet gathered for the 1pm kick-off, Greg Zyner and his trusty crew of race officials made sure the course and start line were up to the usual high MYC standard by shifting Carlyle as the 10+ knot breeze backed to the south east. After the resulting short delay, the hooter sounded and the Div 2 fleet shot out of the box, with David Fairclough and Steve Garmston's new boat, Occum's Razor, powering off to lead the pack to Lady Bay. In hot pursuit was the mighty midget Melody, guided by the equally small but perfectly formed Dee Smyth. The CC Div 2 fleet has grown a bit this year, with a few new entries, including Starship, Newspaper Taxi and Sip Ahoy, and the competition to get to the first mark was pretty hot. The opening downwind run to Grotto YA saw the Div 1 fleet led by Wildfire and San Toy start to weave through the early starters with the remnant groundswell producing some nice rides while breeze stayed in. Then the action began. You can always depend on Steve Teudt to liven up a party and, with the help of his crew, Two Can put on a show at the Grotto mark that would have had onlookers at Dobroyd Lookout scrambling for their binoculars and 000 on their mobile phones. Let's just say the performance involved a recalcitrant spinnaker, which came down a lot slower than Steve's protest flag went up after a port-and-starboard incident with a confused Canadian tourist (read Mad Dog) in an old wooden cruising boat (read Pam). Except for those two mix-ups, everything else was going to plan but the fading breeze and lumpy seas of the Sound made it difficult for those boats that had elected not to hoist a spinnaker. The last upwind leg to Lady Bay and the run to the finish played into the hands of the leading boats as the breeze continued to fade, with the handicap results pretty much reflecting over-the-line placings. On scratch, San Toy led Wildlife and Pam, with the

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## JOURNAL OF MANLY YACHT CLUB

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## Commodore's Report

Well, who would have thought that the Beijing Olympics would influence what goes on at Manly Yacht Club? Airlie Beach Race Week...moved back one week; Hamilton Island Race Week... moved back one week; MYC equipment audits...moved back one week; and a much smaller MYC start of season BBQ.

It seems that a large contingent of MYC members could be found sailing all points north and having a great time by all accounts. MYC Olympic representative Christoph Bottoni, while not bringing back a medal, did not disgrace himself. Manly Yacht Club (and Switzerland) congratulates him on his results.

### And now ... the season has begun.

The weather threatened to reduce the already small number of attendees for the Start of Season BBQ which at one stage looked to be only those members tasked with "jobs". Despite the small number, lot's of time was spent on the water in the access dinghies and the MJ's, great food was provided and cooked to perfection and a good time was had by all. Thanks to Jill and her team for putting the day together. For all of you who missed out...put it in your diary for next year. I promise it won't clash with Hammo!

The appalling weather on the Saturday of the equipment compliance checking was carried out with normal good cheer by our intrepid inspectors at Davis Marina. However those at Manly Yacht Club were not as fortunate as the southerly barrelled into the wharf making it too dangerous for boats to be inspected. Co-operation by boat owners and inspectors allowed the remaining boats to be inspected on Sunday or to be scheduled for a convenient time in the following week. Thank you to the inspectors who give up their time so that the rest of us can go sailing.

Still on the weather theme...while the weather WAS appalling on the Saturday chosen by most of the clubs on the harbour to have their first race, our first race on the Sunday of the same weekend - the club championships - turned out to be a great day; with enough wind, sunshine; a good turnout of competitors (...and a win for San Toy).

For those of you racing on Sunday, you may have noticed NSW Maritime lurking around the start and during our racing. Each year, NSW Maritime continues to remind us of our obligations under the Aquatic Licence MYC must hold in order to race. This year, apart from the navigation lights which must be used between Sunset and Sunrise, NSW Maritime will be coming down hard on any yacht interfering with the passage of ferries and commercial shipping, so I would like to remind you to read 6.10 of the MYC handbook so that you are clear about what is required.

This time of year is when Manly Yacht Club usually holds courses for the benefit of its club members. Mostly, the course presenters give up there time freely so that we can improve our sailing skills, so please make an effort to attend. Before the start of the first race of the season it seemed that a few competitors were a bit rusty about what flags meant. So, can I recommend you attend the Race Management Course to brush up on your flag skills.

Coming up..."The Racing Rules of Sailing" presented by Mark Pryke. See this newsletter or your handbook for upcoming course dates. And now for the sailing...your boat is prepared; you are prepared; crews are ready to go - **why aren't the entry forms flooding in?** We have a great new series this year and fabulous new sponsors so please assist the club secretary, the sailing committee secretary, the race directors, and the handicapper by sending your entry forms to Manly Yacht Club tc

See you on the water!  
Maz - Commodore 

## BLACK HEART, BRIGHT FUTURE

Adventure Racing and MYC Yacht Racing,  
a new dynamic partnership.



Friday 17th October

## ZILZIE Twilights BBQ and Wine Tasting, more details in October MYC newsletter



  
ZILZIE WINES  
Twilight  
1st race Friday  
24<sup>th</sup> October

 Danes Gourmet  
Coffee



## Sunday 21st September - SS-1

### Countdown to Summer fun



So you love Twilight racing but aren't too enamoured with round-the-buoys duelling, or maybe you do like the cut and thrust of hard racing but also prefer countdown starts and don't want to hoist a spinnaker?

Well, your hard-working Sailing Committee has been beaver away to create a race series that fills all the gaps and ticks all the boxes, and it's called the MYC Summer Series. Essentially, it's not too different from MYC's extremely successful Winter Series, although the courses are new, ranging from 7 miles for the shortest non-spinnaker Div 2 route to over 16 miles for the marathon Div 1 spinnaker journey.

An eight-race series (four before Xmas and four after), the Summer Series is designed for sailors who want a more social day out on the water or even those who may want to sail short-handed. All the races will be handicap starts - with the first boats off at around 12.30pm - from a starting line near Manly Wharf, with six races constituting a series.

**New sponsors Black Heart Industries**, who have come on board at MYC as a major sponsor and are eager to play their part, will be providing some fabulous prizes. And at a mere \$60 for eight races it's got to be the cheapest day's fun on the Harbour anywhere.

See the club's website [www.myc.org.au](http://www.myc.org.au) for more information and entry forms.

RACE 1 (7/09/2008) MYC Club Championship 2008-2009														
Club Championship Race 1														
Division 1 Keel TOT HC results														
Place	Sail No	Boat Name	Elapsd	AHC	HC	Cor'd	T	CHC	Skipper	Class	Score	Fin Tim	ETOrd	DidNot
1	MYC12	San Toy	2:11:54	0.998	2:11:38	1			G Radford	Radford12	1	15:42:54	1	
2	4863	Two Can	2:26:47	0.9	2:12:06	0.9			D STEudt	Masram920	2	15:57:47	4	
3	AUS1161	Wild Life	2:12:50	1.003	2:13:14	0.999			B Davis	Etchells	3	15:43:50	2	
4	KA16	Pam	2:23:21	0.93	2:13:19	0.927			M Walker	International5.5	4	15:54:21	3	
5	MYC100	Shear Magic	2:43:09	0.918	2:29:46	0.874			H Sullivan	Adams10	5	16:14:09	5	
DNC 1236				Local Hero	1.035				P Mosely	Sydney36	8			
Division 2 Keel TOT HC results														
Place	Sail No	Boat Name	Elapsd	AHC	HC	Cor'd	T	CHC	Skipper	Class	Score	Fin Tim	ETOrd	DidNot
1	1255	Melody	2:26:21	0.85	2:04:24	0.875			D Smyth	SwansonDart	1	15:47:21	2	
2	5830	Cheap Thrills	2:17:53	0.965	2:13:03	0.966			B Miffin	Ross830	2	15:38:53	1	
3	MYC9	Beausoleil	2:36:48	0.85	2:13:17	0.85			AThomson	Cavalier28	3	15:57:48	4	
4	557	Ocum's Razor	2:27:41	0.925	2:16:36	0.916			D Fairclough	DuncansonOlshore304	4	15:48:41	3	
5	1152	Bokarra	2:57:43	0.782	2:18:58	0.769			B Wilson	Santana22	5	16:18:43	8	
6	5626	Starship	2:40:03	0.9	2:24:03	0.873			P Richter	Hudson32	6	16:01:03	5	
7	5393	Runaway Taxi	2:54:38	0.84	2:26:42	0.809			R Sadleir	JogRacer	7	16:15:38	7	
8	MYC34	Sip Ahoy	2:40:25	0.92	2:27:35	0.884			P Duncan-Bales	Northshore34e	8	16:01:25	6	
DNC AUS147				Okavanga Delta	0.93				J McPherson	J24	10			DNC

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big Radford 12 taking out the handicap double from Two Can. In Div 2, Cheap Thrills and Melody got breeze most of the way home to cross the finish line in that order, with Melody claiming the booze from Cheap Thrills with Beausoleil third by just 14 seconds. For those boats that did it tough, don't despair ... as Bruce Davis always says, it's much better to have a few "handicap management results" early in the season. For those MYC members who haven't yet entered the CC (that means you Michael Troy and Andy Cooper!), with two discards, there's still time to claim what Dennis Connor possibly once called: "The most prestigious prize on offer in yachting next to the America's Cup." See you next race, September 28, when a few more Div 1 boats - Copernicus and Local Hero - should be back from Hammo to bolster the fleet.

**Jim Nixon**

*Steve collecting his prize from our USA visitor and Ricardo Bauermann from Brazil volunteered on the support boat and on the Sailability boat page 5*



**Farewell to Mad Dog and his Redheaded Secretary ...**

**After a very chilly winter hiatus...The Big Blue Sailing School** is warming up for the 2008/2009 sailing season and the bookings are coming in thick and fast. It seems maybe this is the year everyone wants to learn to sail. It could be something to do with Craig's recent story in the 'Splash' magazine or the Aussie's recent success in the Beijing Olympics...Whichever it is...it's working.

**New persons...Deanna Smyth** (alias Dee) has excitedly tagged onto The Big Blue team and will be working in The Big Blue Office (harbour view) and out on the water joining Craig will be Colin Burgess and George Pearce. It's a job...but someone has to do it...he..he..

**Recent Success...**The Big Blue Sailing School has been working on building the kids sailing programs and has it's first school group, MacKeller Girls Campus years 8-10 for Term 4. **Volunteers are needed...**We are hoping to add other school groups to our regular weekly training programs and **urgently** need volunteers to assist us to make this new program a success for the MYC and The Big Blue. Please contact info@thebigblue.com.au if you love kids, have boating licenses and can spare some time this summer to lend us a hand.

**Upcoming events...**The Big Blue will be entering the two S80s in the Balmain Sailing Regatta, Sunday 26th October, anyone wanting to jump aboard, can view the website for details. **New Stuff...**The Big Blue S80s are now bareboat charter able at very reasonable prices... Take a squiz at our recently revamped website and pricing structures. **Even better...**Craig has added a superb online interactive 'study' section to The Big Blue website too...Take a look at the Sailing Simulator and the knots demo...Amazing fun...[www.thebigblue.com.au](http://www.thebigblue.com.au)

We at The Big Blue are gearing up for a busy season of sailing, learning and fun... Can't wait to see you all on the water...

**Deanna Smyth: +61 0423 110 000**  
**Craig Rosevear: +61 0420 902 644**  
[www.thebigblue.com.au](http://www.thebigblue.com.au)



Shortly after I joined Manly Yacht Club I was regaled with stories about a mad bloke who lived in Canada who used to sail at the club. Occasionally long emails would arrive and more stories told. It didn't seem too long but he arrived back in Oz with his own "curly girl", who, I later found out, he had married here before she dragged him back to the cold of Canada. By now you will all have guessed to whom I refer...and guess what...she's doing it again! Yes...Pete and Tannis's 5 year stint in Oz is up...my, how time flies...and so it is with a great deal of sadness that I wish them both a happy 5 years back in the cold. It's been great having you both on the sailing committee and around the club; putting great effort into the successful running of the Mini Regatta's and the sponsors you attracted' the work on the Robbie R and Melody and other things too numerous to mention. Thank you both for your friendship, don't be surprised if we coming knocking at your door in Canada, **and hurry back 'cause we're gonna miss you!** Maz, on behalf of the Sailing Committee and the club.



East Coast Low formation off Cape Byron Mon 28/07/08



CREW: Ken (checking out the rainbow), Peter Mac, Jim Nixon and Sonia Robinson (at the helm)

#### AUDIT DAYS.

Well, who chose Saturday 6th September as the day to carry out the audits? Shame on you!

Wasn't it just one of the worst weather days of the year?

However and notwithstanding, the true spirit of the Club members shone through and despite the weather thirty boats turned out and passed the particular category audit inspection. Admittedly a couple of those were carried out on Sunday when the conditions were much more favourable both for the auditors and the members.

Congratulations to all the boats who presented and had all their equipment neatly laid out and arranged. This made the auditors' jobs much easier and enabled each inspection to be completed with minimum delay. A good way to go on a day such as Saturday!

For most of the equipment items, Solugel in the first aid kit, being out of date was a fairly common oversight.

Thank you to all the auditors who braved the conditions and did such an excellent job. 25 Category 7 audits passed and 5 Category 4, well done !!!

Bill Spence 

### Sydney to Gold Coast - Copernicus - Saturday 26th July 2008-08-31

The week leading up to the race was wet and cold, which dampened the preparations of Copernicus for her maiden 384 nautical mile Sydney to Gold Coast Race. Happily, a crisp clear day greeted the crew on race day with feverish, last minute preparations', plus the obligatory crew photos, followed by a warm send off by members of the Manly Yacht Club and baked goodies courtesy of Maz and others. The crew members were, Greg Zyner (Owner - Skipper), Jim Nixon, Peter McDonald, Duncan McRae, Sonia Robinson and Ken Terrens.

Light winds for the start had been predicted and were delivered. The start itself however was delayed by the entry of a well timed tanker. Some twenty minutes later, we were off! Pin end was favoured and well picked by Jim Nixon as most yachts at the boat end soon found out. Light and swinging winds along with seventy three other yachts made for a challenging exit and kept the crew busy, already up to the second spinnaker and we had not even reached the heads!

Out the heads and we were off, spurred on by a number of MYC members watching from North Head. Moderate westerly winds were pushing the yachts north. Copernicus stuck to the rum line with her asymmetric sail performing well, while others ventured further offshore in search of better pressure. Copernicus cut smoothly through the water while the crew settled down for the first night a sea.

Night, with Greg at the helm and cutting a respectable speed through the water (later verified by the 'designer' watching our progress via the web) and the whole ocean available to the fleet, two competitors merged on Copernicus, one from each side. Greg split them both, eventuating in one of the yachts rounding up!

Around 1am, the winds gusted in, from our bunks below; we heard the helm calling out the speed over the water, 13, 14 then 15 knots! With the large asymmetric pushing Copernicus through the water, feverish attempts to drop the spinnaker were in progress, but too late. The round up and the repeated strain tore the head from the asymmetric spinnaker. With our main weapon gone, we resorted to the storm spinnaker during the gusty conditions and the big light spinnaker in the light. This made for many sail changes over the course of the race. As I recall, during only one of our many shifts, only once, did not change a single sail, which made for a great three hour holiday!

**Day 2**, with a number of yachts on the horizon behind us, Copernicus kept a steady pace. Close to land, a sudden gust from the west resulted in another round-up. Happily, the storm spinnaker held up, but was dropped quickly and replaced with the number 3 jib. The gust was the tip of storm that took its toll on the yachts behind us, with a number retiring at Coffs Harbour. The night was cold and the horizon to the east dotted with lights of our competitors, but it was obvious over the hours that Copernicus was out pacing many of them.

**Final day**, the winds varied over the course of the day. Copernicus with storm spinnaker hoisted and pressure building from behind converged on Skennars Head to our port, while a Sydney 36 on our starboard, was converging on both Copernicus and the headland. The pressure built, but superior helming from Peter Mac, saw Copernicus clear the headland safely, while the Sydney 36 performed a messy gybe. An intense low that was expected formed to the nor east. Dark clouds, lightning and a rainbow chased Copernicus around the point at Byron Bay. Clear of the point and the storm, we headed for the finish. Night fell and we passed Danger Point. The ocean was smooth and a steady nor-Easter propelled Copernicus to the finish. The last hour, the crew wound down, unit we sited a competitor off the port bow, then the race was on! Although Copernicus with Peter on the helm made great gains, we were piped at the finish. Crossing the line, the faint screams from shore could be heard from our travelling cheer squad (Tannis). Safely at the Southport Yacht Club, the crew enjoyed a drink or two and made up tall tales. Over all, Copernicus was 47th over the line, 22nd on IRC handicap and 9th in our division and is ready to tackle other off shore events while proudly flying the MYC burgee.

Ken Terrens 

## Hamilton Island Race Week- Dances with Waves

This years Hamilton Island race week, the 25th Anniversary, began on 23 August 2008, with a record 225 entries. Manly Yacht Club was well represented with Dances with Waves and Copernicus both in the PHS Passage Division and also joined by a local boat often sailed by MYC members, Local Hero. Dances with Waves was skippered by Jim Thomas and crewed by members of MYC Sue Strath, Matt Mckenzie, , Tim Brown, Ryan Thomas, myself and others from the dark side ie Manly 16th Skiff.

DWW had completed the Airlie Beach Race week before arriving at Hamilton Island and was ready for a fresh crew. The regatta began on Saturday with winds 20-30 knots. We had a great start, if we hadn't been early, oh well plenty of time to get it right. There was plenty of action all around us with shredded spinnakers and chinese jibes. In these conditions with a crew that had not sailed together we were happy with our result, mid way in the fleet of 13. Only downside we were beaten by Copernicus. Upside was it only happened once!

In race two the breeze was up again, the crew excelled and we were very pleased with our podium finish, first. A nice trophy for Jim and Deb.

The third days racing was again a challenge and we were unfortunately involved in a situation where we were protested against. Back in the jury room, despite our confidence, we lost the protest and were penalised although we still say we did nothing wrong. Check out rule 11 and be very careful!

Tuesday was lay day or lazy day, we needed a rest.

After the rest everyone was keen to have a go and we were pleased with a fourth. Thursday was another layday and party at Whitehaven Beach. This is a spectacle alright with hundreds of boats anchored off the beach and plenty of action on the whitest beach in Australia.

Race 5 was a short Island Race with the start in the Dent Passage with about 4 knots current racing across the start line. Timing of the start was critical. We started well and finished with another credible fourth.


As we approached the end of the regatta the wind dropped and we realised we had a chance so the secret weapon was produced. The big massive spinnaker. Unfortunately there was hardly enough wind to fill it but once filled we had a great tussle with Local Hero who had been a constant front runner. Beating against the tide was interesting. At one stage we were not moving while other boats were going backwards, oh was that Local Hero. A rear moment when they were behind us.

Back at the dock we were surprised to hear we had placed twelfth. That didn't sound right and it wasn't, our finishing time was wrongly recorded. We had actually come fourth and third overall for the regatta. Oh jubilation, we're off to the presentation without a ticket, standing room only. Well done Jim and crew. Special mention to Jim's wife, Deb, who was left on the dock every day and had to provision the boat and apartment, great effort.


Congratulations to Local Hero who won the Division.

**So ended my first Hamilton Island Race Week, did I enjoy it, you bet, would I go again, oh yeah.**

David Fairclough 



Crew on Dances With Waves  
Peter Crane, Ryan Thomas,  
Craig Nicholls, Sue Strath,  
Mat McKenzie, Tim Brown,  
Dave Fairclough, Jim Thomas,  
Scott West



Local Hero's skipper Peter Mosely, better known these days as the 'Silver Fox', and his crew of imported Canberra rockstars with the booty from their IRC Passage win at the recent Hamilton Island Race Week.



Jim Thomas's Dances With Waves came third in the same division, a great result for MYC.




Our hard working Volunteers at the The New Season Launch and BBQ race day

**Our Orientation Day** on Saturday, 30th August went over very well, with over 40 people enjoying each other's company, at the same time learning a little about Sailability. As a result, we have around 20 new volunteers.

We have had to postpone a few of our sailing days because of the rotten weather and strong winds we are experiencing, but we did manage to take a group of children from Royal Far West and a group from Forestville MAPS on Wednesday, 3rd September.

Here's hoping the weather is kinder to us for the rest of the season.

We would like to extend an invitation to any members of Manly Yacht Club to join us on Saturday, 20th September at 9.30 a.m. for a training day on the deck. We are going to have and give practice in using the hoist, (come and have a go) driving the safety boat, rigging, sailing an access dinghy, and have a bit of a fun day. If you would like to join us, give Eli a call on 9976.2747. **ELI DEMENY** 



for great sailability photos  
<http://picasaweb.google.com/sailabilitymanly>

**MYC Race Management News:** To conduct an MYC Sunday race requires 5 people, a race officer and assistant on Carlyle, a power boat driver and assistant on Robbie R and a duty officer to manage the club and radio calls. We rely on all members to contribute at least one Sunday to race management, so everyone can enjoy racing. Racing can not happen without these key 5 people!

Thanks to those who have sent in their race management planners forms- they have been given their first option. There are still many empty spaces on the roster - so please get your forms in now. Remember that this applies to associate members as well as boat owners, and you don't need to have previous experience to contribute. The MYC race officers course on 16th September is a great course for anyone who races and all members will be on race management duty, so please come along. Thanks to Greg and Leanne Zyner, Robert Carah, Manny Mitternaught and Ricardo Bauermann for conducting the first CC race - a great job, thanks.

**Check out the current roster on the MYC website and let me know the date you are able to assist us.**

**Pam Davis Principal Race Officer**  Email: [bpdavis@bigpond.net.au](mailto:bpdavis@bigpond.net.au)

**Wanted- Two volunteers to start the Twilight Races** These positions would suit people who have Friday evenings free, love watching yachts and like to help out with race duties from the clubhouse. All training provided and dinner included. This role may suit people who are retired, those who don't sail themselves but like to be involved in sailing activities or partners or friends of sailors. We are keen to talk to anyone who can help on the odd Friday, or every Friday.

**Please contact Pam Davis on 9939 1972 or race director Steve Teudt on 9907 9111** 

**Tropical Times!** Well the first day of Airlie Beach Race Week dawned bright and sunny, just as one would expect in the tropics. The crew was all aboard and ready to go. We were a small but select group for the week, Chris Stockdale, Penny Meakins, Sally Stone, Al Thomson and myself; with Greg Zyner, Copernicus' owner, and Tricia Croxen due to join us later in the week.

The forecast was for a moderate South Easterly, the course was the traditional first day opener, Double Cone/Armit Race and the crew was raring to go. Which was a pity, because for the first couple of hours we went nowhere. Our start was the fourth one; the three divisions ahead of us went off on time and so did we - across the start line, about 100 metres to windward and then the breeze died. There were boats putting out anchors to stop drifting back across the start line, there were boats putting out anchors to stop themselves drifting into other boats; it was carnage in slow motion. After about an hour the race committee, fair play to them, saw sense and abandoned the race, reset the start line and waited for the breeze to fill in. Which it did and we were off on a week in which we rarely saw below 15kts again.

We didn't place too well that first day, we put it down to getting used to the boat and rang Greg for advice, our MYC rivals on Dances with Waves had a great first day and suggestions of sandbagging were made!

The wind really filled in that week, so much so that we really needed an extra hand so we borrowed one of Local Hero's delivery crew - Paul from Canberra who helped us out for the first day or two. We settled into the groove got the boat moving and were pretty happy with the way things were going. On day 3 Paul had to go home so we were back to our five crew. I tell you, this crew are fantastic, if you want crew that can multi task

then call these people. We were gybing, trimming, changing sails etc all with only five up. Everyone on board was doing about three jobs - and all efficiently! Then a small problem, during the last gybe the bowperson (i.e me) placed her head in between the pole and the forestay, a sudden movement by the boat and I was flat on the deck having been knocked senseless by the pole, I popped up thinking "I can't lie here, we have to gybe" and barely missed being knocked out again as the pole swung back at me, it was only the quick thinking of Penny on strings as she yanked the topper up (despite the skipper who hadn't seen what had happened insisting she let it down) that saved me from getting a matching lump on the other side of my head. That was me out for the count for the rest of the race, my ears were ringing and my head was pounding, so our valiant crew, now four strong while I lounged on the rail in a daze, got stuck in and did even more jobs each! Al's excellent work on the mainsheet and Sally and Penny's trimming got us home fast!

The other most remarkable day was on the Tuesday. We started in a relatively benign 15 - 20 kts and as we came up to Pioneer Rocks - you could see a line of wind that was putting the bigger boats on their sides, one skipper on a nearby boat screamed out to everyone around, hold on to yer hats boys and girls we're going in! It was a wet and wild day but one we'll remember for a long time! That same skipper was later to give Chris a bottle of rum for avoiding a collision on a port/starboard (we were in the right) when he hadn't seen us, he reckoned Chris saved him a fortune!

So all in all a fabulous week was had. Thanks to Greg and Leanne for allowing us to sail on the wonderful Copernicus and a thanks to a hugely enthusiastic and fun crew! We came 6th overall by the way - not bad!

**Anne and Chris** 



*Copernicus crew  
when not at the beer tent!*

*Al and Chris working hard  
on the race track!*

*Copernicus crew Anne, Penny, Sally  
Al and Chris enjoying the beer tent  
at Airlie Beach*





*The first day brought solid winds (around 20 knots) for both races*

## OK WORLD CHAMPIONSHIP - WARNEMUNDE - JULY 2008 More about the OK

In an article I wrote for the Newsletter last year about the OK World Championship in Poland I said that the OK was designed as a training class for the Olympic Finn Dinghy. A new book edited by Robert Deaves and released to celebrate 50 years of OK sailing ('Completely OK - The History, Techniques and Sailors of the OK Dinghy') sets the record straight about this issue. The book records that, although it was often used as a training class for the Finn and has a rig which was developed in close consultation with the great Paul Elstrom, the OK was designed in its own right as a light one-man planing dinghy.

At first it proved such a handful that some clubs in Denmark would not allow OKs in their regattas, believing them to be too unstable. The principal reason for the many capsizes that produced this problem, and the reaction to it, was the lack of a good boom vang arrangement, which gives stability to both sail and boat downwind. Fortunately, with Elstrom's patronage and assistance, the initial prejudice was overcome and the OK has gone on to be raced in over 40 countries in its 52 year history.

### Warnemunde

This year the OK World Championship was held at Warnemunde, in that part of Germany which used to be the German Democratic Republic (East Germany). Warnemunde is a pretty seaside port close to Rostock, a large commercial port. It lies on the Baltic Sea which is accessible through a busy harbour entrance. Warnemunde appears a favourite destination for huge liners packed with tourists who come for the day, fill the streets and leave money behind with the local shopkeepers.

Joelle and I had arrived in Hamburg on a Saturday afternoon and stayed with friends. On Monday afternoon we caught a train to Rostock and then to Warnemunde. We had arranged and prepaid for our accommodation in Warnemunde. All we had to do was to collect the key to our apartment from the 'Hotel River' in a street facing the canal which services the small port of Warnemunde itself and leads to the mouth of the river upon which Rostock is situated some 12 or so kilometres away. During the voyage from Hamburg to Rostock I realised that the accommodation had not been booked until Tuesday night. However, a more serious problem presented itself when we arrived in front of the Hotel River to discover that it was well and truly closed and inactive. The barman at the restaurant next door said that it had closed its doors in February. It was the height of the holiday season in Warnemunde and it quickly became clear that finding accommodation either for that night or for the remaining 12 days might not be easy.

Fortunately the local Tourist Office was able to give us directions to the agency whose name appeared on the emails we had received and with much rolling of eyes we were told that the only thing we could do was to go there and see how serious the problem really was. Happily for us the closure of the Hotel River meant only that the key was not available there. The apartment was still available and we could have an extra night.

Then it was off to find the sailing club and the container, check that my boat arrived safely from Australia and find our bikes. We had a couple of days then before the first regatta.

### Warnemunde Woche

The OK World Championship was held in conjunction with 'Warnemunde Woche' (Warnemunde Week), a large regatta with many classes. Eleven Australians had made the trip to sail in the Warnemunde Woche Regatta and then the World Championship. That number included two former Australian champions and four former State champions, as well as the current Junior World champion. There was a very strong team from New Zealand of nine sailors as well as

large groups from Great Britain and Germany and smaller but competitive groups of sailors from Denmark, Sweden and Poland.

71 OKs sailed the Warnemunde Woche event as a warm up regatta. Many of the other classes raced at the same time as we did creating logistical problems in the boat park for the organisers which were solved with Germanic efficiency. Not only were there people to stack trolleys and find them again, there was a very assertive gentleman in a red T-shirt who directed traffic like a policeman. The sailing was pleasant with no real extremes. I was happy enough to finish 31st overall.

### The 2008 World Championship

Unlike last year's large fleet (allowed especially to celebrate 50 years for the class) this year's entries were limited to 80 plus existing world champions and OKDIA (OK Dinghy International Association) committee members. 89 boats finally sailed in the contest. Measuring produced the usual tedium and conflict. Last year I had to sand a good deal off both sides of the centreboard but, after some special attention from Peter Mac at Davis Marina, this year it went through with no problem. The rest of measuring was straightforward for me as I had not made the usual investment in a new sail and everything was as it had been (apart from the centreboard) when I last sailed the boat in Poland.

### The fortunes of racing

Ten races were scheduled to be sailed over five days. **The first day** brought solid winds (around 20 knots) for both races. I made fairly poor starts and then capsized in the second race and got my worst finishing place. It is very hard to go fast while the boat is upside down and in a fleet of this kind nobody bothers to wave or say a cheery word as they go past. You are just another victim.

**Day 2** brought stronger winds (around 25 knots). The waves were big and steep. Getting downwind was an adventure so in the first race I took another little holiday upside down, although I finished better than the day before. Mind you, capsizing is no real disgrace - lots of people have been doing it since 1956. In the second race of the day a former world champion capsized twice and a young British hopeful eight times. There were a number of prudent sailors who did not race in one or both of the races on this day.

The second race of the day was started in just under the class limit (28 knots). Just after the wing mark, at the beginning of the second reach, one of my boom vang levers broke, making the boom vang completely inoperative. In a planing dinghy with an unstayed mast (like the Finn and the OK) use of the boom vang is very important downwind. It controls the leach of the sail and gives speed and stability. Leach control is particularly important for stability in the OK in strong winds and big seas. Lack of leach control allows the top of the sail to move around a good deal - putting lateral force on the top of the mast and greatly increasing the risk of a capsize to windward. No boom vang in 25 knots is hairy and I was not confident of getting around the course without it. As I was at about the closest point to the harbour entrance I headed for it gingerly, broad reaching with the boom sticking up at a funny angle. A DNF did not do much for my score and eventually became my drop.

*Continued on page 8*

*Day 4 giving room?*



**Day 3** began with not enough wind to sail in and what there was came from all directions. After a delay of two hours the breeze arrived and held, building gradually from 8 to about 12 knots. My first race was average and I finished about mid fleet. At the start of the second race I tacked early on to port tack but a boat which had done the same tacked back to avoid a starboard tack and my crash tack saw me upside down again. With the boat half-full of water it takes quite a while going upwind for the bailers to do their job. I was a clear last in the early part of the first beat. By the first mark I had gained a couple of places but was still nowhere. Then on the second reach the repaired boom vang broke again - the lever on the other side. This boom vang was a very light, nifty and expensive carbon fibre thing. In the past I have always used aluminium. I was wondering why I changed. This time I kept racing as the boat was controllable in the lighter breeze. A lucky break up the second work saw me back about mid-fleet and after a fairly uncomfortable but manageable square run and another beat that is where I finished. At least it was better than another DNF which, with six races finished, I was now able to drop.

**By the start of Day 4** the boom vang had been replaced by a more reliable aluminium version. In the first race I became the victim of code flag Z which I will explain later. The effect was that a 20% penalty (18 points, or effectively points for an extra 18 places) was added to my finishing position. The second race presented an interesting mark rounding dilemma. As I approached the bottom mark at the end of the second reach there were two other boats coming in fast with the benefit of stronger breeze and on a wave. One of them was calling for buoy room. At two boat lengths from the mark neither of them had an overlap. However I gave them sea room at the mark (by this time they had surfed inside me and had nowhere else to go) and then as we all rounded together I bumped one who was to windward of me and he bumped the transom of the third boat who was in front of him. Everybody (except me) started talking about a protest. We all thought we were in the right and had been infringing. I had no doubt both boats would say they were overlapped, even though I was sure they were not, but I had no desire to spend unnecessary time in the protest room and so I did two penalty turns. Taking penalty turns, like capsizing, is a slow way to sail around the course but I managed to pick up a bit more ground in the rest of the race and actually finished with my best result.

**By Day 5** soreness was starting to set in. Race 1 was held in a shifty 12-15 knots with a building breeze. I managed to get on the good side of a big shift on the last beat and picked up a couple more places in the overall standings. As the committee was getting ready to start the second race of the day and the final race of the regatta a very ominous looking thunder storm arrived over the horizon. The race was abandoned in the interests of safety. Most of us were happy to call it quits after 9 races and head for shore.

#### Things that go 'boom'

The second day of racing was windy with big, steep seas, some breaking. In the second race, as I said earlier, I broke my boom vang and retired. However, my concerns were trifling compared to those of one of our fellow Australians, Peter Wallace. Although he has no real memory of it, Peter thinks his problems started trying to gybe in the heavy conditions. He was struck on the head by the boom and subsided into the cockpit, although he did not capsize, luckily for him. Dazed and bleeding badly he refused offers of assistance from the rescue boats and slowly sailed in. Once on shore he took a shower and then, again refusing any help, set about tidying up his boat. A swinging boom caught him again on the cheek. As I arrived after retiring from the second race the ambulance left taking him to hospital. I saw him that evening. He spent two nights in hospital after they put in ten metal staples to close the gash on the top of his head and about six stitches just over his cheekbone. Regatta over for Peter.

#### Code flag Z

This was the first regatta I have sailed where code flag Z was used at the start after one or two general recalls. We were told it is to be removed by the new sailing rules later this year. I think it is of dubious utility but that may be the result of lack of familiarity with the system. It is used instead of code flag I (round the ends if over the line within the last minute before the start) and before the black flag (automatic disqualification if over the starting line within one minute of the start, and from all restarts). When code flag Z is in operation you may partially exonerate yourself if over the line in the last minute before the start by crossing behind the line again (before or after the start). You are then not scored OCS but have a 20% penalty added to your score (at this regatta the equivalent of 18 places). This does not change the finishing position, only the score. The rationale is that use of the 'round

the ends' rule causes bunching at both ends of the starting line and in a big fleet with a long starting line this leads to messy starts and the more frequent need to use the black flag. By contrast, with code flag Z a premature starter may 'dip' and keep racing. All true, but code flag Z leads to odd outcomes.

In the event of a general recall (when by definition the Race Committee cannot identify all premature starters) those that are identified carry the 20% penalty in the restart but they have no way of knowing if they were over early, and identified, until the results come out. If they are identified again in another general recall the penalty becomes 40% and so on. One of the New Zealand competitors in this way managed to pick up an extra 36 points and 18 points in the two races on Day 3, even though in the actual effective starts for those races he started cleanly. Those 54 points made a big difference to an otherwise fine regatta, dropping him from 9th to 17th place overall. In one race the winner had the Z flag penalty applied after he was over the line early at an earlier attempted start where there was a general recall. He was still given a trophy for winning a heat of the World Championship because he finished first after the restart but scored 19 points for the race instead of 1 point. I even managed to pick up such a penalty myself in race 7, even though I was starting fairly conservatively. My mistake was jumping early with a group of other boats when I was more visible to the committee boat than boats further down the line.

#### Dreams sometimes do come true

Karl Purdie is an extremely good sailor from New Zealand. Before this year he sailed in the OK World Championships at Belmont, New South Wales in 2006 and Leba, Poland in 2007. His results were 5th and 3rd. For this regatta he had a new boat built. The number allocated would normally have been NZL 532. He thought it would be more propitious to have NZL 531 to reflect his past, and intended, results. His margin over previous year's winner, Nick Craig, going into the last race was only 4 points. Craig is a very determined sailor but he had no control over the thunder storm which arrived over the horizon just before the last race was to be started. When the race was abandoned Purdie had achieved his dream - results over the past three years to match his boat number - 5, 3, 1.

#### The overall results

This was a very competitive regatta. There were six countries represented in the top ten positions. The New Zealanders had a particularly strong outcome: World Champion; Junior World Champion; three places in the top 10 and seven in the top 20.

In previous OK World Championships I had placed 36 (1990), 28 (1994), 35 (1998) and 35 (2007). I had hoped to improve on my results from last year, even though I was again the third oldest competitor, but unless you are young and looking forward to an upward, rather than downward, trend it pays to be realistic and philosophical about final placings. The fleet this year had good depth and there were very able sailors wherever you looked. I could not do better than sail more or less consistently about mid-fleet. One way of looking at this situation is that, as my best result was 40th, there were always 39 or more boats which finished in front of me. The other, more philosophical, approach is to remember that there were generally 40 - 50 boats which finished behind me. In any event the great pleasure of sailing in an event of this kind, and at this level, is not so much the final placing but the fact that you are able to sail with and amongst the best in the world. In every race there are fine sailors just a couple of boat lengths away.

This year Australian finishing places were 3 (Andre Blasse), 28, 38, 48 (me), 51, 52, 57, 65, 82, 83 and 87 (Peter Wallace, who did not sail again after his accident). The OK World Championship in 2009 is in Sweden. Although it is far from certain at this stage it may be hard to resist going again if the opportunity presents itself.





## DIARY DATES

<b>Sat 20 Sep</b>	Power Boat Practical
<b>Sun 21 Sep</b>	Yachts SS-1 Centreboards SPS-2
<b>Sun 21 Sep</b>	Juniors BBS Coaching
<b>Tue 23</b>	Racing Rules of sailing 2009
<b>Sat 27 Sept</b>	Sailability General Hornsby Lifestyle
<b>Sun 28 Sep</b>	Yachts - CC-2 Centreboards SPS-3 CC-2
<b>Sun 28 Sep</b>	Juniors BBS Coaching
<b>Mon 29 Sep</b>	Juniors BBS Camp
<b>Mon 29 Sep</b>	Sailing Committee Meeting
<b>Tue 30 Sep</b>	Juniors BBS Camp
<b>Wed 1 Oct</b>	Juniors BBS Camp
<b>Sun 5 Oct</b>	<b>Daylight Saving starts</b>
<b>Sun 5 Oct</b>	Juniors BBS Coaching
<b>Mon 6 Oct</b>	Labour Day
<b>Tue 7 Oct</b>	Board Meeting
<b>Tue 7 Oct</b>	Juniors BBS Camp
<b>Wed 8 Oct</b>	Juniors BBS Camp
<b>Wed 8 Oct</b>	Sailability MAPS St Ives, Interchange
<b>Thu 9 Oct</b>	Juniors BBS Camp
<b>Fri 10</b>	Juniors BBS Regatta
<b>Sat 11 Oct</b>	Sailability BIRDS- General
<b>Sun 12 Oct</b>	Botany Bay OS - 2
<b>Sun 12 Oct</b>	Juniors BBS Coaching
<b>Fri 17 Oct</b>	<b>ZILZIE Twilights BBQ Wine Tasting</b>
<b>Sat 18 Oct</b>	Working Bee
<b>Sun 19 Oct</b>	Yachts CC-3 Centreboards SPS-4
<b>Sun 19 Oct</b>	Juniors BBS Coaching
<b>Fri 24 Oct</b>	<b>ZILZIE Twilights - 1</b>
<b>Sat 25 Sept</b>	Sailability General Hornsby Lifestyle
<b>Sun 26 Oct</b>	Yachts - SSPS - 2 Centreboards SPS-5/CC-3
<b>Sun 26 Oct</b>	Juniors BBS Coaching
<b>Mon 27 Oct</b>	Sailing Committee Meeting
<b>Tue 28 Oct</b>	Race Management Course
<b>Fri 31 Oct</b>	<b>ZILZIE Twilights - 2</b>

Please check the 2008-2009 Handbook  
**DUTY ROSTER CREW CONTACT:**  
 Pam Davis: bpdavis@bigpond.net.au

## THE FOLLOWING COURSES HAVE BEEN ARRANGED FOR 2008

The following Courses at Manly  
Yacht Club recommence in  
September

**Sept 20** - Power Boat Practical

**Sept 22-27** - STCW95 Safety  
Training Week For  
International Super  
Yacht Crew -

**Sept 24** - MARINE FIRST AID

**Sept 30** - RYA RADAR  
OPERATIONS

**October 1** - MARINE RADIO  
COURSE HF  
and VHF -

Please contact Gerry's web site  
for details relating to time and  
costs:

[www.marinetraining.com.au](http://www.marinetraining.com.au)

Mobile: 0428 749 166

Email:

[gerry@marinetraining.com.au](mailto:gerry@marinetraining.com.au)

Gerald Fitzgerald - Principal -  
Offshore Maritime Training  
Australia-ISAF/RYA and  
Yachting Australia and  
MSQ accredited

**Mark your diaries  
now for the:**

**Working Bee  
Saturday 18th October**

**and MYC Open Day and  
Try Sailing Day Sunday  
2nd NOVEMBER**

more details in the October issue

**Working Bee - 18 October**

Please lend a hand in our ongoing  
painting efforts to freshen up the  
club room ceiling and complete  
painting of the timber at the  
veranda. Alternatively, if you prefer  
carpentry, we will be undertaking  
our next task in renovating the lower  
dingy store area by replacing the  
floor decking and bearers. All hands  
on deck! If you are able to set aside  
a couple of hours on Saturday to  
improve your club, please contact  
me. I will be organising the effort for  
an efficient start at 9 a.m.

**Candace Christensen:**

**Maintenance**

**04.2479.8136**

## Navigation marks!



*Dear Crew*

*I am doing the rounds of friends who will  
crew with me from time to time and  
reminding them that they must be a  
paid up member of a club affiliated  
with Yachting NSW. This is principally  
for insurance purposes although we'd love  
to have you as a member of Manly Yacht  
Club and enjoy the club facilities too!*

*Please confirm you are now  
a paid up member of a club.*

*Thanks, Your Skipper*

**NOTICE to owners of all  
tenders stored at the club.**

Please ensure that your name and  
contact phone no are clearly marked  
on the hull of your tender so that the  
information can be easily read when  
the tender is stored.

**Howard Sullivan -  
Club Captain**

There is a club mooring available at a  
very reasonable price and anyone  
interested to contact:

**David Fairclough - 0413 468 810  
Mooring and Security**

**David also has a small  
tender/dinghy for sale,  
price negotiable but again very  
reasonable.**

## NEW MEMBERS

We are delighted to welcome to our  
Club the following new members

**Tomas Kliman and Muir Watson**

Syndicate members

'Moonraker' Beneteau Oceanis 37

**Mark Bode** - Associate

**Steve Pyle** - Senior -

'It's Time' Supersail 30

**Helen Wilson** - Honorary



Deadline for the October issue  
Friday 10th October. Please email all  
items of interest and photos to:

[margaretlucas@bigpond.com](mailto:margaretlucas@bigpond.com)

H: 9977 1611 M: 044 7654 100

## MYC COURSES

RSVPs to Cary Budd:

9949 6882 - 0419 600 108

[cary\\_budd@optusnet.com.au](mailto:cary_budd@optusnet.com.au)



*Copernicus flying the MYC Burgee  
East Coast Low formation off  
Cape Byron Mon 28/07/08*