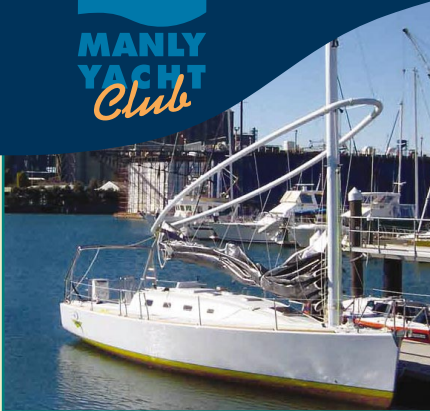




MYC NEWS

Issue No.6 August 2006
2006 Season



A Dream Realised - San Toy -

In the chill winters night I had abandoned the highway for Taree's backstreets, looking amongst the cottages for a glimpse of a new Australian designed and built yacht. At the very end of the lane off the street off the road off the highway a large building was shrouded in chill Manning River mist. In the yard skeletal bones of previous yacht moulds reflected the car headlights like the bony carcasses of mutant dairy beasts. No hint of the new boat.

Inside the hangar, Graham Radford's latest yacht design was becoming reality, the culmination of many years work.

As a young architect Frank Lloyd Wright worked for Louis Sullivan (1856-1924) in his Chicago-based architectural firm. Sullivan is known for steel-frame construction that led to the emergence of the skyscraper. Sullivan's famous axiom, "Form follows function," became the touchstone for many architects. This meant that the purpose of a building should be the starting point for its design. Should not the starting point for a new yacht be the same? What would

it be like? Would Graham again live up to his on-water name of "radical"? Sullivan used new materials and technology to transform earlier notions of construction. What could Radford do with Carbon fibre for a boat that was to be his own?

A week later Brian Wilson and I were travelling to Newcastle by train. We discussed the wisdom of making the ocean passage to Sydney sailing on a boat, the first of its type, which had not yet been floating for more than 24 hours and the engine of which had so far consumed less diesel than you could get for a five dollars note. We knew Radford to be a wise designer and a prudent man. This vessel was not from the drawing board of Alexander M Carlisle or Thomas Andrews. This was to be both a commissioning trip, a maiden voyage, and an inter-city boat delivery. We knew Taree wasn't the home of Harland and Wolff Shipbuilding.

We found Maz Theaker and Graham Radford in the car park of the Newcastle Yacht Club, ferrying bolts of rope, chain, anchors, boat bits and safety gear from vehicle to boat. We pitched in. We could see that these were tired people, near the end of a very long race. A three year race to meet the Sydney Boat show 2006 timetable.

Our first impressions of the yacht were of its clean lines, and the striking mast, very close to the bow, tall sleek, tapered and with not a stay or wire to be seen. The very large wishbone suggested a massive windsurfer.

Boat loaded, we agreed to regroup early the following morning to declare ourselves "ready to go". We had the

Continued on page 3

President's Report

Welcome to the 2006-7 sailing season. The Annual General Meeting which was held on 24 June 2006 saw several changes to the Board and the Sailing Committee. These changes were precipitated in part by the resignation of Keith Woodward (past President) whose new job requires him to spend much of his time in India, and the resignation of some of the old Board members.

Keith is a hard act to follow with his boundless energy and physical strength and I will need all the help I can get to fill his shoes. Keith, who will be remembered mainly for his ability to obtain grants for Club projects and his physical presence in carrying them out, is still on the board as the new Director in charge of building and maintenance.

A big thank you to Chris Shead, who has been Director in charge of club maintenance for a number of years, for all his hard work. It is largely due to his persistence and organisation of working parties that the club is in such good condition. Besides he got married to the beautiful Bronwyn and the awesome responsibilities of wedlock weigh heavily on his shoulders. Congratulations.

Colin Cameron, Club Captain for at least 15 years has returned to the ranks of a senior member but I am assured his expertise will still be available. Without Colin our club wharf would probably have disintegrated by now. The bain of his life was trying to maintain order on the rigging deck, wharf and pontoon. Thank you Colin.

Margaret Lucas, alias Margo, Queen of the kitchen is leaving the board but thank God she will continue to do excellent work, photographing, editing and producing the Club Newsletter. She has succeeded in recruiting her replacements in the kitchen

Continued on page 2

Important notice to all boat owners, skippers and crew on page 6, 7 & 8



JOURNAL OF MANLY YACHT CLUB

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Honary Secretary & Members of the MYC Board 2006-7



Christabel Casimir



Brian Wilson



Ian Dennewald



David Lewis



Maz Theaker



Jim Nixon



David Fairclough



Robert Steffens



Peter Hamilton



Sorrell Lambie



Helen Ebling



Bruce Davis



Keith Woodward



Patrick Lynch

Continued from page 1

department and I am extremely thankful to Al Thomson, Louise Northcott, Scott Freeman and Jazmin Barrantes for taking on the job.

Other Directors to leave the board include Andrew Robinson, Julian Shelbourne and Chris Stockdale. Thank you all for the time and effort you have put into running this Club.

Newcomers to the board include Ian Dennewald in the position of Vice President, Robert Steffens as Club Captain (I believe he has a telescope trained on the Clubhouse from the balcony of his apartment so behave or else), Jim Nixon who is the new Vice Commodore and Patrick Lynch who is the Director in charge of sponsorship. I should mention that Maz Theaker is the new Commodore, a position she is well qualified to fill, and David Fairclough is the Rear Commodore. David walked right into it at the first meeting of the Sailing Committee because Maz and Jim were both occupied on serious sailing commitments and he had to chair the meeting.

I am confident that with the new management team in place, the Club will experience another successful season and hopefully go on to even better things. I believe the Club must be seen as an asset to Manly Community life and a positive influence on the lives of its members.

Club members should be aware that Forte, our catering company, has changed hands and a new management team has taken over. A meeting has taken place with myself, Ian Dennewald, Sorrel Lambie (Director for Hall Hire), Christabel Casimir and the new management team from Forte. They are keen and receipts from hall hire to the Club should increase in future. The first event which they managed resulted in complaints about noise but since then they have been advised of the Club rules for hall hire and it should not happen again.

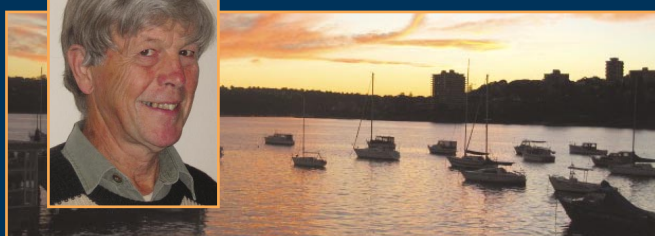
The rigging deck, to be constructed on the seaward side of the Club, which has development consent, is still to receive construction approval from the NSW Maritime. It has been referred to a firm of consultant engineers and more questions are being asked. Ian Young, our structural engineer, will answer them. I am confident approval will be granted in the foreseeable future.

The accessible toilet being constructed on the ground floor of the club premises has suffered delays due to Keith's departure to India. However work is due to start again soon with Peter Mosely and Andrew Robinson taking the initiative. I have no doubt they will be asking Club Members for assistance in carrying out specific tasks.

MYC 12 San Toy, the newest yacht in the Club fleet was launched in Newcastle Harbour on Friday, 28 August and on Saturday Robert Fagin and I had the privilege of crewing for Graham and Maz on the maiden voyage to Sydney (great sail). MYC is at the cutting edge of yacht design in Australia.

So ends my first Presidents report. See you on the water.

Brian Wilson President 



"Twilight Raffle"

Melody Update:

Melody has a new groovy green dingy bought with money raised from the twilight raffles at the end of last

season - so thanks to all the club members who contributed and to Bill Spence for organising the raffles. We are going to name her "Twilight Raffle" but haven't been to whitworths to buy the stickers yet. The dingy is fairly new and very light so its much easier to carry and row than our previous one - a huge improvement.

We have had a good winter season with Candace at the helm and used the spinnaker in the races now we have new spinnaker sheets! Guest crew has included Gabrielle from out there who is currently cruising up around the Percy islands and John Webber had a narrow escape on the last race as we couldn't row out to the boat against the southerly.

Thanks to Colin Cameron for trying to tow us out to the boat and to Jim for picking us up so we could do the race on Carinya - much more comfortable in a 2.5m swell but we still got wet!

We are aiming to have melody scrubbed and antifouled by the start of the club championship thanks to the generous donations of a slipping from Bruce Davis and a tin of antifoul from Jim Nixon.

Melody is available for members to sail in twilight and Sunday races and there is a booking system on the club website - for twilights we aim to have a different skipper for 3 races each. If you have been crewing and would like to try your hand at helming and/or skippering a boat email me on: louisenorthcott@unwired.com.au and I will arrange test sails for anyone who is interested prior to the start of the twilights.

Louise Northcott 

Sailability We have had two sailing days in Winter, both with delightful weather, good company, and excellent sailing. Unfortunately, two of our Sailing Days had to be cancelled because of nasty weather.

On Sunday, 18th June, we took part in a Come and Try Day at Rushcutter's Bay, where we were able to try out the new SCUD single seater, Liberty class and Sonars. This was a very good day, and Charlie's Chariot had a good run across the harbour to be used as a Safety Craft, and press boat.

We had an evening to say thank you to our volunteers on Saturday, 1st July. This was a very fun night, with lots of jollity and good cheer. We were handed our Community Service Award by David Barr, and Eli Demeny was officially handed her Citizenship Award by Keith Woodward.

Our new committee for this year is:

President: Patrick Alexander.
Treasurer: John Storey.
Secretary: Eli Demeny.
Commodore: Peter Hamilton.
Social Secretary: Jackie Morgan.
Membership Secretary: Peter Singer.
Volunteer Coordinator: Evelyn Shervington.
Promotions and Publicity: Bob Ronai.
NSW Representative: Elizabeth Atkin.
MYC Sailing Committee: Malcolm Murray
Committee members: Graham Richards,
Cheryl Martin, Jill Madden.



continued from page 1

engine running in San Toy before 0700. The sail had been delivered, bagged and very safe. The battens were, however, another story.

They are around 9 metres in length, and as such will overhang a car and can't be easily transported. Without doubt the most dangerous part of the whole trip (including Cityrail) related to the battens. The sail maker decided they should all be neatly coiled in loops 2 metres in diameter and bound with special lines and tape. The coils constrained huge amounts of energy, just waiting to be released in an instant. The Romans could have used these battens to catapult rocks to Sydney. Leonardo would have put them to use for cross bows. All Radford wanted to do was slip them into the sail pockets and keep the carbon fibre sail flat. The unwinding process required care and safety, and could have been dangerous. Maz couldn't be found. Dave (the builder) suddenly remembered urgent below decks building work that had been unimportant for a year until just now.

The battens were untied without incident and fitted exactly in the batten pockets of the carbon fibre sail. The massive sail was flaked onto the boat, and the process of fitting the sails slide cars onto the mast track tediously completed. No ball bearings or rods were lost or harmed. With the clew bent onto the wishbone we declared we were ready to go.

Another safety inspection, coffees, and we again declared ourselves ready to go. By now we had run the engine for several hours. The ship's log records it was ignited for departure at 1015 on the 29th July 2006 and lines cast off from the Newcastle Yacht Club Marina.

Using charts of the Hunter, we navigated our way downstream and at 1035 declared ourselves to have cleared Nobby's. Sky was crystal clear. Breeze was cold and NNW fresh and gusty. Mild swell running.

We motored. We discussed the propeller, which automatically adjusts pitch. We checked our SOG. The naviguessor was accused of having too much East and not enough South in his course. Sydney South, America East. The wind speed was estimated, measured, re-estimated, compared with the Beaufort scale. Still we motored. The course was amended. "Won't be favourable current" the naviguessor gated.

Then I understood. What we all really wanted was to PUT THE SAIL UP. We were balancing caution for the new systems together with respect for the owner's wishes, against a desire to share in the dream of San Toy sailing.

"Oh OK" mumbled Radford from the wheel. "Lets put it up then." You'd have thought he didn't want to.

She has slab reefing, and for prudence we hoisted to a reef. At position S33 06.69, E151 45.8 at 1230 the engine was cut and San Toy sailed. Like her play's names sake, it was opening night and the curtain was up. A live performance with no dress rehearsal. Thirty hours earlier the mast had never seen the boat, the keel had never been wet, the sail was 70 nautical miles away, and the engine hadn't been run. In harmony, it had now all come together.

At 1640 off First Point we crossed tacks with Scandia racing north to Mooloolaba. By then, with all our reefs shaken out, we continued with speed and excitement to Sydney, clearing the Heads and dropping sail at 1930. By 2030 San Toy was snug in her pen at Davis Marina.



Magic moments? There were many. Sitting with your back to the mast, sailing smoothly and easily touching 9 knots, and looking forward of the bow with no forestay or side stays to mar your vision. Or feeling the surge of acceleration as a puff nudges into that big sail (San Toy's sail area is greater than that of a Sydney 38) and watching the mast flick off at the top "as per design" to keep balance and power. Or helming a fast boat with beautiful balance. Or lounging in the cockpit with no traveller bars and mainsheet blocks in the way. Or realising that the boat was making very good SOG with little effort from the motor and no sails - Ah! An easily driven hull. But my favourite was looking up at the beautiful shape of our sail and then just watching the sun set over Barrenjoey with no stays to impede the view.

It is an absolute credit to the meticulous planning of designer and conscientious builder that everything worked fine "first time" for the maiden voyage and commissioning run.

**Form followed function.
Function was delivered by form.
Sullivan would have approved.
And the audience - standing ovation
and they all want an encore.
To where is she sailing next?**

Notes to the article:

Frank Lloyd Wright was one of the greatest architects of our time. His designs, radical at the time, embodied "form follows function"

San Toy was the name of a musical, popular 100 years ago. JC Williamson staged it at the Theatre Royal Sydney in June 1903. Daly Theatre October 1900.

The name has special significance to the Radford Family dating back half a century.

Alexander M Carlisle and Thomas Andrews designed the Titanic, Harland and Wolff built it.

San Toy a Radford 12 designed by Graham Radford

San Toy a Radford 12 built by David Dillon, Schekinah Boat Works Taree.

Robert Fagan 



WHAT'S IN A NAME!

San Toy or The Emperor's Own (A Chinese Musical Comedy) first performed in 1899, ran for 768 performances at Daly's Theatre, London.

San Toy is the daughter of a mandarin, raised to be a boy to avoid the consequence of a law drafting young ladies into a female regiment serving the Emperor.

A lady with musical interests purchased land at Wagstaff Point which is on the southern shores of Brisbane Water just past Half Tide Rocks. She named a cottage over the waterfront "San Toy".

In the 1930s Graham's grandmother purchased that land and eventually this became San Toy Estate. When Graham was a teenager in the 1960s, his grandmother would say to him and other family members "one day all this will be yours". The property remained in the family until 2002, when Graham's parents sold San Toy. This has enabled Graham to build the R12m Cat Rig, and in recognition, he called the yacht "San Toy".





**- Captains Log - 6th August 2006 -
- Voyages of the Starship and it's Enterprises -
- Finding Firmer Ground -**

After 4 very uneventful races in the Navman Winter Series race 5 more than made up for it in excitement.

In a good 18 - 20 knots of wind at least five of the stars of this series couldn't cross the outer galaxies to board their ships moored in Manly Cove; the girls from Melody (with the exception of John Webber) engaged warp speed, raced around to a neighboring galaxy (Davis Marina) and boarded the alien ship Carinya IV, John and the other intergalactic outcasts did what any good intergalactic outcast does when a meteor shower hits and went next door to the Klingon Club....sorry that should read Skiff Club for a beer or two and watched the racing. Meanwhile Mr. Scottish (CC), Lu...star...trec, and the extra terrestrial Aida crew were beamed aboard their ships unscathed.

After 4 pretty quiet races it was good to get some real racing under our belts.....plenty of wind and a pretty good swell coming through the heads.....the crew on Ratty despite getting a good drenching crossing the sound were as happy as rodents on a tall ship.

Back to our story.....Mr. Scottish (CC) onboard Bokarra, with a determination Mr. Spock would have been proud of was last seen heading off to the wrong mark shouting.... we will keep going just in case we are right and the rest of the fleet are wrong. The Starship Enterprise having locked in third place and the fastest elapsed time in division 2 crossed the finish line and felt the full effects of the earths gravitational pull.... aided by a stray sheet snaking it's way over the side and around its propeller shaft..... (All good space stories have a cable of some sort floating in space ready strangle something)Starship fought fiercely against the might of galactic gravitational pull but was defeated by wind and tide bumping into the rocks at Federation Pont.

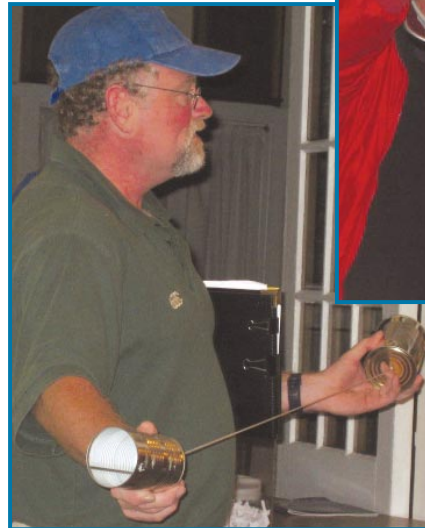
Enter the intergalactic outcasts from the Klingon Club in a commandeered Klingon Ship (the Skiff Club tender) to save the day..... I don't know how many Klingons you can get on board a small Klingon tender but there was no shortage of outcasts on board.

After a brief struggle the Starships Enterprise to find firmer ground was over with no members of the federation injured and the ship in pretty good shape.

Seriously though..... our thanks must go to the Skiff Club, their members and the MYC members who were quick enough to see a potentially dangerous situation, use a little bit of good sense and help out.

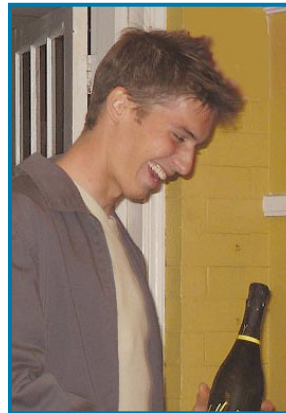
The major prize draw back at Federation Headquarters (MYC) saw Cuckoos Nest drawn from the barrel to take away the Navman Sailing Instruments, Slangivar the Navman Chart Plotter, and TwoCan the VHF Radio, Al from Aida took home the crew prize. My thanks go to all the volunteers who helped out with the series, Peter, Mary, Judy, and Robyn for their help in the office, the duty boats for helping in the shop, and to Navman and Ian Short Sails for the prizes. **Ian Dennewald.**

*Nigel Holman,
Cuckoo's Nest testing the
Navman Sailing Instruments*



*Ian testing the
Navman VHF
Radio (2 cans)
before handing
the prize to
TwoCan!*

*Crew from Staship
still smiling at the end of
the day Race 5*



*Lee from Lautrec is pretty
happy with their trophy.*



**NEED CREW, LOOKING for CREW,
WANT NEW CREW?**

Manly Yacht Club, www.myc.org.au has now established on the web site a convenience for yacht owners, skippers and crew to be able to contact people wishing to sail. This is a crew bank and an owners list for people both wishing to crew on a yacht or to be contacted and invited to crew. Either way it is a fairly easy way of getting onto the water, so click onto the web site and off you will go.

Alternatively, and a method used mostly by people who are not yet members of the Club, there is a list on the notice board downstairs of persons wishing to be crew. This includes contact telephone numbers and previous experience.

It is important to note that crew for MYC races cannot sail more than three times before becoming a member of the YA either directly or through membership of an affiliated club. This choice would preferably be Manly Yacht Club.

EQUIPMENT COMPLIANCE INSPECTIONS

Saturday 2nd September 2006

Spring is in the air, summer just around the corner and the sailing season approaching quicker than a **Melody** tack. It's time again to prepare the boat for the coming months of racing and fun with the MYC for the 2006/2007 sailing season. Equipment Compliance Audits are part of that preparation.

PREPARATION:

1. Appropriate Category forms 3, 4, 7 have been posted to you with your 2006/2007 Club handbook. Should you require something different please call the MYC.
2. Make sure you read the **MYC 2006/7 Handbook** plus the rules in the **YA's Blue Book "Special Regulations"** for each item on the compliance form. **If in doubt about any issue check with one of the auditors before submitting your forms.**

It is important when you present your boat for compliance assessment that all necessary equipment is neatly laid out for easy access. This includes anchors and warps. Easy access to engines, fuel lines, plumbing etc should also be possible.

All expiry dates for first aid kit, flares and fire extinguishers confirmed as "in service".

Flares are highly recommended for Category 7 but not compulsory.

THE INSPECTION PROCESS:

1. Owner or representative carry out the initial inspection, complete and return to MYC by **26th August**, the two appropriate Equipment Compliance forms you received with your 2006/7 Club handbook.
2. Present your boat at either Davis Marina, or MYC jetty (Cat 7 only) Saturday 2nd morning from 9.00am but no later than 12 noon.
3. Carry out an inspection with one of the equipment auditors.
4. Keep one form for the boat, the other form to be held by MYC.

Time will not be wasted by the auditors having to wait for equipment to be found and produced at the time of the inspection. You will be asked to "Go away, Find it, Fix it and Represent".

IMPORTANT:

Your insurance policy must include an amount payable for **Public Liability of \$10 million.**

Manly Yacht Club does not accept forms that are self-assessed.

Sail identification numbers, registered to the boat owner, will be mandatory for all MYC races. (See "Blue Book" for details G1.2)

A fee of \$20 will be levied on member's boats not checked or passed, on Saturday 2nd September.

OWNERS RESPONSIBILITY:

The safety of the boat and her crew is the sole inescapable responsibility of the owner. (Rule 1.02 YA blue book).

Good sailing 

"Each year, NSW Maritime allows us to race the waters of Sydney Harbour, and beyond, only if we have a valid Aquatic Licence. A requirement of this Aquatic Licence is that we issue a risk warning to our members. In future years, this risk warning will be incorporated in the MYC Handbook. It is reproduced here for your information."

RISK WARNING

This **RISK WARNING** is issued jointly by the Manly Yacht Club and NSW Maritime, pursuant to the **Civil Liberty Act 2002** to all persons wishing to participate in the sailing activities conducted by Manly Yacht Club.

Participants are warned that, regardless of the precautions, which might be taken by reasonable and experienced persons, sailing can be a dangerous pursuit and participants are exposed to significant risk of property damage, physical harm and possible death.


As an indication, these risks may include, but are not limited to:

- The extremes of weather and sea conditions.
- The potential that control of vessels may be lost, resulting in collision with objects and other vessels.
- The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning.
- The possibility that participants may be injured by equipment on the vessel.
- The absence of immediate medical care and the likelihood that significant delays may occur before medical care is available.
- Exposure to the elements for extended periods.

Manly Yacht Club and NSW Maritime also warn participants that regardless of their best intentions, they may be unable to render assistance to participants who are in distress. Participants are warned to consider the above risks and all other risks before deciding to participate in any sailing event with Manly Yacht Club.

Participants are also advised that although Manly Yacht Club is covered by third party liability insurance, this cover **DOES NOT** extend to participants. Any participant who considers they have need for insurance must make their own private arrangements with an insurer.

A personal accident insurance policy is available with subscription to membership of Yachting NSW. Membership to Manly Yacht Club includes membership to Yachting NSW.

It is a requirement, when racing with Manly Yacht Club, that proof of a Certificate of Currency incorporating Public Liability of \$10 million exists for the yacht racing. 



FIRE EXTINGUISHERS FOR 2006/7 SEASON Compliance Assessment Day for MYC is 2nd SEPTEMBER

Thanks to Bruce Hitchman, your fire extinguishers can again be certified and tested for the coming season at a discounted cost. To be eligible for this saving deliver your extinguishers to Davis Marina between the 12th and 20th August from where they will be taken and tested and returned early the next week.

Make sure that your name and the boat's name are clearly marked on the extinguisher. Extinguishers more than 6 years old or in poor condition will not be accepted for certification so don't bother bringing those ones along. Payment to be made when the extinguisher is returned.

Thanks again Bruce



Don't forget to return your Compliance Forms to MYC office by August 26th



Worth \$2,000
Worth \$2,000
Worth \$2,000
Worth \$2,000

Entry forms will be available late August at the club or on the MYC website. Details are provided in the new MYC Handbook

The Cumberland Cup

Series of 5 races starts 24 September and concludes 17 December.

The prize, donated by Cumberland Yacht Charters is worth \$2,000 towards a bare boat charter in the Whitsundays aboard one of their yachts, catamarans or power cruisers.

All competitors (skippers and crew who are MYC members) are eligible, and the more you race the better your chances.

Check out the Cumberland Charter Yachts web site www.ccy.com.au

Howard Sullivan

Membership Fees Overdue

If you have not yet paid your membership fees for 2007-08, please do so as soon as possible. The club depends on your fees to keep the club running.

Also if you are not financial you will be ineligible to race in any MYC or other yacht club events and you will not be covered by the Yachting Australia insurance scheme.

If you have lost your invoice or believe you didn't receive one, call me to arrange a replacement. **DAVID LEWIS**

TREASURER 0411 883 475

"FLOTTO LAURO CUP"



starts September 17

There is no better way to spend a Sunday than to be sailing on Sydney Harbour. Add the challenge and excitement of an easy MYC race, and you'll be transported by euphoria to heaven.

Life just can get any better for most, but two lucky sailors, will be rewarded with the silverware, in recognition of first place in the series.

These two prestigious events are open to all yachts, with a safety certificate Cat 7 or better, current insurance and paid application form.

See the MYC Handbook, and myc.org.au for dates, Entry Form, Notice of Race and Sailing Instructions.

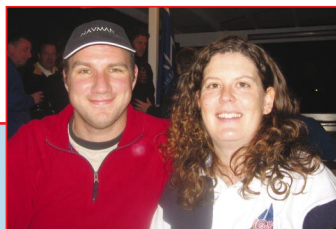
Further assistance telephone - Phil Vidler
Race Director on 0418 435 450

It has been an amazing and productive time as Director of the MYC Shop, first under the formative leadership of the then President Gene Scott, and then with Keith Woodward's perseverance and forthright vision along with the MYC Board we have seen an amazing transformation to the Function Hall/Bar and the kitchen. This wouldn't have happened of course without the members contribution to raffles, the usual old and new members spending their weekends at the club at working bees and most important the crew buying their skipper a well deserved refreshment on the MYC deck after sailing.

Thanks to The Sailing Committee, Ann Webber has a roster in place for members to serve in the MYC Shop after Sunday races and the procedure of re-stocking the fridges and locking up the kitchen is very important. The feed back from members who have been on shop duty all enjoy meeting new and old members while enjoying the best view in Manly.

Thank you for your support for the new 06-07 MYC Board, and the new guys looking after the kitchen, I'm now very happy to hand over the famous leopard skin bag to Al Thompson, Louise Northcott, Scott Freeman & Jasmin Barrantes, it's great to see new members willing to take over this very important job providing refreshments for MYC members... save your small change for the shop!

Margo



Al Thompson Louise Northcott



Scott Freeman Jasmin Barrantes

"thank you"

Dennis Higgs of
Bay Coffee



Roasters - MANLY

(Cnr darley Road & Wentworth St)

**"THE BEST COFFEE
ON THE PENINSULA"**

for our MYC functions

Bay Coffee Roasters has become the favourite meeting coffee spot for many MYC members...

see you there!

DIARY DATES

Sat 19 Aug	Power Boat Course Day 4 Practical
Sun 20 Aug	MJ's Training
Tue 22 Aug	Sailability Boat Training
Wed 23 Aug	Sailability: Truscott St
Sat 26 Aug	Compliance Forms MYC Office
Sun 27 Aug	MJ's Training
Mon 28 Aug	Sailing Committee Meeting
Tue 29 Aug	Race Officers Course Day 1
Sat 2 Sept	Equipment and Compliance Inspection
Tue 5 Sept	Race Officers Course Day 2
Sat 9 Sept	Yachts OS-1
Sat 9 Sept	Sailability Training and Orientation
Sun 10 Sept	MJ's Training
Mon 11 Sept	Board Meeting
Tue 12 Sept	Racing Rules of Sailing
Wed 13 Sept	Sailability - Aranounbai
Sat 16 Sept	Radio Operators Course Day 1
Sun 17 Sept	New Members BBQ all members welcome
Sun 17 Sept	Yachts - CC/FL-1
Sun 17 Sept	MJ's Fun Day
Sun 17 Sept	Centre Boards SPS -1/CC -1
Tue 19 Sept	Sail Trimming Course 1
Sat 23 Sept	Radio Operators Course Day 2
Sat 23 Sept	Sailability - General
Sun 24 Sept	Yachts - CBL-1
Sun 24 Sept	MJ's Race Training
Sun 24 Sept	Centre Boards SPS -2

Please check the 2006- 2007 Hand book
DUTY ROSTER CREW:
Call Ann Webber on 9948 6724.



*Shirts, caps and hats for
sale at the MYC Shop*

THE SEPTEMBER ISSUE DEADLINE:

Sunday 10th September.
Please email all items of interest
and photos to:
margaretlucas@bigpond.com
or phone: AH: 9977 1611
W: 9905 8455 M: 0402 647 109

*"FOR SALE" advertising space is
available to members for their boat or
boating equipment for a fee of \$20 per ad.*

IMPORTANT DATES FOR YOUR DIARY.

Sailability:

Basic Sailing Theory.
Tuesday 22 August
1900

Race Officers Course:

Tuesday 29 August,
Tuesday 5 September
1900

Contact: Peter Wilkins
9977 2395

Racing Rules:

Mark Pryke
Tuesday 12 September
1900
\$10.00 includes a drink.

Radio Operators Course:

Saturday
16 & 23 September.
At Middle Harbour.
Time TBA

First Aid Course.

Tuesday
3, 10, 17 & 24 October
Start 1830
4 hours duration.
Cost - Approx \$160.00

Please book all courses with
Malcolm Murray - 9451 9074
Unless otherwise indicated.

Hall Hire We have new managers
for MYC hall and venue hire due to
Forte being bought out 6 weeks ago.
Several members of the Board met the
new Forte team last week and were
very impressed by their attitude
and commitment. We hope they
increase bookings and improve the
event management.

If you are looking for a venue for your
next function please contact Sorrell
on 0407 207 114. If you have any
problems or concerns about the club
after a function please let me know.

Sorrell Lambie - 9976 2692



The 2006/2007 MYC Offshore Series kicks off in September



The first race will be held in
conjunction with the
Sydney Amateur Sailing Club on
9th of September 2006.

This will be a good opportunity to race
against yachts from other clubs.
The second race, the all new Three
Island Race will be held on **30th of
September** and will be followed with a
raft-up at Middle Harbour.
More information regarding the first race
(Lion Island) can also be found at:
www.sasc.com.au/sailing.htm
For more information about the race or
a crewing opportunity please contact
Greg Zyner: gzyner@yahoo.com
or 0425 322079. ➤

NEILSON PARK YA BUOY MOVES!!

YNSW have advised that the YA mark
off Bottle and Glass Rocks has been
relocated to a position off Nielsen Park
Beach as its current location is quite
shallow. The new position is approx 100
metres from the red navigation pile on a
bearing of 225 degrees.

The coordinates are
33 51.029 by 151 15.874

There are no plans to move any of the
other marks. NSW Maritime has kindly
agreed to do a chart of Sydney Harbour
which will show the locations of all YA
marks. This chart will be placed on the
YNSW website:

www.nsw.yachting.org.au
www.nsw.yachting.org.au and will be
able to be down loaded for your use. ➤

REMEMBER, REMEMBER
compliance forms returned by
26th August to the MYC office!