



FIRE AT MANLY YACHT CLUB



THANK YOU TO ALL THE SERVICES ATTENDING FOR YOUR RAPID RESPONSE



Like us on Facebook, share experiences and help promote club events like Women's Challenge + Mini Regatta.
www.facebook.com/ManlyYachtClub

JOURNAL OF MANLY YACHT CLUB
PO Box 22 Manly NSW 1655 Tel: 02 9977 4949
Fax: 02 99773573 Email: info@myc.org.au
Web: www.myc.org.au

PRESIDENT'S REPORT

Many of you would've heard of our event that may become known as "the fire of 2016".

I know that some of you witnessed this event.

What I was impressed by was the speed in which members rallied to help on the night, shortly after, and still offers are coming in for what could be done.

The main hall was essentially unaffected by the fire and the chief cleanup crew and the following working bee brought the deck and the ladies toilets back to functioning order.

This initial response has meant that we have been able to honour hall-hire bookings and help protect this important revenue stream.

A special mention, to recognise Colin Cameron (our Club Captain), and, Barry Mifflin (our Club Manager), who launched into the initial cleanup including scraping off the residual melted plastic from the cement deck.

We were in contact with our landlord, the Northern Beaches Council, who have assessed the damage and engaged their insurance company for the next stage of paperwork.

We may not know what caused the rupturing of the supply line, which created the inferno but are underway with the scoping of a replacement barbecue.

It is unfortunate timing as we were about to commence negotiations with the Northern Beaches Council regarding the fitting of solar panels to the western face of the recently refurbished roof. Specifications estimate a 5-year break-even and a product life of 20 years. This is also forming part of our discussions for renewing our lease.

I am confident that our position as a community-based sporting club will help ensure a lengthy lease renewal.

Rumours still continue that from an asset-return perspective, leasing to a restaurant would be better in our location, but our links with the community, our juniors sail training strategies and our level of participation by council residents will help fend off this attitude.

I am confident our sailing season will commence soon with revitalised energies and high levels of engagement and involvement.

The Juniors' Registration Day is this Saturday and I invite members to come and meet the new juniors and parents on this day to show them our club hospitality.

Cary Budd - MYC President



THE CLEAN UP...

SATURDAY 6TH AUGUST...
THANK YOU BARRY, COLIN, GREG, PHIL, SORRELL, DAVID AND ARTHUR
THE CLEAN UP WILL CONTINUE ONCE INSURANCE ASSESSORS COMPLETE PAPERWORK AND BUILDERS ARE ENGAGED



COMMODORE'S REPORT

The fire at MYC has been a test of our safety procedures!

While I'm sure our subsequent review will review safety improvements, I think we can be very pleased with the excellent response from members, executive, neighbours and community.

It was obviously a key early warning strategy of the Club to have many members installed in the various harbourside drinking establishments that have excellent views of the club. Key among them was Will Shepherd on watch duties in the 16ft Skiff Club. Showing great resolve not to be distracted by the rugby on display, he spotted the blaze within seconds of it starting. Will, and other staff and patrons of the Skiffies, leapt into action, setting down their beers, grabbing fire extinguishers and rushing to the club!

However by the time they reached the front door the heat was already so intense that they correctly decided not to enter. Will also rang the Commodore and Sailing Secretary as he ran, while our security firm (also working at the Skiffies) dialed 000.

The response time of the fire fighters was only 8 minutes, yet the MYC office holders' response was swifter, as the Venue Hire Co-ordinator, Sailing Secretary and Commodore were all on scene before any emergency services. The President, Manager, Rear Commodore, Handicapper, Boats Director and other members were only minutes later, plus the Treasurer, Book Keeper and other office holders were dialing in. The Club almost had a quorum for an impromptu board meeting right there on the footpath during the blaze!

In the days after the fire, social media and the Commodore's phone ran hot with offers of support and assistance. Special thanks go out to the 16ft Skiff Club, who were evacuated during the blaze in case of gas explosion and then took in the singed wedding party. Their Commodore, Grant Windsham, was soon on the phone offering their club facilities to help us get over any sailing or function problems in the aftermath.

Thanks also to the many MYC members, ex-executive of the precinct committee and ex Manly Councillors all putting their hands up to help in any way they can (stay tuned as I'm sure there will be some working bees. 🐝)

So to continue the special safety theme of this newsletter, let me take the opportunity to remind all members that the **Fleet Safety Briefing (Tue 30 August, 7pm)** is compulsory for all MYC yacht and laser competitors and open to all members and crew.

Topics covered will include the location of our fire equipment, gas main taps and electric circuit boards - all which proved very useful on the night of the fire!

Greg Wilkins – MYC Commodore



2016-2017 MYC HANDBOOK & SAILING PROGRAM

The new season handbook is back from the printer and has been distributed by post or hand delivered in the last week or so...

Don't have yours yet?

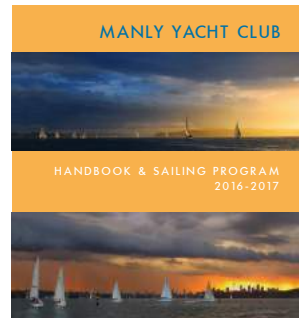
- ? Have you changed address and not told us?
- ? Have you paid your membership?

If you have received your handbook Please check page 21. Due to a proof reading error the **non-member** twilight race series fee was incorrectly shown as \$300 instead of \$400.

If your handbook escaped our watchful eye, please change this amount in your copy.

Yacht skippers... a second copy of the Handbook has been sent to keep on your boat.

Lasers and Juniors contact the club if you need an additional copy for your craft ... but I don't know where you will put it to keep it dry...



www.myc.org.au



THANK YOU

PRINT & COPY WORKS

(02) 8966 9522 www.printcopyworks.com.au

Greg, Barry, Margo, Britta, Maz, Christabel, Graham and Pam for the production, packaging and distribution of the handbook.

IMPORTANT DATES



SAT 13 AUG - Junior and Green Fleet Registration Day

SAT 27 AUG - Cat 4 Yacht Equipment Audits at Davis Marina

SAT 27 AUG - Auditor Training; See this newsletter for details

SUN 28 AUG - Race Officer Training; it's in this newsletter

TUE 30 AUG - Mandatory Safety Briefing

SAT 03 SEP - Green Fleet Rigging and Junior Training Day

SAT 10 SEP - Cat 7 Yacht and "Off-the beaches" Equipment Audits at MYC and Davis Marina

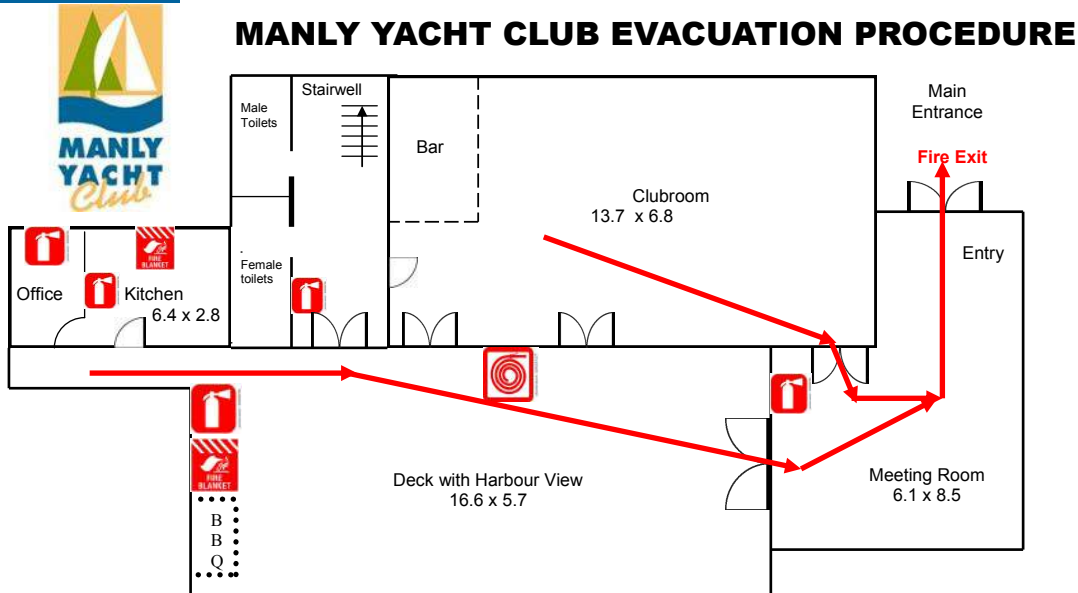
SUN 11 SEP - FINALLY ... LET'S GO RACING! The first Club Championship race for yachts and Laser races 1 and 2.

TUE 13 SEP - BRUSH UP ON SOME OF THOSE RULES YOU MAY HAVE FORGOTTEN! Racing Rules of Sailing Training at MYC presented by your Commodore... can you catch him out?

SAT 01 OCT - Plan your October Long Weekend **NOW...** the Commodore's Picnic at Bantry Bay.

FRI 14 OCT - Twilight Racing starts ... woo hoo...

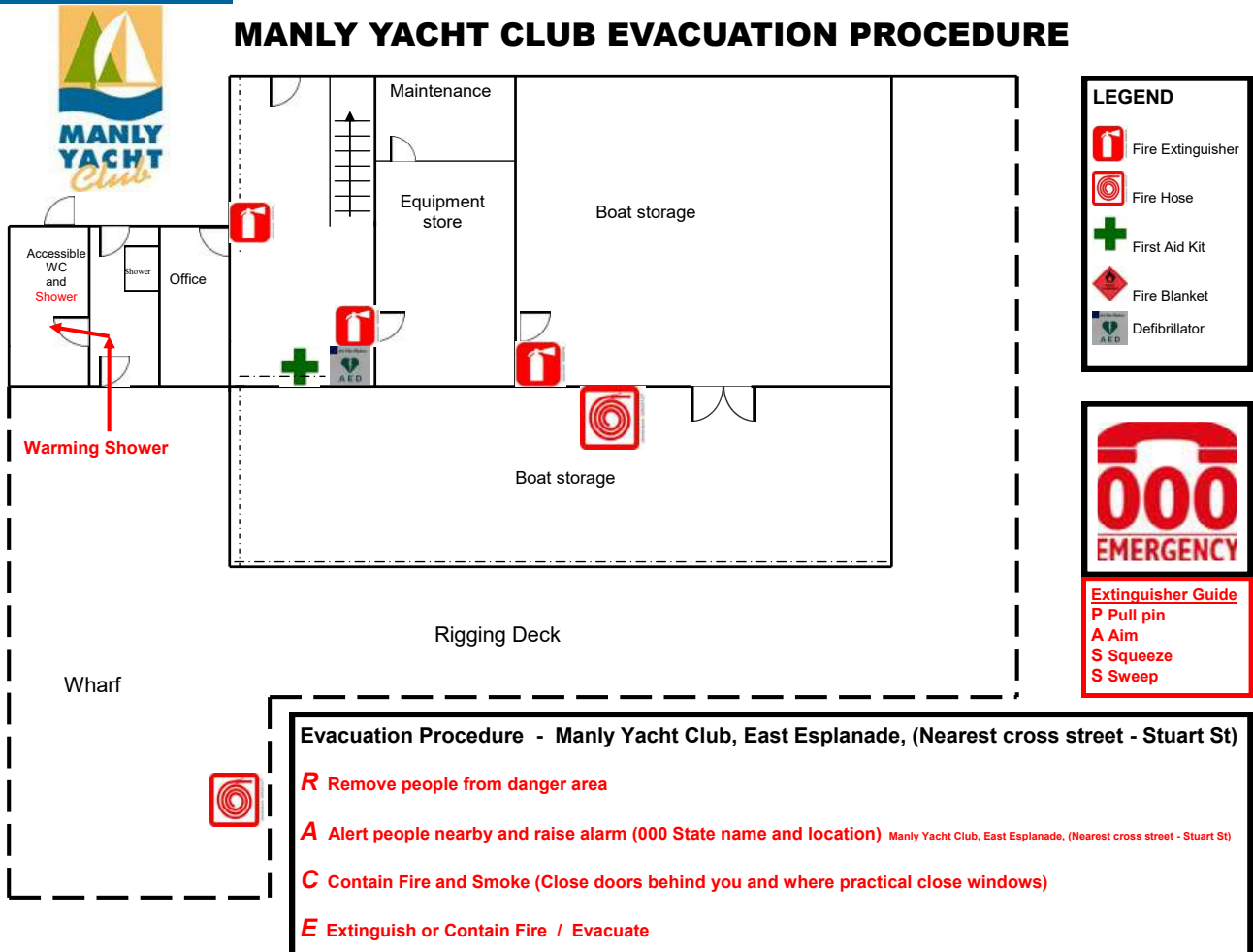
UPPER DECK



Evacuation Procedure - Manly Yacht Club, East Esplanade, (Nearest cross street - Stuart St)

- R** Remove people from danger area
- A** Alert people nearby and raise alarm (000 State name and location) Manly Yacht Club, East Esplanade (Nearest cross street - Stuart St)
- C** Contain Fire and Smoke (Close doors behind you and where practical close windows)
- E** Extinguish or Contain Fire / Evacuate

LOWER DECK



AUDITS for 2016 - 2017 SAILING SEASON Saturday 27th AUGUST and Saturday 10th SEPTEMBER

As per the new MYC Handbook you will note that there are two days allocated for the Audit inspections.

Saturday 27th August from 9 am inspections will be carried out primarily for Cat 4 boats so that they can qualify to compete in the Pittwater race the following day. However if there is enough time and space and available auditors, the **odd Cat 7** may be able to be inspected on the day. Prior request approval will need to be received for the few Cat 7 spaces available on this day.

Saturday 10th September morning 9 am up to 12 noon will be the main day for Cat 7 audit inspections.

Inspections will be carried out at Davis Marina and MYC jetty. Boats and owners are reminded that they can **only use the work bay at Davis Marina** and not obstruct any of the other bays at the Marina.



On approach a call-up should be made to the Marina and when a space is available at the work bay, the boat will be signaled to come in.

A single appropriate form will need to be completed and all gear neatly laid out before requesting an inspection. Following the inspection, it will be the owner's responsibility to ensure that the signed and approved copy of the audit form is submitted to the Club.

As for the audit itself please make sure all your gear is in good condition and "in date", especially fire extinguishers and first aid kit. Radios and EPIRBs need special attention. Personal Flotation Devices should have been serviced and the associated signed certificate at hand.



Audit forms can be downloaded from the Australian Sailing web site <http://www.sailing.org.au/sport-services/safety/nea-scheme/> or the MYC web site <http://www.myc.org.au/forms.shtml>.



Make sure you have read the "Yacht Equipment Audit" section in the MYC Handbook.

If you have any queries please contact one of the Auditors whose details you will find in the front pages of the Handbook.

We thank Davis Marina for their generous help and allowing us the use of the Marina.



Bill Spence – Chief Auditor



AUDITORS TRAINING COURSE

We need more auditors to help carry out the inspections each year. It is not a difficult task and a rewarding one as far as the Club is concerned. Usually it's a once a year day and an opportunity to contribute to the well being of the Club and its members.

So come along on

**Saturday 27th August 9.00 am
to the Royal Sydney Yacht Squadron (RSYS)**

in Kirribilli; no charge; and spend a useful morning.

You will be amazed how much knowledge you can pick up and use in your everyday sailing.

Register at www.sailing.org.au and look for courses (*good luck with that! ...Ed*);

OR: <http://www.sailing.org.au/upcoming-officials-courses/>, scroll down until you get to **"NSW Equipment Auditors Seminar at Royal Sydney Yacht Squadron - Saturday AUGUST 27"** to Register;

OR: telephone Australian Sailing (AS) at 8424 7455.

Food and drink are available at RSYS and street parking is available.

See you there. Bill.



CLUB RACE OFFICER COURSE

It's not too late to register!

Information from this course will assist you when you are tapped on the shoulder by our new duty roster co-ordinator.

See details in the July edition of the MYC Newsletter. Register at <http://www.sailing.org.au/upcoming-officials-courses/>, scroll down until you get to **"Club Race Officer at Manly Yacht Club - Sunday AUGUST 28"** to Register;

OR: telephone Australian Sailing (AS) at 8424 7455

Make sure you let our PRO, Peter Bennell or our Commodore, Greg Wilkins know you are attending or if you have difficulty registering.

MYC SUPPORT BOAT TEST

Anyone volunteering to drive the MYC support boats should first pass the MYC support boat test here ...

<http://www.myc.org.au/training/supportboats.shtml> (reading the "How to Operate the MYC Support Boats" PDF first would be a good refresher); do the test and make sure you have a current RMS boat licence.

PLEASE NOTE: STOW THE ANCHOR ON CARLYLE BEFORE YOU MOVE OFF!



GREEN FLEET AND JUNIOR REGISTRATION DAY SATURDAY, 13TH AUGUST 2016



CALLING ALL POTENTIAL
GREEN FLEETERS!



*Have your kids enjoyed watching the Olympics?
Would you like to see them emulate their heroes and heroines one day?*

IT ALL STARTS WITH LEARNING TO RACE!

At Manly Yacht Club, our **Green Fleet** sail Optimist dinghies provided by the Club. 'Optis' are by far the biggest youth racing class in the world, and about two-thirds of Olympic medallists originally started out in Optis.

We, of course, hope to produce some future Olympic champions, but our main aim is producing lots of smiles and happy, confident junior sailors!

Our **Green Fleet** program helps young sailors develop their skills and learn how to race in Club Optis. This provides them with the opportunity to later join Manly Yacht Club's Junior Racing Fleet and continue their sailing in other exciting dinghy classes like the O'Pen Bics and Manly Juniors.

The **Green Fleet** follows Australian Sailing's *Better Sailing* and *Start Sailing* programs (<http://www.sailing.org.au/participation/sailing-pathways/the-sailing-pathway/>). All sessions are planned and supervised by accredited instructors to provide a FUN and SAFE environment for your kids.

Our program begins on Saturday 3rd September, and runs each Saturday from 1–5 PM during the school term until March/April 2017.

The **Green Fleet** is aimed at kids who have:

- ➔ Passed Level 1 and (preferably) Level 2 Learn to Sail programs with Manly Sailing (www.manlysailing.com), or
- ➔ The Australian Sailing /Tackers equivalent elsewhere.

To find out more, please contact Muir Watson:

E: vicecommodore@myc.org.au
M: 0407 229 667





WORTH HIS WEIGHT IN GOLD!

For the last few seasons the MYC Juniors program has been fortunate to have the services of **Tim Docker** as Race Director. As with all divisions in the Club these folks are worth their weight in gold and Tim has been a particularly fine proponent of the craft.

Tim was particularly noteworthy for his patience in dealing with both keen racers carefully watching times to their nearest competitor as well as novices who were just happy to reach the end of the course. Always to be greeted with Tim's effortless smile and encouraging words. Behind the scenes Tim would crunch the numbers across three fleets and produce CC, SPS, APS, time handicaps and a couple of Micro-Regattas to boot.

This marks the end of a six-year association for Tim and his family with MYC Juniors. Although we are looking forward to seeing young Nick as he graduates to the Laser fleet to chase down Tim (and yet another boat for me to see disappearing up ahead in the distance in our expanding Laser fleet).

As Race Director, Tim was a class act and will be hard to follow. But as with all divisions, follow we must! We are marshaling our experienced parents to fill the void left by Tim, so feel free to put your hand up to join the Race Committee team we're building.



This is what Tim looks like ... without his hat!



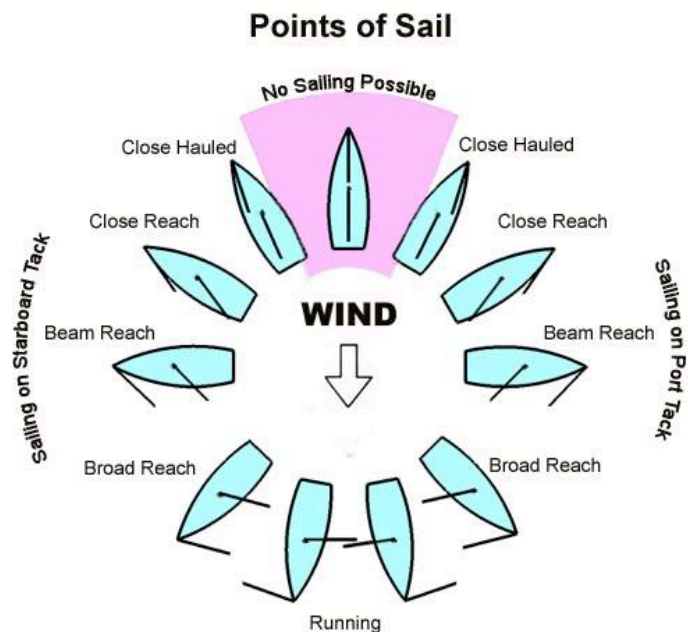
Juniors Coaches

MYC Juniors Coaching and Racing Program has a proud history of supporting the development of junior sailing in Sydney.

The 2016/17 season promises to be another big year and we are once again looking for coaches. Should there be any qualified coaches amongst the Club's members who would like to volunteer for this rewarding role, we would be delighted to hear from you.

The role encompasses planning and delivering sailing activities, liaising and instructing the parent cohort to fulfill various support roles, pre and post sailing briefings, over seeing safety elements including sign-on and off sheets and delivering on-water coaching.

Any candidates who are appropriately qualified and would like to find out more about the roles, please contact juniors@myc.org.au or call Dutchy on 0478 182 880



MEET OUR NEW DUTY ROSTER CO-ORDINATOR

Firstly, a quick introduction...

My name is Shane Kelly and I have been a regular crewmember on the yacht *Bella* in Division 2 the last few summers. For this summer I will be co-ordinating the duty roster. Telling people this has elicited responses such as sympathy, pity, laughter, horror and everything between but someone has to do it...

The roster for the 2016/17 season is now published on the MYC website www.myc.org.au. The good news is that there are plenty of vacant spaces for those wishing to get in early to volunteer for.

- For those that have been kind enough to already provide dates that they wished to volunteer, please check the roster and make sure I have entered you in the correct dates & roles. For any changes please email me dutyroster@myc.org.au
- Laser competitors, your duty dates have been allocated by Iain Cameron. Please check the roster and advise both Iain and dutyroster@myc.org.au if any changes are required.
- Yacht skippers, the new handbook makes clear that every competing yacht can be asked to provide Race Committee members as allocated by the duty roster co-ordinator – see *General Rules of Sailing 6.29*. Why not treat Race Committee Duty as a tactical decision, as you would when deciding which end of the start line you want to be or which side of the ferry you are going to sail? Get in early and nominate an event that suits you to provide Race Committee staff.
- Any other members that wish to volunteer, please review the roster and let me know which events and roles for which you would like to volunteer. Email dutyroster@myc.org.au

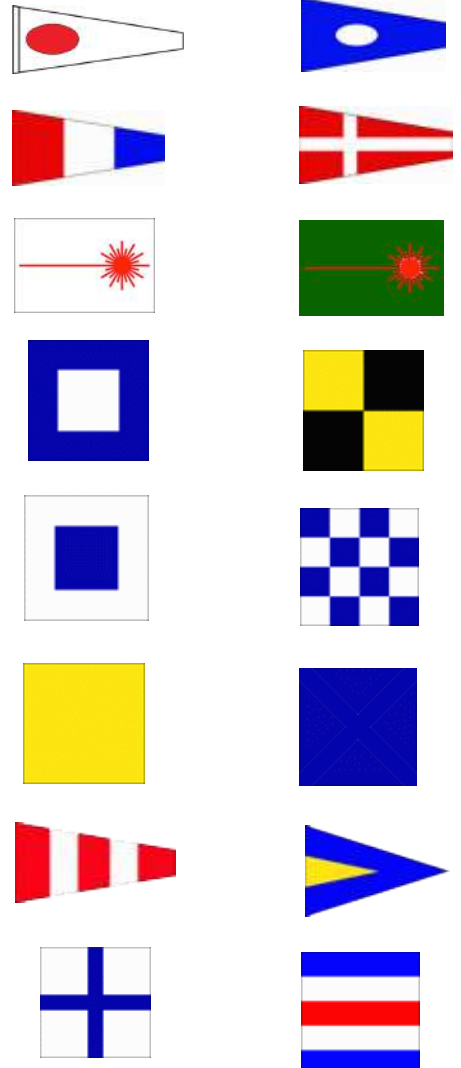
The start of the new season is only weeks away so please get in early and volunteer often.

Ours is a volunteer club and without the generosity of those giving their time there would be no racing activities possible. In whichever series you choose to compete, lets look forward to a great summer of sailing and all members doing their bit to ensure our success.

Shane Kelly – Duty Roster Co-ordinator



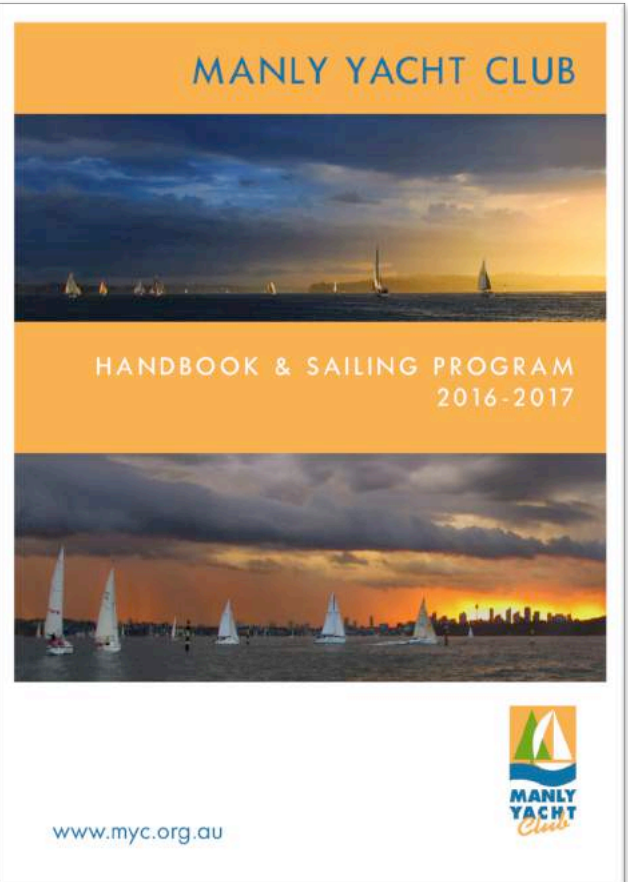
**LOTS OF SMILING FACES...
CAN'T BE ALL THAT BAD**



**BECOME A CLUB RACE OFFICER...
YOUR CLUB NEEDS YOU**
CLUB RACE OFFICER COURSE
AT MANLY YACHT CLUB
SUNDAY 28 AUGUST
See page 5 of this newsletter for
registration details

WHAT'S NEW IN THE NEW HANDBOOK

- Race fees are summarised in Section 5.1 – remember to change to Twilight non-member series entry to \$400, if you have received a handbook that may have escaped into the wild before we were able to change it.
- The MYC Juniors in Section 5.5 has been reworked, explaining the pathways.
- Risk warning, assessment and safety plans have been moved to Section 5.16 onwards and expanded upon to include incident reporting and emergency communication – recommended reading.
- Race Abandonment Guidelines are included in Section 5.21 – ever wanted to know what criteria the Race Committee uses when deciding to abandon a race.
- The very important Section 6, which forms part of the NOR and SI in each of our series and special events, MUST be read, particularly in light of the new (potentially multiple) finish lines and procedures... yachts need to look out for yellow barrel finish pins and whether the "Q" flag is flying. Lasers use the pink finish pins...
- Look out for new courses in the Appendices. Don't rely on your memory, or last year's handbook...



ONLINE RACE ENTRIES NOW OPEN What are you waiting for?

TROPHY WRANGLER APPRENTICE WANTED



Help get the club's historic trophies and honour boards ready for **Presentation Night**.

Involves:

- Liaison with engravers, sign writers and Race Directors
- Some **Presentation Night** organisation
- Only a little bit of polishing is required 🤔

If you are interested in helping out, with a view to graduating from Apprentice to Head Trophy Honcho, contact the Sailing Secretary on sailingsec@myc.org.au.



AN OPEN INVITE TO ALL MANLY YACHT CLUB MEMBERS

This week saw the release of one of Australia's most respected and most experienced wine reviewer's, James Halliday's annual edition of the definitive guide to the best of Australian wine...The Australian Wine Companion ... which includes wines from our fabulous

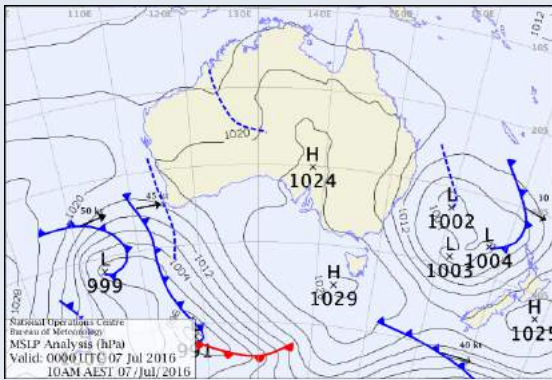
Winter Series Sponsors, Teusner Wines.

They have "...smashed it out of the park with their best result ever, including four 96 point rated Barossa Shiraz..."

The folks at the Righteous Society have put together a great six pack for a remarkable price ... by the time this newsletter hits your in boxes, the stock will almost certainly be gone.

IF YOU DON'T WANT TO MISS OUT ON SOME BEAUTIFUL WINES AT MYC CLUB MEMBER PRICES AND TO SUPPORT YOUR SPONSOR JOIN THE RIGHTEOUS SOCIETY TODAY
details in this newsletter on page 18

THE FURTHER ADVENTURES OF PENSIVE AND HER CREW



Pensive left Sydney on Thursday morning at first light with two crew; Pam and Bruce. The wind increased to over 30 knots from the SSW with heavy showers and the 90 nautical miles to Port Stephens was covered in 10 hours. Heavy rain and wind didn't deter the whales and dolphins although some birds and the crew of *Pensive* looked

very bedraggled. Two whales breached in perfect unison off the central coast and others swam past within two boat lengths.

We overnighted at Shoal Bay and left again at first light for Laurieton. The weather played cruel tricks on *Pensive*. At first the only wind on offer was a westerly along the Gibber Beach and then when nearly at Broughton Island it slammed over to a 30 knot easterly, accompanied by torrential rain making visual navigation impossible. *Pensive* had to find open water and lost valuable time clearing the Island before turning back on course. The rain ceased and the wind died leaving her becalmed off Seal Rocks forcing us to motor. Further north, off Foster, with drizzling rain, a freezing 15-knot westerly filled into power us onto Laurieton. Arrival was at low tide and after dark but the bar was flat and easily negotiated, we dropped anchor near the service club. We weren't alone; there were a number of yachts at anchor and at the wharf. Before we weighed anchor the next morning two yachts had left.

Pensive pushed out across the bar well after dawn with full sunshine beaming down on her decks. A 15-knot SSW pushed her at good speed and guided by a friendly pod of whales and dolphins we entered Coffs Harbour just after dark. With the marina being unfriendly to *Pensive* on a previous occasion and also having been half demolished by a northerly gale a few months ago it was decided to anchor in the outer harbour. A place comfortably clear of another cruising yacht was found and the anchor dropped. *Pensive* rolled a little in the rough outer harbour waters but still, the wine bottle stayed on the table, a rough gauge of a satisfactory spot.

Yamba is only 50 miles from Coffs but with little breeze *Pensive* proceeded under motor. At morning tea, a 10-knot SSW filled in and sails were set. Unfortunately, this breeze died and it became apparent we weren't going to cross the Clarence Bar before dark unless the motor was restarted. We heard from the VMR that the trawlers had crossed the bar at the southern breakwater for their nights work without incident and that we shouldn't have any trouble.

Pensive was opposite the southern wall, just after sun set, and ready to make the dash into the calm waters when a wave managed to surf across our path. *Pensive* turned around and headed back to sea, the washboards were installed and she turned back towards the breakwater. We crept back in, watching for more rogue waves through the fading light. When Pam, with her better eyesight, couldn't find any troublesome waves *Pensive* made a dash at top speed. One wave lifted her a little but in no time she was at anchor behind the training walls at Iluka.

Next morning, we found the two yachts that left Laurieton before us were anchored nearby and we talked to Dean and Fiona who had left Melbourne in their Northshore 33 three months earlier. They intended to stay on the Clarence for two weeks. The wind had turned to the north and so *Pensive* also stayed at anchor while her crew went walking and exploring ashore especially enjoying the rainforest walk.

After two days at anchor and with a forecast wind from the south, *Pensive* pushed across a very flat and tame bar just as the sun's rays lit the horizon. With little wind she was forced to motor until morning tea; sails were set, only to be pulled down off Cape Byron. A long run under motor, light winds and the east Australian current played on *Pensive's* speed over the ground and we had a late arrival at the Gold Coast Seaway. There is nothing that can be done about lack of wind, but the current can be minimised by sailing close to shore. *Pensive* closed fine on Cape Byron and then again back in close to shore further north. Her chief navigator must have had a lapse of concentration and was alarmed to find three whales just a quarter of a mile ahead in fading light. A quick duck out to sea was required because the whales weren't really whales but rocks. Point Danger on the Queensland boarder now loomed as the next high current area. We understand in races most yachts avoid the current altogether by cutting inside Cook Island. For *Pensive* with no local knowledge, this rocky option wasn't a real option and so *Pensive* headed offshore passing between the appropriately named South and Outer Reefs then immediately heading inshore to close on Point Danger and finally getting out of the current for the last run to the Seaway Passage. The leads were followed in a textbook crossing and an anchorage found about 11pm. The crew celebrated with a beer and wine before going to their bunks.

Bruce & Pam, from the good ship *Pensive*



At the end of such a long journey it is usual for skipper and crew to review the planning, preparation and maintenance. They found the new Windex blew off the masthead before *Pensive* reached Curl Curl. The top spreader punched a hole in the new sail while reefed and running under a 35-knot sou'wester. The anchor light, working when we left, failed after 5 days. The newly repaired autopilot ram went into drive stop and conveniently turned *Pensive* in circles, the wrong way, causing her to Chinese jib. The seawater pump on the motor blew a seal and started to fill the boat up with seawater. The newly fitted solar panel is lamenting the sad lack of sun. But nothing that would stop a good cruising adventure.

A SHORT HISTORY OF SIGNALS

(SIGNALS is a monthly publication produced by Manly Sailability. The editor of the MYC Newsletter reprints articles from the publication for time to time with permission – although she sometimes forgets to acknowledge this... Ed)



Having read the wonderful 110-year history of the Manly Daily on Friday, and because there was some room in the month's Signals, I decided to do a similar project for Signals.

Manly Sailability had very modest beginnings in 1996. No amount of visions or wish lists could possibly have forecast where we are at right now. All of our communications were done by phone, with a modest membership of about 10 people, who needed to be advised of sailing venues for that month, fundraising efforts, and meeting dates. However, there were monthly Committee Meetings, with minutes posted out to all members each month.

In 2000, we decided to publish a newsletter to be called "Messages from Manly". Items in that first Messages from Manly included a reminder about Membership Forms to be filled out; a report on the Training Day that had been held in August; and a notice about an upcoming St John First Aid Course at a cost of \$135.00 per person, with no promise of a refund or subsidy; the course to be held for 16 hours over 2 weeks. There were no photos included. Messages was typed on a regular typewriter, photocopied at Officeworks, and posted to all members every three months.

The first edition to contain photos was in March 2002, reporting on the Tuggeranong National Access Dinghy Championship. Messages became Signals in July 2002, under our new President, Des Carmody. We still used the old format, landscape, with pictures taken from a computer program called Corel Draw until October 2004. News from this period talks about the grant we won from Active Australia for the short film we made about Sailability at Manly, the building of the pontoon, completely with Volunteer labour by Manly Yacht Club members.

In October 2004 we changed to landscape format, because computers were becoming more available, and people were starting to open email accounts for the distribution. Photos also became easy to send. Bob Ronai put an enormous amount of work into the producing of a modern, pictorial record of our branch, recording the sad passing of Charlie Powell; our name change to Sailability Manly after 9 years of being Sailability North Sydney/Manly; the achievement of a large grant to buy Charlie's Chariot; a golf-game that achieved enough money to install an accessible bathroom; a fundraising dinner to raise money for the ramp from upstairs to downstairs.

Rob continued to edit Signals until February 2008; an enormous input from one person. During this time, Warringah Council funded the production and distribution of a very high quality Signals.

Judy Cole took over as editor in 2008, going back to a very easy to read and produce format, with slightly less photos, quizzes by Jan Jensen, and ads about a series of concerts by Loosely Woven, which helped our fundraising efforts...

(To be continued ...Eli)



FUNDRAISER



Raffle tickets

For Lynette Gould's magnificent painting
"REFLECTIONS ON TIME AND TIDE
HIGH TIDE AT DUSK, MIDDLE HARBOUR"

Raffle tickets for Lynette's painting are still available, right up to the morning of the drawing of the raffle, which will be held at:

**Manly Yacht Club at our Training Day
to be held on Saturday, 10th September**

They will be available at each sailing day, the AGM, or please contact Helen Hendry at helhen@tpg.com.au

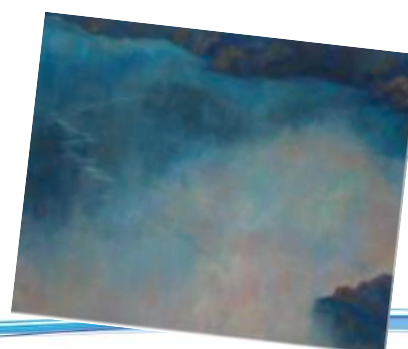




Image : Stephen Cooper

VISIT TO SYDNEY BY TENACIOUS

On Wednesday, July 27, at around 10am, *SV Tenacious* sailed into Sydney Heads on her maiden voyage to Australia from England. She will spend the next nine months sailing along the Australian Coast to give nearly 2000 people the chance to experience life on a tall ship.

The current crew will have just spent 32 days sailing nearly 2000 nautical miles southwest from Fiji to Sydney. The barque *Tenacious* is remarkable on so many fronts. Built 16 years ago in Southampton, England, she is the largest timber vessel to be built in the UK in the last century.

Even more incredibly, the 65-metre three-masted tall ship was built entirely by 1500 volunteers over four years for the UK-Australian charity the **Jubilee Sailing Trust (JST)** to give people with disabilities a taste of life on the high seas.

The ship is crewed by 49 people – nine professionals and the remainder evenly split between people with disabilities and able-bodied crew. They all pay \$250 to be aboard.

The tall ship was moored at the Australian National Maritime Museum in Darling Harbour and sailed to Melbourne on August 7. The ship moves on to Adelaide and Hobart before returning to Sydney over the Christmas-New Year period.

The ship has sailed more than 30,000 km to Sydney after leaving the UK in November 2015 sailing across the Atlantic via Antigua, through the Panama Canal and passing through the islands of the South Pacific, including Fiji.

Reprinted from SIGNALS ... Ed

WHO WANTS CREW? WHO'S LOOKING TO CREW?

CHECK OUT THE CREW LINKS
AT THE END OF EACH NEWSLETTER
Call 0400 269 148

*"If you don't stop slimming,
I'll have to look for fresh crew"*

Register at
<http://www.myc.org.au/crewlink.shtml>



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.

If you are not, why not join MYC now.

Thank you,

Your Skipper



THE ADVENTURES OF PENSIVE AND HER CREW CONTINUES...

Pensive had a few injuries, the worst; a leaking water pump. This was fixed by a young mechanic who worked for the Volvo Dealer at Runaway Bay but not before *Pensive* had to thread its way through the sand banks and channels around the Broadwater.

Next morning, we headed for tipliners; a wonderful anchorage on South Stradbroke Island where we went walking, and waiting for a rising tide so we could cross the notoriously shallow Jacobs Well. Shortly before sun set, with an almost full tide, *Pensive* approached the troublesome channel markers at about 1.5 knots and promptly came to a halt. No way through just there. Her skipper applied reverse and *Pensive* dragged herself off the offending sand and a new approach was tried ten metres closer to the green channel marker, again at about 1.5 knots. This time *Pensive* touched, slowed but kept going, then again touched but kept going. Then a third time she touched but seemed to quickly fall into deeper water. When safely clear the anchor was dropped for the night.

With no wind and heavy rain forecast *Pensive* only travelled a short distance, just to the southern end of Morton Bay, before anchoring and the crew spent the afternoon reading. The following day a good breeze from the east sent *Pensive* across the Bay in the direction of the shipping channel. These days AIS provides an insight into the shipping industry; we soon knew the names, size and destination of all the ships. *Pensive* passed tankers, gas and container ships as well as a dredge.

Berthed at dusk, in Mooloolaba the crew scurried up to the local Coles for more supplies only to be turned away by the manager who wanted to close up on time. With an early start planned, *Pensive's* crew would be on short rations for the next few days.

In the company of three other cruising yachts *Pensive* set out for the last great and troublesome bar crossing at the southern end of Frazer Island. Her skipper called the VMR at Tin Can Bay for an update on the conditions at the ultra-notorious Wide Bay Bar. The duty officer said they had reports of it being "*a bit rough this morning but it should be calmer by the time you get there*". Also, he said between waypoints 1 and 2 stay a little to the north because the sand bar seems to have migrated. "*Be careful if it gets down to 3m and you're in the surf, go north*".



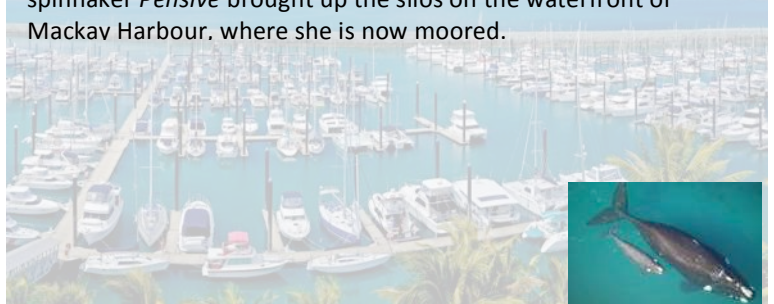
Pensive and her crew enjoyed a slow but picturesque sail towards Wide Bay, watching the headlands and colossal sand dunes go past. At dusk she passed through WP 1 and then veered slightly off course to the north on its way to the second way point. Curly Girl monitored the depth and relayed any trends to the nervous skipper. As we crossed the 6-metre depth a large wave came from astern, it stood up high, lifted *Pensive*, and caused her to surf a little. The water continued to shoal and at 4.5 metres, waves were seen breaking, but comfortably off to both port and starboard. Finally, after sunset *Pensive* was safely at anchor in Pelican Bay.



Next morning the Sandy Straits lay ahead with their own shallow point, Sheridan Flats. *Pensive* would need a good tide to cross this very calm but shallow area of constantly moving sand bars; she had missed the tide for today. The Skipper and Crew decided to overnight in Gary's Anchorage with its wonderful walking tracks, then leave at sunrise for the high water crossing of the flats about 9am. The crossing was achieved without incident and *Pensive* pushed on under motor, across a glassy Harvey Bay, bound for Bundaberg, taking a berth for two nights, within walking distance of the shops.

The next stop north is Pancake Creek, a lovely remote deep-water creek with safe anchorage and a great walking track to the historic lighthouse. But *Pensive* is on strict timetable this year and there is no walking opportunity for her crew; it's just an overnight stay in the outer harbour. The weather gods dished up a 10 to 15 knot NW tending north in the afternoon, precisely the wrong direction for *Pensive's* northwesterly voyage to Great Keppel Island. However, it was a good opportunity with flat water and constant wind for the crew to test the new main and setting. Sadly, testing resulted in confusion.

The forecast for a good SW to SE breeze for the trip to Island Head Creek didn't really hold but *Pensive* with a little help from the iron topsail was at anchor before dark. Then the breeze made an unexpected return for the next day's voyage to Percy Islands where we arrived early enough to go ashore and stretch our legs. Finally, the forecast held true and sailing under spinnaker *Pensive* brought up the silos on the waterfront of Mackay Harbour, where she is now moored.



Joining us on this leg was a very lazy whale; it was a bit bigger than *Pensive*, but moving slower. When we passed about 100 metres from her we realised the reason, she had a calf, very tiny and new.

THANK YOU AND WELCOME CONTINUING AND NEW SPONSORS

Firstly, a big thank you to **Teusner Wines** and **Altitude The Lodge Smiggins** for their sponsorship of the 2016 Winter Series which finished on Sunday 31st July. The premium **Teusner Wines** were much sought after each fortnight. The major prize draw of 2 nights stay for 2 persons at **Altitude The Lodge Smiggins** was won by "Cheap Thrills".

Sponsors who have committed for the 2016-2017 sailing season include:

- ✓ **MYC Club Championships – Pepper Tree Wines** supplying excellent vintage for 1st, 2nd and 3rd placings.
- ✓ **Summer Series – de Vita Ristorante Pizzeria (Darley Rd. Manly) & new "Piccolo" de Vita (Pittwater Rd. Dee Why)** supplying authentic "Napoli" pizza vouchers for 1st, 2nd and 3rd placings.
- ✓ **Avoka** (digital customer best practice experts) supplying the wine to accompany the de Vita pizzas.
- ✓ **The Quays Marina** supplying the major prize draw of a slip & anti foul up to \$1,500 for each division.
- ✓ **Juniors Spring Point Score & Club Championships – United Cinemas (Avalon, Warriewood & Collaroy)** supplying 100 movie passes.
- ✓ **Twilight Series - Pepper Tree Wines** supplying excellent vintage for 1st, 2nd and 3rd placings.
- ✓ **Fairlight Gourmet Meats** - supplying the after race sausage sizzle
- ✓ **The Quays Marina** supplying the major prize draw of a slip & anti foul up to \$1,500 for each division.
- ✓ **Mini Regatta - Pittwater YHA**- accommodation in beautiful bushland setting
- ✓ **Womens Challenge – Helly Hansen** –prizes for all divisions to the value of \$3,500

These sponsors are great supporters of MYC and are worthy of your support. If you like good wine, traditional wood fired authentic Italian pizza/pasta or great BBQ meat then it is worth considering these sponsors. Luca Canonico would be delighted to welcome you to de Vita and if you are considering a slip & anti foul, give Stephen Hosking a call at The Quays Marina for a quote (great to sail up to Pittwater one week end, leave the boat to be pampered and sail back the following week end).

Also, don't forget to give our handbook advertisers a try...

- ✓ **23 Beaches Financial Solutions** – financial, tax, retirement & investment advice
- ✓ **Balgowlah Pharmacy** – all pharmaceutical needs
- ✓ **Hood Sailmakers** – repairs, recuts & new sails
- ✓ **Cloud 9 Event Management** – weddings & events specialists
- ✓ **Treharne Moorings** – mooring servicing
- ✓ **Bendigo Bank** – your local community bank
- ✓ **Yacht Sales Australia** – buying or selling
- ✓ **Sailor Marine Engineering** – mechanical, electrical & shipwright services
- ✓ **Ian Short Sails** – all sail requirements
- ✓ **De Toni Patisserie & Bakery** – mouth-watering cakes & tarts
- ✓ **Apex Signage** – all your boat names and graphics
- ✓ **Davis Marina** – berths, moorings and slipway facilities
- ✓ **YQme** – online ordering for your customers
- ✓ **Scott Sails** – all sails, covers, cushions
- ✓ **Porters Liquor Balgowlah** – fine wine & beer plus glass and tub party hire
- ✓ **Upfront** – online deck hardware & rigging sales



PEPPER TREE WINES



deVita
TASTES OF NAPOLI



PLEASE SUPPORT OUR SPONSORS



TEUSNER WINES WINTER SERIES



WINTER SERIES GRAND PRIZE
2 nights accommodation to value \$1200



THANK YOU



ALTITUDE
THE LODGE SMIGGINS

AND THE WINNER IS ...
CHEAP THRILLS



Sorry ... no photos of Barry (left) accepting the prize... he was busy picking up pizzas for the rest of us, in lieu of the familiar gold coin sausage sizzle...



Next morning, he was back on the clean up...

THANK YOU BARRY ... a WORTHY WINNER!



THANK YOU TEUSNER WINES



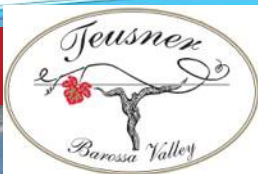
DEAR MEMBERS
SUPPORT YOUR SPONSORS
JOIN THE
RIGHTEOUS SOCIETY

<http://www.teusner.com.au/the-righteous-society/>

GET SOME GREAT WINES AT MYC PRICES
SEE DETAILS ON PAGE 18



AN OPEN INVITE TO ALL MANLY YACHT CLUB MEMBERS



TEUSNER WINES WINTER SERIES



Jan, on Esprit, concentrating in the light conditions



Bullet, heading to Obelisk... where the wind dies ...



Okavango Delta



Etre Jeune



Ten Sixty



Fantail crossing Eos



Meanwhile... the dying wind doesn't help Esprit or Ten Sixty catch up to Bullet who has left them far behind

**THANK YOU
RACE COMMITTEE
WS5
Howard Sullivan
Bev Wilkins**

2015-2016 Winter Series Race 5 - 17 July 2016

Division: 1											
PLACE	SAIL	BOAT	DESIGN	SKIPPER	START	STARTED	LATE	FINISH	ELAPSED	CODE	POINTS
1	9006	BULLET	Bull 9000	Michael Rowe	12:46:00	12:46:11	0:11	15:21:13	2:35:13		1.0
2	MYC32	ESPRIT	Archambault 32	Jan/Greg Bartel/Wilkins	12:44:00	12:44:10	0:10	15:57:11	3:13:11		2.0
3	MYC7	TENSIXTY	Radford 10.6	David Ashton	12:39:00	12:39:57	0:57	15:58:51	3:19:51		3.0
4	1919	LOST HORIZON	Archambault 32	Brett Hudson	12:29:00	12:29:05	0:05	16:11:48	3:42:48		4.0
5	G445	ETRE JEUNE	Hanse 445	Nick Polin	12:26:00	12:26:06	0:06	16:20:19	3:54:19		5.0
	MH330	AZLAN	Azuree 33	Peter Butcher	12:24:00					DNC	12.0
	6689	COPERNICUS	Radford12	Leanne & Greg Zyner	12:35:00					DNC	12.0
	GBR5790	ENIGMA	Beneteau First 47.7	Jason Bond	12:39:00					DNC	12.0
	MYC12	SAN TOY	Radford 12	Graham/Maz Radford	12:33:00					DNC	12.0
	MYC100	SHEAR MAGIC	Adams 10	Robert Steffens	12:25:00					DNC	12.0
	4863	TWOCAN	Masrm 920	Lisa Callaghan	12:23:00					DNC	12.0

Division: 2											
PLACE	SAIL	BOAT	DESIGN	SKIPPER	START	STARTED	LATE	FINISH	ELAPSED	CODE	POINTS
1	4436	OKAVANGO DELTA	J24	Julian/Andrew McPherson/Watt	12:37:00	12:38:00	1:00	16:01:28	3:24:28		1.0
2	7105	FANTAIL	Bakewell-White 6.4	Simon Edgar	12:41:00	12:41:44	0:44	16:06:05	3:25:05		
3	5830	CHEAP THRILLS	Ross 830	Barry Miflin	12:36:00	12:37:31	1:31	16:22:22	3:46:22		2.0
10	MYC6	AIDA	S80	B Spence A Thomson	12:23:00	12:24:57	1:57			DNF	9.0
10	6361	CZECH MATE	Beneteau 361	Phil Dressler	12:20:00	12:22:45	2:45			DNF	9.0
10	MYC5	EOS	Brittany Sloop	Brian Wilson	12:26:00	12:26:25	0:25			DNF	9.0
10	MYC27	ESRA TEW	Northshore 27	Mark Bode	12:05:00	12:05:05	0:05			DNF	9.0
10	MYC26	PICCOLO	Nordic Folkboat	Cleve Rose	12:02:00	12:03:13	1:13			DNF	
10	MYC79	POMPADI	Catalina 309	S Frith J Obrien	12:16:00	12:17:02	1:02			DNF	9.0
10	6295	RATTY TOOHEY	Northshore 340	Ian Dennewald Nicola Reade	12:22:00	12:24:14	2:14			DNF	9.0
	1152	BOKARRA	Santana 22	Colin Cameron	12:05:00					DNC	15.0
	7888	MANHATTAN	Beneteau Oceanis 37	Stephen Coleman	12:28:00					DNC	15.0
	1255	MELODY	Swanson Dart	Jim Nixon	12:27:00					DNC	15.0
	557	OCCAMS RAZOR	Duncanson Offshore 30	Stephen Garmston	12:14:00					DNC	15.0
	5393	RUNAWAY TAXI	Custom Jog 23	Matthew McKenzie	12:15:00					DNC	15.0
	B33	SLOOP DE JOUR	Northshore 33	Neil Aitken	12:11:00					DNC	15.0



TEUSNER WINES WINTER SERIES

ANOTHER FRUSTRATING WINTER RACE ...

2015-2016 Winter Series Race 6 - 31 July 2016

Division: 1											
PLACE	SAIL	BOAT	DESIGN	SKIPPER	START	STARTED	LATE	FINISH	ELAPSED	CODE	POINTS
1	9006	BULLET	Bull 9000	Michael Rowe	12:52:00	12:52:32	0:32	15:29:39	2:37:39		1.0
2	1919	LOST HORIZON	Archambault 32	Brett Hudson	12:27:00	12:26:56		15:29:52	3:02:52	OCS	2.0
6	MYC32	ESPRIT	Archambault 32	Jan/Greg Bartel/Wilkins	12:48:00	12:48:20	0:20			DNF	7.0
6	G445	ETRE JEUNE	Hanse 445	Nick Polin	12:24:00	12:24:03	0:03			DNF	7.0
6	MYC100	SHEAR MAGIC	Adams 10	Robert Steffens	12:25:00	12:27:33	2:33			DNF	7.0
6	MYC7	TENSIXTY	Radford 10.6	David Ashton	12:39:00	12:41:12	2:12			DNF	7.0
	MH330	AZLAN	Azuree 33	Peter Butcher	12:24:00					DNC	12.0
	6689	COPERNICUS	Radford12	Leanne & Greg Zyner	12:35:00					DNC	12.0
	GBR5790	ENIGMA	Beneteau First 47.7	Jason Bond	12:39:00					DNC	12.0
	MYC12	SAN TOY	Radford 12	Graham/Maz Radford	12:33:00					DNC	12.0
	4863	TWOCAN	Masrm 920	Lisa Callaghan	12:23:00					DNC	12.0
Division: 2											
PLACE	SAIL	BOAT	DESIGN	SKIPPER	START	STARTED	LATE	FINISH	ELAPSED	CODE	POINTS
	MYC6	AIDA	S80	B Spence A Thomson	12:23:00					DNC	ABN
	1152	BOKARRA	Santana 22	Colin Cameron	12:05:00					DNC	ABN
	5830	CHEAP THRILLS	Ross 830	Barry Miflin	12:40:00	12:40:10	0:10			DNF	ABN
	MR24	CINCINATTI KID	Marauder 24	Deanna Smyth	12:01:00	12:03:47	2:47			DNF	ABN
	6361	CZECH MATE	Beneteau 361	Phil Dressler	12:20:00					DNC	ABN
	MYC5	EOS	Brittany Sloop	Brian Wilson	12:26:00	12:26:16	0:16			DNF	ABN
	MYC27	ESRA TEW	Northshore 27	Mark Bode	12:05:00					DNC	ABN
	7105	FANTAIL	Bakewell-White 6.4	Simon Edgar	12:45:00	12:48:24	3:24			DNF	ABN
	MYC33	LAUTREC	Passage 33	Lee Ebeling	12:21:00	12:22:28	1:28			DNF	ABN
	7888	MANHATTAN	Beneteau Oceanis 37	Stephen Coleman	12:28:00					DNC	ABN
	1255	MELODY	Swanson Dart	Jim Nixon	12:27:00					DNC	ABN
	557	OCCAMS RAZOR	Duncanson Offshore 30	Stephen Garmston	12:14:00	12:15:52	1:52			DNF	ABN
	4436	OKAVANGO DELTA	J24	Julian/Andrew McPherson/Watt	12:43:00	12:44:37	1:37			DNF	ABN
	MYC26	PICCOLO	Nordic Folkboat	Cleve Rose	12:02:00	12:04:09	2:09			DNF	ABN
	MYC79	POMPADI	Catalina 309	S Frith J Obrien	12:16:00					DNC	ABN
	6295	RATTY TOOY	Northshore 340	Ian Dennewald Nicola Reade	12:22:00	12:23:07	1:07			DNF	ABN
	5393	RUNAWAY TAXI	Custom Jog 23	Matthew McKenzie	12:15:00					DNC	ABN
	B33	SLOOP DE JOUR	Northshore 33	Neil Aitken	12:11:00	12:11:39	0:39			DNF	ABN



If you are wondering why we are all downstairs...
(Day after the fire)

**THANK YOU
RACE COMMITTEE
WS6**
Duncan Stirling
Bev Wilkins
Sophie Tyner
Dennis Higgs
Steve Keogh
Ken Terrens



Ken, Dennis and Steve



Div 1 - 1st Finisher - Michael (Bullet)



Div 1 - 2nd Finisher
Arthur (Lost Horizon)



Starters Prize
Nick (Etre Jeune)



AN OPEN INVITE TO ALL MANLY YACHT CLUB MEMBERS

At Teusner wines, we've got nothing against cellar doors, but they can be fairly busy and (sometimes) impersonal places. So in the interests of keeping it relaxed and personal, we've said 'no' to opening a cellar door and 'yes' to establishing "THE RIGHTEOUS SOCIETY" where we offer our top Teusner drinkers plenty of exclusive privileges.

VISITING PRIVILEGES

Make a call ahead of your trip to the Barossa to arrange a private tasting at the winery...a members only privilege!

SOCIETY CELLAR PRIVILEGES

Each year we'll release older vintage wines from our cellar only for sale to members of the Society

SHOPPING PRIVILEGES

Receive a 20% discount on all on line and winery purchases and take advantage of free freight anywhere in Australia for purchases over \$250

DINING PRIVILEGES

Exclusive invites to our annual Society dinners...awesome nights of wine and food and more wine!

PLAYGROUND PRIVILEGES

Be first in line for our Playground wines...small lots of interesting 'things', available only to members of The Righteous Society

So if you're keen to become a member of **THE RIGHTEOUS SOCIETY**, head to www.teusner.com.au/the-righteous-society and sign up on line

TEUSNER WINES, 95 SAMUEL RD, NURIOOTPA SA 5355
E: info@teusner.com.au



PEPPER TREE

DATE: _____
MANLY YACHT CLUB ORDER FORM 2016
CELLAR DOOR PHONE: 02 4909 7100 | TOLL FREE FAX: 1800 247 746
Email: ellyh@peppertreewines.com.au | www.peppertreewines.com.au
Pepper Tree Wines Pty Ltd Liquor Licence Number 2400 3080

Liquor Act1982- IT IS AN OFFENCE TO SELL OR TO SUPPLY TO OBTAIN LIQUOR ON BEHALF OF A PERSON UNDER THE AGE OF 18 YEARS

Table with 9 columns: Varietal, Vintage, Cellar Door Bottle Price, MYC Bottle Price, Quantity Bottles, MYC Case Price, Quantity Cases, Total. Rows include Grand Reserve Range, Reserve Range, Limited Release Range, Varietal Range, and SPECIAL OFFER.

Name:
Address:
DOB:
Postcode:
Town/City:
State:
Phone- Home:
Work:
Mobile:

Delivery Instructions:
Email:

Card Type: Visa, Mastercard, Diners Club, American Express
Card Number: []
Expiry Date: [] [] [] [] CVC [] [] [] []

Card Holders Name:
Signature:

Date of birth must be provided to comply with Liquor Act requirements. Pepper Tree Wines P/L Adheres to the Code of Practice and Privacy Act 1988 of the Australian Direct Marketing Association. Pepper Tree Wines may use the personal information you provide to contact you periodically via mail, phone and email with future special offers and promotions for an indefinite period. If you would prefer not to receive further marketing information or material from Pepper Tree Wines please tick this box. []

PLEASE THANK OUR SPONSORS BY SUPPORTING THEM



PEPPER TREE WINES



CREW LOOKING FOR BOAT

Name: Andrew Wilkie
Email: andrew.d.wilkie@gmail.com
Phone: 0425 356 079
Experience: 1 x Twilight Series in 2015/16 at MHYC on 38ft yacht as general deck hand. I'm looking to join a crew on a yacht in the Friday Twilight Series 2016/17 at MYC.

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

WELCOME NEW MEMBERS

ADULT MEMBERSHIP HONORARY MEMBERSHIP
John Siladi Tannis McDonald

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.

GET PUBLISHED!!! PLEASE SEND SUBMISSIONS
FOR THE NEXT NEWSLETTER BY
10th SEPTEMBER 2016 TO...
newsletter@myc.org.au