

MYC NEWS

April 2017



THE LAST REPORT FROM COMMODORE GREG WILKINS

This is my last report as Commodore of Manly Yacht Club. At this June's AGM I'll be stepping into the role of Rear Commodore and Muir Watson will be stepping up from Vice Commodore to Commodore.

I have enjoyed my 5 years as Commodore immensely and my belief has always been that organising the racing is a big part of the fun of club racing. There have been many examples of that over my tenure many wonderful events that have been a thrill to help make happen, but I was most please to see how well the recent Women's Challenge went and the buzz that Cathy Thornton got from making it so. The club has a great future so long as we have others like Cathy that share in the challenge of putting together sail racing events.

There will be several other changing of the guard at the AGM, not least Maz Radford will step down as Rear Commodore leaving enormous shoes for me to fill (yet again). As Rear Commodore, Maz has put in enormous effort to catch all the things that I have forgotten to do or never even knew I had to do them! If I can be as helpful to Muir as Maz was to me. Of course this shuffle of Commodores, leaves open the position of Vice Commodore and one of you must do this thing! The Vice Commodore role is a flexible one, helping out the sailing committee when and where needed, whilst learning how to step up to be Commodore. I strongly advocate that the club move away from long term tenures of Commodores and we should have new Commodores with new ideas and new energy every 2 or 3 years.

Peter Bennell is also completing his term as Principal Race Officer. The Commodore get's all the glory for making our sailing happen, but in reality it is the PRO and the ROs that they muster that actually make the racing happen. Peter's skill has been key in establishing safe, fun and fair racing! We are still seeking a replacement who would like to share fun of organising racing, both at MYC and in interclub events. We have a strong training framework established by Peter and PROs before him, so it is definitely a role you can grow into.

I'd also like to thank Janette Syme and Shari Hooper for their service as Race Directors for Summer Series and Club Championship. Like the PRO, these roles are the ones that actually make racing happening. We have Mark Stacey as an

incoming Race Director, but we are seeking more help in these vital roles.

I'd also like the thank all the sailing committee members, the various boards and presidents that I've worked with, as without their efforts there would simply be no resources for us to use for our racing. These are less visible but just as important roles and I do note that Cary Budd, our current president, is working without the safety net of a vice president, so we also need to fill that role.

Most importantly, huge thanks goes to my wonderful wife Jan Bartel, who not only has accepted my habitual over commitment, but has taken on the role of sailing secretary among others at the club. I could not have done it without her support, effort and fantastic helming!

The summer sailing season comes to an end in a few weeks and we will celebrate the winners at our presentation night on the 13th of May. Please consider attending even if you are not on the podium, as we are a competitive club and we should give the respect due to our winners. Just imagine that when you do win a series, that you'd like the room to be full of your peers when you receive your trophy, so you should reciprocate with your attendance. Unfortunately I will not be able to practise what I preach as I will be away for several months soon after the last race. I look forward to rejoining the fleet on my return.

Happy sailing to all and please do share in the fun of organising the racing!

Greg Wilkins - Commodore



THANK YOU GREG FOR YOUR ENORMOUS EFFORT IN YOUR TENURE AS COMMODORE

WELCOME NEW MEMBERS

Jessica Lawson

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Web: www.myc.org.au



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



A group of formidable women and girls took to Sydney Harbour for the **22nd Annual Helly Hansen Women's Challenge** at Manly Yacht Club on the 18th and 19th March.

MANLY YACHT CLUB
HELLY HANSEN
WOMEN'S CHALLENGE 2017

SATURDAY

Saturday started out wet for the Access Dinghies but they entered the water with enthusiasm regardless. Only to face a big swell and gusting winds up to 20 knots, forcing the decision to abandon the race on safety grounds.

The weather settled briefly for lunch but the rains returned just in time for the juniors to head out. The girls were courageous in their efforts, braving the weather with easterly winds ranging from 13-20 knots, and occasional torrential downpours. Competition was close across the three races with Evie Saunders taking out 1st place in the Open Bic division ahead of Louise Holland and Tshintia Hopper in 3rd; truly an inspiration and some definite gun sailors in the making.



A highlight of the weekend was hearing that many of the girls would not usually go out in such weather conditions but didn't want to miss the Women's Challenge! Then, watching the huge smiles on their faces as they devoured the delectable treats from **De Toni Patisserie**.



Sunday saw 26 yachts from all across Sydney head to Manly for some exciting racing. Conditions were mixed, ranging from bright sunshine to gloomy grey with the threat of rain in the distance never quite eventuating. A cruisy 15knots at the start line built to a challenging 27 knots at various parts of the track with a demanding swell across the Heads. *Ten Sixty* rose to the testing conditons at Obelisk Mark with an efficient man over board manoeuvre before quickly getting back into the race.

Utopia were a sight to behold with a dozen Wonder Woman on board and a clear winner for best dressed yacht. My childhood favourite; so I was disappointed they could not make it back to the club, being overcome by breakages.



The strangest sight had to be the Manly Ferry gunning for Cannae Point mark at the same time as Sheer Magic, so far off it's usual path due to the large swell.



The impressive *Little Nico* took line honours for the second year in a row, also winning 1st place in the Female Helm 1st Division category.

Moonraker came in second, taking 1st prize in Division 2 Female Helm with *Shibumi* hot on their heels only 1 second later. *Sassy* took out Division 2 All Female ahead of new entrant *Tana*.



Our own celebrity members from MYC featured strongly in the prizes. Jan Bartel and her capable crew on *Esprit* overcame breakages and ripped spinnaker to romp on home in Division 1 All Female Crew in 2nd place after favourite *Local Hero*, skippered by Sue Walters.

In Jan's words "...we wrapped our masthead spinnaker around the forestay during our first gybe into Hunter's Bay, then ripped it getting it down. Undeterred we broke out our fractional kite on each of the next sets. Coming back up the racetrack on the second last upwind leg we saw *Little Nico* drop their kite instead of gybing it into Obelisk. As we approached later on, we copied their move, because the gigantic swell was reflecting back off Middle Head making some truly humungous waves too difficult to gybe in... so we dropped; reached in; and surfed down the waves at over 9 knots with just the heady!" Awesome stuff!



MYC scooped the pool in Division 2 with *Moonraker*, skippered my Marike Koppenol, ahead of Lee Ebeling on *Lautrec*. Whilst Lyn Humphries on *Bokarra* must of overcome her nerves to get 3rd place. I'm sure I saw her scurry in to the bathroom at least 3 times in the half hour before we headed out!





...AND THERE IS MORE...

Five Ynlings made the difficult journey from RSYS with *Miss Pibb* taking home the one design trophy.

You would think the excitement on the water would stop once tied up to the mooring, but no. Our very own Lucille decides to gracefully roll off the side of Shear Magic, bum in the air and splash into the water when the wind caught the main and heels us over somewhat.

I couldn't decide if it was a pretty extreme way to get out of packing up the boat or she took a fancy to one of the handsome fellows going by on *Moonraker*, who kindly picked her up.

There much was laughter and many stories back at the club for the presentation, and prizes galore from Helly Hansen. A stack of pizza's donated by De Vita restaurant were a welcome sight to the hungry sailors and more spectacular cakes from De Toni patisserie topped off a great afternoon.



Full race results can be seen at www.myc.org.au as well as a large selection of photos and video by Crosbie and Dale Lorimer <http://www.crosbielorimer.com> in the MYC gallery www.myc.org.au/gallery.shtml

Many thanks to our generous sponsors, Race Committee and volunteers who all pull together to make the event happen.

A special thanks to SallyAnne Aitkin, as my right hand woman for the weekend, and Marg Fraser-Martin for photographing both days, despite being soaked to the skin on the Saturday.

I look forward to seeing you all back again next year.

Catherine Thornton - Event Coordinator
And Shear Magic helm



THANK YOU VOLUNTEERS!

After sending a message of thanks to some of the volunteers at the HHWC, I received the following message in response:

"We reckon at our little sailing club, days like that are so much fun we get more out of them than we put in. A great bunch of people all with a kindred spirit. A pleasure to be part of!"

What a great bunch of volunteers our club has!

...Commodore Greg

THANK YOU SPONSORS

THANK YOU CATHERINE

HELLY HANSEN MYC WOMEN'S CHALLENGE - SATURDAY 18TH MARCH 2017							
PLACE	SAIL NUMBER	BOAT NAME	HELM	RACE 1	RACE 2	RACE 3	TOTAL
OPEN BIC							
1	6362	BICTORY	Evie Saunders	2	2	1	5
2	7409	BICOLOGY	Louise Holland	1	3	3	7
3	8312	MYC	Tshintia Hopper	3	1	4	8
4	8753	MYC	Jessie Lawson	4	4	2	10
5	6211	DREAM CATCHER	Emily Priddle	5	5	5	15
LASER							
6	101475	FREYTIIVANT	Veronique Morgan Smith	7	7	6	20
OPTIMIST							
7	OPTI60	OPTI60	Madeline Stanley	6	6	DNS[8]	20

See also <http://www.sail-world.com/Australia/MYC-Helly-Hansen-Womens-Challenge-2017---Crosbie-Lorimer-Images/152507>

PRESIDENT'S REPORT

Good News

We have heard that approval has been given to complete the repairs on our deck and roofing. Almost there!

Better News

We were successful in our Sport & Recreation grant for funding to help expand our fleet of BICs and build some storage trailers. We will be able to procure five BICs and with these we will soon be able to have a fleet of ten club boats which will allow us (in partnership with Manly Sailing) to reach into the high school sports market to encourage more into our great sport of sailing. The strategy is for the trailers to be wheeled onto the deck and then moved out of the way. All because our junior sailing program is expanding. A good problem to have.

Great news

The Minister for Sport, The Hon. Stuart Ayres, chose to use our club to announce the Sport & Recreation grant given to us, and similar grants to a number of other sports clubs in our area. In attendance with the Minister was the Liberal candidate for the Manly electorate James Griffin. See the Manly Daily Wednesday 12 April (p7). A very successful event and made possible by a number of our volunteers (and Anne Stockdale from Manly Sailing and Barry our Club Manager) coming together to do what we do best; support our club with time and energy that reflects our character and our community-based roots.



Future News

With the end of April rushing towards us, we are coming to the end of our financial year and of course our AGM in June. Nominations for roles on our Board will be opening and a couple of vacancies are available for anyone with a good DIY and coordination skill to help the club as the Director of Building and Maintenance. Any party animals out there that want to express yourselves as the Director Events, I would love to hear from you.

Cary Budd – President MYC 



Presentation Night	13 May 2017
First Winter Race	21 May 2017
Working Bee	27 May 2017
AGM Dinner	24 June 2017

MANLY YACHT CLUB
HELLY HANSEN
WOMEN'S CHALLENGE 2017

Many Thanks
to our Lead Sponsor



And
Support Sponsors



PEPPER TREE WINES



MARATHON RACE 3

The last Marathon of the series was an eventful day with a gusty and shifty Southerly breeze. Again the long course was in order and plenty of breeze made for a quick race.

We had a good turn out in division 2 with 6 starters given the day started out wet and miserable; the division 1 fleet was depleted by the Port Stephens Regatta so just 3 starters.

We also had a good turn out of volunteers for the race committee who were tested by an incident with *Melody* capsizing and requiring a tow.

Everyone responded well under pressure and thankfully there were no injuries on board *Melody*. It should also be noted that *Eos* stood aside and supported *Melody* whilst help arrived.

The handicap start format made for a close finish in division 1 with *Copernicus* winning narrowly from *Etre Jeune* and *Shear Magic* coming in third.

Division 2 was spread out a little more with *Lautrec* winning comfortably from *Piccolo* and *Bokarra* coming in third.

This race was also the series decider so congratulations to the winners, *Etre Jeune* in division 1 and *Bokarra* in division 2.

Thank you to all the competitors and volunteers throughout the series and we look forward to next season!

Scott McCarthy
Marathon Race Director



Leanne (Copernicus) - 1st Div 1



Tony (Etre Jeune) - 2nd Div 1



Robert (Shear Magic) - 3rd Div 1



Cleve (Piccolo) - 2nd Div 2



Lee and crew (Lautrec) - 1st Div 2

deVita
TASTES OF NAPOLI



PEPPER TREE WINES

Barrel Girl Catherine; images Colin Cameron



Colin (Bokarra) - 3rd Div 2

2016-2017 Marathon Series Race 3 - 02 April 2017

Division: 1											
PLACE	SAIL	BOAT	DESIGN	SKIPPER	START	STARTED	LATE	FINISH	ELAPSED	CODE	POINTS
1	6689	COPERNICUS	Radford12	Greg/Leanne Zyner	11:58:00	11:58:01	0:01	14:32:07	2:34:07		
2	G445	ETRE JEUNE	Hanse 445	Nick Polin	11:55:00	11:55:45	0:45	14:32:21	2:37:21		1.0
3	MYC100	SHEAR MAGIC	Adams 10	Robert Steffens	11:45:00	11:45:01	0:01	14:39:41	2:54:41		2.0
	9006	BULLET	Bull 9000	Michael Rowe	12:10:00						DNC 8.0
	6227	COURTESY BUS	Hick 30	Scott McCarthy	11:34:00						DNC 8.0
	MYC32	ESPRIT	Archambault 32	Greg/Jan Wilkins/Bartel	12:03:00						DNC 8.0
	1919	LOST HORIZON	Archambault 32	Brett Hudson	11:53:00						DNC 8.0
	MYC12	SAN TOY	Radford 12	Maz Radford	12:02:00						DNC 8.0
Division: 2											
PLACE	SAIL	BOAT	DESIGN	SKIPPER	START	STARTED	LATE	FINISH	ELAPSED	CODE	POINTS
1	MYC33	LAUTREC	Passage 33	Meredith Jones	11:56:00	11:56:08	0:08	14:29:08	2:33:08		
2	MYC26	PICCOLO	Nordic Folkboat	Cleve Rose	11:30:00	11:35:18	5:18	14:32:33	3:02:33		1.0
3	1152	BOKARRA	Santana 22	Colin Cameron	11:37:00	11:37:11	0:11	14:36:57	2:59:57		2.0
4	MYC5	EOS	Brittany Sloop	Brian Wilson	11:56:00	11:56:03	0:03	14:38:03	2:42:03		3.0
5	2626	ALLEGRO	Folkboat	Tom McGuire	11:30:00	11:33:35	3:35	14:52:32	3:22:32		4.0
6	1255	MELODY	Swanson Dart	James Nixon	11:56:00	11:56:05	0:05				DNF 6.0
	5830	CHEAP THRILLS	Ross 830	Barry Miflin	12:01:00						DNC 9.0
	AUS4770	KAOTIC	J24	Matthew Miles	12:08:00						DNC 9.0
	6295	RATTY TOOBY	Northshore 340	Ian Dennewald Nicola Reade	11:57:00						DNC 9.0

All good things must come to an end, and so it was for *Melody* and her stalwart crew in the final marathon race for the season...



A super-doooper spinnaker run from Bradley's Head in the stiff sou'easter ended in tears abeam of Middle Head when a series of swells, backwash and powerboat wake combined to skew the little Dart into an uncontrolled gybe of the Chinese variety. Dominique Winn had been all smiles on the helm as we had paced *Copernicus* down the harbour, often planing at well over 10 knots with *Bokarra* in our sights just ahead. But those grins turned to grimaces when the first 4 million litres cascaded over the gunnels as we went over. Within seconds the boat was full to the brim and our cheese-and-bacon lunch rolls were floating away with various torches, paddles and anything else not tied down.

Due to the large swells and the spinnaker being utilised in its prawn-trawling mode nothing could be done to bail out the boat. Knots in the end of the kite halyard and brace didn't help matters either, so the skipper was elected to swim out and fire the clips on the extra. *Maddog* McDonald meanwhile was attempting to right the stricken guppy by standing on the keel, skiff-wise.

A nearby RIB was soon standing by and threw us a towrope but obviously hadn't had much practice at towing boats full of water; gunned his 300hp outboard and took off with about 20m of slack in the line. **TWwwwwwannng!** It broke at the stem fitting and the sling-shotting line nearly took his head off.

Soon the *Robbie R* boys arrived and slowly towed us around to Cobblers Beach where we gently bumped on the sand. Mac jumped out to steady the ship while Dom and I bailed like madmen/women as the nearby nudists watched on quizzically. Adrenaline is a wonderful help in such situations so within quite a short time the boat was floating high enough for Marine Rescue to approach and suck out the remaining water with its turbo pump. A tow back to *Melody's* mooring by *Robbie R* came next, with us helpless to watch our lost items floating downwind to Crater Cove. By now we were all shivering violently and feeling pretty down. All the 'whatif' thoughts were running through our heads but in reality we were real lucky no one was hurt and that the little boat has a fair bit of buoyancy and we didn't end up on the rocks. But geez it was a great spinnaker run! We live to sail another day.

Thanks to all involved in our rescue, including Brian and his crew on *Eos* for standing by and rescuing our spinnaker.

Jim Nixon – *Melody* U-1244



U-1244 being towed to its secret nudist beach repair dock for major de-watering

Images taken by *Eos* crew

PRESENTATION NIGHT

CELEBRATE



Come celebrate the Grande Finales of the 2016/17 Season.

All classes at Sydney's most inclusive sailing club are welcome to celebrate another fantastic season.

When: Saturday 13th May

Start: 6.30pm

Entry: \$15 (for Adults)

Juniors: Free

PLEASE RETURN YOUR TROPHY IF YOU HAVEN'T ALREADY DONE SO...

La Dolce Vita - The End of Summer Ball

Manly Yacht Club Summer Ball

LA DOLCE VITA

March 24th, 7 pm
Dress to impress

Un film de FEDERICO FELLINI

\$40 A TICKET PP-
AVAILABLE AT TWILIGHTS
jackiemoganz7@hotmail.com
0431174017
(no tickets sales on the night)

FOOD COCKTAILS MUSIC AND
DANCING IN TRUE ITALIAN STYLE
PRESENTED BY ALFONSO
ON THE DECK OF MANLY YACHT CLUB

La Dolce Vita means literally **The Good Life**, and that's exactly what took place on the night of the ball, which was set in the atmosphere of 1950's Rome, with candle-lit tables and Dean Martin crooning to the guests.

Over 130 members and their guests, uncharacteristically well dressed, crowded onto the deck and into the hall, quaffing lychee martini's, prosecco cocktails and all manner of refreshing libations, and snacking on Alfonso's anti-pasta, pasta and risotto while bopping to our excellent DJ, Drew from Impressions DJ's.

We even had a fantastic performance from Mercedes who's singing and performance helped get everyone in the mood.

In fact, we were all having such a good time that our brave licensee, Stephen Teudt, had to insist we move inside so we wouldn't attract the wrath of our neighbours and the police.

One lucky person won our excellent raffle of 5 nights at the luxury **Altitude Ski Lodge** in Perisher Valley and having been there myself I can thoroughly recommend **Altitude** to any of our skiing members, with great food and friendly owners. I am told **Altitude** will sponsor us for next year as well.

Many thanks to all the people who helped make this a great night. Most especially Jackie whose tremendous effort in ticket sales made sure we had a good night; Norm Farrell and Barry Mifflin who helped with the set-up and Mark Bode and President Cary who helped us get it all packed away at the end of the evening.

I wonder what city we will be spending '**One Night In**' next year. I hope you all come along to find out!

David Lewis



Congratulations to...

- ▶ **Ratty Tooley** - 2nd over all, Performance (Non Spinnaker) Div 2
- ▶ **Sequel** - (Pittwater Boat) with a heavily influenced MYC crew including Dom, Felicity, Alex, Ken, Jim, finishing 2nd in the Performance - Spinnaker Div 3
- ▶ **Esprit** - 4th overall in the Super 30 class.
- ▶ **Fantail** - in the Sports Boat division,
- ▶ **Pam** - retired with damage on day 1 – read a blow-by-blow description.

Not forgetting all the other MYC members scattered over many competing yachts; and the MYC volunteers on the various race committees, particularly Peter Bennell and his team who managed one of the busiest race areas over the regatta; enjoying a great 2-day event.

A HECTIC DAY

Race day one of the **Sydney Harbour Regatta**, a strong wind warning was out and the intrepid crew of the "**Mighty Pam**" was set up for a wet and wild day of rather intense racing. We knew what we were in for, as we'd all competed in this event on numerous occasions. We knew it was going to be very busy on the racetrack and damp to say the least.

With Al Sims on the foredeck as usual, a man who has sailed around the world two- up and a 25-year veteran on **Pam**, that end was taken care of. In the middle, Jim Nixon with 25 Hobart's, a dozen Lord Howe's; a man with a bit of sailing cred, and then there was me at the back.

A stiff Southerly had worked it's way up the coast and there were predictions for about 25knt gusts, averaging 19's. Not great for the 55 year old **Pam** but hell, we'll give it a go.

Bang! We are off. A large mix up of fleets including big TP52's, all the way down to some soon-to-be-blown-away pocket rocket sports boats, all trying to make their way down the harbour.

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HISTORY - EOS THE YACHT - PART 2



"Eos" at Davis Marina prior to departure. Tony Curtis is on the left and Vernon Moore is in the middle.

Tom Flower died in 1977 and "Eos" passed on to two young fellows called Anthony (Tony) Curtis and Vernon Moore and they embarked on an ambitious voyage around the South Pacific starting with New Zealand. Tony's friend, John Paton, who had never sailed before, was persuaded to go with them for a pleasant holiday.

At their planned departure time the weather forecast was bad. Heavy winds were forecast and Cyclone Paul was lurking around and could possibly head for New Zealand. Their last call to the Weather Bureau brought the response *"Not a good time to be going to sea"*.

But they went.

On 16th January 1980 the barometer dropped 4 points in as many hours and from then on things got worse. Their single side band radio would receive Radio Moscow in English but all they could get from Australia was snatches of cricket commentary. No weather forecasts. The barometer kept dropping. It dropped below 998 mills. Cyclone Paul had caught "Eos". The wind was constant at 50 knots or over. The wind gauge jammed at its maximum of 60 knots.

Twice "Eos" was rolled on her beams end until the mast was in the water. The door to the lazarette in the stern was smashed in so water pouring into the cockpit ran straight into the bilge. The floorboards in the main cabin were floating before the gap was plugged. Vernon describes how on one occasion he found himself standing with one foot on the side of the hull and the other on the cabin ceiling praying for "Eos" to right herself. She did.

At the height of the storm they put out a PAN PAN call. No response. To try a MAYDAY was futile.

The engine ingested water and refused to start. No way to charge the batteries. The main sail had split in two and had to be taken down. And all the time the seas were building. Under bare poles and with three hawsers attached to big fenders streamed over the stern she was doing 6 knots and keeping her head up as she charged down the face of 35ft waves with the odd monster wave much higher than that. The drogue effect of the hawsers kept her stern to the wind and prevented her pitch poling down the face of a wave.

The weather had been overcast for days, which meant that getting a fix with the aid of a sextant was impossible. All navigation was by DED reckoning so their exact position was not known.

They decided that their best bet was to head for Lord Howe Island instead of going directly to New Zealand but they were not quite sure where it was. "Eos" was fitted with roller reefing at the time so they rolled the bottom of the top half of the main sail round the boom and hoisted the remainder. Balanced with a small jib "Eos" was moving.

By this time the crew were worn out. They had been wet under their wet weather gear with their harnesses on continuously for days. They had salt-water ulcers on their bums, serious chaffing from the harnesses and itching at their armpits and crotch. This was their holiday.

The DED reckoning was accurate and the sight of Lord Howe Island etched in the gold of the setting sun brought tears to their eyes. In the calm waters in the lee of the island they peeled off their wet weather gear for the first time in seven days. At 0815 on the 23rd Jan "Eos" was towed into the lagoon by a long boat. They had been at sea for two weeks and travelled nine hundred and fifty seven miles just to reach Lord Howe.

"Did you see any other boats out there?" was the first question asked on the island. Surprised at the question they discovered that a New Zealand yacht had left Hobart after the Sydney/Hobart race to return home at the same time as "Eos" left Sydney. That yacht, *"Smack Water Jack"* sailed into the same weather conditions as "Eos". It was lost without trace.

Seven weeks after they landed at Lord Howe they set sail for New Zealand once again. In the meantime Vernon had been back to Sydney and returned with new and repaired sails. The others had given "Eos" a make over, thorough clean up, bottom scrub, fresh paint and varnish. She was the smartest boat on the island.

Five days out from Lord Howe they spotted the light on the most seaward of the Three Kings Islands off the northern tip of New Zealand. The first leg of their voyage was almost over.

"Eos" docked in Auckland and tied up at a convenient jetty. The crew were tidying up prior to racing off for a well earned beer when they spied a couple strolling along in the direction of "Eos". *"Hurry up! They'll want to stop and chat keeping us out of the pub."* The couple reached "Eos" and stopped for a chat. *"I sailed over from Sydney in a yacht just like that. We tied up right here"* said the man.

"Shocking trip. Thought I would never see land again, in fact, I was so relieved to be alive that I went straight to that phone box over there and proposed to this lady over the phone".

"Yes" she said.

"In fact" said the man *"today is the anniversary of that phone call and I promised my wife that I would show her the exact phone box where I made that call exactly two years ago."*

"This yacht is remarkably similar to the yacht I sailed in" said the man.

"What's her name?"

"Eos"

"EOS! It's the same Yacht!"

Whereupon the exhausted crew of *Eos* went off to the pub for a beer and to sleep in the hotel accommodation booked by the couple and the couple were delighted to stay aboard "Eos".

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CLUB CHAMPIONSHIP RACE 9



THANK YOU



PEPPER TREE WINES

Champagne sailing ... Club Championship Race 9 was the definition of this term. One of the very few sunny days in the wettest March on record; a glorious day on the water. Light winds were predicted to swing around to dead east and it was looking like course 2 was the go. But closing in on the scheduled start time, the wind was still swinging around like a drunken sailor, to just about every corner of the compass.

The Race Committee made a great decision to delay by ten minutes and in that time, the wind mostly settled to NE.

Course 9 was announced and we were under way. But the wind still had a few easterly wobbles in her, which made it a challenge for some to keep spinnakers up all the way from MYC to Lady Bay.

On down to Taylor Bay where a massive blue ship had taken up mooring for a service but was, thankfully, just far enough out into the harbour not to present an obstacle. Smooth sailing for the rest of the race. The only sad news being poor *Lautrec*, who didn't get to start because of a faulty motor.

Back on the deck at MYC for the results was not nearly so smooth, with me making a grand stuff-up, when I forgot to update the start time in TopYacht. Prizes were handed out, claps on the back made and smiles all around until Commodore Greg Wilkins pointed out the error of my ways. New results, new smiles, and great sportsmanship displayed when some recipients of the prize bottles of wine needed to change.

Wouldn't it be great if my results errors ended there? But no! For boats that didn't compete (DNC), I'd marked them as did not start (DNS), which only came to my attention when eagle-eyed Newsletter Editor Maz Radford, who'd been out of town on race day, saw *Two Can* as DNS, and knew that she couldn't possibly have been at the start after having run aground only weeks previously. Please see results below for the race, and, red-faced again, I offer you the corrected series results at [PHS](#).

Only one race left in the series and plenty of boats still in contention for the win. Hope to see you all out on the water for CC10 on 23 Apr., and, fear not, I will be asking for my TopYacht data entry to be checked before making any announcements.

It's great fun being Race Director for the Club Championships, but, unfortunately, with the job I accepted in September last year, I've been struggling to keep up with my RD duties, which don't take that much time, but when you have none to spare at all ... So, if anyone would like to take up the post, please just let anyone on the Sailing Committee know. All racers would be eternally grateful.

Shari Hooper – Club Championships Race Director



As previously mentioned, the MYC Marathon entrants were depleted because a number of our yachts participated in the 10th Anniversary of the Sail Port Stephens Regatta, taking crew from other competitors with them.

Our very own "rockstar" Jan Bartel, helming *Esprit* for the first 3 days in the Commodores Cup event, placed 1st on Day 1 and Day 2, 6th overall in the series in Div 2 and best female helm, day 1.

Congratulations to all who made the journey to Port Stephens. Some harrowing delivery tales we told to your Editor! Hopefully the weather was kinder to you on the return trip. If you have a tale to tell – send it in to newsletter@myc.org.au. Articles, results and images from the regatta can be found in the "googlesphere".



Esprit crew L to R: Jim N, Uli K, Graham R, Jan B, Greg W, Ian D, Ken L



"I my capacity as one of MYC's "on the spot reporters" from Sail Port Stephens, I attach a pic taken by Ian as we crossed into Port Stephens on BULLet. I can report it was a very wet trip up with our top speed of 14 knots under reefed main and no 4 jib - so it was kinda windy at times."

Michael Rowe

A HECTIC DAY *continued...*

Our first mark was Rose Bay. With everything strapped on flat as a board, the first beat was hard yakka, with lots of greenies over the bow. We had worked our way into 4th place, so we kicked on and took no prisoners.

A square run down to Obelisk was the plan, but the million-ton oil tanker leaving the harbour had other ideas. We were running parallel along side her and as the breeze was picking up all the time, we had only one option; tuck under her transom and hope the waterways weren't around.

Of course this meant sailing by the lee in a solid 20knts. This was challenging, but do-able and as **Pam** had on board a half decent crew, we came out of this situation unscathed. Then it was back up to Rose Bay to prepare for a ripper kite run back down to the finish in North Harbour.

All was going swimmingly, then abeam of The Pigs we started noticing quite a lot of carnage around us. The breeze was building (so much for gusts of 25knts, as we later found out 32knts was the actual speed) and right at that time we were half way across The Heads with a kite up. Did I mention we had the electric pump going, as well as a panicked crew on the manual. To top it all off, the swell was Mick Fanning worthy.

So as white wash was appearing on the foredeck, white knuckles were appearing on **Pam's** erstwhile crew. Water was now cascading into the now unbailable cockpit as the crew had come aft. Or should I say the crew had been washed aft. When the guy who sailed round the world turns back and yells, "I think we are going to die" you know things are serious.

The bow wave was now amidships and we knew we were pushing the envelope as we barrelled down some ripper waves. Now it was all up to the driver not to stuff up, as this old timber boat has no bulkheads; buoyancy; or any mod cons that you'd expect to be in place to keep her afloat in this situation.

We couldn't have got the kite down if we wanted to. As the driver, I knew there was a chance the old girl would sink very quickly if it went pear shaped. A broach; Chinese jibe; nosedive; or gear failure in these conditions, would only take seconds for her to head for the bottom. I was at war with the helm at times, with both hands to keep her on track, feet braced, while quietly saying to myself "Don't F-Up".

But boy was it fun! I reckon we were near 15knts on one of those waves and for a displacement hull that's wild. Not much was said during the run, apart from confidence building comments from the lads to the helmsman. It makes all the difference when the skipper can totally rely on the crew to keep it together, so I could just steer this near-out-of-control-old-soviet-era-missile of a boat.

Once in North Harbour we managed to get the kite down, granny and reach over to the finish for a respectable 3rd place. We picked up the police mooring off Forty Baskets and waited for the second race of the day. That is when we noticed we had a tiller head fatigue issue and further wrangling could be catastrophic. So our day was done.

On Jim's radio there was constant notifications of withdrawals from yachts that were pulling the pin, some from damage and others just had enough of the conditions. Five minutes later, the Race Committee canned the rest of the days racing.

We sailed downhill bare poles back to the mooring and packed the old girl up. As we got off, I gave **Pam** a sincere apology for what we had put her through. I also thanked her for a day that 3 mates will never forget.



Mad Dog



The Mighty Pam looking her very best. Apparently there was no time to take any pics on the "hectic" day – a bit much on...

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So book now by calling Michael and Sarah on 9999 5748

HISTORY - EOS THE YACHT - PART 2 *continued...*

The voyage proceeded south from Auckland then west through the Cook Strait then north again to New Plymouth where it was intended to do some filming. However the filming did not materialise so "Eos" headed north towards Fiji. By this time Tony's brother Peter, a shipwright, had joined the crew. He was taken ill on board and so Suva became a definite port of call for medical attention. He recovered, but Tony and Vernon took advantage of the break and spent some considerable time at the Suva Yacht Club. The next leg was to Efate Island and took the form of an impromptu race with other cruising yachts. "Eos" won and the race became a recognised event in the ocean-racing calendar.

From Efate Island to Noumea via Tana and then back to Lord Howe before the last leg to Sydney. The whole voyage took almost a year. Fresh crewmembers flew in at different times. Vernon credits little "Eos" with saving his life by being so strong and sea worthy and Tony for being the best all round seaman.



"Eos" racing to Efate Island. Note the dodger and the side screens round the cockpit.

Authors note:- Vernon Moore was a TV camera man for Channel 7. Most of the information in part 2 of this article was based on the contents of a letter that Vernon wrote to his daughter, Taylor. In it he wrote a detailed account of the Eos voyage to New Zealand, his experience in Vietnam at the fall of Saigon, a trip to Afghanistan and boyhood visits to an uncles farm where he befriended a horse. Vernon died about two years ago.

THE MYC WINTER SERIES SPONSORED BY TEUSNER WINES

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DATES: 21 MAY 2017

4 JUNE 2017

18 JUNE 2017

2 JULY 2017

16 JULY 2017

30 JULY 2017

ON-LINE ENTRIES OPEN SOON



What Debbie did in her summer holidays...
Our friend Eureka... Mal assessing the damage after
Cyclone Debbie swept through the Whitsundays

CONGRATULATIONS KYM

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MAKER OF THE YEAR](#)



AN OPEN INVITE TO ALL MANLY YACHT CLUB MEMBERS

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



**AUSTRALIA DAY REGATTA
TOWN HALL PRESENTATION**

Ivan receives his Australia Day 1st place medal



Boats ready to go

**HELLY HANSEN
WOMEN'S
CHALLENGE
18TH MARCH 2017**

Jackie & Caroline ready to go



We were greeted this morning by an overcast day with a very grey sea, and a large swell. In spite of that, our team went down to Manly Yacht Club because it was important that we regain our Award for the most boats in the water of any one class. We had our 7 Hansa Dinghies on the water.

The boats were launched and in the water, and as the weather worsened, the decision was made to abandon the race. Back they came to the pontoon, packed away, a nice lunch arranged, and prizes distributed according to a pull out of the hat. Let's hope for better weather next year.

Thanks so much to Caroline and Jackie for their extremely hard work in organising the right number of people and boats to be out on the water.



ALL MYC MEMBERS WELCOME

It is 3 years since we ran our last **First Aid Course**, so many of us will no longer be qualified unless we update the course, which has changed in many ways. The course will be run as before, which means that you will receive a book to work through individually and at home in May, then come into Manly Yacht Club on **Sunday 25th June** to revise and update the **Defibrillation and CPR**.

Please let Eli know if you will be updating or starting afresh with this course. eli@manlysailability.com.au, or 9976 2747



Our old friend, Phillip, has moved to the Central Coast. The boat he has sailed for the last 6 years at Manly, *Alan Wood*, has been moved to Toronto so that he can continue with his sailing.

Sailability Toronto has very kindly replaced Philip's boat with a newer 2.3, which is not servo operated, so that some of our young sailors who want to sail solo in a 2.3 will be able to do so. Keep an eye out for this. Alan will have competition at our race days, as will Richard, Ben and a few others who can't wait to get out there racing.

The new boat will be named when we have had some consultation between our members.

**FINANCIAL ASSISTANCE GRANT FROM
TOYOTA FINANCIAL SERVICES**

Colleen Williams, Ollie's Mum has applied for and received a grant from Toyota Financial Services to update some of our worn out sails. Thank you so much for this help, Colleen. It is wonderful that we have parents interested in doing this for our participants, and we do currently have a real need for some new sails.



Northern Beaches Community Connect has arranged a special treat for all volunteers on the Northern Beaches. We are invited to a special screening of **Pirates of the Carribean, the latest version** starring Johnny Depp, at Warriewood Cinemas on **Thursday, 25th May**. More details next issue. Please let Eli know if you will be attending.



Event Co-ordinator Catherine
with Commodore Greg



Little Nico crew
1st Female helm division 1



Jan (Esprit) 2nd all Female crew
Division 1



Lyn (Bokarra) 3rd Female
Helm Division 2



Images by Colin Cameron

2016-2017 Womens Challenge - all female Race 1 - 19 March 2017

Division: 1													
PLACE	SAIL	BOAT	CLUB	DESIGN	SKIPPER	FINISH	CODE	ELAPSED	PHS	HC TIME	BCH	CHC	POINTS
1	1236	LOCAL HERO	MH16SC	Bh36	Sue Walters	15:14:12		2:09:12	1.045	2:15:00	1.048	1.046	1.0
2	MYC32	ESPRIT	MYC	Archambault 32	Jan Bartel	15:25:18		2:20:18	0.965	2:15:24	0.965	0.965	2.0
3	4100	THE BANSHEE	CSC	Mbd41	Corinne Feldmann	15:15:28		2:10:28	1.060	2:18:17	1.038	1.049	3.0
4	9006	BULLET	MHYC	Bull 9000	Kate Rowe	15:24:48		2:19:48	0.995	2:19:06	0.969	0.983	4.0
5	7600	UTOPIA	CYCA	Sydney 38	Sarah Goddard-Jones		DNF		1.107			1.107	6.0
Division: 2													
PLACE	SAIL	BOAT	CLUB	DESIGN	SKIPPER	FINISH	CODE	ELAPSED	PHS	HC TIME	BCH	CHC	POINTS
1	5731	SASSY	BSC	Northshore 310	Lyn Evans	15:24:08		2:09:08	0.750	1:36:51	0.762	0.756	1.0
2	6380	TANA	GFS	Jeanneau 32	Pam Joy	15:26:12		2:11:12	0.750	1:38:24	0.750	0.750	2.0
3	3867	GUN RUNNER	ASC	Jarkan	Candice Cushway	15:51:32		2:36:32	0.750	1:57:24	0.629	0.741	3.0

2016-2017 Womens Challenge - female helm Race 1 - 19 March 2017

Division: 1													
PLACE	SAIL	BOAT	CLUB	DESIGN	SKIPPER	FINISH	CODE	ELAPSED	PHS	HC TIME	BCH	CHC	POINTS
1	543	LITTLE NICO	MHYC	Rob Shaw 11 Meter	Sonja Walters	14:44:14		1:39:14	1.175	1:56:36	1.308	1.204	1.0
2	8330	SHIBUMI	MHYC	Northshore 369	Deborah Dalziel	15:13:36		2:08:36	0.985	2:06:40	1.009	0.997	2.0
3	4377	CLEWLESS?	SASC	Cape 31	Susan Hardy	15:20:54		2:15:54	0.955	2:09:47	0.955	0.955	3.0
4	MYC7	TENSIXTY	MYC	Radford 10.6	Veronique Morgan-Smith	15:28:47		2:23:47	0.920	2:12:17	0.903	0.911	4.0
5	MYC100	SHEAR MAGIC	MYC	Adams 10	Catherine Thornton	15:33:47		2:28:47	0.895	2:13:10	0.872	0.884	5.0
6	3829	MAGICIAN V	M16SSC	Swarbrick 9.9	Sally Wetstein	15:50:08		2:45:08	0.908	2:29:56	0.786	0.897	6.0
Division: 2													
PLACE	SAIL	BOAT	CLUB	DESIGN	SKIPPER	FINISH	CODE	ELAPSED	PHS	HC TIME	BCH	CHC	POINTS
1	MYC37	MOONRAKER	MYC	Beneteau Oceanis 37	Marieke Koppenol	15:13:35		1:58:35	0.815	1:36:39	0.860	0.835	1.0
2	MYC33	LAUTREC	MYC	Passage 33	Janette Syme	15:22:46		2:07:46	0.795	1:41:34	0.798	0.796	2.0
3	1152	BOKARRA	MYC	Santana 22	Lyn Humphreys	15:49:28		2:34:28	0.660	1:41:57	0.660	0.660	3.0
4	1255	MELODY	MYC	Swanson Dart	Sorrell Lambie	15:24:41		2:09:41	0.790	1:42:27	0.786	0.788	4.0
5	MYC6	AIDA	MYC	S80	Sophie Tyner	15:35:30		2:20:30	0.745	1:44:40	0.726	0.736	5.0
6	6295	RATTY TOOHEY	MYC	Northshore 340	Nicola Reade	15:25:35		2:10:35	0.808	1:45:31	0.781	0.798	6.0
	B33	SLOOP DE JOUR	NHYC	Northshore 33	Mel Jones		DNC		0.795			0.795	8.0
Division: 4													
PLACE	SAIL	BOAT	CLUB	DESIGN	SKIPPER	FINISH	CODE	ELAPSED	PHS	HC TIME	BCH	CHC	POINTS
1	AUS60	MISS PIBB	RSYS	Yngling	Louise Tillett	15:38:34		2:43:34	0.750	2:02:41	0.774	0.762	1.0
2	AUS48	SHINING STAR	RSYS	Yngling	Elyse Guevara	15:43:46		2:48:46	0.750	2:06:34	0.750	0.750	2.0
3	AUS59	EVIE	RSYS	Yngling	Sara Ladd	15:44:36		2:49:36	0.750	2:07:12	0.746	0.748	3.0
4	AUS27	TROIKA	RSYS	Yngling	Ariane Ritchie	15:46:40		2:51:40	0.750	2:08:45	0.737	0.744	4.0
	AUS47	MOJO	RSYS	Yngling	Ewa Lindelof		DNC		0.750			0.750	6.0

CLUB CHAMPIONSHIP RESULTS RACE 9



RD Shari with Jan (Esprit) 2nd Div 1 and Michael (BULLet) 1st Div 1



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Jim (Melody) 1st Div 2



Peter Mac (Pam) 3rd Div 1



PEPPER TREE WINES

Images by Phil Dressler

2016-2017 Club Championship Race 9 - 26 March 2017

Division: 1												
PLACE	SAIL	BOAT	DESIGN	SKIPPER	FINISH	CODE	ELAPSED	PHS	HC TIME	BCH	CHC	POINTS
1	9006	BULLET	Bull 9000	Michael Rowe	15:35:45		2:20:45	0.992	2:19:38	1.006	0.999	1.0
2	MYC32	ESPRIT	Archambault 32	Greg/Jan Wilkins/Bartel	15:43:08		2:28:08	0.946	2:20:08	0.956	0.951	2.0
3	KA16	PAM	5.5 Metre Class	Peter McDonald	15:56:03		2:41:03	0.874	2:20:45	0.879	0.877	3.0
4	MYC7	TENSIXTY	Radford 10.6	David Ashton	15:49:36		2:34:36	0.916	2:21:37	0.916	0.916	4.0
5	AUS1161	WILDLIFE	Etchells	Bruce Davis	15:46:19		2:31:19	0.942	2:22:32	0.936	0.939	5.0
6	2306	TWILIGHT EXPRESS	Adams 10	Mark Stacey	15:53:54		2:38:54	0.911	2:24:45	0.891	0.901	6.0
7	1919	LOST HORIZON	Archambault 32	Brett Hudson	16:05:01		2:50:01	0.915	2:35:34	0.833	0.904	7.0
8	6227	COURTESY BUS	Hick 30	Scott McCarthy	16:44:29		3:29:29	0.907	3:10:00	0.676	0.896	8.0
	G445	ETRE JEUNE	Hanse 445	Nick Polin		DNC		0.885			0.885	12.0
	MYC100	SHEAR MAGIC	Adams 10	M.Evans H.Sullivan		DNC		0.854			0.854	12.0
	4863	TWOCAN	Masrm 920	Stephen Teudt		DNC		0.837			0.837	12.0
Division: 2												
PLACE	SAIL	BOAT	DESIGN	SKIPPER	FINISH	CODE	ELAPSED	PHS	HC TIME	BCH	CHC	POINTS
1	1255	MELODY	Swanson Dart	Jim Nixon	15:25:10		2:20:10	0.786	1:50:10	0.787	0.786	1.0
2	6295	RATTY TOOHEY	Northshore 340	Ian Dennewald Nicola Reade	15:26:10		2:21:10	0.781	1:50:15	0.781	0.781	2.0
3	5830	CHEAP THRILLS	Ross 830	Barry Mifflin	15:32:31		2:27:31	0.794	1:57:07	0.747	0.784	3.0
4	6361	CZECH MATE	Beneteau 361	Phil Dressler	15:48:02		2:43:02	0.772	2:05:52	0.676	0.762	4.0
	1152	BOKARRA	Santana 22	Colin Cameron		DNC		0.657			0.657	7.0
	AUS4770	KAOTIC	J24	Matthew Miles		DNC		0.825			0.825	7.0
	MYC33	LAUTREC	Passage 33	Meredith Jones		DNC		0.748			0.748	



LMR4 at MHASC

LASER MINI REGATTA DAY 4

It looks like I was over at the start in reporting the winner of the Laser Mini Regatta last month as just yesterday we sailed the final 4 heats (13-16). I can still announce that Iain Cameron retained the series with a 1st in heat 13 only to realise his hull started to come apart and he had to return to Manly. The rampaging Geoff Reid stole 2nd overall with Ian Saunders choosing Noosa over the final four heats.

We had 8 boats that sailed around to join the MHASC fleet in Middle Harbour on a gusty NW breeze. The Manly boats held their own with Geoff Reid reaching the top mark in first place in heat 3 and Sam in 2nd in heat 2. All Manly boats had a crack in a fleet of about 20 boats. Gordon Lacy while trying to power up over the top of me in heat 3 snapped his mast and was sent home, yet picked up the Pepper Tree wine for his trouble.



AUTUMN POINTSCORE



Above: Dutchy and Ian Saunders
Below: with Iain Cameron

The AVOKA/deVita Autumn Point Score was finalised on Sunday April 2nd in a strong Southerly wind with Ian Saunders being crowned the 2016/17 Champion picking up a 3rd and 1st in the final two heats. Geoff sailed very well, collecting two 2nd's in the final two heats to take out 2nd overall. Richard Lacy managed 3rd overall with a 7th and 2nd in the final two heats only 1.2 point behind Geoff, if only that 7th was a 4th!



CLUB CHAMPIONSHIP

The Pepper Tree 2016/17 Club Championship has been decided and the new and returning Club Champion is Iain Cameron. Iain sailed brilliantly this season taking out the series by an incredible 18.5 points from 2nd place (13.1). He managed to achieve this sailing in a series "15" boat with no turbo equipment either, congratulations Iain.

Phil Reid picked up 2nd overall in the Club Championship by only 2.4 points from Ian Saunders in 3rd. Special mention to Phil who being the lightest crew in the fleet picked up a win in a 25knot Southerly, really well sailed heat. Also would like to mention Marcus James who was a solid contender this season coming in 4th overall and being in the top three placings quite a few times. If he stops falling over downwind who knows what could happen next season.



SEASON WRAP UP



Overall the 2016/17 season was sailed well by all boats and the quality of the sailing is getting really competitive. The new course configuration has had a mixed reception among the sailors yet it does make for competitive sailing I believe. Special mention to Romy Saunders who came through the junior program and sailed with us this season and did really well, even Evie got out in a couple of races. Also nice to see Keith Spencer join the fleet this season and get used to the Laser.

A big thank you to Colin Cameron, as always helping out with logistics and Richard James for supporting the fleet on the harbour. Finally the Club Committee for supporting the Laser fleet and running the club. We should organise a Winter working Bee and BBQ and repair all the Dolly's during the down time.

Cameron Wall – MYC Lasers



Images by Colin Cameron



MYC JUNIORS



Boats & Storage for next season

Following a couple of enquiries, to clarify the rules and latest situation for JUNIORS (pls note this doesn't apply to Lasers, for which there is a waiting list).

1. BOATS FOR SALE: please feel free to post notices of Member owned boats for sale on this page. The BIC Association and another Sydney based club have put out emails calling for second hand BICs to buy. It would be ideal if we could offer existing MYC members the opportunity to purchase boats first (via this page).

2. JUNIOR STORAGE: there is currently NO AVAILABILITY to store more member owned boats in the shed.

3. PURCHASING AN EXISTING BOAT: The Club Captain is responsible for allocating spaces. He has said that if an existing member purchases a boat that is currently in storage *"it is the expectation that boat can remain in that spot"*. However you must send in the Dinghy Storage application form as soon as you purchase the boat. Please indicate on the form (somewhere) that you have purchased a boat in existing Club storage and include a note of the name of the previous owner. And as usual everything is ultimately at the discretion of the Club and space is not confirmed until you receive confirmation from the club (and pay the fees), but this is the current expectation. This situation WILL LIKELY CHANGE if a waiting list forms (see point 4 below). Here's the form: <http://myc.org.au/forms/BoatStorageForm.pdf>

4. NEW BOATS: If you purchase a boat from outside the Club, you may be added to a waiting list. Fill in the dinghy application form <http://myc.org.au/forms/BoatStorageForm.pdf>

5. REGULAR USE: given the demand for space, it is an entirely reasonable condition that boats stored at the club regularly participate in Club sailing. If you have a boat stored at the club and you no longer intend to use it, it may be better to sell it before you're asked to remove it.

6. CLUB BOATS: the club has fleets of Optimists, PJs and BICs for the purpose of introducing new kids to the sport and given them an opportunity to try a particular class. Allocation of Club boats therefore prioritises newer sailors. If there is a shortage of any particular class, new sailors approved for that class by a coach may be given priority (although this is dependent on a number of factors, including storage of member owned boats).

7. LOVE A PJ! I've said it before many times! The PJs are a brilliant boat for skills development in young sailors. Much lighter than BIC's they are a great performer and with a smaller sail they are much less intimidating and more likely to nurture skills and encourage your kids to develop, rather than scare them off. Hopefully that's all clear!?!?!?

Dutchy



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OPEN BIC 7556

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MYC LASER RESULTS



PEPPER TREE WINES

MYC LASER RACE 29

AP13 - 26/03/17		COURSE : 2		START : 14:20:00		WIND : ENE 5 - 8kn			
Sail No	Hc	VY	Laser	Skipper	Finish	Hc PI	Elapsed	VY Cor	VY PI
101 475	0:02:30	118.5	Freytivant	Veronique Morgan-Smith	14:43:59	1	0:21:29	0:18:08	6.0
208 881	0:05:30	114.0	Newman	Richard Lacey	14:46:15	2	0:20:45	0:18:12	7.0
208 331	0:07:30	114.0	Fragile	Gordon Lacey	14:47:13	3	0:19:43	0:17:18	5.0
199 015	0:06:30	114.0	Sam	Sam Jackson	14:47:20	4	0:20:50	0:18:16	9.0
166 818	0:06:00	114.0	Tom Yum	David Holland	14:47:25	5	0:21:25	0:18:47	10.0
179 391	0:08:00	114.0	Sin Sceal Eile	Phil Reid	14:47:31	6	0:19:31	0:17:07	4.0
156 731	0:09:30	114.0	Seanile	Iain Cameron	14:48:00	7	0:18:30	0:16:14	1.0
199 391	0:09:00	114.0	Hand in Glove	Marcus James	14:48:05	8	0:19:05	0:16:44	2.0
206 751	0:09:00	114.0	Salty Dog	Ian Saunders	14:48:11	9	0:19:11	0:16:50	3.0
	0:06:30	114.0		Keith Spencer	14:48:42	10	0:22:12	0:19:28	12.0
156 769	0:08:00	114.0	Grampage	Geoff Reid	14:48:45	11	0:20:45	0:18:12	8.0
6362	0:00:00	153.3	Open Bic	Santo Saunders	14:48:58	12	0:28:58	0:18:54	11.0
123 247	0:03:30	114.0	Gumbaru	Roland Beck	DUTY				
199 012	0:06:00	114.0	Aargh	Dave Smith	DUTY				



MYC LASER RACE 30

CC15AP14 - 26/03/17		COURSE : 3		START : 14:56:00		WIND : ENE 5 - 8 kn				
Sail No	Hc	VY	Laser	Skipper	Finish	Hc Cor	Hc PI	Elapsed	VY Cor	VY PI
199 015	0:07:00	114.0	Sam	Sam Jackson	15:23:20	15:30:20	1	0:27:20	0:23:59	2.00
101 475	0:03:30	118.5	Freytivant	Veronique Morgan-Smith	15:26:55	15:30:25	2	0:30:55	0:26:05	9.00
156 769	0:07:00	114.0	Grampage	Geoff Reid	15:23:55	15:30:55	3	0:27:55	0:24:29	5.00
179 391	0:08:00	114.0	Sin Sceal Eile	Phil Reid	15:23:12	15:31:12	4	0:27:12	0:23:52	1.00
208 881	0:06:30	114.0	Newman	Richard Lacey	15:25:10	15:31:40	5	0:29:10	0:25:35	8.00
	0:06:00	114.0		Keith Spencer	15:26:00	15:32:00	6	0:30:00	0:26:19	10.00
206 751	0:08:30	114.0	Salty Dog	Ian Saunders	15:23:55	15:32:25	7	0:27:55	0:24:29	5.00
199 391	0:09:00	114.0	Hand in Glove	Marcus James	15:23:26	15:32:26	8	0:27:26	0:24:04	3.00
208 331	0:08:00	114.0	Fragile	Gordon Lacey	15:24:27	15:32:27	9	0:28:27	0:24:57	7.00
166 818	0:06:00	114.0	Tom Yum	David Holland	15:26:52	15:32:52	10	0:30:52	0:27:05	11.00
156 731	0:09:30	114.0	Seanile	Iain Cameron	15:23:30	15:33:00	11	0:27:30	0:24:07	4.00
6362	-0:01:00	153.3	Open Bic	Santo Saunders	DNF					
123 247	0:03:30	114.0	Gumbaru	Roland Beck	DUTY					
199 012	0:06:00	114.0	Aargh	Dave Smith	DUTY					



MYC LASER RACE 31

AP15 - 02/04/17		COURSE : 3		START : 14:05:00		WIND : SSE 19 - 22 kn			
Sail No	Hc	VY	Laser	Skipper	Finish	Hc PI	Elapsed	VY Cor	VY PI
156 731	0:08:30	114.0	Seanile	Iain Cameron	14:41:01	1	0:27:31	0:24:08	1
156 769	0:07:30	114.0	Grampage	Geoff Reid	14:42:25	2	0:29:55	0:26:15	3
206 751	0:08:30	114.0	Salty Dog	Ian Saunders	14:42:47	3	0:29:17	0:25:41	2
199 015	0:08:00	114.0	Sam	Sam Jackson	14:43:17	4	0:30:17	0:26:34	4
179 391	0:08:00	114.0	Sin Sceal Eile	Phil Reid	14:43:45	5	0:30:45	0:26:58	5
208 331	0:07:30	114.0	Fragile	Gordon Lacey	14:47:38	6	0:35:08	0:30:49	6
166 818	0:03:30	114.0	Tom Yum	Justin	14:49:24	7	0:40:54	0:35:53	8
208 881	0:06:30	114.0	Newman	Richard Lacey	14:50:00	8	0:38:30	0:33:46	7
176 158	0:05:30	114.0	Deluge	Tim Docker	DNF				
199 391	0:09:00	114.0	Hand in Glove	Marcus James	DNF				
202 964	0:07:30	114.0	serenity now	Ed Wray	DNF				
101 475	0:04:00	118.5	Freytivant	Veronique Morgan-Smith	DNS				
	0:06:00	114.0		Keith Spencer	DNS				
168 154	0:05:30	114.0	Twocando	Sean O'Dwyer	DUTY				
166 818	0:05:30	114.0	Tom Yum	David Holland	DUTY				



MYC LASER RACE 32

CC16AP16 - 02/04/17		COURSE : 3		START : 15:00:00		WIND : SSE 16 - 19 kn				
Sail No	Hc	VY	Laser	Skipper	Finish	Hc Cor	Hc PI	Elapsed	VY Cor	VY PI
206 751	0:08:30	114.0	Salty Dog	Ian Saunders	15:28:53	15:37:23	1	0:28:53	0:25:20	2
156 769	0:08:00	114.0	Grampage	Geoff Reid	15:29:27	15:37:27	2	0:29:27	0:25:50	3
179 391	0:08:00	114.0	Sin Sceal Eile	Phil Reid	15:30:07	15:38:07	3	0:30:07	0:26:25	4
208 881	0:05:30	114.0	Newman	Richard Lacey	15:32:43	15:38:13	4	0:32:43	0:28:42	5
156 731	0:09:30	114.0	Seanile	Iain Cameron	15:28:50	15:38:20	5	0:28:50	0:25:18	1
208 331	0:07:30	114.0	Fragile	Gordon Lacey	15:32:46	15:40:16	6	0:32:46	0:28:45	6
176 158	0:05:30	114.0	Deluge	Tim Docker	15:35:24	15:40:54	7	0:35:24	0:31:03	7
199 015	0:08:00	114.0	Sam	Sam Jackson	15:36:31	15:44:31	8	0:36:31	0:32:02	8
166 818	0:03:00	114.0	Tom Yum	Justin	DNF					
101 475	0:04:00	118.5	Freytivant	Veronique Morgan-Smith	DNS					
202 964	0:07:30	114.0	serenity now	Ed Wray	DNS					
	0:06:00	114.0		Keith Spencer	DNS					
168 154	0:05:30	114.0	Twocando	Sean O'Dwyer	DUTY					
166 818	0:05:30	114.0	Tom Yum	David Holland	DUTY					
199 391	0:09:00	114.0	Hand in Glove	Marcus James	OCS					



MYC LASER RESULTS



MYC LASER MICRO REGATTA Day 4 (MHASC)

LMR13 - 09/04/17 COURSE : 2 WIND : N 10 - 15 kn					LMR14 - 09/04/17 COURSE : 2 WIND : N 10 - 15 kn				
Sail No	VY	Laser	Skipper	Place	Sail No	VY	Laser	Skipper	Place
156 731	114	Seanile	Iain Cameron	1	208 331	114	Fragile	Gordon Lacey	1
199 015	114	Sam	Sam Jackson	2	156 769	114	Grampage	Geoff Reid	2
210 201	114	2cheeks	Garth Riley	3	199 015	114	Sam	Sam Jackson	3
148 665	114	SqWall	Cameron Wall	4	210 201	114	2cheeks	Garth Riley	4
156 769	114	Grampage	Geoff Reid	5	148 665	114	SqWall	Cameron Wall	5
208 331	114	Fragile	Gordon Lacey	6	208 881	114	Newman	Richard Lacey	6
208 881	114	Newman	Richard Lacey	7				Keith Spencer	7
	114		Keith Spencer	DNF	156 731	114	Seanile	Iain Cameron	DNS
LMR15 - 09/04/17 COURSE : 2 WIND : N 10 - 15 kn					LMR16 - 09/04/17 COURSE : 2 WIND : N 10 - 15 kn				
Sail No	VY	Laser	Skipper	Place	Sail No	VY	Laser	Skipper	Place
					156 769	114	Grampage	Geoff Reid	1
210 201	114	2cheeks	Garth Riley	1	199 015	114	Sam	Sam Jackson	2
148 665	114	SqWall	Cameron Wall	2	210 201	114	2cheeks	Garth Riley	3
199 015	114	Sam	Sam Jackson	3	208 881	114	Newman	Richard Lacey	4
156 769	114	Grampage	Geoff Reid	4	148 665	114	SqWall	Cameron Wall	5
208 881	114	Newman	Richard Lacey	5		114		Keith Spencer	6
	114		Keith Spencer	6	208 331	114	Fragile	Gordon Lacey	DNS
208 331	114	Fragile	Gordon Lacey	DNF	156 731	114	Seanile	Iain Cameron	DNS
156 731	114	Seanile	Iain Cameron	DNS					



HAPPY SAILING

MYC JUNIORS



Green fleet under the watchful eye of coach Marcus and assistant Santo



Racing fleet - with shifting breezes, this start line was hard to set up

AND SO ANOTHER SEASON ENDS...

**SEE YOU AT PRESENTATION NIGHT
SATURDAY 13th MAY 2017**



Thank you Klem and Malci




DE TONI
PÂTISSERIE & BAKERY

PLEASE THANK OUR SPONSORS BY SUPPORTING THEM



PEPPER TREE WINES



BOAT LOOKING FOR CREW

CREW LOOKING FOR BOAT

Name: Samuel Paris
Email: samueljohnp@gmail.com
Phone: 0403 291 174
Experience: No Yacht experience. Have sailed Small (16f) Catamarans multiple times; plenty of motorboat experience. I'd like to help out on a crew if there are any opportunities available?

Name: Vas Kottas Bonel
Email: vasilios.kottabonel@atkearney.com
Phone: 0412 885 092
Experience: Took the introduction to sailing course, but very motivated and keen to build up experience.

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

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