

# MYC NEWS

SEPTEMBER 2015



## COMMODORE'S PICNIC Saturday, 3<sup>rd</sup> October 2015

This year the **Commodore's Picnic** has been moved to the **October Long Weekend (Saturday 3<sup>rd</sup> of October)** and will be held at Bantry Bay (beyond the Spit Bridge).

We will hold a **RALLY** rather than a race to get there, so that feats of bizarre seamanship and navigation will count rather than speed.

**RALLY** results will be combined with compulsory fun events (e.g. tug of war) to determine an ultimate winner on the day.

A BBQ will be held on the shores of Bantry Bay and will be able to be reached by yacht or support boat from MYC; by dinghy from Roseville Bridge; or on foot.

Some yachts may even choose to stay the evening in the bay to make a weekend of it!

**SAVE THE DATE**  
OCTOBER LONG WEEKEND  
Saturday  
3<sup>rd</sup> October 2015



## What's this?

A working bee scheduled for **Saturday 24<sup>th</sup> October.**

I'd better write that in my diary...



## HANDBOOK OMISSION

Apologies to the contributors of the images used on the front and back covers of the Handbook. Acknowledgement of your works was missed from the final version.

**Front cover:** Yacht images by Crosbie Lorimer. unior image Max Dzhura  
**Back cover:** Photographers Margaret Lucas, Ken Terrens, Crosbie Lorimer, Max Dzhura, Maz Radford, Jim Nixon.  
**Cover design:** Ivana Gattegno

## WHO DO YOU CONTACT AT MYC?

### TO CONTACT SPECIFIC INDIVIDUALS...

[manager@myc.org.au](mailto:manager@myc.org.au) for specific operational matters  
[president@myc.org.au](mailto:president@myc.org.au) for non-sailing matters at the club  
[commodore@myc.org.au](mailto:commodore@myc.org.au) for sailing matters at the club  
[sailingsec@myc.org.au](mailto:sailingsec@myc.org.au) for specific race entry matters  
[bookkeeper@myc.org.au](mailto:bookkeeper@myc.org.au) for specific payment/invoicing matters  
[newsletter@myc.org.au](mailto:newsletter@myc.org.au) for contributions to the newsletter

Also check out other contacts in your new handbook

### GENERAL CONTACTS...

[info@myc.org.au](mailto:info@myc.org.au) for general enquires about the club  
[racing@myc.org.au](mailto:racing@myc.org.au) to contact all Race Directors and sailing secretary(alias of [sailing@myc.org.au](mailto:sailing@myc.org.au)).  
[dutyroster@myc.org.au](mailto:dutyroster@myc.org.au) for volunteering for race duty  
[juniors@myc.org.au](mailto:juniors@myc.org.au) for enquires about Junior sailing  
[lasers@myc.org.au](mailto:lasers@myc.org.au) for enquiries about laser sailing

### NOTE:

Unless you are sure you need to contact a specific individual, it is probably best to use the general contacts. E.g. sending race documents to [racing@myc.org.au](mailto:racing@myc.org.au) will ensure both the Sailing Secretary and the Race Director receive them, whilst sending them to [commodore@myc.org.au](mailto:commodore@myc.org.au) may mean they get overlooked until a last minute panic :)



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**JOURNAL OF MANLY YACHT CLUB**  
PO Box 22 Manly NSW 1655 Tel: 02 9977 4949  
Fax: 02 99773573 Email: [info@myc.org.au](mailto:info@myc.org.au) Web: [www.myc.org.au](http://www.myc.org.au)



## THE START TO SEASON 2015/16

We have had a very busy start to season 2015/16, with a hectic **Registration Day, 29 August**, for the juniors and boat safety inspections for the centreboarders and yachts...



**Saturday 5th of September** saw a fantastic fleet of BICs and Lasers take to the water for their respective Mini Regattas and a great spectacle it was. The junior parents have been working very hard to establish the new BIC fleet and we wish them every success for the future of the class.

As you can well imagine, with the surge of participation in the junior and Laser fleets, this will put extra stress on our limited storage resources, at the Club. Please be tidy and only store in your approved space, with all items clearly identifiable.

Colin Cameron  
Club Captain



Colin, David H, Greg T

### THANK YOU

With the deck level already bulging full of dinghies of all shapes, the challenge of accommodating a growing Juniors fleet was always going to be require attention at the outset of the season.

After two consecutive Saturdays of pushing and shoving, the fruits of this labour can be revealed... 18 Dinghy and Dolly spots squeezed into the existing racking.

A huge Thank You to Club Captain Colin, for his calm and patient leadership of storage at the Club.

And ... special mention to (in alphabetical order) Adam, Ben, Bryan, David, Hamish, Hamish, Phil, Max and Stuart for the labour and skills to deliver a great result.

David Holland - Juniors



### Saturday 12<sup>th</sup> September – Training

That was an interesting welcome back and a baptism by fire for the new families!

First day, combined Laser fleet, a 15+ knot Southerly blowing up the Harbour – and we decided to throw in a rack rebuild just to make it interesting.

We survived that, so we'll survive anything the season has to throw at us.

Thanks to those parents who chipped in helping others to rig and launch and on the BBQ. Special thanks to those who helped out on the rack build, really appreciated guys.

### MARATHON RACE 1 – SUNDAY 6<sup>TH</sup> SEPTEMBER

The forecast was for winds to be very light in the middle of day, then to come up in the early/mid afternoon to be 9 knots from approx 2pm & build slightly as it backed to the NE. However, the wind build was not great & there was no consistent strength to it.

3 Division 2 yachts finished around 5pm.

All other yachts, withdrew before then.

[Results on page 14 ...](#)



# MYC LASER FLEET



The great thing about sailing is we get to do it for three out of four seasons, and in the first week of Spring the Lasers all assembled along with the Junior fleet for the first 4 heats of the Laser Micro Regatta series.

The opening race saw 13 Lasers make the start out of the growing fleet of 17 registered boats, (Ian Saunders was on race duty for the day). The first race got under way in a light S.E. and the fleet mainly took the starboard line to the East on their way to a single windward-return. It didn't take long for Iain Cameron (*Seanile*), to flex some muscle and slot into the lead and take the heat from both current & ex Club Champions Ed Wray and Phil Reid respectively.

When the spray settled around 4pm Iain Cameron had bagged 4 bullets followed by Phil Reid and Ed. It was exciting having a larger fleet and made the starts much more interesting. Special mention must go to Romy Saunders one of the Junior members of the club who sailed really well picking up some great results including an 8th.

The first heats of both the Club Championship and Spring Point Score were contested on Sunday 13th with 14 boats signed on (a new record).

We were welcomed on the deck by a light Nor Easter and sunny day which excited light weights Phil and Ed as they eyed each other across the rigging area. Unfortunately before start sequence could begin Ed Wray (*Tequila*), lost his mast breaking the bottom section and headed home. The start was congested as expected and a couple of boats jumped the gun, which sent Dave Smith (*Goodvibes*), back for a restart. The top mark was rounded by Phil Reid in first place followed not far behind by Iain Cameron; then came a bunch of about 5 boats and the rest of the fleet.

Phil Reid (*Sin Sceal Eile*) hung on the take the gun leading from start to finish followed by Iain Cameron (*Seanile*) and then Geoff Reid (*Grampage*), who sailed a very good race to break away from the bunch for 3rd. The rest of the fleet sailed very well, which reflected in the handicap results with Veronique Morgan-Smith (*Freytivant*), winning the "Winner Cap" ahead of Roland Beck (*Gumbaru*), and Sam Jackson (*Fragile*) in 3rd.

This season see the Club create a pathway for the junior sailors from training dinghies, to Open Bic Class then onto a Laser Radial. As part of that program the senior Laser sailors make their boats available for the Radial sailors. Special mention must go to Roland Back who not only made his boat available yet helped rig the boat as well.

Cameron Wall - Sqwall



Results on Page 13...





**Special thanks** to all the new parents who managed to immerse themselves into the Juniors experience with very little direction on the busiest day of the calendar.

The larger and more experienced sailors at the front of the fleet revelled in the 15-19 knot southerly that swept in just as the first race started. Even at this early stage of the season it's clear there's real talent at MYC and we look forward to results from the external regattas later in the year.

Other sailors took advantage of some close quarters coaching as part of an activity fleet. The coaches reported back that each of these sailors have the ability to join the racing fleet in coming weeks.

**The Juniors kicked off the season** with record registrations. Many thanks to our registrar **Jo Rees** for handling the reams of paperwork and getting us all to the start line in good order.

**The Rigging Day saw sunshine** greet a good crew of returning sailors as well as seven new families joining the club. With a bunch more headed to Manly Sailing School, the future of the fleet looks in rude health. The day also saw the much-anticipated arrival of our fleet of BICs and many excited sailors rigged them up for the first time.

**The boats hit the water on Saturday 5th** when they were joined by the Lasers for the always exciting Mini-Regatta. With so many boats heading out for the first day of the season the deck was bulging.



We're delighted to have Andrew "Dolly" Divola returning as Senior Coach. Dolly's ability to command the attention of so many young sailors and pass on his extensive experience is a great asset to our programme. A number of parents have noted his exceptional rapport with our sailors and we encourage all of them to take advantage of this opportunity. Listening to the coaches, asking questions and applying these skills on the water is a sure fire way to improve.

We're looking forward to returning a more usual and sedate pace in the coming weeks.

MYC Juniors

Results page 14...



**MYC Juniors** provides coaching and racing experience and develops kids from beginners to racing ability. It runs on Saturday afternoons of school Terms 4 and 1. It is run by sailing instructors and parent volunteers.

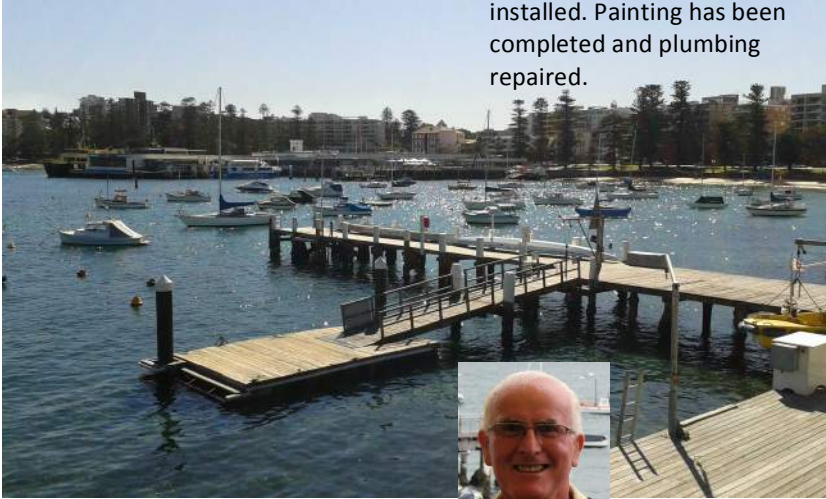
All kids from 8 to 15 years are welcome. More information: <http://myc.org.au/racing/juniors/juniors.shtml>

For further information and to register interest for your child/children please **email** [juniors@myc.org.au](mailto:juniors@myc.org.au)



## CLUB CAPTAIN'S REPORT

The two new wharf piles and headstocks have now been installed. Painting has been completed and plumbing repaired.



# ENTER NOW!

## MYC MINI REGATTA SUNDAY 15<sup>TH</sup> NOVEMBER 2015

SMALL is the new **BIG!**

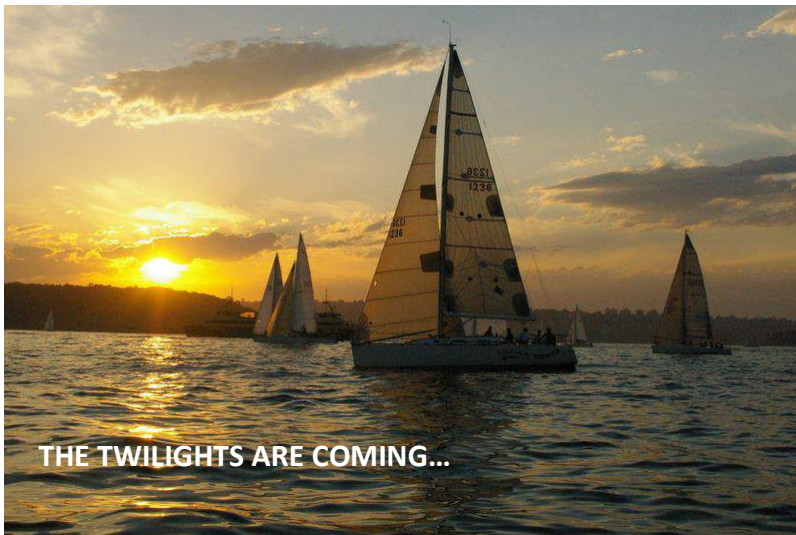


Peter Mac is back running the **Mini Regattas** this year and he will be relentless in his pursuit of a big turnout. After all, the more entries, the more exciting the racing will be.

Open to the smaller yachts in the club (spinnaker and non spinnaker), it's a perfect series for you to have some good close racing.

With a day of multiple races, you and your crew will have lots of starts and choice of tactics to sort out the bugs and hone your skills. It's also a good time to train up some new crewmembers.

There will be lots of prizes and a chance to pick up the much-coveted Mini Regatta trophy.



THE TWILIGHTS ARE COMING...



Not to mention the Grand Prize this year is two nights accommodation at Pittwater YHA in a family room mid-week (including school holidays) plus kayak hire.

So you better get your entries in for **Sunday November 15** and **Sunday January 31**, or you will be receiving a phone call from Peter Mac.



PEPPER TREE WINES

*The Lodge.*  
Smiggin Holes

**TWILIGHT RACES** start **Friday 16th October.**

Pepper Tree Wines is again sponsoring this series. Their wines can also be purchased after racing to accompany our meals. And the grand prize draw from the barrel?... another ski package from Smiggin Holes. We also have a new caterer so come and enjoy!

As parking can be difficult at the Club, we are trialing a tender service From North Harbour

To the Yacht Club

On Robbie R and return between 7.00 - 10.00 p.m. on the second week of sailing **Friday 23rd October.**

Please email me on [narellemcnicol@gmail.com](mailto:narellemcnicol@gmail.com) or phone me on 0413 131 472 to express your interest and I will advise details

Narelle - Event Manager



PS... If you can take a junior and parent on any of the twilight races please contact [juniors@myc.org.au](mailto:juniors@myc.org.au) or if you can take a sponsor on any of the twilight races contact [rearcommandore@myc.org.au](mailto:rearcommandore@myc.org.au), thanks.



It could get ugly, as he has a 'no excuses policy' to this series and anyways... it's a lot of fun!

Peter (Mad Dog) Mac - Mini Regatta RD







### What a rip-snorting start to the Club Championships!

If you didn't race, you missed one of the best CC season kick-offs for years.

After a winter of drifters, it was beaut to get one of those classic; sparkling spring days, with an 8-10-knot nor'easter clocking in right on time for the start.

Six starters from nine entrants sailed the Div 1 course, and eight from 11 contested Div 2. A few more boats would be great, so if you are sitting on the fence for the CCs, remember, there are two discards so you are still in the hunt for big prize.

Graham and his trusty start crew set the NE Course 1 and it proved a most enjoyable journey.


The breeze shifted around a bit during the race, with an easterly slant further down the Harbour, and the final beat to the finish was quite flukey and tactical.

*Bullet*, flying a monster spinnaker, got the gun and handicap win in Div 1, which will surely send the handicapper back to his abacus. Second was *Two Can* which; according to great rival *Maddog* McDonald, who was watching intently from astern while clutching his voodoo doll and pins, displayed flawless spinnaker handing all day.

The *Wild Lifers* returned safely from their Outback safari to snaffle third place.

Div 2 saw *Bella* repeat its early domination from the marathon to claim the handicap win from the girls and girly-boy on *Melody*, with *Cheap Thrills* rounding up (in more ways than one) the placings in third spot.

Arthur's ever-quick *Kaotic* got the Div 2 gun. All in all, a corker of a day... let's hope race 2 is as much fun!

Jim Nixon 

RESULTS on Page 11...



The Wild Lifers



Bullet



Happy crew on Two Can



Vic and Sorrell on Melody



Not so happy Maddog on Pam





## HISTORY - THE DEVIL'S KNOB



*This article appeared in the March 1992 edition of the MYC NEWS. It is a true story about the trials of entering a race and getting to the start line. The yacht in question was "Pacific Breeze" and the owner, was acting as harbour master at Gove in the Northern Territory. His name was Bruce Hitchman and he was a very competitive man eager to maintain his position in the Offshore racing scene. So he appointed Brian Wilson and Peter McDonald to jointly skipper "Pacific Breeze" from Pittwater to Coffs Harbour.*

It was Boxing Day, 1991, and the crew were in the final stages of preparing "The Breeze" for the Coffs Harbour Race. She was tied up at Davis Marina. Bags were being passed aboard, food was being stowed, and last minute shopping was under way. Peter was up the mast fitting a new steaming light and Dave was topping up the water tanks.

Suddenly, a yell of absolute horror! Everybody froze. There was a watery diesel mixture flowing out of the filler. OH NO!

Inadvertently the fuel tank had been topped up with water. Disaster had struck and there was only about four hours to get to the briefing at RPAYC.

I met Peter on the Wharf on my way back to the yacht with supplies. "There has been a stuff up" he said, choking on a stream of oaths.

"I'm going for lunch" he added, and marched off.

I did not know it at the time but he was, in fact, going to indulge in a unique form of stress management.

There was a frenzy of activity on board when I arrived. The cabin was partly demolished. The fuel tank had been removed entirely and taken ashore. Its content, wet and oily, was poured into plastic drums. Metho was used to flush it out (another trip to the shops). The tank was refitted and filled from a small can, just to get us round to the fuel bowser. (At that time Davis Marina sold petrol and diesel).

"Pacific Breeze" is fitted with a typical engine control, which has a lever and a brass knob, which selects neutral. This is the Devil's Knob and anyone who touches it is cursed.

In order to get over any hiccups in the fuel system it was decided to start the engine and run it faster than the usual warm up speed. Did I press the knob? Did Gough? In any event the knob was pressed, neutral selected, the lever moved, the engine started and it ran like a charm.

Cast off, select reverse. Nothing happened. The Knob refused to move. We attacked it with WD 40 and long pointed pliers. It still refused to move. We were permanently in neutral. Disconnect it. Armed with the pliers Matthew crawled in below and disconnected it. With his head on the spot where the owners feet normally lay and his pliers on the wires he reckoned he could select gears.

It was a proud moment for me. My first time at the helm since Bruce had entrusted his precious yacht to Peter and me. We backed gracefully out of the pen and down between the old wooden jetties.

"OK Matt, try forward. OK MATT FORWARD". Matt, beside the engine, could not hear a thing. So we invented a system of signals on the spur of the moment. One finger meant forward, two fingers meant reverse and three fingers meant neutral.

There was a flurry of rude gestures and all the while we were

backing down North Harbour, past 40 Baskets, carefully avoiding other yachts.

Peter had not returned from his long lunch but nevertheless the folks on the wharf had waved goodbye and wondered if we would ever get to the briefing at RPAYC that way.

By this time Gough had discovered that he could change gear by shifting the bell crank on the gearbox with a large screw driver. We motored slowly back up North Harbour and approached Davis Marina cautiously bow first. The staff ran out of the shed to welcome us back.

"Neutral"

"Neutral it is, Sir"

"Reverse"

"REVERSE"

"REVE Bugger!"

Reverse was a no go. Avoid the slip rails. And so at the end of my first voyage we slid gently to a halt on that miniscule patch of sand twixt slip and jetty.

Gough, fighting with the bell crank to the bitter end, finally hit reverse and with a minimum of fuss she backed off the sand and ended up at the bowser.

About this time Peter reappeared grinning like the proverbial Cheshire cat. All his tension had gone. He surveyed the yacht and its sweat drenched crew with benevolent tranquillity and promised to write an article for the MYC News entitled "How Yachties can have good fun at lunchtime even when the world is coming to an end".

All this peace my son attitude had the opposite effect on James. He crawled up the Skipper's bunk and, single handed, attacked the Devils Knob from the rear. In the cockpit we listened and watched and lo! The Devils Knob reappeared.

Rejoice!

We have gears again.

At that moment we solemnly shook hands and swore an oath. Nobody, at any time, would dare touch the Knob again. We would wait until the owner came back from Gove and watch him touch it.

We were sailing the yacht flat out. It was a race against time. We had to average more than 6.5 knots to be in time for the briefing at Royal Prince Alfred. Fickle fate had one more card to play. During a fast tack, when Dave was furiously winding in the genoa, the brand new double-handed winch handle flew out of the winch and vanished over the side. Dave wept. It was only after prolonged counselling and a promise on the part of the rest of the crew that they would club together and buy a new one before the owner came back that he recovered.

The reader may wonder if "Pacific Breeze" ever reached RPAYC let alone Coffs Harbour. She did with 3 minutes to spare, and in the race she finished 18<sup>th</sup> across the line from a fleet of 110 and in so doing she beat several of Australia's top offshore racing yachts.

The Crew:- Brian, Peter, Greg, Dave, Gough and James.

PS: The return voyage was quite eventful too. My wife jumped ship, there was a storm, a distress call, an emergency stop at Newcastle and I was taken to Newcastle Hospital in a Police car.



# SAILABILITY NEWS



## NEW COMMITTEE

President: Barry Newell  
 Vice President: David Webb  
 Secretary: Eli Demeny  
 Treasurer: Patrick Alexander  
 Membership: Helen Hendry  
 Maintenance: Barry Newell + Committee  
 MYC Rep: Jackie Morgan  
 NSW Rep: Denis Linney  
 Volunteer Co-Ord: Eli Demeny  
 Webmaster: Alan Bimson  
 Minute Secretary: Rob Southam  
 Race Organiser: Caroline Holdstock  
 Social Secretary: Sue Gladstone  
 Committee members:  
 David Grinston  
 Ray Rampton  
 Ralph Newman  
 Nancy Newman



### Wet and Windy Saturday 18 July 2015

The decision to sail today was not difficult. After a very wet, cold and windy Friday, a dry sky and much lighter wind early in the morning made it seem as if sailing would be a breeze. David W was the Sailing Coordinator, and with David G, they put out 6 boats and readied them for sailing. At some stage, the wind had become stronger, and the temperature had dropped a little, but we were expecting a couple of groups, so launched the boats off the pontoon.

Some of our new volunteers were here, so we planned to go for a training sail while waiting for any participants from the community to turn up. Amaru, Natalie, Jay really proved their worth by helping with the rigging and removal of the boats off the pontoon, and then went for a sail in the rising swell and fairly strong breeze by this time. Greg, Jacob and Caroline took Charlie's Chariot, sailors Ivan, Crosbie, Denis, David G, Jack and Michael took learners off with them and the day got into full operation.

Ray was the registrar, Colleen the time-keeper, Kevin was pontoon manager and Helene arrived with a special morning tea and lunch.

Fairly soon, Grace, Jonathon G and Jonathon I arrived with their helpers, followed by Judy and Ollie. It was good to meet Grace for the first time and watch her go bravely out for a first time sail. Antonio and Lorenzo, exchange students from Italy and staying with Caroline for a few weeks also tried it out. However, it was only a short time later that we needed to call a halt to sailing activities because of the steadily increasing wind, and the size of the swell out on Manly Cove.

Thanks, Helene, for your lovely morning tea and lunch which were a welcome feature of today.

IMAGES FROM 22<sup>ND</sup> AUGUST David Holland







Last month I was fortunate enough to tick off another item off my "bucket list"; participating in another Rolex sponsored classic, the Fastnet race.

Thanks to Graham Radford, who in March, reminded me that this was the year for the next Fastnet race and that it was its 90th anniversary. This is a bi-annual event, unlike our Sydney-Hobart, so this was the 46th running of the race. This year the limit of entries (about 340) was reached in only 24min after the entry website was opened in mid December!!! Well, with that level of popularity I decided to give it a go and see if I



could get a ride. After following the crew notice board for a couple of weeks and sending a few emails out I got 3 or 4 offers. The one I went with was on a Beneteau 40.7 with a very experienced skipper; who won this race about 20years ago.



I will add here that it was a good decision. The crew, 10 in total, had quite an international composition; myself (a hybrid), the skipper who was originally from NZ, a Pole, a Scot; whom I finally understood a little after 4 days at sea :-), an American and 5 Brits. I was one of two outsiders joining the crew who had been offshore sailing together for the past two seasons. I must admit the 8 blokes and the female crewmember from Poland made a well-rounded team and worked together very well under all conditions. The skipper was quite an easy going guy, although did end up being vocal on a number of occasions. I ended up doing a bit of everything; including fixing the dunny (yes, I must continue developing that skill), doing some soldering to connect the masthead vhf antenna, some work on the bow, cockpit, main trim and my fair share of helming; including a couple of 2+ hour shifts.



The first part of the race was slow, very slow in fact. At the start we had 2 knots of wind and 2 knots of current with us, which was great after clearing the start line. The skipper did well to be only 45 seconds late to the start without being OCS. At his point, I must explain that with about 330 boats participating, the starts were staggered every 20min, first start at noon and the last at 13:40. Our start, div 2 IRC was at 13:00. The eight divisions included canting keel IRC, multihulls and two handed, in addition to IRC 0-4. The canting keel division started last, so we had the rare opportunity to cross in front of *Comanche* and almost call starboard on them, well,

at a stretch... Two hours into the race the wind picked up to 10 knots or so and with 4 knots of favourable tide we were beating into the westerly at 10 knots SOG (definitely a new experience for me, I had to keep checking to instruments...). And yes, we paid for this privilege later when the tide turned, and we were not far off dropping an anchor. Luckily for the first couple of days sailing into the tide magically lined up with the other watch :-).

We did well for the first 240nm (48h) and I think were coming second in our division at some point. Those 40.7 perform really well in flat water with <7knot of breeze. The mighty 150% light genoa must have something to do with that (oh, those large genoas...).





The first two days were nice and sunny but the nights were rather chilly; the ocean temp was a balmy 14 degrees, air temp probably down to single digits in the morning. The weather quickly deteriorated as we exited the English Channel and sailed into the Irish Sea.

The breeze was now a respectable 15-20knots (W/SW) with a few rain/thunderstorm clouds on the horizon. This provided for great reaching conditions on day 3 which would have been perfect for *Copernicus* ...relatively flat seas (I only got wet 3 or 4 times on the rail), with about 20 plus knots of wind on the beam. Helming at night was somewhat challenging with thick cloud cover, lots of rain and no wind instruments, which packed up just before the race. So this was my third in a row big ocean race with no wind instruments...

I had a couple of 2h stints on the wheel but could not totally balance the helm, no matter what I asked the trimmers to do and I would say we were about at least a knot+ slower than I would have been on *Copernicus*. Eventually a decision was made to reef the main and change down to a jib, which improved things quite a lot, however, with no noticeable gain in boat speed. We got totally drenched on day 3 with a relentless rain for most of the day and night. The visibility was down to half a mile at times. Luckily the weather cleared up somewhat, when we were passing the Fastnet Rock, however, not sufficiently for me to see the Irish Coast; I guess I will have to fly next time. As I mentioned earlier we had a Polish female crew member and on her previous 4 races she failed to see the Fastnet Rock, amazing. So I was quite lucky from that point of view, and as an added bonus we rounded it one day after my birthday.

The run back was good fun although now the pressure was easing. We still managed to blow the masthead kite about 20 miles from the finish, when the pressure got back to low twenties (the sails on the boat were well loved...).

The main highlight for me was (apart from not being the owner/skipper - I think I can get used that :-), seeing boats all around us for the whole race. With 330 or so entries there were 71 in our division alone. I had no problem counting 20+ boats at any time. Not having to do any radio skeds was quite bonus as well. With the trackers and AIS there was no requirement for HF radios on board.

The other thing I enjoyed, was the overall lead up to the race through the famous CowesW. I did the last two races to get familiar with the boat. It was a terrific atmosphere, although like at Hammo, without local knowledge being competitive would have been somewhat challenging.

Greg Zyner







PEPPER TREE WINES CLUB CHAMPIONSHIP SERIES



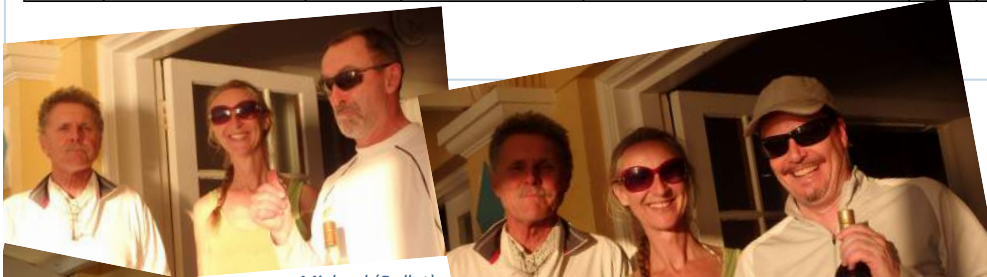
2015-2016 Club Championship Race 1 - 13 September 2015

Division: 1

PLACE	BOAT	SAIL	DESIGN	SKIPPER	FINISH	CODE	ELAPSED	PHS	HC TIME	BCH	CHC	POINTS
1	BULLET	9006	Bull 9000	Michael Rowe	15:25:23		2:25:23	0.977	2:22:02	0.988	0.980	1.0
2	TWOCAN	4863	Masrm 920	Stephen Teudt	15:38:24		2:38:24	0.906	2:23:30	0.907	0.906	2.0
3	WILDLIFE	AUS1161	Etchells	Bruce Davis	15:30:22		2:30:22	0.955	2:23:36	0.955	0.955	3.0
4	TENSIXTY	MYC7	Radford 10.6	Phil Vidler	15:35:45		2:35:45	0.940	2:26:25	0.922	0.935	4.0
5	ESPRIT	MYC32	Archambault 32	Greg /Jan Wilkins/Bartel	15:31:27		2:31:27	0.972	2:27:12	0.948	0.966	5.0
6	PAM	KA16	5.5 Metre Class	Peter McDonald	15:44:29		2:44:29	0.919	2:31:10	0.873	0.913	6.0
	SAN TOY	MYC12	Radford 12	Graham Radford		DNC		0.975			0.975	10.0
	SHEAR MAGIC	MYC100	Adams 10	Robert Steffens		DNC		0.879			0.879	10.0
	TWILIGHT EXPRESS	2306	Adams 10	Mark Stacey		AVG		0.890			0.890	AVG

Division: 2

PLACE	BOAT	SAIL	DESIGN	SKIPPER	FINISH	CODE	ELAPSED	PHS	HC TIME	BCH	CHC	POINTS
1	BELLA	8081	Js8 Swarbrick	Scott McCarthy	15:03:04		2:13:04	0.780	1:43:47	0.803	0.786	1.0
2	MELODY	1255	Swanson Dart	Sorrell Lambie	15:06:12		2:16:12	0.780	1:46:14	0.784	0.781	2.0
3	CHEAP THRILLS	5830	Ross 830	Barry Mifflin	15:05:05		2:15:05	0.790	1:46:43	0.791	0.790	3.0
4	OLDHABITS NEVER DIE	MH167	B Richie Ritual 30	Brian Shilland	15:07:00		2:17:00	0.780	1:46:51	0.780	0.780	4.0
5	KAOTIC	AUS4770	J24	Arthur Crothers	15:00:58		2:10:58	0.830	1:48:42	0.816	0.826	5.0
6	BOKARRA	1152	Santana 22	Colin Cameron	15:34:55		2:44:55	0.683	1:52:39	0.648	0.679	6.0
7	RATTY TOOHEY	6295	Northshore 340	Ian Dennewald	15:19:27		2:29:27	0.780	1:56:34	0.715	0.775	7.0
8	SIP AHOY	MYC34	Northshore 340	Murray Bailes	15:23:12		2:33:12	0.780	1:59:30	0.697	0.775	
	CZECH MATE	6361	Beneteau 361	Phil Dressler		DNC		0.755			0.755	11.0
	LAUTREC	MYC33	Passage 33	Janette Syme		DNC		0.770			0.770	11.0
	OKAVANGO DELTA	4436	J24	J Mcpherson A Watt		DNC		0.832			0.832	11.0



Michael (Bullet)

Scott (Bella)

THANK YOU RACE COMMITTEE CC1

On Carlyle  
Graham Radford  
Nick Roden-Smith  
Ian Lang

On Robbie R  
Ken Terrens  
Mark Stacey  
Duty Officer  
Maz Radford

SPECIAL THANKS TO STEPHEN SMITH ON BBQ



Stephen (Two Can)

Vic (Melody)



Barry (Cheap Thrills)



## Coming up @ Manly Sailing this spring!



### School Holiday Sailing Camps

Our three day camps provide a safe and fun sailing environment for children during the School Holidays. For children who have sailed before or are sailing regularly we offer improvers coaching during these camps. If the child has a boat at MYC we can coach the child in their own boat.

The camp runs from 9.30pm to 3pm each day. Our aim is to develop happy, confident sailors who go home with excited tales of their sailing adventures at the end of each day.

Price: \$310. Sept 22nd to 24th or Sept 29th – Oct 1

### Term Time Courses

We have two types of Term-Time course for those who sail already:

#### Improvers/Coaching Sessions

##### Level 2 Courses

Both are 8 week programs – conducted on Sunday Mornings or Wednesdays after school.

The Sunday program will run from 10am - 12pm From Oct 11 for 8 weeks, Price \$355

The Wednesday program will run from Oct 7, 4pm to 6pm for 8 weeks. Price \$355

Level 2 is for children who have the basics and want to improve their steering & crewing skills so they can join or feel confident in a club program.

Improvers Program is for children who are already in a club program who want to improve their skills & increase their confidence.

Our focus is to teach children how to sail in a fun safe environment, giving them the skills and abilities that will enable them to partake in Sailing which is truly a sport for life.

Contact us on [info@manlysailing.com.au](mailto:info@manlysailing.com.au) | 02 9977 400 | [www.manlysailing.com.au](http://www.manlysailing.com.au)

## Flo Sunday Session @ Manly Yacht Club

### UNWIND - STRENGTHEN - RELAX

**FLO** DYNAMIC PILATES with FLO (Mandy Millan on the terrace) - To Lengthen, Strengthen & Revive

**FLO** MUSIC - To Uplift your Soul!

**FLO** MEDITATION (With Kyla Tustin) To Connect, Be Mindful & Relax

**FLO** REFRESHMENTS - BC BUCH a delicious LIVE Kumbucha Drink. A tasty probiotic that restores the good bacteria that lives inside our Gut

**FLO** DATE - Sunday 20th of September and on every month

**FLO** TIME- 8am - 10.15 am

**FLO** COST- \$59.95  
20% Discount for all MYC Members

SUITABLE for All Ages, Genders, Fitness levels

There are very limited spaces as it's an intimate event... First in First reserved :)

#### More info @

[www.flopilates.com](http://www.flopilates.com) &  
[www.facebook.com/flopilatesau](https://www.facebook.com/flopilatesau)

Please contact Mandy on

0428 086 704 or

[mandy@flopilates.com](mailto:mandy@flopilates.com) to book



## THE SUMMER SERIES IS HERE! WHY HAVEN'T YOU ENTERED YET?

We have some fabulous sponsors supporting this Series...

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Will be providing pizza vouchers – and they are great pizzas



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[WWW.DEVITA.NET.AU](http://WWW.DEVITA.NET.AU)

A LITTLE BIT OF NAPOLI  
HERE IN MANLY



# MYC LASER RESULTS



## 2015-2016 LASER MINI REGATTA - 5 SEPTEMBER 2015

RACE:1	COURSE: 1			START: 14:10:38	WIND: SSE 10kt			
Sail No	Laser	VY	Skipper	Finish	Elapsed	Elp.Pos.	VY Cor.	VY. Pos.
101475	Freytivant	116	V.Morgan-Smith	14:17:34	0:06:56	6	0:05:59	6
156731	Seanile	113	I.Cameron	14:16:24	0:05:46	1	0:05:06	1
168137	Cheeky	113	G.Riley	14:16:54	0:06:16	3	0:05:33	3
184668	Tequila	116	E.Wray	14:16:40	0:06:02	2	0:05:12	2
203769	Goodvibes	116	D.Smith	14:17:04	0:06:26	4	0:05:33	4
206399		122	R.Saunders	14:17:24	0:06:46	5	0:05:33	5
RACE:2	COURSE: 1			START: 14:26:44 pm	WIND: SSE 12kt			
Sail No	Laser	VY	Skipper	Finish	Elapsed	Elp.Pos.	VY Cor.	VY. Pos.
101475	Freytivant	116	V.Morgan-Smith	14:37:01	0:10:17	5	0:08:52	6
156731	Seanile	113	I.Cameron	14:35:45	0:09:01	1	0:07:59	2
168137	Cheeky	113	G.Riley	14:36:11	0:09:27	4	0:08:22	4
184668	Tequila	116	E.Wray	14:35:51	0:09:07	2	0:07:52	1
203769	Goodvibes	116	D.Smith	14:36:10	0:09:26	3	0:08:08	3
206399		122	R.Saunders	14:37:11	0:10:27	6	0:08:34	5
RACE:3	COURSE: 1			START: 14:56:30	WIND: SSE 12kt			
Sail No	Laser	VY	Skipper	Finish	Elapsed	Elp.Pos.	VY Cor.	VY. Pos.
101475	Freytivant	116	V.Morgan-Smith	15:08:34	0:12:04	5	0:10:24	6
156731	Seanile	113	I.Cameron	15:07:23	0:10:53	1	0:09:38	1
168137	Cheeky	113	G.Riley	15:07:45	0:11:15	2	0:09:57	4
184668	Tequila	116	E.Wray	15:07:54	0:11:24	4	0:09:50	3
203769	Goodvibes	116	D.Smith	15:07:53	0:11:23	3	0:09:49	2
206399		122	R.Saunders	15:08:44	0:12:14	6	0:10:02	5
RACE:4	COURSE: 1			START: 15:24:24	WIND: SSE 12kt			
Sail No	Laser	VY	Skipper	Finish	Elapsed	Elp.Pos.	VY Cor.	VY. Pos.
101475	Freytivant	116	V.Morgan-Smith	OCS				
156731	Seanile	113	I.Cameron	15:31:37	0:07:13	1	0:06:23	1
168137	Cheeky	113	G.Riley	15:33:28	0:09:04	5	0:08:01	5
184668	Tequila	116	E.Wray	15:31:56	0:07:32	2	0:06:30	2
203769	Goodvibes	116	D.Smith	15:33:03	0:08:39	3	0:07:27	4
206399		122	R.Saunders	15:33:18	0:08:54	4	0:07:18	3



**deVita**  
TASTES OF NAPOLI

**AVOKA**  
FRICTIONLESS DIGITAL SALES AND SERVICE  
HAPPY SAILING



PEPPER TREE WINES

## 2015-2016 LASER RESULTS - 13 SEPTEMBER 2015

Race: CC1/SP1		Course: 1			Start: 14:00:00		Wind: NE 8-10kts				
Sail No	Laser	VY	Skipper	Hcp LC	Finish	Hcp.Cor	Hcp.Pos	Elapsed	Elp.Pos.	VY Cor.	VY. Pos.
179391	Sin Sceal Eile	113	P.Reid	0:19:00	15:10:12	15:29:12	12	1:10:12	1	1:02:07	1
156731	Seanile	113	I.Cameron	0:14:00	15:11:34	15:25:34	5	1:11:34	2	1:03:20	2
156769	Grampage	113	G.Reid	0:14:00	15:13:36	15:27:36	8	1:13:36	3	1:05:08	3
206751	Sirje	113	I.Saunders	0:13:00	15:14:18	15:27:18	6	1:14:18	4	1:05:45	4
168154	Twocando	113	S.O'Dwyer	0:14:00	15:14:19	15:28:19	10	1:14:19	5	1:05:46	5
148665	SqWall	113	C.Wall	0:13:00	15:15:07	15:28:07	9	1:15:07	6	1:06:28	6
203758	Newman	113	R.Lacey	0:10:00	15:15:18	15:25:18	4	1:15:18	7	1:06:38	7
203769	Goodvibes	116	D.Smith	0:10:00	15:19:03	15:29:03	11	1:19:03	9	1:08:09	8
173435	Fragile	113	G.Lacey	0:07:00	15:17:15	15:24:15	3	1:17:15	8	1:08:22	9
101475	Freytivant	116	V.Morgan-Smith	0:01:00	15:21:01	15:22:01	1	1:21:01	10	1:09:51	10
123247	Gumbaru	113	R.Beck	0:00:00	15:23:36	15:23:36	2	1:23:36	11	1:13:59	11
179154	Po	113	A.Williams	0:00:00	15:27:25	15:27:25	7	1:27:25	12	1:17:22	12
184668	Tequila	116	E.Wray	0:12:00	DNS						
168137	Cheeky	113	G.Riley	0:10:00	OSC						
166818	Tom Yum	113	D.Holland	0:03:00							
169708	Deluge	113	T.Docker	0:09:00							
175982	Little Miss Giggles	113	P.Bremner	0:08:00							
206399		122	R.Saunders	0:05:00							





**MYC JUNIORS - MINI REGATTA**

**Saturday 5th September 2015**

**BICs - RACE 1**

Place	Sail #	Helm
1	5830	Will Divola
2	6160	Jack Reid
3	7556	George Thompson
4	6215	Oliver Atchinson
5	6450	Matt Poppit Fursic
6	6211	Emily Priddle

**BICs - RACE 2**

Place	Sail #	Helm
1	5830	Will Divola
2	6160	Jack Reid
3	6450	Matt Poppit Fursic
4	7556	George Thompson
5	6500	Sam Blair
6	6215	Oliver Atchinson

**BICs - RACE 3**

Place	Sail #	Helm
1	5830	Will Divola
2	7556	George Thompson
3	6160	Jack Reid
4	6450	Matt Poppit Fursic
5	6500	Sam Blair
6	6215	Oliver Atchinson

**MYC JUNIORS - MINI REGATTA**

**Saturday 5th September 2015**

**FLYING 11s - RACE 1**

Place	Sail #	Helm	Crew
1	1266	Oliver Martyn	Davis Koorey
2	1288	Thomas Rees	Daniel Mitchell

**FLYING 11s - RACE 2**

Place	Sail #	Helm	Crew
1	1266	Oliver Martyn	Davis Koorey
2	1288	Thomas Rees	Daniel Mitchell

**FLYING 11s - RACE 3**

Place	Sail #	Helm	Crew
1	1266	Oliver Martyn	Davis Koorey
2	1288	Thomas Rees	Daniel Mitchell



**2015-2016 Marathon Series Race 1 - M1 - 06 September 2015**

**Division: 1**

PLACE	BOAT	SAIL	DESIGN	SKIPPER	START	STARTED	LATE	FINISH	ELAPSED	CODE	POINTS
	ESPRIT	MYC32	Archambault 32	Greg /Jan Wilkins/Bartel	12:10:00	12:10:01	0:01			DNF	ABN
	TWILIGHT EXPRESS	2306	Adams 10	Mark Stacey	11:53:00	11:58:43	5:43			DNF	ABN
	DISTRACTION	MH304	Adams 10	Garth Riley	12:01:00					DNC	ABN
	SAN TOY	MYC12	Radford 12	Graham Radford	12:12:00					DNC	ABN
	SHEAR MAGIC	MYC100	Adams 10	Robert Steffens	11:50:00					DNC	ABN
	TENSIXTY	MYC7	Radford 10.6	Phil Vidler	12:04:00					DNC	ABN

**Division: 2**

PLACE	BOAT	SAIL	DESIGN	SKIPPER	START	STARTED	LATE	FINISH	ELAPSED	CODE	POINTS
1	BELLA	8081	Js8 Swarbrick	Scott McCarthy	11:55:00	11:56:35	1:35	16:58:35	5:03:35		1.0
2	MIM	AUS855	Etchells	Robert Allan	12:06:00	12:06:06	0:06	16:59:13	4:53:13		2.0
3	OLDHABITS NEVER DIE	MH167	B Richie Ritual 30	Brian Shilland	11:56:00	11:57:04	1:04	17:12:39	5:16:39		3.0
	BOKARRA	1152	Santana 22	Colin Cameron	11:30:00	11:31:59	1:59			DNF	11.0
	CHEAP THRILLS	5830	Ross 830	Barry Mifflin	11:58:00	12:00:07	2:07			DNF	11.0
	EOS	MYC5	Brittany Sloop	Brian Wilson	11:58:00	11:59:25	1:25			DNF	11.0
	KAOTIC	AUS4770	J24	Arthur Crothers	12:08:00	12:08:16	0:16			DNF	11.0
	MELODY	1255	Swanson Dart	James Nixon	11:58:00	11:58:15	0:15			DNF	11.0
	RATTY TOOHEY	6295	Northshore 340	Ian Dennewald	11:59:00	12:01:44	2:44			DNF	11.0
	RUNAWAY TAXI	5393	Custom Jog 23	Matthew McKenzie	11:43:00	11:56:35	13:35			DNF	11.0
	SIP AHOY	MYC34	Northshore 340	Murray Bails	11:57:00	11:58:00	1:00			DNF	11.0
	POMPADI	MYC79	Catalina 309	Steve Frith / John O'Brien	11:46:00					DNC	12.0



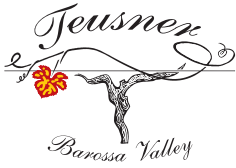
**THANK YOU RACE COMMITTEE - M1**  
 On Carlyle - Peter Bennell, Natalie Bennell  
 On Robbie R - Peter McDonald, Tannis McDonald  
 Duty Officer - Jill Madden











# MANLY YACHT CLUB MEMBERS SPECIAL OFFER JUNE

MANLY YACHT CLUB MEMBERS SAVE 20% OFF OUR REGULAR CELLAR DOOR PRICES!

	VINTAGE	BOTTLE PRICE		QTY	TOTAL
		NORMAL	MYC MEMBERS ONLY		
<b>Reds</b>					
Righteous FG Shiraz	2012	150.00	120.00		
Righteous Grenache	2011	95.00	76.00		
Albert Shiraz	2012	60.00	48.00		
Joshua Grenache Mataro Shiraz	2014	32.00	25.60		
Avatar Grenache Shiraz Mataro	2013	38.00	30.40		
The Dog Strangler Mataro	2012	32.00	25.60		
Riebke Shiraz	2013	26.00	20.80		
The Wark Family Shiraz	2014	26.00	20.80		
The Independent Shiraz Mataro	2013	26.00	20.80		
The Gentleman Cabernet Sauvignon	2014	26.00	20.80		
Dr Frank's Big Black One	2012	38.00	30.40		
The Six Million Dollar Shiraz	2011	35.00	28.00		
<b>Whites &amp; Rosé</b>					
The Empress Riesling	2014	23.00	18.40		
Woodside Sauvignon Blanc	2014	23.00	18.40		
100 Flowers Botrytis Riesling	2011	26.00	20.80		
Salsa Rosé	2014	23.00	18.40		
<b>Sparkling</b>					
Adelaide Hills Sparkling Pinot Chardonnay	NV	26.00	20.80		
MC Sparkling Shiraz	2009	60.00	48.00		
<i>SPEND MORE THAN \$200 AND TEUSNER WILL FREIGHT IT TO SYDNEY FOR FREE!</i>				<b>DELIVERY CHARGES</b>	
				<b>TOTAL</b>	

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\_\_\_\_\_

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Expiry Date: \_\_\_\_\_ CVV: \_\_\_\_\_

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CREW LOOKING FOR BOAT

**Name:** Claire George  
**Email:** Claire.George.cg@gmail.com  
**Phone:** 0422 058 821  
**Experience:** I sailed small boats as a child, but have done very little in the last 10 years & would love to give it another go.



**Name:** Fiona Moir  
**Email:** fionamoir11@gmail.com  
**Experience:** I'm a member of Royal Tay Yacht Club in Broughty Ferry Dundee Scotland and I'm here on holiday visiting my daughter & her boyfriend. I sail a 15foot dinghy at home and I've done some racing. I'd really enjoy crewing for cruise type sailing if anyone has space anytime. It looks a fantastic venue for sailing.



**Name:** Liubomir Kuchuk  
**Email:** liuk@yandex.ru  
**Phone:** 0478 933 015  
**Experience:** IYT bareboat skipper, 1500h learning and 4 weeks chartered catamarans in Mediterranean. Recently moved with family to Australia and would like to join local sailing community. Would love to take part in races, improve skills and learn English sailing terminology :)



Call our Crew Coordinator  
On the crew link number 0400 269 148

WELCOME NEW MEMBERS!

WE HAVE A WHOLE NEW GROUP OF JUNIORS WHICH WILL BE INTRODUCED IN THE OCTOBER ISSUE AND WELCOME BACK ALL MEMBERS WHO HAVE RENEWED THIS SEASON.

IF YOU ARE STILL A LITTLE TARDY WITH YOUR RENEWALS, PLEASE GET THEM UP TO DATE BEFORE YOU SAIL IN THE TWILIGHTS  
THANKS

Maz Radford - Membership



GET PUBLISHED!!! PLEASE SEND SUBMISSIONS FOR THE NEXT NEWSLETTER BY 10<sup>th</sup> OCTOBER 2015 TO... [newsletter@myc.org.au](mailto:newsletter@myc.org.au)

**DISCLAIMER:** All results published in the newsletter are as published on the Manly Yacht Club website at the time of going to press. All results are provisional until ratified by the individual Race Director and/or Sailing Committee.