

# PRESIDENT'S REPORT

## WELCOME 2021-2022 BOARD



*Lisa Callaghan*  
 President



*Michael Rowe*  
 Vice President



Secretary



*David Lewis*  
 Treasurer



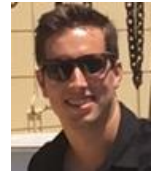
*Jason Bond*  
 Commodore



*Stephen Teudt*  
 Vice Commodore



*Muir Watson*  
 Rear Commodore



*Finn Irvine*  
 Club Captain



*Bruce Davis*  
 Boats & Equipment



*Maz Radford*  
 Communications & Risk



*Nadine McBain*  
 Membership



*Paul Immerglück*  
 Member Experience



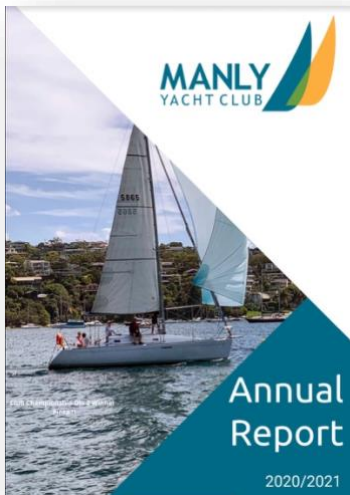
*Cary Budd*  
 Sponsorship



*Peter Ward*  
 Sailability



*Robert Morley*  
 Social



[2020-2021 Annual Report](#)

It was pleasing to see so many members attend the MYC AGM via Zoom, held on July 3, given the restrictions imposed due to COVID.

On behalf of the Board I would like to thank Norm Farrell who is leaving the Board to pursue other interests. Norm has been instrumental in obtaining Grants for the Club and involved in lease negotiations to date among other activities. MYC11 *Angourie*, with Norm at the helm, will still be seen around the Harbour, after a short stint at Lake Macquarie.

I would like to welcome Bob Morley to the Board in the capacity of Social Director. Many of you will now know Bob, who sails *Melody*, *Mondo*, *Pensive*, *Spiritbird* and just about any skipper that asks him. He is working on some plans for when we can socialise again.



*First Board meeting July 2021*

Welcome back all returning Board members.

## PROHIBITION NOTICE REMOVED

The Prohibition Notice has been removed from the twin winch and *Robbie R* can return home.

Part of the Worksafe signoff requires authorised users only. Training and keys for authorised users will be on an annual basis.

Bruce has put an enormous effort into ensuring the necessary certificates have been obtained after the substantial work carried out by himself and new member Michael, along with other support.



**THANK YOU**

A huge thank you to Bruce for the many, many, hours he has put into the task.



# PRESIDENT'S REPORT

...continued from previous page

Over the past 20 years Sorrell Lambie has made an outstanding contribution to Manly Yacht Club as a skipper, Race Director, Working Bee volunteer, Board Member and as our Venue Hire Manager.

It is with sadness to share the news that Sorrell and Hector intend to relocate to the South Coast in the future and in preparation Sorrell feels it is in the Club's best interest to hand over the reins now.

When Sorrell took on the position of Venue Hire Manager, she single-handedly grew the Club's Venue Hire into a business, and its revenue has financed the Club's operating and maintenance activities. Every working bee I have been to, has been working alongside Sorrell with a paintbrush or scrubbing brush in hand.

On behalf of the Board and rest of the MYC community, I want to express our deep gratitude and thank Sorrell for her huge contribution to the Club.

Here's a bit of a timeline of Sorrell's highlights at the Club since joining Manly Yacht Club in April 2001.

- **2001-2002** Through Penguin Sail, Hector and Sorrell crewed on *Ruff Cut* and *Madama Butterfly*, boats owned by Michael Troy. She was convinced by Ivana to enter the Women's Challenge, co-helming Brian Wilson's boat *Eos*. She loved helming and decided to buy her own boat. At the time there was a strong fleet of 6 Solings at the Club.
- **2002-2003** This fleet expanded to 7 Solings with the purchase of *Slangivar* (AUS166) by Sorrell and Hector. In this season Sorrell and Hector became joint Race Directors of the then Cumberland Cup (which became the Summer Series with the loss of the major sponsor some years later).
- **2003-2004** Joined the MYC Board as Hall Hire Director relinquishing the Race Director role but still playing a substantial role as "elf" to Race Director Hector
- **2004-2005** *Slangivar* - 1st Club Champions, 1st Annual Point Score, 1st Autumn Point Score, 2nd Spring Point Score
- **2007-2008** Raced *Slangivar* for several seasons and eventually sold her in 2008
- **2009-2010** In November 2009 Sorrell resigned her position on the Board Member but continued her position as Venue Hire Manager.
- over the years Sorrell has participated on race committees many times and has been a strong assistant to Ivana in her role as Women's Challenge Race Director over the time that Ivana held this position (they are the very best of friends).
- Since selling *Slangivar*, Sorrell has helmed and crewed for many boats at the club, most notably helming *Melody*, to a few podium places and crewing on *Wildlife* and *Pensive* among others.

  
**MANLY YACHT CLUB**  
Venue Hire

Over the next few weeks with Sorrell's assistance, we will be reviewing the Venue Hire Manager role and business. It is vital that the Club is in the best position and with the right person to recover from the impacts of COVID.

We will advertise the position through various channels and encourage all members to help us find our next Venue Hire Manager to fill the big shoes left by Sorrell.

Lisa Callaghan - President



**Long Range Marine Radio Operator Certificate Course**



**MANLY YACHT CLUB**

Ocean Boardroom and Manly Sailing have teamed up to deliver this ACMA course.

**Course Dates:**

17-18 August 5:30pm-9:30pm  
8-9 September 5:30pm-9:30pm

**Course Cost:**

\$300 + \$89 for the assessment fee payable to ACMA.

More information at:

<https://www.manlysailing.com/marine-radio/>



Australian Communications and Media Authority

OCEAN BOARDROOM



MANLY SAILING

# COMMODORE'S REPORT

Covid Covid and darn Covid.

We are getting heartily sick of these lockdowns. Hang in there we will get back to sailing soon.

The MYC AGM was successfully conducted online on Saturday, 3<sup>rd</sup> July. I would like to thank the outgoing Board for their dedication and commitment during the challenging past year. Welcome to the new Board, and I look forward to working with you in the months to come.

The Winter Series was in full flight before the pandemic closed us down. We welcomed a good-sized fleet most weeks and we enjoyed trying out Greg's new courses.



The ability to shorten courses within sight of the flagpole is a welcome addition. Keep an eye out for the S flag. When displayed on the MYC flagpole, the course has been shortened.

The Spring season is fast approaching. The current Public health orders preclude training, but essential maintenance is allowed. Wintertime is always good for preparations.

Audits are coming up on Saturday, 21<sup>st</sup> August - please mark your calendar. It would be a good idea to download the Cat 4 or Cat 7 form now and start your preparations early.

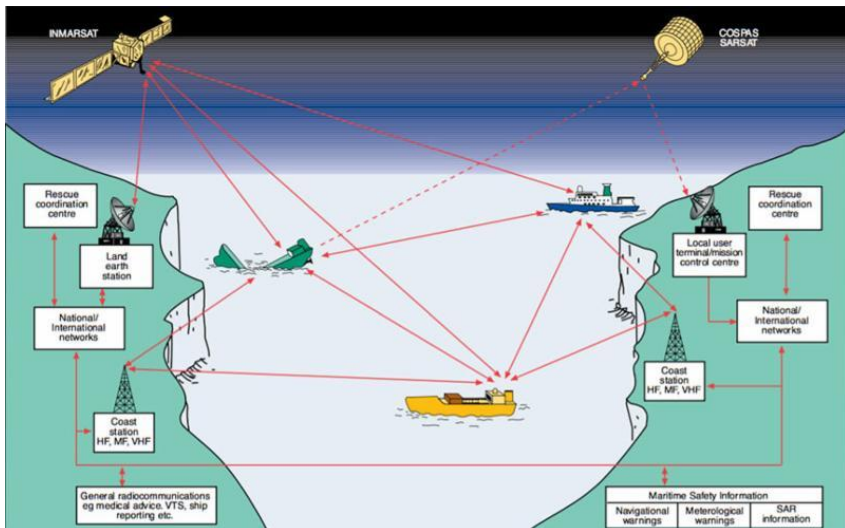
The Sailing Committee would like to thank Bill Spence for his many years of service as Chief Auditor. Arthur Crothers will now take over as Chief Auditor - thank you Arthur for taking on this duty.

I would like to say a huge thank you to Maz and Bruce. Their advice and guidance over the year has been invaluable in keeping the wheels of our wonderful club greased, oiled and progressing towards a positive future.



Jason Bond - Commodore

**IF THE IMAGE BELOW DOESN'T MAKE SENSE, MAYBE IT'S TIME TO GET YOUR MARINE RADIO OPERATOR CERTIFICATE!**



**Upcoming Events:**

Subject to and COVID-19 restrictions that may come into effect.

**BREAKING NEWS**

**LOCKDOWN extended to 30 July (and maybe longer)**

- SAT: 14 AUG - JUNIORS PARENT INFORMATION
- TUE: 11 AUG - RACE OFFICER COURSE
- SAT: 21 AUG - EQUIPMENT AUDIT INSPECTION
- TUE: 24 AUG - YACHT SAFETY BRIEFING
- WED: 25 AUG - JUNIORS PARENT INFORMATION

*Things aren't looking too promising for Winter Race 5. Let's keep our fingers crossed for good news. A big thanks to Michael Rowe and the COVID Committee for keeping on top of the Public Health Order information distributed to the Board, the Sailing Committee and the club members in general.*

**The first yacht and laser races start on Sunday 5<sup>th</sup> September (with the SASC Lion Island starting on Saturday 4<sup>th</sup> September)\*.**

\* COVID restrictions notwithstanding.

**DOES THIS MAKE YOU STOP AND THINK ?**

**IN DATE? OPERATIONAL?**



**ANYTHING ELSE?**

**Save The Date!**



**MYC EQUIPMENT AUDIT SATURDAY 21<sup>ST</sup> AUGUST 2021 MAKE SURE YOU ARE READY**

# YACHT & LASER AUDIT DAY

▶ SATURDAY 21 AUGUST 2021



Please make sure you **reserve this day in your diary**, have all your items up to date and in good repair.

Before presenting your boat for inspection check that it fits all the requirements for the latest audit category form. These forms can be downloaded from [www.sailing.org.au](http://www.sailing.org.au) or the MYC web site. Don't forget the MYC specific equipment audit form!

The usual two venues will be available for inspections, Davis Marina and MYC jetty.

**Inspections will start from 9.00am and go until about 1.00pm so please be punctual.**

For boats inspected at **Davis Marina** please be aware that visitors on the day must only use the work berth, one boat at a time and wait until they are called. Clients registered with a boat on the marina or mooring can use other facilities such as pick up, dinghies and tender service.

All gear should be neatly laid out and the appropriate Category form completed. Make sure everything is in good condition, clean and all up to date. Following the inspection, it is the owners' responsibility to have the signed audit form submitted to MYC.

Particular attention should be paid to inflatable PFDs ensuring that they have been serviced in accordance with the manufacturer's instructions. Proof of service is required for such PFDs. Self-service of inflatable PFDs requires that the paper record for each PFD is kept on board the vessel.



**Thank you, Davis Marina  
for your generosity in allowing us the use  
of your Marina.**



MYC 259 Yevana - Cavalier 26



MYC 6 Aida - S80


Sorry, I couldn't find MYC 9 Beausoleil - Cavalier 28 ... but always happy to receive any club history on former or present members or boats... Ed



## AND THANK YOU BILL SPENCE

Our records show that you joined Manly Yacht Club on 15 July 1991. So, I guess it's fitting that you retire as Chief Equipment Auditor 30 years later but will still be helping with the audits when they come around.

When I joined the club, you'd already been here 10 years, in the position of Safety Officer, and very much involved with teaching "newbies" to sail.

I'm sure lots of members will remember their time on MYC259 *Yevanna*, MYC6 *Aida* and MYC9 *Beausoleil*; all steppingstones for new members to become involved in boat ownership in partnership or solely with these and other boats at the club. "New to sailing" members were taught through Penguin Sail and from there they transitioned to twilight sailing and Sunday  penguin sail racing.

When the next sailing school - Big Blue - came along, you were right there to entice more new members to the club. Sydney Sailing, and Manly Sailing probably also benefited from your experience.

As far as I recall, you participated in all the Try Sailing Days and loaned your boats to many female members for Women's Challenge races. Even Sailability has had the benefit of your experience - you do get around - not just a Chief Auditor!

Thank you for your contribution to Manly Yacht Club.

Maz





# PEPPER TREE WINES MYC WINTER SERIES RACE 3

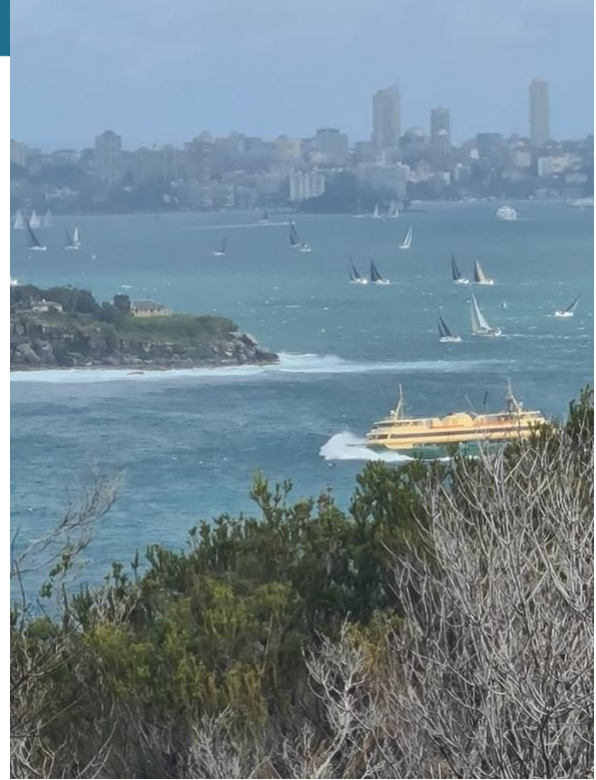
A number of brave souls decided to race today. The rest of us stayed tucked up nice and warm. Looks like the heavy weather course 5 got a workout and a few drowned rats returned to the club afterwards to celebrate.

Pensive took out the double - first on handicap and fastest around the course - well done, and prizes were handed out to whoever turned up back at the club. Well done to you all.

Thanks to *Spiritbird* crew Greg T, Adele and Matt for Race committee duty (they are the dry people in the image).

### RESULTS:

<https://app.sailsys.com.au/club/23/results/series/1095/races>



### Tales from the Edge of Mutiny

The biggest story from my perspective is a really hectic day. I suspected things were not going to go well when 3 of us tried to row out to *Esprit* but couldn't make any headway against the wind!

Luckily Laser sailor Ian Saunders came to the rescue and dropped us and *Ludicrous Mode* off at our respective vessels. Thanks Ian!!!!

Next inkling that the gods were not on our side was when the engine wouldn't start - at all!!! We eventually had to deploy a can of the newly discovered but very aptly named "*Start You Bastard*"!

Once off the mooring it became apparent that the skipper had painted a somewhat rosier picture to the First Mate of the wind range than was actually the case 😊. Our reduced-numbers crew, all either new to the boat, or had only sailed in max 8 knots, battled courageously down the Harbour and back.

The First Mate was very relieved to hear the skipper decide against setting a kite after rounding Shark Island - the mutiny she'd been plotting since getting off the mooring wouldn't be necessary after all 😊.

Safely back on the mooring, things were looking up until the skipper decided he wanted to cleat the dinghy off differently. The First Mate left him with it, busying herself with packing up the boat, re-emerging from the cabin onto the deck only to find not 1 empty deck cleat but 2 empty deck cleats - and the dinghy merrily bobbing away downwind underneath the Skiffies jetty in a bid for freedom! 🙄

The gods must have finally finished toying with us, as an angel came to our rescue in the form of Manly Sailing School in the *Nigel Holman* - hurrah!!! Back on land at last.

**It. was. a. day.**

### Skipper's Rebuttal

Skipper says (and I quote) "He stands by everything the crew said" !!! Little did I know this is the 3rd time he's lost a dinghy!!!! 🙄🙄🙄



Jan

### On Board Manly Sailing Solace

Despite poor weather conditions, newbies Alex and Tricia on *Manly Sailing Solace* had great time. They live around the corner from the club and are now keen to do more training with Manly Sailing and join more club activities.

It was an exciting race based on challenging weather conditions; crossing not only the CYCA fleets a number of times but also both div 1 and div2 MYC fleets coming together around Neilsen Park (there were 7 yachts in what felt like 50m radius around the mark) and then Taylors Bay (less crowded by that time).



Alex & Tricia (5th, Manly Sailing Solace), RO Greg T (Spiritbird), Bruce (1st, Pensive) RC Adele and Matt (Spiritbird), Bevan (7th, Ludicrous Mode) with RD Greg W at the back



Xav

# MYC WINTER SERIES

## RACE 3 ...continued



Images by Colin Cameron



Corum



Khaleesi



Corum

# THANK YOU

## TO OUR WINTER SERIES SPONSORS



PEPPER TREE WINES



ALTITUDE  
THE LODGE SMIGGINS

**GRAND PRIZE**  
accommodation

**ALTITUDE**  
THE LODGE SMIGGINS

*If you're looking for an "experience" in the snow, then Altitude is the place for you.*

- Ski lifts almost on your doorstep
- Gourmet dinner and full breakfast
- Ensuite rooms to suit couples and families
- Spa and sauna
- Bar



## WINTER SERIES RACE 4

Abandoned due to Public Health Orders surrounding the Delta strain of the COVID-19 outbreak

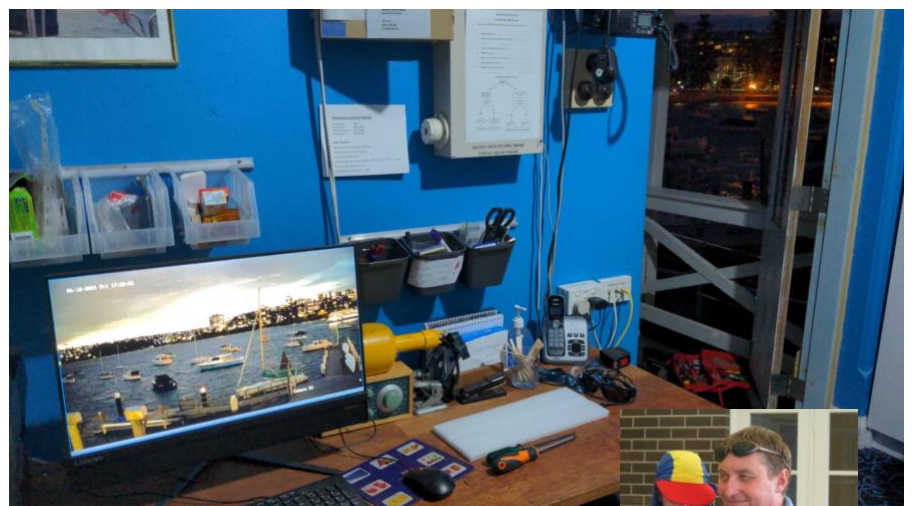
For enquiries and bookings, contact Phil on 1800 610 348 or [reservations@altitudelodge.com.au](mailto:reservations@altitudelodge.com.au) and mention the Manly Yacht Club for a special price!

### A GIFT TO THE TWILIGHT AND WINTER RACE COMMITTEES

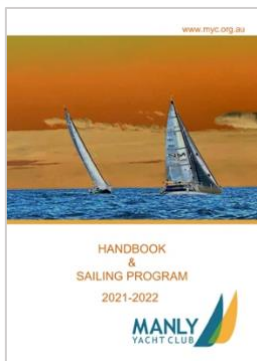
No excuses now. With the installation of the new camera for the finish line the race committees should be able to more easily identify boats on the start / finish line.

Plans to have a live feed to the new website are underway.

A big thank you to Stephen Teudt for his generosity in funding, then donating, the camera to the Club.



# THANK YOU



The **MYC Handbook for the 2021-2022** season has gone to the printer and will be back in time for the **Equipment Audit inspections** scheduled for

**SATURDAY 21<sup>ST</sup> AUGUST 2021**

The MYC on-line [calendar](#) has been updated to assist with crew planning for the upcoming season. There has been a request to list dates by series. \*

\* disclaimer - check for accuracy

# Dates for your



### CLUB CHAMPS

CC1 19-Sep-21  
CC2 10-Oct-21  
CC3 31-Oct-21  
CC4 21-Nov-21  
CC5 12-Dec-21  
CC6 16-Jan-22  
CC7 06-Feb-22  
CC8 27-Feb-22  
CC9 13-Mar-22  
CC10 20-Mar-22

### SPRING SERIES

SP1 05-Sep-21  
SP2 12-Sep-21  
SP3 17-Oct-21  
SP4 24-Oct-21

### TWILIGHT SERIES

TWL1	08-Oct-21	TWL12	07-Jan-22
TWL2	15-Oct-21	TWL13	14-Jan-22
TWL3	22-Oct-21	TWL14	21-Jan-22
TWL4	29-Oct-21	TWL15	28-Jan-22
TWL5	05-Nov-21	TWL16	04-Feb-22
TWL6	12-Nov-21	TWL17	11-Feb-22
TWL7	19-Nov-21	TWL18	18-Feb-22
TWL8	26-Nov-21	TWL19	25-Feb-22
TWL9	03-Dec-21	TWL20	04-Mar-22
TWL10	10-Dec-21	TWL21	11-Mar-22
TWL11	17-Dec-21	TWL22	18-Mar-22

### MINI REGATTA

28-Nov-21

### WOMEN'S CHALLENGE

27-Mar-22

### OFFSHORE SERIES

OS1 02-Oct-21 Pittwater Race  
OS2 07-Nov-21 Longitude Race  
OS3 15-Apr-22 Pittwater Race

### TWILIGHT FEMALE HELM SERIES

TWF1 05-Nov-21  
TWF2 03-Dec-21  
TWF3 07-Jan-22  
TWF4 04-Feb-22  
TWF5 04-Mar-22

### MARATHON

M1 26-Sep-21  
M2 14-Nov-21  
M3 09-Jan-22

### XMAS RACE

19-Dec-21

### COMBINED CLUBS RACING SERIES

CCIS - Combined Clubs Inshore Summer Series  
SHWK - Sydney Harbour Women's Keelboat Series

CCIS1 11-Sep-21  
CCIS2 16-Oct-21  
CCIS3 13-Nov-21  
CCIS4 18-Dec-21  
CCIS5 29-Jan-22  
CCIS6 26-Feb-22  
CCIS7 19-Mar-22

SHWK1 26-Sep-21  
SHWK2 31-Oct-21  
SHWK3 21-Nov-21  
SHWK4 23-Jan-22  
SHWK5 27-Feb-22  
SHWK6 27-Mar-22



NOT THAT IT'S USED MUCH ...  
WHAT IS IT?

(See 7.7.4 in the new handbook)

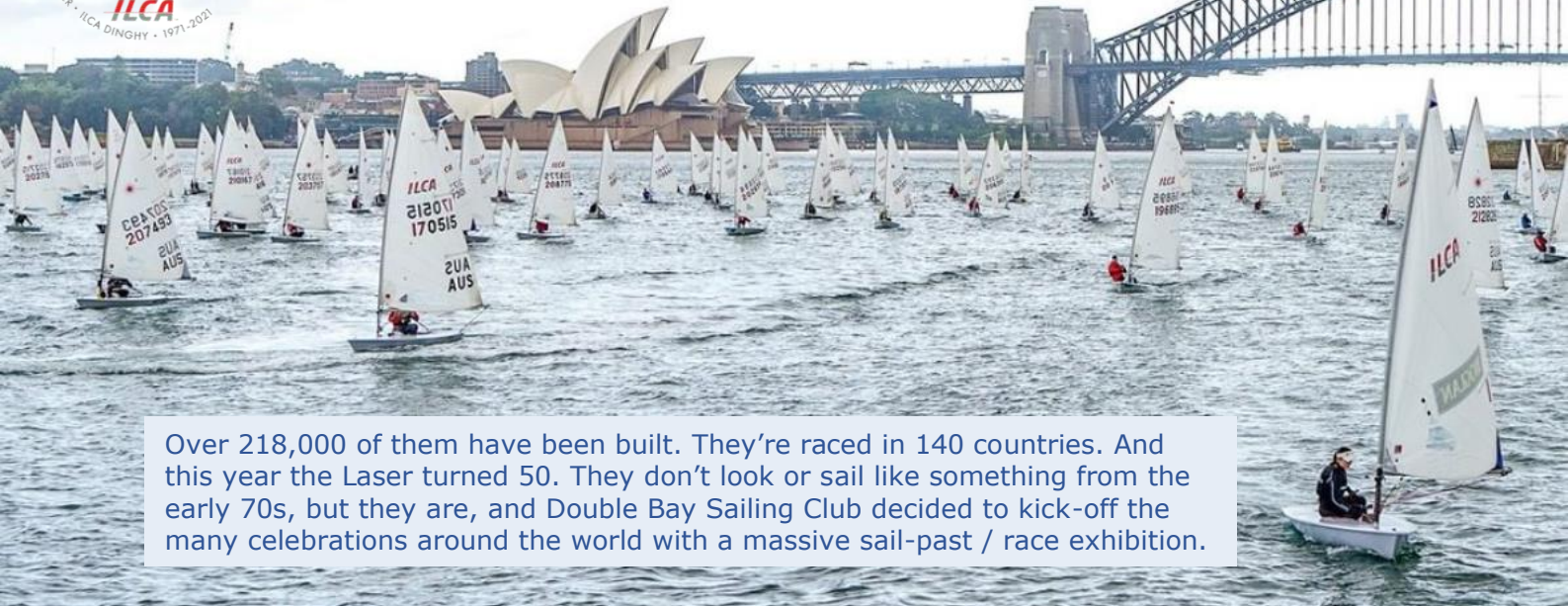
Old man of the sea, gone  
troppo in Katherine Gorge -  
time to come back to some  
sailing, Jim  
... if we are allowed





# LASER 50<sup>TH</sup> ANNIVERSARY

Image Aero Media @ Double Bay Sailing Club



Over 218,000 of them have been built. They're raced in 140 countries. And this year the Laser turned 50. They don't look or sail like something from the early 70s, but they are, and Double Bay Sailing Club decided to kick-off the many celebrations around the world with a massive sail-past / race exhibition.

Originally planned for May 30, it was postponed due to, "winds over 20 knots; rain; and 15-degree temperatures". Instead, it took place on June 20 - in winds over 20 knots, rain and 12-degree temperatures on the second shortest day of the year.

Understandably, interest from our fleet waned, especially as we had to sail the length of the Harbour into the teeth of a SSWesterly to arrive at Farm Cove by 9.30am. Nevertheless, five fools (Mike, Ian, Bevis, Phil and me) were at the club at dawn and on the water just after 8am, to pound our way through challenging swell, chop and cold for the next 100 minutes. (It was so cold, when I capsized early, my first thought was how delightfully warm the water was.)

What made it slightly less mad was that Santo was watching over us in a RIB, in case we got into trouble. We couldn't have gone without him - so thank you Santo.



Five fools? Thanks Colin!

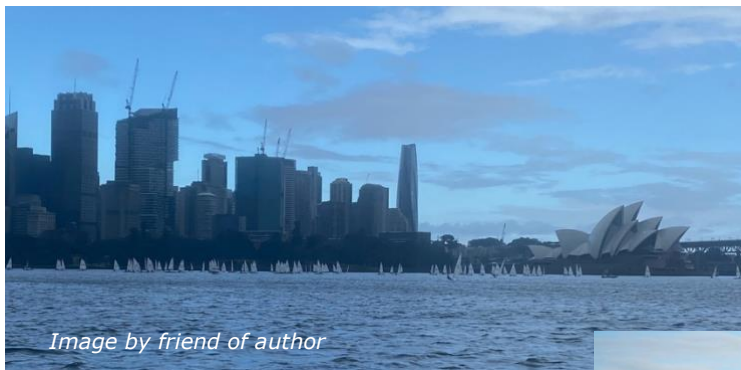
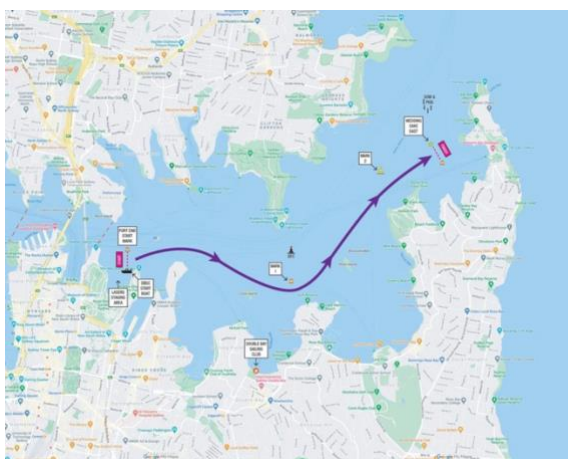


Image by friend of author

As we worked our way up towards Bradley's Head and into the growing lee of Garden Island and the city, the water smoothed off and the wind backed off into occasional squalls.

Farm Cove was a spectacle. We were the only class on the Harbour, and it was packed - the huge fleet being buzzed by choppers and RIBs against the backdrop of the bridge, Opera House and the CBD.



A long way from Manly



Big fleet, big start line

Jon West PHOTOGRAPHY

The fleet amassed around 10.20am and crossed the start line between Lady Macquarie's Chair and Fort Denison, sailing a dog-leg course down to Watson's Bay - the latter part being a dead run (a waste of good wind).

After finishing 30 minutes later most Lasers headed back to DBSC for a BBQ, but we'd definitely had enough upwind for the day. The breeze, now clear of Sydney's eastern hills, roared back and we took off across the heads, reaching incredible speeds down the face of some huge waves.







# LASER 50<sup>TH</sup> ANNIVERSARY

Image Aero Media @ Double Bay Sailing Club



The mark off Shark Is - Ian Saunders sail 215011



A bit gusty behind the city

We heard later that 217 Lasers had registered for the event, which would have been a world record. On the day there was 112, which considering the ridiculous conditions, was a fine effort.

As part of the event they gave away a gold laser hull (see bottom image) and three brand new sails - with our Bevis lucky enough to win one.

Once unrigged and thawing out with hot pizza and cold beer at the Skiff Club, we reflected that it was a great way to mark 50 years of a remarkable class.

My body however, felt a little bit older than that.

Geoff Reid - Lasers



Time to defrost! Thanks Colin.

Images by:

Aero Media @ Double Bay Sailing Club

**JonWest**  
PHOTOGRAPHY

and [JonWest Photography](#)  
and Colin Cameron



## Thank you

DOUBLE BAY SAILING CLUB



Image Aero Media @ Double Bay Sailing Club



## You can't beat it!

"NOTHING MUCH HAS CHANGED SINCE 1972"

### For Simplicity

Take a good look at the photograph overleaf. Can you imagine anything simpler? There's nothing that isn't necessary, yet everything is there that's needed for maximum performance and enjoyment. And everything on the boat in the photograph was there ten years ago when we designed it — nothing has changed — and nothing will change. That's the secret of the success of the Laser. You don't need gadgets to learn how to sail and you don't need "go-fasts" to learn how to sail faster. You just need a beautiful sailing machine that will challenge you the rest of your sailing days.

### For Ruggedness



"The average sailor wouldn't leave the dock"

The Laser is a well built boat that you know won't fall apart on you at the wrong moment. Its record for durability is unsurpassed. It's constantly sailed in conditions in which the average sailor wouldn't dream of leaving the dock (such as San Francisco's Heavy Weather Slalom pictured above where 40 knot winds are the norm rather than the exception). It's been used in just about every type of yacht club, university, sailing school or rental program you can name, where it enjoys a reputation of being almost unbreakable.

### For Safety



"Capsizing is part of the fun"

What is a safe boat? A safe boat is a well built boat that will always get you back to shore under your own sail — even after a capsize. Capsizing is part of the fun in a Laser (especially the capsize drills in Junior Squadron!) because it's designed to be easily righted and to come up without any water in the cockpit — ready to sail again.

A safe boat is also a light boat. The Laser pioneered the use of lightweight cored structures in mass produced boats, and no one offers a lighter boat with the same ruggedness. Lightness means a boat that's easy to handle afloat or ashore, a boat that can be safely cartopped — making a trailer and that constant rearview mirror check unnecessary.



"A boat that can be safely cartopped"

Finally, a safe boat is one which can either be reefed or have its sail plan reduced for use by novices or lighter weight sailors. You can do both with the Laser. It's reefed by wrapping the sail around the mast 2 or 3 times then attaching it to the boom. (See Slalom picture at left.) The reduced sail plan is an available alternative in the form of the universally accepted "M Rig". Same boat, same fittings,



"The M Rig — it's really two boats in one"

same lower mast, (the Laser mast is two-piece) just a shorter top section and a smaller sail. It's really two boats in one. And because you can lower the sail on the "M Rig" — it's extra safe for beginners.

### For Performance

How fast is fast? For its size, weight and price there's no sailboat faster. In Yachting Magazine's last One-of-a-Kind Regatta, sailing on handicap against 32 other single-handers in conditions from 3 to 30 mph, the Laser won it all.

Of even more interest, on straight elapsed time, the Laser was unbeaten in any race by any of the Force 5, Banshee, Dagger, Modified Dagger, Sunfish, Super Sunfish, Phantom 14 or Cyclone.

So how fast do you want to go?

There was a time when the elite of the sport thought of the Laser as a "nice little toy". Well, you don't hear that anymore as Laser sailors, world wide, score unprecedented successes in virtually every class they enter. When you've mastered a Laser in all conditions, you've reached the top — in any boat!

### For Fun



"For some, it's blasting through the surf in a world of their own"

No two people have the same definition of fun. For some it's the outright thrill of world calibre racing. For others it's a bash across the lake at the weekend cottage or blasting through the surf in a world of their own. For still others it's poking the Laser into some small cove or beach where a flat deck for a picnic table becomes more important than a smooth bottom for racing. All share a common bond with almost 100,000 other Laser sailors world wide; the largest and best administered owner association in the world of sailing.



"For others, it's poking into some small cove"

### For Value

What's value in a small boat? Value is buying your Laser in 1972, sailing it for 6 seasons and selling it for more than you paid for it. Value is looking in the classifieds for a Laser and not being able to find one; it's also listing one for sale and having to take your phone off the hook.

So if you've tried to buy a used Laser, don't be discouraged; a new Laser, in today's environment of spiraling inflation and interest rates, is unquestionably sailing's best buy.

Kick the "bigger-is-better" syndrome. Get back to the simple basics. The simplest of all is Laser. You just can't beat it!

*Should you require further information regarding the Laser, please contact:*

COAST CATAMARAN  
(AUST.) PTY. LIMITED

14 ASTON ROAD, ERINA, N.S.W. 2251

Phone: (043) 67 7744



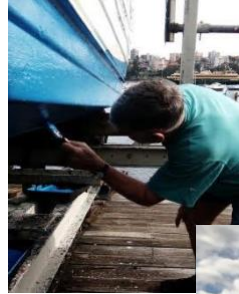
# SAILABILITY MANLY

## Charlie's Chariot Clean-Up Campaign

Have you noticed that beautiful, nearly new looking, very smart Sailability Support Boat on the water in Manly Cove, second row back from the beach? This boat is our newly cleaned and serviced *Charlie's Chariot*! We send out a HUGE THANK YOU to David Webb for arranging for the slipping, water blasting, scraping and anti-fouling painting of *Charlie's Chariot* and also arranging the yearly overhaul of the motor. Thank you also to our friends at the Launch Club for allowing us to use their slips.

Volunteers helped with the work which was carried out over two days. Nola, David, Warwick and Malcolm went down to MYC and gave *Charlie's Chariot* a fantastic scrub to free the boat of all weed and gunk accumulated over the last 18 months. This big portion of the clean-up campaign was carried out on Monday 21 June, until late into the afternoon.

On Tuesday, John W turned up to join the rest of the team in water blasting, scraping and applying two coats of a very smart light blue antifouling paint to brighten *Charlie's Chariot* (see photo) into a noticeably clean looking vessel on her newly repaired mooring. Jon from Northern Beaches Marine arrived later to perform a complete servicing of the engine, ensuring our Support Boat runs efficiently for the next sailing season. As a finishing touch, Warwick went and put *Charlie's Chariot* back on the mooring Wednesday morning.



## THANK YOU AGAIN

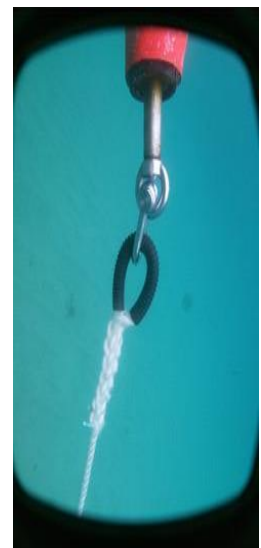
You are all GREAT VOLUNTEERS for SAILABILITY MANLY!

Images by Manly Sailing and Signals June 2021



## Seagrass Mooring Repairs

Over the last few months, we've had servicing requests by NSW Roads and Maritime for the mooring *Charlie's Chariot* anchors to in Manly Cove. The service person who managed this since changing over to the Seagrass Mooring was no longer available, so we engaged Harbour Dive Services, who also manage MYC moorings. First, we underwent an inspection and discovered several repairs needed to be carried out. This repair job required an overhaul of the system and removal of the sea-matter built up on the mooring and its lines. We now have a beautifully maintained mooring to match our freshly anti-fouled Support Craft. Thank you so much to all who were involved: Barry, David, Warwick and others. The photos below were taken with a special underwater camera to show off our newly repaired mooring!



# MEDICAL EMERGENCY AT SEA

*Sail Port Stephens has come and gone but no stories for this newsletter editor, so, I've had to scour the interweb to find this story in mysail.team (thank you Deborah Dalziel) with a repeat in "The Bilge" - the newsletter publication of the Port Stephens Yacht Club (thank you) and other publications ...Ed.*



In early April 2021, Lisa Callaghan was delivering her Sydney 38 *Mondo* from Sydney to Port Stephens with three crew members when they experienced a medical emergency onboard.

Here Lisa recounts the events of that delivery and a few lessons learned from the incident:

*Based on the forecast of favourable conditions we decided to depart Sydney at 6pm on Saturday night.*

*There were four of us onboard.*

*Shortly after we left a bit of breeze came in, so we decided to put the headsail up to make the trip a bit faster, and because it's more enjoyable than motoring the whole way.*

*After putting the sails up, around 8pm, we started our first watch. We had two people down and two up at all times.*

*It was during the 10–12pm watch when this incident happened.*

*I had taken the first watch so, was down below at the time with my watch partner when one of the crew members who was steering seemed to become a bit disorientated and ended up doing an accidental 360. I could hear the conversation between the two crew members on deck; he apologised, and they seemed to get back on track, so I stayed in my bunk.*

*Then it happened again. The crew member who was steering became very disorientated, fell down to his knees and then started to lose consciousness. The other crew member tried to rouse him, which he could for a few seconds, but he was in and out of consciousness and his speech was slurred.*

*By that point everyone was up on deck, all wearing offshore gear with lifejackets and tethers, including the crew member who was now pretty much fully unconscious.*

*We got him into a comfortable and safe position at the stern and tethered him to the yacht. I then nominated a crew member to sit with him and monitor his condition and put the other crew member on the helm so I could call for help.*

*Initially I called Ambulance NSW to get advice about what to do with the patient, and then contacted the police and Marine Rescue NSW via radio to coordinate help to get the crew member medical assistance.*



*I was instructed to set off our EPIRB so they could accurately track our location and then head towards Lake Macquarie, which was our closest port.*

*After getting instructions I made a plan and communicated this to the crew onboard.*

*As I am most familiar with the yacht, I decided that it would be best for me to take the sails down and secure these. We turned on the autopilot while this was happening so the crew member on the helm could assist with this, and then motored to Lake Macquarie.*

*It was about a two-hour motor to meet Marine Rescue NSW who were waiting with paramedics. They came onboard and assessed the crew member before deciding he should be taken to the hospital for further treatment and monitoring.*



# MEDICAL EMERGENCY AT SEA

... continued from previous page

*He was still unconscious at that time, so was put on a stretcher and transferred to the Marine Rescue NSW boat and then to the hospital.*

*We continued our way to Port Stephens, but during that time were in consultation with the police about his condition, which seemed to be deteriorating.*

*After arriving in Port Stephens, we were relieved to learn that the crew member had come around and was doing well.*

*Apparently, the cause of the episode was a bad reaction to a new brand of seasickness pills he had taken before departing on the delivery trip which had reacted badly with some of his other prescription medication.*

*The next afternoon, once the medication had gone through his system, he was back to normal and discharged from the hospital.*

## Lessons learned:

Lisa has dissected a few of the lessons she learned from this event:

### 1. PREPARATION

*We did have a number of difficulties with communication along the way because our radio had been switched to low power by my boat partner while they were doing some work on the rigging before the trip, so when I was using this a distance offshore the communication was not clear. Luckily there was another yacht close to us that acted as a go-between with Marine Rescue NSW so we could receive their instructions, however in the future I would make sure to check that the radio communication was correctly set-up before departing for a longer trip.*

### 2. EMERGENCY CONTACT

*After transferring the crew member, the police were looking for assistance to identify him so they could contact his next of kin and retrieve his medical history. He was a new crew member, and I realised I didn't have enough details for the police to properly identify him. I did have his AS number, some basic contact information and his club member details, however this was not enough to help the police with their enquiries (especially at 2am!). Even his personal EPIRB (which was on his body) was not of assistance. We really needed his full residential address and emergency contact details in order to help.*

### 3. DIAL '000'

*When the incident happened, my first call was to the ambulance. However, I was advised that it's better to make the first call to the police, at least in this situation (where his condition was stable). The police need to coordinate the search and rescue, so by speaking with them first you save a bit of time in getting help and can then be put through to the ambulance to discuss interim medical treatment.*



NSW Police Force

For those of us following Marine Rescue on Facebook, the entry for 18 April 2021 ...



Marine Rescue NSW volunteers are ready around-the-clock to save lives on the water, with a medi-vac operation overnight ensuring an ill man at sea has reached medical assistance.

Just before midnight, Marine Rescue Sydney received a call for help from a sloop with five people on board about 16nm south of Lake Macquarie after a crew member, 49, appeared to have suffered a medical episode.

A crew from Marine Rescue Lake Macquarie was assembled and deployed in a 7 knot WSW wind and sea fog with two NSW Ambulance paramedics on board to rendezvous with the boat, which made for Lake Macquarie.

The NSW Police Force helicopter PolAir deployed to keep watch until rescue vessel Lake Macquarie 30 was on scene with the sloop, which had activated its EPIRB.



In a challenging manoeuvre in the swell, the crew of LM 30 came alongside so the paramedics could board the yacht to assess the patient before he was transferred to the rescue vessel.

LM 30 proceeded back to shore, arriving to meet a waiting ambulance at the Swansea RSL wharf about 4am. The sloop continued north to Port Stephens.

The crew on board LM 30 was John Hatton, Rob Mackenzie and Lee Baines, with communications support from Doyle Knudsen at MR Sydney and Malcolm Watson at MR Lake Macquarie.

(charts on previous page are from the Marine Rescue Facebook page)





My name is Ben Crafoord and I am a youth sailor from MHYC. I have had a very successful optimist sailing career and have campaigned at many State and National Championships and I am now beginning to compete in the NSW 29er fleet.

After sailing and competing at many of the sailing clubs in Sydney, I have begun to notice the sheer amount of older sails that remain unused at sailing clubs that take up space and that could be recycled.

My mission is to give these used sails a new life and help create a greener future. Under the banner of my parent's second-hand sail website Sail Exchange, we hope to help clear these unused sails from taking up space in your valued club and recycle them by giving them a second life and save them from going into landfill.

If your club wishes to show any interest in my mission, do not hesitate to email me at [ben.crafoord@gmail.com](mailto:ben.crafoord@gmail.com) and I will arrange to pick up any unused sails.

*(if you do a quick google for Ben - as I did - you will find a determined young sailor who should go far, and I for one, wish him all the best in his next step up to the 29er class ...Ed)*



## ON HOLD UNTIL FURTHER NOTICE

*(you can all guess why?)*

### CREW LINK

NAME: **Abid Ali**  
 EMAIL: [abid.ali@bloomit.com.au](mailto:abid.ali@bloomit.com.au)  
 PHONE: 0401 039 678  
 EXPERIENCE: New to sailing and completing crewing course at Manly Sailing



### GET PUBLISHED!!!

PLEASE SEND SUBMISSIONS FOR THE NEXT NEWSLETTER BY 10<sup>th</sup> AUGUST 2021 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 prior to Presentation Night.

## MYC SROS Juniors Development Program

**What is a SROS?**  
**S**mall **R**ig **O**pen **S**kiff

In 2019 a small group of members formed a consortium to help our Junior Program grow by purchasing 9 Small Rig Open Skiffs (SROS) - formerly known as BICs - which they loaned to the club.

These SROS have been an integral part of our junior program giving hundreds of kids each year the ability to improve their sailing ability and have been critical to solving the gap between our beginner Optis and the Full Rig Open Skiff.

The total project cost for the new **SROS** boats was **\$26,500**.

Our plan was to apply for grants to be able to purchase these boats from the consortium to give our next generation of sailors the opportunity to participate in a fun outdoors family orientated sport in the beautiful sailing waters surrounding Manly.

But in the last two years we have been unsuccessful. So, we have set up a fundraising campaign via the Australian Sports Foundation so that all donations are tax deductible.

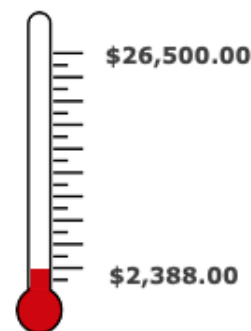
Please give generously when making your donations to this worthy project directed at developing our future generation of sailors.

<https://asf.org.au/projects/manly-yacht-club/>

**P.S** The nine top donations will be given the opportunity to name one of the boats. Imagine your name on one of the sails below.

Please Donate

The level hasn't moved in some months



WELCOME NEW MEMBERS

PLEASE THANK OUR SPONSORS BY SUPPORTING THEM



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