

MYC NEWS

Issue No.9 November 2010
2010 Season



PRESIDENT'S REPORT

The club was recently approached by Whitewater restaurant in Manly about the trial of their new mobile kitchen and how it would work at weddings and large functions at MYC.

Sorrell jumped at the chance to turn this into a fundraising function for the lucky first 40 people to respond. The food and service was first class and almost \$2,000 was raised for Greg Hyde's Paralympic campaign and the bathroom renovations at the club. Thanks must go to Sorrell for organising the night, Whitewater restaurant for providing the dinner and staff, and to the members and guests for attending. We may look at further functions like this as it was great to catch up with everyone in a slightly different environment.

Another fantastic Try Sailing Day has come and gone. Helen Buckland puts in an enormous effort into organising the day and was rewarded this year with terrific weather and over 220 visitors to the club. Helen was helped by 50 Sailability and Yacht Club members on the day who gave up a couple of hours or more at the club or sailing the visitors around Manly Cove. There are far too many people to thank individually so to all who turned up thank you very much for your efforts, especially the boat owners and crew who brought their boats over. I am pretty sure there are now 220 people out there whose memories of MYC and sailing will stay with them for many years. We also look like picking up quite a few new members as a result of the day.....thanks again. In the lead up to the day we had quite a bit of media coverage, a feature article in the Manly Daily starring Esprit, Greg and Jan Wilkins, the Saturday Telegraph starring Sam Yendell doing tricks in a PJ, the

Sydney Morning Herald and on local radio. Helen again set all this up.

MYC has been awarded a \$1,000 capital grant from Manly Council. This will go towards the final organization of racking for the dingys, centreboards and junior fleet. The council offers these grants each year to many community, sporting, and cultural organizations and they are gratefully received by all applicants.

The recent working bee was a great success with much of the lower level centreboard storage, and sailability storage areas cleaned up in preparation of the new doors being installed. It was great to see Sailability and Yacht Club members there on the same day. For a few hours the area looked more like a building site than a Yacht Club. Again there are too many volunteers to name individually so thank you to everyone who turned up to help, especially Matt McKenzie for organising the Yacht Club side of things.

Pretty soon boat owners will be receiving an online survey from the club. Mark Bode is heading up a small group who are looking at the sailing activities of the club and where we should be concentrating our efforts in the years to come. Please give this some thought as it is your club and we want to provide the types of sailing you enjoy and would like to participate in. We are interested in your thoughts, both positive and negative so we can hopefully get more boats out on the water more often.

Finally, I am still after someone to keep an eye on the BBQ gas bottles and fill them when required. If there is someone who can help I would appreciate hearing from them ; 0417 412 305

Ian D.

MINI REGATTA PRIZE

The prize for last sailing season's Mini regatta was a two stay day at the YHA hostel in Pittwater. After 6 races over two days TwoCan won the series. The racing was not without drama (thanks for climbing the mast Penny) must most enjoyable. Love the big trophy sitting in my lounge room (I have to give it back at the end of the year) however I think the tiny plastic cup sitting on my kitchen window sill is better. After all is was a MINI regatta.

During the recent school holidays Ellis and I decided to take up the offer and escape from Sydney. It may seem that Pittwater is still too close to the rat race but it takes it takes a ferry trip to get there and a short hike up the hill. By the time you get there you know the rat race is left on the other side of the water. It also helps the mobile phone only works then you are on the far right hand corner of the balcony and you have to lean out a little bit for it to work.

Our hosts were Michael and Sarah who in many ways are the best sort of hosts to have when staying at a YHA. Friendly, helpful and available but let you get on with whatever you want even if the involves doing absolutely nothing.

There are lots of activities to get involved in if you want. Excellent bush walks, kayaking, sailing, etc. (more on that later). But the best thing about Youth Hostels is you just don't know who else is going to be staying there. On the first night I met a really interesting bloke from QLD and we spent the whole evening discussing the politics of climate change while Ellis supervised the open fire. (Boys just love fires) The second night a family turned up with a couple of kids, Ellis was very happy to have a play with some other children and the evening went well until Ellis noticed that the other family was playing chess and announced to all and sundry the his dad was the BEST chess player and insisted that I play the other family's father. Was thrashed. Oh well cannot be perfect all the time in the eyes of one's son.

However I have to reveal Michael's secret plan for sponsoring the MYC. He has very cleverly worked out the winner of the MYC mini regatta actually might know how to sail. So if you win you just might be invited to compete in the RPA Yacht Club Wednesday race on Michael's Farr 1020 yacht. Was a fun race and best of all we won.

Some people will do anything to get crew.

This year's mini Regatta is on the Sunday November 28 2010 and Sunday February 26 2011.

Pittwater YHA can be contacted on 02 9999 5749
Stephen Teudt



JOURNAL OF MANLY YACHT CLUB

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CLUB CHAMPIONSHIP

DON'T EVER GIVE UP! - AGAIN

This is the story of Kaotic's disasters in Race 1 of the MYC Club Championship in 2009. It may look familiar as it was published in a previous newsletter. However the Editor completely messed it up. So here it is again - Arthur - and this time I haven't touched it!!!!

Kaotic started the race at Reef Beach with a crew comprising Cary Budd (who normally sails on San Toy) on the helm, Helen Buckland having her first race on a J24 as trimmer, Myself in the middle directing proceedings, Matt Miles (6ft 4") having his first ever yacht race and Kerry Alcock up forward (not having sailed for three years while competing a Master Degree).

We approached the Manly mark in the lead and after rounding the mark proceeded to hoist a spinnaker. As I looked forward something appeared amiss – the spinnaker did not appear to be setting correctly. On looking under the mainsail I discovered Kerry had connected the halyard to the clew of the spinnaker and the kite was set sideways. We proceeded to Cannae still in the lead.

I then advised that we needed to drop the kite and reconnect the halyard and sheets before we gybed the spinnaker. After sailing well past the mark and having reconnected and hoisted the spinnaker we gybed onto port only to have the spinnaker wrap around the forestay.

I then instructed Kerry to ease the halyard in order to undo the wrap. This

fixed the problem and we were once again underway. Except the halyard had not been secured in the cleat and we proceeded to run over the spinnaker destroying it in the process.

The remains of the spinnaker were retrieved and we proceeded to Obelisk Bay by which time the wind had picked up.

On returning from Obelisk Bay and off Middle Head we tacked only to lose Helen overboard. Helen was retrieved back on board on our second attempt.

At this time I suggested that it might be an appropriate time to head back to the club. Both Helen and Kerry insisted we should continue. As the guys on board did not want to be seen as wooses we dutifully agreed.

While Helen went below to change out of her wet clothes and put on her wet weather gear I put the boat head to wind and we changed from a genoa to a jib.

During the rest of the race as we tacked I reminded Matt (6'4" on a low boom yacht) who was taking part in his first yacht race to watch his head. However, as we gybed around the last mark at Cannae Point, Cary who normally sails on San Toy with a

high wishbone and plenty of headroom and was now on in the cockpit of a J24 trimming the genoa, was hit on the head with the boom.

Despite the spinnaker being set sideways, then wrapped around the forestay, and finally being shredded, the loss of a crew member overboard and having a crew hit by the boom we managed a second over the line (due in some measure to another yacht sailing the Div 1 course) and a fourth on handicap.

The moral of this story is that we needed this fourth place with 4 points to win the Club Championship and if we had GIVEN UP and not completed the race would have been awarded 7 points as a DNF and came second in the Club Championship.

Thanks for the good call by Helen and Kerry.

Arthur Crothers

RACE 1 [26/09/2010] MYC 2010-2011 Club Championships											
CC 1											
Division 1 Keel TOT HC results Start : 13:15:00											
Place	Sail No	Boat Name	Elapsd	AHC	HC Cor'd T	CHC	Skipper	Class	Score	ETOrd	DidNot
1	AUS160	Kaotic	2:48:32	0.89	2:30:00	0.9	A Crothers	J24	1	7	
2	6689	Copernicus	2:28:59	1.033	2:33:54	1.034	G Zyner	Radford12	2	1	
3	KA16	Pam	2:43:09	0.945	2:34:11	0.945	M Walker	International5.5	3	4	
4	AUS1161	Wild Life	2:34:09	1.01	2:35:42	1.006	B Davis	Etchells	4	2	
5	MYC100	Shear Magic	2:44:04	0.956	2:36:51	0.95	R Steffens	Adams10	5	5	
6	4863	Two Can	2:46:37	0.945	2:37:27	0.937	D Steuert	Masram920	6	6	
7	RQ32	Esprit	2:40:06	0.985	2:37:42	0.976	G Wilkins	Archambault32gs	7	3	
8	557	Occam's Razor	3:01:14	0.875	2:38:35	0.865	D S.Garmston	DuncansonOffshore30	8	8	
AVG	MYC7	Ten Sixty		0.975			P Vidler	Radford10.6			AVG
DNC	6421	Pohono		0.89			A Williams	Bavaria41	11		DNC
Division 2 Keel TOT HC results Start : 13:05:00											
Place	Sail No	Boat Name	Elapsd	AHC	HC Cor'd T	CHC	Skipper	Class	Score	ETOrd	DidNot
1	5393	Runaway Taxi	2:32:58	0.715	1:49:22	0.73	M McKenzie	JogRacer	1	5	
2	1255	Melody	2:21:18	0.815	1:55:10	0.815	J Nixon	SwansonDart	2	2	
3	5830	Cheap Thrills	2:17:00	0.845	1:55:46	0.843	B Miflin	Ross830	3	1	
4	MYC34	Sip Ahoy	2:24:09	0.83	1:59:39	0.817	M Bailes	Northshore34	4	3	
5	MYC5	Eos	2:33:18	0.79	2:01:06	0.774	B Wilson	BrittanySloop	5	6	
6	6295	Ratty Tooley	2:32:50	0.855	2:10:40	0.814	I Dennewald	Northshore34	6	4	
DNC	1152	Bokarra		0.74			C Cameron	Santana22	9		DNC
DNC	MYC6	Aida		0.815			B Spence	IS80	9		DNC

Race 2											
Place	Sail No	Boat Name	Elapsd	AHC	HC Cor'd T	CHC	Skipper	Class	Score	ETOrd	DidNot
1	557	Occam's Razor	0.1525	0.865	0.131956019	0.866	D S.Garmston				
2	AUS4770	Kaotic	0.1483	0.9	0.13349537	0.903	A Crothers				
3	AUS1161	Wild Life	0.1328	1.006	0.133564815	1.005	B Davis				
4	KA16	Pam	0.1434	0.945	0.135509259	0.94	M Walker				
5	MYC100	Shear Magic	0.1464	0.95	0.139074074	0.933	R Steffens				
6	MYC7	Ten Sixty	0.1465	0.975	0.142824074	0.949	P Vidler				
7	6689	Copernicus	0.1384	1.034	0.143113426	1.008	G Zyner				
DNC	4863	Two Can		0.937			D Steuert				
DNC	6421	Pohono		0.89			A Williams				
DNC	RQ32	Esprit		0.976			G Wilkins				
Place	Sail No	Boat Name	Elapsd	AHC	HC Cor'd T	CHC	Skipper	Class	Score	ETOrd	DidNot
1	1255	Melody	0.1263	0.815	0.102905093	0.817	J Nixon				
2	MYC5	Eos	0.1333	0.774	0.103194444	0.77	B Wilson				
3	5830	Cheap Thrills	0.1229	0.843	0.103622685	0.843	B Miflin				
4	5393	Runaway Taxi	0.1426	0.73	0.104074074	0.734	M McKenzie				
5	MYC34	Sip Ahoy	0.1286	0.817	0.10505787	0.809	M Bailes				
6	A37	Top Odds	0.1368	0.78	0.106712963	0.771	C KPetersen				
7	6295	Ratty Tooley	0.1378	0.814	0.112210648	0.778	I Dennewald				
DNC	MYC6	Aida		0.815			B Spence				
DNF	1152	Bokarra		0.73			C Cameron				

RACE 3 [31/10/2010] MYC 2010-2011 Club Championships											
CC 3											
Division 1 Keel TOT HC results Start : 13:15:00											
Place	Sail No	Boat Name	Elapsd	AHC	HC Cor'd T	CHC	Skipper	Class	Score	ETOrd	DidNot
1	557	Occam's Razor	2:24:21	0.866	2:05:00	0.876	D S.Garmston				
2	MYC100	Shear Magic	2:17:46	0.933	2:08:32	0.936	R Steffens				
3	AUS1161	Wild Life	2:09:37	1.005	2:10:16	1.004	B Davis				
4	KA16	Pam	2:18:45	0.94	2:10:26	0.939	M Walker				
5	4863	Two Can	2:22:53	0.937	2:13:53	0.925	D Steuert				
6	MYC7	Ten Sixty	2:21:27	0.949	2:14:14	0.931	P Vidler				
7	RQ32	Esprit	2:19:44	0.976	2:16:23	0.957	G Wilkins				
AVG	6689	Copernicus		1.008			G Zyner				
DNC	6421	Pohono		0.89			A Williams				
DNC	AUS4770	Kaotic		0.903			A Crothers				
Division 2 Keel TOT HC results Start : 13:05:00											
Place	Sail No	Boat Name	Elapsd	AHC	HC Cor'd T	CHC	Skipper	Class	Score	ETOrd	DidNot
1	6295	Ratty Tooley	1:58:31	0.778	1:32:12	0.793	I Dennewald				
2	MYC34	Sip Ahoy	2:03:59	0.809	1:40:18	0.808	M Bailes				
3	5393	Runaway Taxi	2:17:12	0.734	1:40:42	0.734	M McKenzie				
4	MYC5	Eos	2:11:46	0.77	1:41:28	0.766	B Wilson				
5	5830	Cheap Thrills	2:02:11	0.843	1:43:00	0.836	B Miflin				
6	A37	Top Odds	2:32:34	0.771	1:57:38	0.725	C KPetersen				
DNC	1152	Bokarra		0.73			C Cameron				
DNC	1255	Melody		0.817			J Nixon				
DNC	MYC6	Aida		0.815			B Spence				

THE MOST FUN YOU CAN HAVE ON WATER



WE INVITED PEOPLE TO EXPERIENCE 'THE MOST FUN YOU CAN HAVE ON WATER' AT TRY SAILING DAY ON SUNDAY NOVEMBER 7. 220 VISITORS, YOUNG AND OLD, FROM EAST ESPLANADE TO THE US, NETHERLANDS AND UK TURNED UP AT MYC TO EXPERIENCE SAILING ON ONE OF OUR SEVEN YACHTS AND SAILABILITY DINGHIES.

Around 50 MYC and Sailability volunteers turned up with smiles and much enthusiasm to make the day a great success. Thankfully the rain held off and we even had some sunshine to help people enjoy a short sail on beautiful North Harbour.

The boats did what felt like endless rounds on North Harbour and those in the clubhouse and on the wharf kept our visitors life-jacketed, refreshed and enthused! We're extremely grateful to everyone who helped.

Yachts included Aussie Rules (Gene Scott, David Goldner and David Lording), Pensive (Bruce and Pam Davis), Sip Ahoy (Murray Bailes and crew), Top Odds (Chris Stockdale and Kevin), Topaz (John Malins and crew), Kaotic (Arthur Crothers and crew member John) and Esra Tew (Sally Stone, Al Thompson and Jo Huggins).

From Sailability, we had Peter and Shelley Singer,

Judy Cole, Evelyn Shervington, Alan Bimson, Jackie Morgan, Ivan Demeny, Helen Hendry, Helen Cregan, David Niehaus, Michael Brothers, John Gray, and Peter Robinson.

From MYC, Greg Wilkins, Jan Bartel, Robyn and Ian Dennewald, Sophie Kennedy, Jeannette Syme, Margo Lucas, Christabel Casimir, Patrick Lynch, Judy Richardson, Felicity Nelson, Alex Seja, Adrian Solti, Helen Ebeling, Lee Ebeling, Robert Luttrell, David Harris and Anne Stockdale. Volunteer Evelyn Siocco also

helped out.

Like all good crew members, everyone jumped in where needed and got the job done.

Thanks to those who helped in the lead up to the day, including Carole Orbell, Ken Terrens, Margo Lucas, Judy Richardson and Sue Strath. Thanks also go to Sam Yendell and his parents Tim and Claire, Anne Stockdale, Matt McKenzie, Greg Wilkins, Jan Bartell and Ian Dennewald for taking time out of your busy weeks to meet up with journalists, take them sailing, answer questions and be photographed.

We received a full page article in the Daily Telegraph Best Weekend and a half page in the Manly Daily, Ian was interviewed on local radio and we had listings in local What's On websites.

Thankyou to everyone for a great collective effort. The work continues as we aim to harness that energy and convert as many Try Sailing visitors as possible into new sailing school students, members, junior sailors and Sailability volunteers.

**Apologies to anyone who hasn't been mentioned here.
Helen Buckland**



Manly Sailability was a hive of activity when a group of enthusiastic volunteers set to work doing regular maintenance on our boats and equipment. A team from the International College of Business Management swelled the ranks of regulars, and thanks to great drying weather, sails, sheets and life jackets were soon hanging from every railing. Jan and Crosbie scrubbed Charlie's Chariot inside and out then joined the team for well earned refreshments.



Try Sailing Day was a great example of MYC and Sailability working together, introducing people of all ages from all over the world, to the pleasure of sailing on Manly Cove. We trust some of the

locals who ventured out will return. Thanks to those MYC members who took to the joysticks and skippered our guests, especially Greg, who gave young crew Hannah, a hairy experience!

With Christmas coming up, Sailability has a busy schedule of activities planned. Race Day on Dec 4th and Family Day on Dec 18th are always lots of fun.



Greg and Hannah



Anyone from the MYC who would like to get involved, please call Eli on 9976 2747.

Helen Hendry and Jill Madden washing life jackets.

SUMMER SERIES



To Lord Howe on Copernicus

I knew this was not going to be a typical Lord Howe Island race when the delivery to Pittwater on Friday prior to the race, assisted by Lynette, Cary, Gill and Leanne was one of the most enjoyable motor sails I have done on that busy stretch of water.

We had no wind and the water was mirror like. About half way we were greeted by a couple of whales (a mother and a young calf) which came within an almost illegal distance to the boat. Half an hour later we came across what looked like a seal having a nice rest on the surface; I thought it was a sun fish, but I got overruled. Finally, a pod of dolphins came over as we were passing Avalon beach and spent good half hour keeping us company. Just one of those magic trips to Pittwater. 24h later turned out to be a completely different story. About 45min from when we were about to leave RPAYC to motor to the start line I noticed that the hand held radio was totally out of juice. Having forgot to pack the charger, and after a quick check on the docks and the local chandlery Leanne drove me to the local and trusted Whitworth's where I managed to buy a Raymarine radio. This is quite a nice piece of equipment and I might add is very much for sale now if anyone is interested in picking up a great Christmas present. In order not to be late to start the rest of the crew took the boat over to the Pittwater wharf where I got picked up in a VIP fashion, (I might get used to that) and off we went to the start line just off Barrenjoey. What follows is a short account from Gillian who is visiting from the UK and came with us on the race.

"Despite a slightly unorthodox pre-race start preparation, Copernicus nailed the start and, along with the fleet, we beat our way out of Pittwater and on to the turning mark off Terrigal Beach. From there Copernicus cut a lonely figure continuing north towards Newcastle whilst the rest of the fleet decided to head straight out to Lord Howe Island (I think Greg was keen to show me some more of Australia seeing this was my first time north of Sydney). By the time of the first sched that evening there was already some attrition, with Karisma the first of many to succumb to the increasingly difficult conditions. Meanwhile Copernicus was still on its sight-seeing tour, dodging in and out of coal ships and tacking for the odd migrating whale

was far less exposed until we too took the right hand turn towards Lord Howe Island. From there things got fairly lively with a messy confused seas and winds of up to 40 knots. On every sched there was news of more boats retiring and returning to Sydney. Worryingly there had been no radio contact made with Frantic and the race emergency procedure of setting off a white flare was instigated. The yacht Polaris of Belmont sighted the flare thus giving some comfort to other yachts and, of course, the family and friends of Frantic. With daybreak on Tuesday after sailing under only trisail and storm jib due to a damaged main overnight from putting in the third reef, the wind began to abate. With a school of dolphins on the bow, shearwaters skimming the waters and Lord Howe Island on the bow and Balls Pyramid emerging through the low cloud, Jim valiantly patched the main and we hoisted the number 4, spurred on by the thought of a good meal and a warm dry non-moving bed and the threat if we arrive later than nightfall we would have to spend the night outside the lagoon. 76 and a 1/2 hours after setting out from Pittwater we crossed the finish line and were met by the islanders and a few family members from other boats eager for news."

This is Greg again; staying on the bricks for the first 16h was not an easy decision and I know that it took most of us and especially Jim a lot of self control at the Terrigal mark to keep going north rather than peeling off and start sailing for the island, like the rest of the fleet. It is amazing how easy it is to make decisions before the race, compared to what one needs to mentally go through when the time comes to actually implement that decision. Anyway, the plan was to go north in search of flatter and more comfortable water, slightly less breeze and hopefully a long code 0 run on the last day approaching the island from the west, with



the wind being forecast from N/NW by that time. The first part of the plan worked pretty well, however, the ocean currents this spring are very unusual and I am sure much harder to predict than is normally the case. About 200 miles of shore we ended up sailing through the middle of what looked like on the CSIRO chart a small eddy, even though we tried very hard to be on top of it. That eddy ended up setting us south at a rate of 4.5 knots once we popped out the other end. There was nothing we could do about it and we ended up close to the rhumb line with about 100 miles to go. The squalls on the last night coming directly from the island were well developed by then and a lot of the time steering was done by the heel of the boat and the binnacle compass (thanks for low tech gear) because the visibility was virtually 3ft. The race was not over for us until the last 20minutes because on Tuesday we were in real danger of not being able to sail into the lagoon before sunset. That was definitely an added incentive for everyone to keep the boat moving despite us sailing under the totally untested cutter rig; storm jib on the inner forestay, #4 on the forestay and the trysail. We finished with about 30minutes to spare and after being escorted to the lagoon were off the boat in record time. In the end our team effort pay off handsomely; not only we finished the race with not too many bruises, but we came third, I mean almost second on IRC. Almost second sound much more precise because we missed that place from Ocean Affinity by, would you believe, 14seconds on corrected time, after racing for 76.5h. I will let you draw your own conclusions from that. Copernicus, I think, likes this race, because this is the third third place she has achieved in the three races she has entered to date. Our team yacht, Polaris of Belmont also had a great race finishing 1st on PHS and allowing us winning the team trophy for the race. My quick thanks again to Jim, Ken, Felicity, Alex, Michael and our visitor crew member Gillian for another enjoyable and successful cat 1 race.

Greg Zyner



THE COMPLETE (and very modest) YACHTSMAN...

Carl Ryves is one of Australia's most highly respected sailors. Jim Hardy calls him 'the complete yachtsman - he built his own boats and made his own sails, and if you beat him in a race you knew you had sailed a good race.'

Blue Robinson caught up with Carl at his Lane Cove home in Sydney.

Carl Ryves is the oldest teenager I know. Just turned seventy, he has the energy and drive of a man a third his age, but it is the sheer enthusiasm and fun of the guy that bubbles over every time you meet him. His broad grin and infectious laughter are a delight to his friends around the world. Two things distracted me as I sat chatting to Carl on the veranda outside his Sydney waterfront home. Firstly, in Carl's animated excitement at telling a story, he veers off at right angles to tell an even funnier story, and secondly, the tame, brightly coloured lorikeet birds that perched on the top of my head during the interview, looking for their evening feed from one of Australia's finest and most modest sailors.

Carl was born in 1940 and his first sailing experience was on the American designed twenty-five foot yawl-rigged Sea Bird his father built after World War II. Dad then built Carl a VJ (Vaucluse Junior), which is an un-sinkable junior boat when the young Ryves was about eleven, which Carl sailed but never raced, instead enjoying the delights of growing up in Sydney.

'When builders were repairing roofs in our street, we would grab a sheet of tin and use that for a canoe, bend it up the ends, jam a stick across the middle and go off and paddle them on the river. We would get the tar off the roads on a hot summers day to waterproof them and hide them in the bushes, as other kids would pinch them if they could find them... When there was a little breeze we would hold up bed-sheets and drift downwind. These canoes would capsize, so we used to have a string with a float on the end - a little bit of wood, so we could swim down and retrieve them. We did all that.'

In 1955 Carl's father built an International Star, constructed as a cruising boat with a hardwood keel and Oregon planking, roved together and quite heavy. Most of the Australian boats built prior to the 1956 Olympics were all cedar-framed and significantly lighter. Carl's boat floated about four inches below everyone else's, but he raced this heavy boat with friend Bob Miller (later to become Ben Lexcen) beating most of the older guys. He calls them "older", because Carl was about fourteen years old, and really had never raced before, perhaps a couple of times as crew on a VJ, but remarkably little. Carl's father was planning

to buy him a lighter cedar-framed Star, but someone bought the boat - saying it was available for Carl to race, then stripped the gear off it. Ryves senior was displeased, saying, 'I don't want to know you people, I don't want my son to know you people, I am out of the Stars.'

The Flying Dutchman had emerged as the new double handed Olympic class, and with the help of a friend at the Royal Sydney Yacht Squadron who had a set of Flying Dutchman plans, Ryves senior built a new boat for Carl, who was seventeen when the boat was launched and just about the skinniest kid you had ever seen, weighing close to sixty kilos. He may have been light on the scales but he was heavy with talent, winning the first three Flying Dutchman NSW state championships with Steve Ormand and occasionally Bob Miller as crew.

Miller had "adopted" the Ryves family in 1956. Sleeping on the couch, he washed his trousers by wearing them in the shower - then ran around in them until they dried. Carl's parents nourished him both physically and mentally. Mum fed him, and dad had a library of technical books by Uffa Fox on yacht design and construction and Manfred Curry's book with chapters on aircraft wings, yacht sails and the resistance of air and water. Carl credits these in helping them with the theory of sailing in the early days. On the practical side, they made everything. They built their boats and made all the fittings, the gooseneck and rudder fittings - everything. Bob Miller was a fitter and turner at the railways, so he fabricated the hardware and the first set of sails he ever built was for Carl's Flying Dutchman, made on the floor of their house at Hunters Hill.

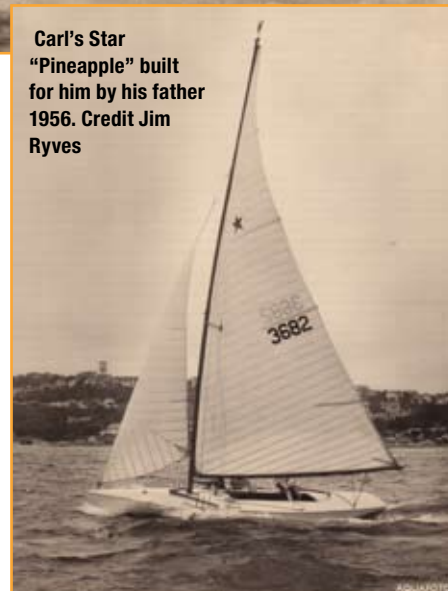
In the late 1950's Carl and friends would strap the boat on the roof of the car and drive up to Lake Macquarie, north of Sydney, where in the evening a good westerly breeze would fill in and they would still be sailing at midnight - three or four FD's reaching across the lake with mates and perhaps a girl on board, but neither Carl or his close friends smoked or drank, throughout his life enjoying perhaps six glasses of wine a year.

Carl's first Olympic trials were held in Melbourne in 1959 for the 1960 Rome games. The first obstacle was how to get to the regatta. A Sydney Dragon sailor and wealthy businessman named Norman Booth



Carl and Dick Sargeant and Alan Walker having won the Australian Soling championships in 1968.

Carl's Star "Pineapple" built for him by his father 1956. Credit Jim Ryves



phoned Carl a month before the trials. He opened the conversation with,

'How are you getting to Melbourne - what are you doing?'

Carl said, 'I dunno!'

'Where are you staying?'

'We are going to sleep on the beach...'

'How are you going to get the boat there?'

'I don't know...'

'Ok, Ok. Come and see me in my office...'

Booth organised to build a trailer for Carl's Flying Dutchman, towing it to Melbourne with his own Dragon. He and Mrs Booth insisted Carl and his crew forgo sleeping on the beach and share his rented house - living, as Carl was later to describe, 'like kings!' At the Olympic trials Carl, much to his surprise secured a third, 'third! We didn't even know where the wind came from! I don't know how we did it - on our

home made boat!

In 1959 Carl was to compete in one of the most remarkable races of his life. In Brisbane in 1958 the young Bob Miller fell forty feet from the top of a mast and broke his back. A friend and boat builder Norm Wright took Miller a small drawing board and a set of cedar curves to use while still in hospital. The results were the 18 foot skiffs Taipan and Venom. When the existing skiffs were heavy and carried five-crew, the Taipan had three, two on trapeze. Miller was working of the problems of tip vortex so he fitted small wings on Taipan's centerboard and rudder (also on his 5.5 metre, Catamaran and Moth). He removed them from the centerboard after problems launching the boat in the Brisbane river mud and jellyfish becoming snagged whilst racing, but kept them on the rudder, which could be cleaned whilst sailing. A race was organised at the St Georges Sailing club in Sydney between the current 16 foot and 18 foot skiff champions and the Taipan, with Carl Ryves helming. One pm on Sunday. Be there.

'Benny was 23 when he sent the Taipan down from Norm Wright's workshop in Brisbane. He always wanted me to sail his boats, so he sent it down and we rigged it up - I had never seen anything like it in my life! There were crowds of people staring at it - as it looked like it had come from a different planet! So we get on the water, "Bang" they fire the gun and we are miles ahead - seven minutes at the weather mark in fifteen knots of breeze. On the run to the finish the crew are preparing the spinnaker, and I say we don't need it, so we ran down to the finish with just the main up, and in hour and a quarter race, we won by seven minutes fifty eight seconds I think.

Mrs Wright got the seventy five quid prize money as they owned the boat, and I am sure Benny used a lot of Norm Wrights stuff when he build the boat, so that was all fair. But now the 18 foot skiff class, which had evolved over a hundred years all of a sudden - gone. Huge drama. Huge! We will all be ruined! Ruined! It is the end of the world! It was incredible! People threw tomatoes at us out there! When we raced the boat in New Zealand Benny had to cut the deck out, as they said it wouldn't rate - but it wasn't the Kiwis, it was the Australians in New Zealand who made him cut the deck out. They were not used to rules - just 18 feet long and water must flow freely through the limbers and that was all that was said.'

The revolutionary Taipan created turmoil. Overnight the 18 foot fleets with their spectators and associated gambling was up in the air, and it was a big deal. There were probably twenty existing 18 footers, with five people on - all now obsolete. When Taipan begun beating opposition 18 footers by 12 minutes on an 11-mile course, it caused howls of protest with claims the boat was not legal and it should be banned; phrases Lexcen was going to hear again in 1983.

Carl sailed the Flying Dutchman for one more year, won a state championship then Norman Booth convinced him that he should crew on his Dragon. They sailed together and won the nationals on Sydney harbour. Then Booth said "right. We are

off to Europe!" He bought a new Borresen Dragon in Europe and had it stored there. Carl had never been outside of Sydney or Melbourne at that stage - and never thought he would, as a plane ticket overseas cost as much as a car and the cheapest and most common way to travel to Europe was by ship.

'We packed all our gear up in a brand new Holden car and sent the whole lot to Europe, then we flew over, heading first for England and Poole harbour where we did very well in that regatta. We had European, Australian and some Elvstrom sails. We stayed at a fantastic hotel, with five knives and forks either side of the plate! I had never seen this sort of stuff! Mrs Booth said you take 'em from the outside first - righty-oh I said... I was just used to a meat pie up the road when I got hungry...'

After Poole came the British championships in Wales at Pwllheli, near Abersoch, which they won, the touring Australians receiving a telegram from the Duke of Edinburgh, "Congratulations to Adios. Philip." The next stop was Oslo in Norway,

Where Carl met Ole Berntsen, the Danish sailing legend.

'I clearly remember him saying to me, Carl - whatever you do with your life, you must find yourself a good woman! Which I did, with Alysoun, the most wonderful person in my life. Berntsen was an idol of mine, who won a Silver medal in Melbourne and later a Gold at the Tokyo Olympics in the Dragon, plus many world championships. He was much older than I was, in his late fifties, smoked like a chimney and had about four wives in his time... After that we packed up the boat and drove through Denmark, catching a ferry to Copenhagen where I met Paul Elvstrom. Norman bought some more sails from Paul and I have been a friend with him to this day. He has stayed here in Sydney, as have his kids and grandchildren. My children have stayed with him, and Alysoun and I have stayed at his home many times - and no one does that! People in Denmark say, "How can you stay with Paul! He is so quiet!" But he is a very dear friend - and I ring him up and we have a chat. He is a bit frail now, but what a treat to meet all these people! So we came home after what was in effect a world tour, and I hadn't spent a cent really to make it happen. I took Mr and Mrs Booth to dinner twice - because dad said that is what you had you had to do, and I think it cost me about six months wages!'

In the trials for 1964 Olympics Carl sailed a Dragon and a 5.5, coming second in one and third in the other... Bill Northam won the 5.5's; Ryves was close, but not quite there. In 1965 Norman Booth decided to do another international trip, so he and Carl sailed Dragons through Europe - not winning anything, but up in the top 5% all the time. Poddy (Peter O'Donnell) was part of the team on that trip, who crewed with Carl's other great friend Dick Sargeant, winning the 5.5 Gold medal in the 1964 Tokyo games with Bill Northam as skipper.

In the middle of relating a story, Carl stopped and said, 'It is at this stage I would like you to mention how important



Sunday sailing. Carl with Ben Lexcen on the wire heading for a beach in Sydney during their "Hawaiian" phase in 1958, with flowered shirts and hats. Credit Jim Ryves.

Alysoun was in my life. When I got to Hanko in Norway on the first European trip with Norman Booth, there was a tennis championship on just before the Dragon regatta, and all of sudden I was surrounded by all these blonde girls who were so gorgeous... It just blew me away. Then when I came back to Australia I hadn't seen Alysoun for about six or seven months, and she has turned into Miss Universe, and I thought "Wow!" To my eyes he was better looking than anyone in Norway! She and her father had that classic blonde Viking look - of course the Vikings were in England all those years ago, and I was totally besotted with her. She would come round to our house with her father, who would walk straight into the house and say, "cup of tea!" - not "g'day" or anything. Our parents were great friends so really we had an arranged marriage! We were together for forty-five years until Alysoun died in 2007. She was a strong character and very clever, so the kids are lucky they had a smart mother as they got their brains from her!'

1967 Carl and Alysoun travelled to France to sail Ben Lexcen's Contender in the one-man dinghy trials. The Contender was fast, but the committee wanted to see it in stronger winds. One of the boats drawbacks was it had very little freeboard, so when Carl got back to Sydney he told Lexcen he thought it too low in the water and believed the judges were a little concerned, so Lexcen raised the gunwale two inches. Craig Whitworth went to Medemblik and won the trials there - ready to become the new Olympic single-hander forty-three years ago. When relating stories of Lexcen, it is clear Carl is both deeply proud of and fiercely loyal to his lifelong friend.

'I would temper Benny quite a bit, the old fashioned square person I am! I drink six glasses of wine a year - we just never took it up. Benny didn't drink until later in life and never smoked. I would get Benny to make a fitting a bit stronger as he was really into lightness, so I have always been a very conservative character - sail up the middle, that sort of thing. We did keep Benny under control and were great friends until the day he died. There is an exercise book with drawings of wings on rudders from the 1950's in the Australian National Maritime Museum. Benny always had a sketchbook under his arm - he was great artist and visionary, always onto the next thing, always hard at work.'

Part 2 next month...

MANLY YACHT CLUB CHRISTMAS PARTY

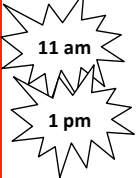


Overboard at Christmas



Sunday the 19th of December

Watch the sun set over another year of great sailing from the top deck of your club.



Free Race Entry – Non Spinnaker; handicap start,

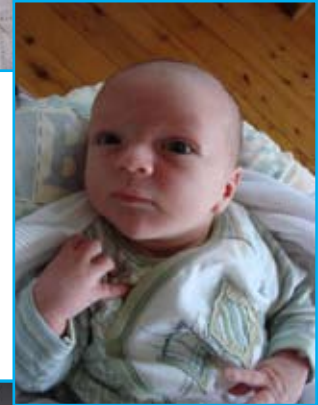
Post Race Party and Barbeque for all family and friends – BYO BBQ supplies and drinks as well as friends, family, crew, and anyone else.

Think you've got the gaudiest sleigh? - Prizes awarded to the crew who've gone the most "Overboard at Christmas".

See the Manly Yacht Club website (www.myc.org.au) for: Entry Form
[NOR and SI's](#)
Crew Finder / Boat Finder

Questions, queries, or comments - Call Alex Seja or his little helpers on 0411 377 292 or email alexseja@floritecoatings.com.au

Congratulations Veronique 'Charlie's Angel' Morgan Smith, and Antoine and Freyja who recently were blessed with the arrival of Timon. Born 8 October 2010, 3.985kg, 55 cm (a big fellow).



MYC Mini Regatta 2010

The Mini Regatta is here again! Open to yachts whose overall length is greater than 6m and less than 11m, the series consists of two races held on

Nov 28th & Feb 6th

Overall prize kindly donated by our sponsors

Pittwater YHA

Prizes on the day include the coveted Golden Teabag for best Foredecky and the annual Horses Ass for the not so best Skipper

Four races are run each day with an overall winner of each day and of the series.

It's a great workout for your crew to get them into tip top shape for the upcoming season so get your entries in now!

ZILZIE TWILIGHTS

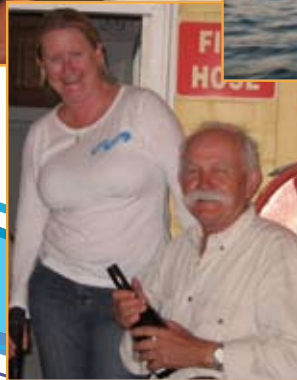


ZILZIE WINES



Manly Yacht Club Zilzie Twilights Race 1

Sail No	Yacht Name	Finish Time
MYC27	Esra Tew	19:02:03
MYC28	Kestrel II	19:11:10
MYC157	Lady Canesta	19:11:57
1152	Bokarra	19:12:30
5393	Runaway Taxi	19:12:41
169	Palga	19:13:42
MYC79	Pompadi	19:16:31
AUS102	Flying Carpet	19:17:19
MYC37	Moonraker	19:17:36
MYC33	Lautrec	19:17:43
A73	Top Odds	19:18:08
1124	Puffin	19:18:43
MYC5	Eos	19:18:54
6295	Ratty Toeey	19:19:18
MYC34	Sip Ahoy	19:19:28
557	Occam's Razor	19:19:29
MYC100	Shear Magic	19:19:43
MYC100	Pensive	19:20:06
AUS147	Okavanga Delta	19:20:07
MYC25	Topaz	19:20:29
6689	Copernicus	19:20:59
MYC1	Aussie Rules	19:21:00
6776	Dances with Waves	19:22:06
MYC7	Ten Sixty	19:22:52
RQ32	Esprit	19:23:21
MYC50	Watershed	19:24:21
MYC 24	J Curve	19:24:47
4863	Two Can	19:26:23
1620	Kryptonite	19:30:15



SUMMER SERIES 2 - GEEK CORNER

10/10/10 BINARY DAY
SS 2 was held on the rather auspicious 'Binary Day'. All you MYC geeks know that the binary system is a number system with 2 as its base, which represents numbers as sequences of the digits 0 and 1. Therefore 10/10/10 or rather 101010 converts to 42.

Say in an 8 bit system
 (128,64,32,16,8,4,2,1) 1 0 1 0 1 0
 Becomes 32+0+8+0+2+0 = 42
 If you've read or watched 'The Hitchhikers Guide to the Galaxy', you'll know that it

took a supercomputer millions of years to find the answer to life, which ends up being 42.

Did you experience, luck, success or happiness? The signs and omens were there. The breezes were kind.

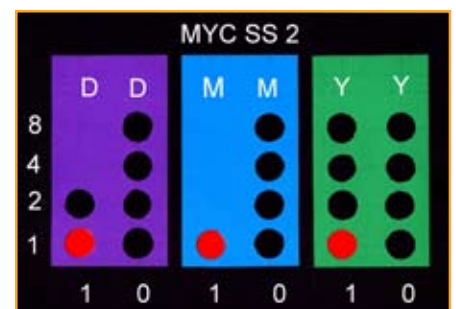
We were fortunate enough to come 2nd in race 2 on a day which celebrates the number system with 2 as its base and thanks to the Race Director, Greg Zyner, we were presented with a bottle of 'Amberley Secret Lane' wine.

'Cooled by ocean breezes, bold, zesty, flavours of gooseberries, lime and stone fruits, with a lively fresh finish'. (Some place that Margaret River).

'The majestic peacock brings harmony and joy and reminds us life is to be celebrated'. ('Cheers!').

It always helps to have the assistance of a strong beverage after a day on the water trying to find 'The answer to Life'.

Colin Cameron.





working bee

Thank you to all members that attended the Working Bee on the 23rd October. A huge effort on the day and a great success was a culmination of the reorganising racking/storage areas, which has been part of the much needed improvement to the down-stairs areas of the club.

The members helping on the day were; Jo Huggins, Al Thomson, Tim Yendell, Greg Wilkins, Steve (sorry missed your surname but sails with Aussie rules), Jeff Lea, Howard Sullivan, Iain Cameron, Geoff Reid, Margaret (I noticed sneaking in for a while) Sorrell Lambie, Jim Nixon and Ian Dennewald. If I have left anyone out, my apologies as it was mayhem at times. The volunteers got stuck into the jobs with great vigour and attended to;

- ★ Lockers were rearranged into some order along an internal wall
- ★ Fire hydrant reel clear area was marked
- ★ Removed 12 centreboard racks from the front wall of the storage areas

- ★ Arranged new centreboard racks and temporarily reinstated racks and boats
- ★ Removed building debris from these renovations and timber strewn around the place
- ★ Cleaning and painting of PA/sound system
- ★ Service and maintenance to function room furniture
- ★ Tightening of bolts within rigging deck
- ★ Inspect and assess fittings through the rigging deck
- ★ Repairs to hand towel dispenser
- ★ Floor sweeping and general cleaning
- ★ Clear away timber and trolleys from deck entrance area
- ★ Service (remove barnacles) at steps, ladder and piles at end of wharf, and, the Sailability guys removed the door jamb to the rear storage areas

Also, I'd like to mention the efforts of members keeping and maintaining our club. Just one example of this is Colin Cameron, who regularly attends our club (often without notifying anyone else) and doing odd jobs, such as;

installing new fenders at the ends of the wharf, repairing leaking taps, etc. THANK YOU to Colin and all those other members often thanklessly lending their time to support our great club.




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VISIT HELLY HANSEN CHATSWOOD CHASE ON THE WEEKEND OF 4TH & 5TH OF DECEMBER AND RECEIVE THE FOLLOWING SAIL CLUB ONLY SPECIALS

20% OFF

THE LATEST SAILING RANGE AND FURTHER SPECIALS ON SELECTED BASELAYER AND SAILING ACCESSORIES.

TO TAKE ADVANTAGE OF THIS 2 DAY ONLY OFFER, SIMPLY MENTION YOUR SAILING CLUB MEMBERSHIP IN STORE.

This offer is valid for the 4/12/2010 & the 5th/12/2010 only. Not to be used in conjunction with any other offer. This offer is only valid at Melbourne City and Chatswood Chase stores. Selected styles only.

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VICE COMMODORE'S REPORT

The summer sailing season has not been living up to it's name! The weather for the last few weeks has been rather wet, and windy, so it has been great to see the dedication of the MYC members to get out and race in all conditions.



We've seen nearly 30 boats each week for the twilight and good turn out on the weekends as well. More importantly, despite the variable and gusty conditions, the racing has been conducted safely with no significant injuries and only a few broken boat bits.

Complain as we might about the tough conditions on the harbour, it was little compared to what the boats in the fleet of the Gosford to Lord Howe Island, in which MYC was well represented by Copernicus and Polaris of Belmont (albeit racing under the GSC burgee). The race faced 35kn plus winds on the nose to Lord Howe and 9 of the 17 entrants retired from the race. Penny returned in time to race our Summer Series and related stories of knee deep water and emergency tillers. The good news story that came out of these conditions, is how well the fleet was able to follow safe procedure seven when the electronic aids failed: the yacht Frantic had a total electronic failure so was unable to meet her radio scheds. After missing two scheds, she correctly followed the SI's and set off a white flare at midnight, which was seen by Polaris of Belmont and her position was thus reported. It is good to know that the trouble we go through to maintain pyrotechnics on-board has yet again proven that it is worth the effort. More over, we should be proud of our sport and congratulate the GSC for doing a great job of handling the situation with only minimal and appropriate assistance from maritime authorities. Congratulation to Copernicus for her IRC 3rd place (seconds away from second) and to Polaris of Belmont for her win in PHS.

Meanwhile, back in the harbour, we were all beginning to fret that the poor weather was going to dampen the

turn up for try sailing day. But we needed not fear, for the excellent organization of Helen Buckland included scheduling a gorgeous sunny day with light to moderate winds. We had a fantastic turn out that included both visitors from far away and locals who just needed a little prompting to come down to the club. I think we showed our sport well and we should be rewarded by having new crew and members join us. Many thanks to the many volunteers that helped out on the day, to the skippers who brought their boats along and to sailability for letting the vice commodore scare the children by trying (and failing) to prove that you can capsize an access dinghy.

It's also been great to see the flock of MJs out and about that represents our re-newed junior fleet and the training program of Manly Sailing. The junior memberships have started to come in and hopefully we are ensuring the next generation of members for the club.

In contrast to potential new members to the club, I'd like to remind you all of a past member and commodore of the club: Bruce Hitchman who's untimely death in 2008 at the young age of 80, deprived the club of a legendary sailor. Happenstance has allocated my Esprit the sail number which last flew on Bruce's Pacific Breeze. So as you see MYC32 around the harbour, spare a thought for Bruce and how much better that number was sailed last time out.

The first mini regatta is on the 28th of this month, so if you're always complaining against insufficient LWL, then get your entry in and be picked on by somebody your own size for a change. If you are worried about the weather - ask Helen to see what she can organize. **Greg**

VICE PRESIDENT'S REPORT

As most of you are aware Manly Yacht Club has recently acquired a Liquor Licence. This represents a significant change from how we previously used to operate the bar.

The type of licence is known as a "Limited Multi-function Licence" which means that the club is only allowed to open the bar on certain days of the year. These days usually coincide with our sailing days. The premises itself is not licenced like a Pub for example.

The principle change is that only persons who have RSA (Responsible Service of Alcohol certificate) are allowed to serve at the Bar.

It was really pleasing that many members (20+) recently volunteered to attend an RSA course run at MYC, so we now have lots of RSA's to help out. Many more members also expressed interest in attending the course but we were unable to attend on that particular day so we are planning to run another course in the near future.

For those members to who did miss out I would appreciate if you could email me (stephen@techsol.net.au) which day(s) of the week would suit you so we can plan a day(s) for the course to run. We need a minimum of 10 for the course to be viable. The course costs \$70 but there are subsidies available for MYC for members who might find the cost prohibitive or object to paying. The course takes about 5 to 6 hours to do.

Included in this newsletter is a copy of the MYC alcohol policy and I encourage all members to read it carefully because it outlines in detail the clubs policy and procedures regarding the service of alcohol at MYC.

FYI the licensee of MYC is Stephen Teudt (for those of you who know me well please don't laugh)

Stephen Teudt Vice President



The crew of Polaris

DIARY DATES

NOVEMBER

12	FR	YACHTS-TWL-4
13	SA	SAILABILITY-BIRDS, General
14	SU	YACHTS-CC-4 C'BOARDS-SPS-7/CC-4
19	FR	YACHTS-TWL-5
20	SA	JUNIORS-Training
21	SU	YACHTS-SS-4 C'BOARDS-SPS-8
24	WE	SAILABILITY-Achieve, CAPS Pymble, Sunnyfields
26	FR	YACHTS-TWL-6
27	SA	SAILABILITY-Hornsby Lifestyles, General
28	SU	YACHTS-MR-1
29	MO	Sailing Committee Meeting

DECEMBER

3	FR	YACHTS-TWL-7
4	SA	JUNIORS-Training SAILABILITY-Race Day
5	SU	YACHTS-Botany Bay Race Ocean Care Day-OS-2
7	TU	Board Meeting
8	WE	SAILABILITY-RFW, Truscott St, MAPS Turramurra
10	FR	YACHTS-TWL-8
11	SA	JUNIORS-Training
12	SU	YACHTS-CC-5 C'BOARDS-SPS-9/CC-5
14	TU	Training - Preparing for Cruising
17	FR	YACHTS-TWL-9

Please check the 2010-2011 Handbook
Duty roster crew contact: Penny Meakins 0416 357 357
dutyroster@myc.org.au

BOAT LICENSE COURSE

Manly Sailing will run a Powerboat License Course in January if we will have enough participants. This course is a full day course for those who wish to get their Boat License



On June 1, 2009 the rules changed on how to obtain an initial Boat License, Young Adult license or Personal Watercraft (PWC Jet-ski) license. You must now complete 3 compulsory steps:

1. Complete the Safe Boating Course
2. Participate in a Practical Boating Lesson (or provide evidence via logbook)
3. Successfully undertake the knowledge test.

We are planning a course to aid Manly Yacht Club members to achieve the above steps in one day. Upon completion of the course you can present your certificate to NSW Maritime to get your license.

The course will be held at MYC on a Saturday in mid-January. We need at least 10 participants to make the course viable. The course price will be \$275 and will be conducted by a NSW Maritime Registered Training Organisation.

Please register your interest with Anne Stockdale on 0414 209269 or info@manlysailing.com.au

Manly Yacht Club offers a range of facilities for members and guests. These include:

The bar, which stocks a range of wines and beers, as well as a selection of non-alcoholic drinks and low-alcohol beers

NOTE: THAT THE BAR IS OPEN FOR RESTRICTED PERIODS, TO CATER FOR A LIMITED NUMBER OF CLUB-RELATED EVENTS ONLY. MANLY YACHT CLUB IS NOT A LICENSED PREMISES, AND WE CANNOT SERVE ALCOHOL AS PART OF OUR HALL-HIRE ACTIVITIES. THOSE HIRING THE HALL WILL HAVE TO MAKE THEIR OWN ARRANGEMENTS IN RELATION TO PROVISION OF FOOD AND REFRESHMENTS.

The Manly Yacht Club Inc. has a policy to serve its members and guests in a responsible manner.

The Manly Yacht Club Inc. is a community club, managed voluntarily by committed members. In keeping with our aim to remain a volunteer managed community club we have arranged for our members to undertake recognised Responsible Service of Alcohol (RSA) training and certification.

Our bar is staffed by member-volunteers who hold RSA certification. RSA certified member-volunteers are on hand to assist members and guests in their decision to drink in moderation and where appropriate to help avoid the dilemmas of combining drinking with driving. Staff will not serve any person under the age of 18 years, nor any patron who is intoxicated.

- No liquor will be served to minors (under 18 years of age).
- Intoxicated persons will be refused service of liquor.
- We recognise that it is against the Law to allow intoxicated, disruptive or violent behaviour to occur on the premises.
- We seek to ensure that no harm comes to members and guests as a result of our service of alcohol. Our aim is to provide all members and guests with a venue for club functions and post-sailing social activities. Consequently the following policies and procedures have been adopted to ensure the Responsible Service of Alcohol:
 - A range of drinks are offered on these premises. These include a range of non-alcoholic drinks.
 - Food is available whenever alcohol is served.
 - Non-alcoholic beverages are priced and actively promoted.
 - Water is provided on a complimentary basis.
 - We do not encourage rapid or excessive consumption of alcohol.
 - Low alcohol beers and mixed drinks are always stocked.
 - Member-volunteers have been acquainted with the House policy and empowered to offer a range of options as an alternative to alcohol if the feel a patron is becoming intoxicated.
 - Member-volunteers will contact the Licensee and alert them to patrons impending state of intoxication.
 - RSA certified member-volunteers will determine whether or not service should be refused.
 - If Service is refused, the RSA certified member-volunteer will politely explain to the patron(s) that the premises cannot legally serve alcohol to the point of intoxication.

A special thanks to Margo for all the pictures for Try Sailing Day, Summer Series, Twilights and Working Bee (yes Matt - that was what she was up to!)

DEADLINE FOR THE NEXT ISSUE IS 10TH DECEMBER

newsletter@myc.org.au 0403 805986

Looking forward to receiving all your news and pictures but please don't leave it until the last minute!
Please stuff or archive all pics before you send them to me. **Carole**