

# MYC NEWS

December 2019



JOURNAL OF MANLY YACHT CLUB

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## PRESIDENT'S REPORT

Season's Greetings to all our members, I hope you and your loved ones have an enjoyable and relaxing time over the holiday period. Something about the 'end of year' always evokes a time of reflection and of promise for the new year.

It's been a joy to welcome so many new members across our laser, junior and yacht fleets to our club this year, 35 in total. We've also welcomed our first Head Junior Instructor Lauren Dziejak and introduced 9 Small Rig O'pen Skiffs (formally called BICs) with the help of some of our members who are providing financing. Your generosity to our club has been to raise \$3992 for the purchase of a new electric winch for our support boats.

It was wonderful to see our Juniors so strongly represented at the recent 2019 O'pen Skiff Champs/Dolphin Chaser in Mannering Park and we look forward to hosting the junior's Manly Marathon in February 2020.

The Board is very much looking forward to and focused on 2020. We will be celebrating our **70th Anniversary** which will see a number of events to mark the milestone. The final touches have been made to our updated logo and in the new year we will be upgrading our website and introducing an online MYC shop where you will be able to purchase MYC merchandise, delivered to your door.

We wish safe racing to all our members who will be competing in this year's 75th Sydney to Hobart.



GOOD LUCK AND SAFE SAILING  
TO ALL COMPETITORS IN THE  
75<sup>TH</sup> ROLEX  
SYDNEY HOBART YACHT RACE



Follow the race on the CYCA yacht tracker:

<https://www.rolexsydneyhobart.com/tracker/>

Listen to the live coverage of the start with Sailor Girl Nic Douglass <http://www.nicdouglass.org/tag/rolex-sydney-hobart/>

Watch the start on the Seven Network through 7Mate



MANLY YACHT CLUB MEMBERS  
WILL BE ON THESE BOATS

### ARCH RIVAL

Felicity Nelson  
Alex Seja

### COPERNICUS

Greg Wilkins  
Michael Rowe  
Peter Grayson  
Ben Martin  
Helen Buckland  
Ken Lundy

### ENIGMA

Jason Bond  
Tomas Kliman  
Muir Watson  
Steve McKeogh  
Chloe Tetlow  
John Bussey  
Cary Budd  
Paul Immergluck  
Sandy Farquarson

### KOMATZU AZZURRO

Jim Nixon



HAVE A VERY  
**Merry**  
CHRISTMAS  
HAPPY NEW YEAR



Lisa Callaghan – MYC President

## RMS Expired Flares Disposal

Bayview Boat Ramp  
Pittwater Road Bayview-  
Friday, 17 January 2020 7:30am – 2pm  
Other sites and times:

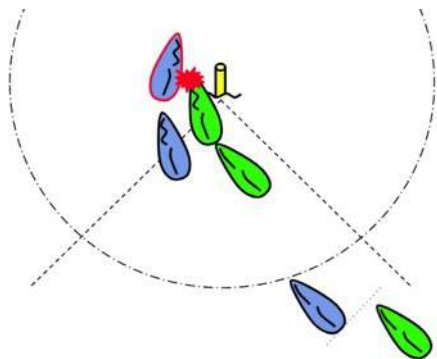
[https://www.rms.nsw.gov.au/maps/maritime\\_expired\\_flares\\_collection\\_sites](https://www.rms.nsw.gov.au/maps/maritime_expired_flares_collection_sites)



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

[www.facebook.com/ManlyYachtClub](http://www.facebook.com/ManlyYachtClub)

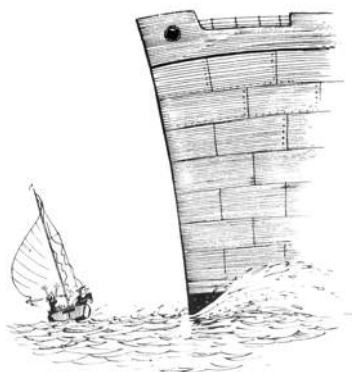
## RACING RULES OF SAILING BY EXAMPLE



On Tuesday 10 December Greg, treated the club to a Racing Rules of Sailing by Example which was extremely well attended



They even managed a smile for the newsletter. Thanks Cary, for the snap.



BY AND LARGE

Hmmm!  
Too close?



## MANLY YACHT CLUB NEW MEMBERS NIGHT

On Wednesday 20 November 2019 MYC hosted its first **New Members Night** with the aim to share our story, how we run, how to get involved and meet some of our club's officials.

About 30 people attended and it was wonderful to meet all the new members some who are new to sailing to those with 45+ years of experience.

Thank you, Mr & Mrs Callaghan for the great spread you provided. *(I heard it was delicious! ... Maz)*

Just a few pics early in the night of new members talking with our longest members. Welcome to the Club!

*(taken from MYC FB page ... Ed)*



## MANLY YACHT CLUB SPECIAL GENERAL MEETING

A Special General Meeting of Manly Yacht Club was held at the MYC Clubhouse on Sunday, 8<sup>th</sup> December 2019 where a quorum of 29 financial and life members attended.

Minutes of the last AGM were confirmed and accepted.

Charlie Cooper and Paul Immergluck were elected to the Board.

## WELCOME NEW MEMBERS

### ADULT MEMBERS

Brendon Bussey  
Rosie O'Neill  
David Walton  
(Laser)

Andrew Lim  
Dorota Toczydlowska  
Sarah Wright



# MANLY YACHT CLUB CHRISTMAS PARTY Sunday 15<sup>th</sup> December

Oh, there was a race too (18 entries, 13 starters... and finishers)



## CHRISTMAS RATERS



He does love that fire hose reel!



### Rare sightings at Manly



Bec & Matt (Runaway Taxi)



Ian and Maria... Ratty uniform for the Christmas Race... Yes! Ian does love those Fire Hose Reels, not just at the club!



Donna (Usual Suspects, Ratty, Moonraker ... the list goes on)



Anne & Paul with Maria & Donna



Alex explaining the scoring system for the Christmas Race. The results were pretty close, and the handicapper was given a round of applause. Apparently almost everyone was DSQ for some misdemeanour, but some still managed to win a prize. Moonshadow managed the win of a fine bottle of Moet, however this jackpotted to Ratty Tooley.

Thank You Alex and Felicity  
Safe sailing on Arch Rival on Boxing Day.



Ratty with the Moet (left) and Jan arguing the toss for 2<sup>nd</sup> place





INTRODUCING JOHN DALY  
new Race Director of  
The Peppertree Wine  
Club Championship Series



My mother calls me John, but 'JD' is much simpler. I am a born and bred Qlder, having grown up on the Gold Coast. I have a building background but have for many years worked around the world as a WHS Professional primarily with consulting firms; and a long stint as global head of WHS with Vodafone. My current job is working with a great team of people as MD of my company, Safe Design Australia.

My sailing background includes a bit of racing and cruising over the last 15 years. I was social secretary of the Vodafone sailing club in the UK, sailing regularly in the Solent and Med. I have completed one Atlantic crossing, and still enjoy chartering yachts in the European summer. I have a RYA Offshore Skipper Qualification.

I have lived on and off in Sydney for almost 10 years and have competed in a number of MYC and CYC series. I have sailed with MYC yachts on an off over the last 5 years mainly with Stephen and Xavier, as well as a few Hamilton Island and MHYC Regattas. I sailed in the 70th Sydney to Hobart and strangely still want to do another one.

My next adventure is likely to be a Caribbean Regatta Week; and start planning a trip around Australia.

Being RD has reminded me that it is best to read the fine print! However, I am now pretty well versed in the event of a missing mark in the future. I am grateful for all the members' patience and support.

I have travelled a lot and sailed in some amazing locations, but in my view, you cannot beat MYC and the beautiful Sydney Harbour.



### MYC WINCH PROJECT

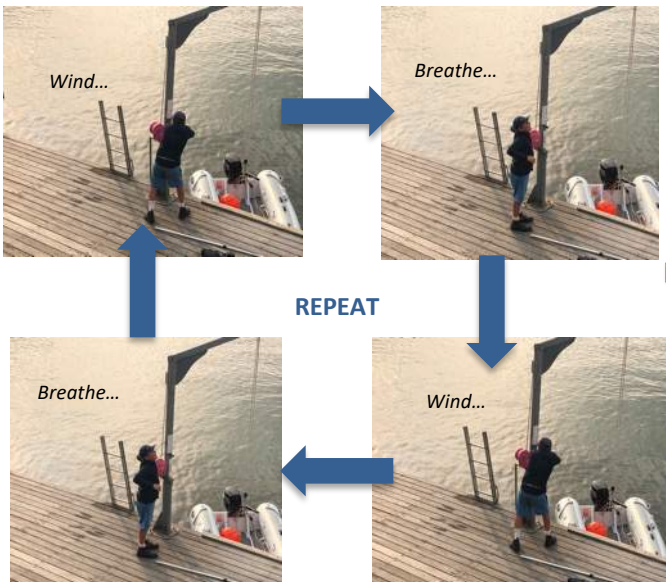
Thanks to all those who contributed to the electric winch fund. It was a great effort and we have reached our target.

Now the real work starts. We have to finalise the design, making sure the winch will be up to the job and that the solar panel and battery can supply the power. I asked around and found that Mark Lynch, a junior's parent has the skills to help me with the calculations. With his help we are about to place the order for all the components. Winch, battery, solar panel, regulator and steel framework.

Everyone asks: why don't you hook it up to 240 volts? Answer is: the crane can rotate freely through any number of revolutions. A power cable would wind up and break. We could plug it into the power using a lead but with a wet and windy deck I am not comfortable with this option.

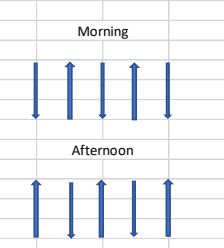
When we get all of the bits together, I will need some help to make parts and assemble all of the components. If you are a budding engineer / handyman or woman stand by, this might be your chance to get into the solar industry!

Bruce



The electric winch is coming Santo ...  
just hang in there ...

Pacific Hoists		
Comeup 12 volt DC winches		
Manly Yacht Club Version 3		
Model	DH50	
Full load	Amps	50
no load amps	amps	15
Speed	m/minute	4
Total lift	m	4.5
Number of parts		2
Total travel	m	9
Total time	minutes	2.25
Total number of unloaded trips	each	7
Total number of loaded trips	each	3
Amp minutes unloaded		236
Amp minutes loaded		338
Total amp minutes		574
Total amp hours		10
Battery	Amp hours	120
Drainage	%	8%
Panel	Watts	190
Efficiency of panel		25%
Out put current	amps	4
Number of hours to recharge		2.4



MYC has been issued an Invitation  
... or is this a Challenge?



R-A-N SAILING ASSOCIATION



(RANSA Sydney SQUADRON LTD)  
CAN 050 099 548

**R-A-N SAILING ASSOCIATION**

Commodore Muir Watson  
Manly Yacht Club  
P O Box 22  
Manly NSW 1655

Sir David Martin Reserve  
New Beach Road  
DARLING POINT  
NSW 2027  
Telephone 02 9363 9939  
Facsimile 02 9363 0352  
Email [office@ransa.com.au](mailto:office@ransa.com.au)  
Website [www.ransa.com.au](http://www.ransa.com.au)

26 March 2019

Dear Muir,

This is to let you know that the 2020 RANSA REGATTA will be held on Sunday 16<sup>th</sup> February.

This year's regatta for the Admiral's Trophy was held on Sunday the 17<sup>th</sup> of February, in sparkling conditions and a perfect breeze. The regatta dates back to 1951 when the Royal Naval Sailing Association was formed and has been conducted by RANSA as an annual event ever since. The trophy which forms the centre piece of the regatta is unique on Sydney Harbour as it is the only regatta where a trophy is open to all comers from all clubs. Skippers nominate their preferred club and the trophy goes to the club with the best scores in 5 of the 7 divisions.

This year our flagship was the Sydney Heritage Fleet's Boomerang on which we entertained our sister club's VIPs, sponsors, and representatives from our favourite charity the Sir David Martin Foundation. All proceeds from entry fees, raffle etc. go the Foundation's Triple Care Farm, for helping young people in crisis.

We thank you and your members for your cooperation in making this a great day, and look forward to your continued support. Please make sure the event is on your sailing calendar to encourage your members to enter, with up to seven divisions there's a place for everyone.

Next year's regatta will be held on Sunday the 16<sup>th</sup> February 2020.

See you on the starting line!

Fair Winds,

Dave Giddings  
WOMTP RAN (Ret'd)  
Commodore RANSA

**P.S. WE LOOK FORWARD TO A TEAM FROM MANLY**

RANSA SYDNEY SQUADRON LTD ACN 200 099 548  
SIR DAVID MARTIN RESERVE NEW BEACH ROAD HMAS RUSHCUTTERS 2027  
T+61 2 9363 9939 F+61 2 9363 0352 E [office@bigpond.com](mailto:office@bigpond.com) W [www.ransa.com.au](http://www.ransa.com.au)

**2020 RANSA REGATTA**  
**Sunday, 16 February 2020**

The Regatta for the Admiral's Trophy, dates back to 1951 when the Royal Naval Sailing Association was formed and has been conducted by RANSA as an annual event ever since. The trophy which forms the centrepiece of the regatta is unique on Sydney Harbour as it is the only regatta where a trophy is open to all comers from all clubs. Skippers nominate their preferred club and the trophy goes to the club with the best scores in 5 of the 7 divisions.

All proceeds from entry fees, raffle etc go to the Sir David Martin Foundation's Triple Care Farm, for helping young people in crisis.

(extracted from invitation ... Ed)



**SIR david martin**  
**FOUNDATION** | helping young people in crisis



PREPARATIONS FOR THE  
MYC BALL HAVE BEGUN ...  
SATURDAY 4<sup>TH</sup> APRIL 2020  
Do you want to help?  
Contact David Lewis 0411 883 475



**MANLY YACHT CLUB HELLY HANSEN**  
**WOMEN'S CHALLENGE 2020**  
**25<sup>th</sup> ANNIVERSARY**

INVITES SKIPPERS AND THEIR CREW TO ENTER THE  
**25<sup>th</sup> ANNIVERSARY**  
**MYC HELLY HANSEN WOMEN'S CHALLENGE 2020**  
**SATURDAY MARCH 28 : LASERS, HANSE303, JUNIOR CLASSES**  
**SUNDAY MARCH 29 : YACHTS**

Exciting sailing and wonderful prizes, plus a trophy for the winner of the largest one design fleet.

More information at  
[www.myc.org.au](http://www.myc.org.au)





# REGATTA LAND

By Philip Reid

## NSW ACT Laser Association



2019/20 NSW & ACT State Championships  
9-10 November 2019



On the weekend of 9-10 November, Evie, Ian and Philip represented MYC at the NSW State Titles run by the Georges River Sailing Club.

Jon West  
PHOTOGRAPHY

Botany Bay did what it normally does and put two days of moderately fresh breeze when other parts of Sydney were light! Being an Open event, Ian and Philip struggled with the younger and fitter sailors with mid-fleet finishes in the Standard and Radial fleets respectively over six races.

Philip wasn't helped when, thinking he was back sailing at Manly with the big boys, he managed to join the Standard fleet halfway through a race. After realising his mistake, the Radials had long gone, and he got a last place (his drop!).

Evie on the other hand was in her element getting a 15th out of 52 boats in the Radial fleet which was third in the under 17 Girls - a great result considering she only recently moved from the 4.7 to the Radial and is 14!

Special thanks to Ian for getting the MYC team to the event.

Results and more images by Jon West here:  
<http://laser.asn.au/?p=3649>

Evie (sail # 217267)  
getting in amongst it!



Philip (sail # 202883)!



Ian (sail # 215011)



# THE 17<sup>TH</sup> LORD HOWE ISLAND BBQ CRUISE

By Alex Seja on board Sequel



After competing in the Lord Howe Island race 8 or 9 times I'd begun to associate the bloom of Jacaranda trees around Sydney with the build-up to Gosford Sailing Club's Pittwater to Lord Howe Island race.

Since our last race to Lord Howe Island on the Radford 12 'Copernicus' in 2011, when showers of purple flowers appeared each year, I would think to myself that it must be time to go back to Lord

Howe. I rather missed it, being the only race out of Sydney where the strategy was as wide open as the Tasman Sea. It felt like true ocean racing. The fleet would turn East at Terrigal and take off in different directions based on their best guess of what the wind and current would be doing over the next 3 or 4 days. Our competitors would disappear from view as our courses diverged, until on the last day the horizon would fill with distant sails converging on the island to decide who had got it right, and who had got it wrong.

The cruise was born of the race in a perverse kind of way. Numbers were limited by the quantity of moorings at the island, and in the race's latter years some stalwart vessels were rejected in order to make room for newer entries. One owner thumbed his nose at the organised event and decided to sail to Lord Howe anyway. Sailing instructions were replaced with an invitation to a BBQ on Ned's Beach on a Tuesday in November. The event became a fundraiser for the Island's school community, who prepare the BBQ and collect donations from the participants.

Without a notice of race, sailing instructions or an organising authority the 'entry' process is a little ethereal for those who are uninitiated. The best advice we could get was to book a mooring through the Lord Howe Island National Parks office and "work backwards from there".



Our yacht *Sequel* is a Farr 1020 built 30 years ago and used primarily as a twilight racer and weekend caravan, meaning that there was a lot of 'working backwards' required before she resembled a boat that could get us safely to Lord

Howe. In addition to the pile of minor jobs we could attack ourselves, we also had a marine surveyor inspect the boat on the slipway, and a rigger inspected the mast and standing rigging. The electrician upgraded the battery management system, as well as replacing the ancient VHF with a new DSC/AIS capable unit.

It was fair to say that the boat was also a bit light on for safety equipment, so we were most fortunate to borrow a valise style liferaft from the beautiful *Kialoa II*, and took off with the Cat 1 Medical kit and MOB gear from the Jones 39 *Arch Rival*.

The 1020 is a spacious boat for its size and has many hide holes and lockers that seem to keep soaking up equipment and supplies like a sponge. Knowing that the expedition would be the best part of two weeks and since so many of us are 'time poor', we invited as many people as possible to join the crew. We aimed to have 6 signed up for each direction on the assumption we would probably lose one or two in the lead up. We were a bit worried where we would stash six humans and their associated stuff, but once all were aboard there were lockers to spare.

Bedding was a different story. We utilised the forepeak for gear bags and wet weather gear, leaving a single settee berth in the cabin, a double berth over the collapsed dining table separated in 2 by a lee cloth, and a quarter berth that could sleep 1 ½ people. So, we had bunks for 4 at sea, or 5 at anchor meaning one lucky snorer would end up sleeping on sails in the bow.

The crew was made up of myself and Felicity, Duncan, Greg, Lauren, and American Bob from Manly.

The word of the day we departed Sydney was "Catastrophic", with numerous fires burning around Sydney, heavy smoke haze, and a Southerly Buster forecast for the evening. The crew gathered at the marina in the afternoon, stowed a week's worth of food, cocktail supplies and other gear. Once ready to depart we looked around and decided "How about No!". To a bunch of racers, the option to choose our time of departure was a novel concept, so we retreated to the Waterfront Cafe at Church Point and watched the observations down the coast deteriorate over a carafe of sangria and some dinner.

**DAY ONE** - We threw lines at Church Point just after midnight as the weather observations in Sydney were on the improve. The sky was not reassuring us that the time was yet right, with an upper level of cloud moving quickly from the West, and another layer close to ground level, skipping over the hills from the South. The moon was full, and when seen through layers of clouds which lacked the usual formation, gave a sense of chaos and confusion in the sky and a feeling that there may be more dire weather to come. Still, the observations in Sydney were down to 20/25 knots from the South and were easing. We agreed that if we didn't like what we saw outside Barrenjoey we would return to the Basin for breakfast and a good think about things.

By the time we were off the Central Coast we were motoring in a messy seaway with a light S/SW breeze which lacked the strength to hold the sheets taught. We had started with a double reefed main in expectation of strife, but had quickly shaken the 2<sup>nd</sup> reef, then the 1<sup>st</sup>, but had now dropped the lot. A more easterly course would have been conducive to sailing, but we had a plan to approach the island from the north and were taking the opportunity to reduce our latitude as much as possible by steering 20 degrees left of the waypoint.

As the sun rose, I put 6 foil trays into the oven of baked beans I'd cooked up and frozen at home. Into each tray I cracked an egg and buried half a kransky to bake in the beans. With 6 crew on 2 hours on, 4 hours off watch arrangement, I figured I would have plenty of time to test the limits of the yacht's galley.



The Farr 1020 was promoted as a light displacement cruiser / racer back in the 80's, and Sequel still had some of the cruising refinements such as a voluminous eutectic fridge / freezer, and a 60 cm galley oven with double burner stove.

*Continued on next page ...*

# THE 17<sup>TH</sup> LORD HOWE ISLAND BBQ CRUISE

...continued from previous page

I mentioned the seas were a bit messy. Twelve hours earlier there had been 45 knots howling through the area, so no sooner had Greg downed his tray of beans and baked eggs, than it reappeared; moving at high speed over the side of the boat. Some of the other crew didn't appear overly keen to polish off their breakfast either, which suited yours truly (the chef / garbage disposal unit).

By that afternoon we were 20 nm SE of Port Stephens broad reaching with a #4 and 2 Reefs in 15 knots of pressure from the South. The Cocktail of the Day was Aperol Spritz which is a simple but delicious drink mixed from similar ratios of Aperol, Prosecco, and Soda Water.



Alex & Bob with the daily ration of rum

The sky above us was clear, but to the west was hazy with smoke. To the east was a line of low, puffy cumulus which signalled the East Australian Current. In keeping with the Italian cocktail theme, we settled upon the ever-reliable Spaghetti Bolognese for dinner. As conditions were fairly benign, we felt it was the best night to have 5 litres of boiling water sitting on the stove. I have found that a pressure cooker is a handy piece of equipment in a boat's galley. I would rarely use the weight to cook food under pressure while under way, but without the weight, the cooker becomes a saucepan with a lid that locks on and minimises the risk of a serious scalding. I've had more than one saucepan fly off the stove in rough conditions, and it's much easier to chase a closed pot around the cabin than to scrape your dinner out of the bilge.

Tonight, was also the night I thought to check the freezer was working properly, so although a couple of the crew were not eating their full ration of dinner, two tubs of ice cream were pulled from the darkest recess of the void beneath the nav table. During the Farr 1020 "Worlds" at Pittwater a year or two ago there had been a bit of a debate between crews about the relative benefits of replacing the large and heavy, compressor driven eutectic freezer with a racier ice box. After scoffing ice cream 70 nm down the track from Pittwater, I'm pretty sure we made the right choice in keeping the freezer.

**DAY TWO** - By early morning we had sailed 100 odd miles in a north easterly direction and were crossing the 3,000 m contour. The deepest patch on the voyage was just short of 4900 m. In one sense this is an irrelevant observation, since the boat does not care how deep it is beyond a few fathoms, but sometimes I would look overboard to pause and ponder the fact that we were floating kilometres above the ocean floor, a place no one has ever seen or disturbed. I wondered if you were to drop an object such as a coin, how long it would take to fall to the bottom, and if it would be lost forever, or would someone in the distant future come across it and wonder how it got there.

They were some heavy ideas to mull over while the Egg Champions were heating in the oven. Egg Champions (named such that one can have A Breakfast Of ...) have been a bit of a favourite recently, for both racing and cruising. They are prepared at home by cutting circles of sliced bread, which are buttered and placed in the base of muffin trays. Then the round of each muffin tray is lined with a rasher of bacon. An egg is cracked to fill the centre and they are baked in a hot oven for 20 minutes or so. There is a lot of scope for optional extras, such as a little wholegrain mustard, some chopped mushroom or cheese, or in this case, some pickled jalapenos. They keep very well and can be eaten anywhere, hot or cold.

By now the wind had backed to the West at around 10 or 12 knots and the sun was rising as a dim red ball through the smoke from wildfires north of Sydney. *Sequel* was still heading NE behind a poled-out headsail. We were expecting the wind to veer north again before the end of the voyage, which is why our course was well north the island. Throughout the voyage we were trialling an Iridium Go as our primary means of communication with next-of-kin and the other boats in the cruise, as well as for downloading weather data. I was finding that the system worked very well for phone calls and SMS, but it was letting me down on the email and weather downloads. The device was showing full signal strength but was taking 15-20 minutes to download a 70 kB GRIB. As it was the light displacement yacht's first offshore trip in living memory, we were quite keen to avoid a shellacking and wanted to keep a close eye on the forecasts. We'd been warned away from the Thuraya network which has higher data speeds, being advised that we would sail out of sight of the geostationary satellite that the system relied on. As a trial, we brought along a Thuraya handset and I tested it along the way, finding that we got 'full signal' all the way to the island. Maybe I'll try that system next time to compare and contrast.

We had a bit of fun with lunch that day. Greg had made a delicious batch of Leek and Potato soup which had been simmered with a ham hock. To that I planned to add a slab of damper straight out of the oven. Now the problem with sailing on a Farr 1020 is that you can never get more than 10m away from good advice. Of the 6 people on board, 4 had their special recipe for damper and each was confident the other's, was wrong. Mine came out of the oven with a nice colour on top, but a little soft in the middle which gave the observers all the ammunition they needed. Soft or not, it was more than satisfying to break off chunks of hot damper to have with the soup.

By this evening the wind had just about died again, but we were around halfway to the island and celebrated with a round of Negronis (Gin, Vermouth and Campari). I was starting to think about the evening meal, but dinner was a gamble. I had wanted a roast at some stage of the voyage and something memorable, so I planned to do Beef Wellington. The meat had been browned and wrapped in a boot of chopped mushroom, prosciutto and puff pastry at home, before being vacuum bagged and frozen. I figured if it all went pear shaped, we'd at least have a lump of meat which could be roasted or stewed.

My fears were unfounded because although the pastry didn't puff up as much as I'd have liked, the meat was delicious. Having said that, the presentation was not flash. Under the red LED's of the galley the sliced roast looked like a road accident. Dishing up the vegies, roast potatoes and sliced meat in dog bowls for the crew did not help the situation either.



Felicity, dog bowls and the Beef Wellington

Continued on page 12



# MYC LASERS REPORT



RESULTS: <https://sites.google.com/myc.org.au/lasers/results/2019-2020?authuser=0>



## PEPPER TREE WINES



### November 3: 4P 5 & 6 (SPS 9 & 10)

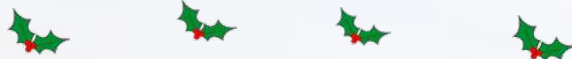
It was a tricky day's sailing with 10-15 knots of NNE breeze going full north then almost east and back again. Shifty to say the least.

In the first Spring Point Score race today, it was the fast-improving Cristy who handled the conditions well enough to hold off a fast-finishing Iain in front of Ben and myself. Well done Cristy.

On yardstick it was Iain, Ian and then Bevis on the podium with Evie just 14 seconds off it. (My apologies to Bevis for me being a butthead and spelling his name Beavis in a previous report.)

The 2nd SPS race was won by Richard (the Lionheart), followed by Sam and Evie, who sailed so well she also won on Yardstick. Iain, Bevis then Phil were in hot pursuit.

Thanks to the race committee and our rep Roland for looking after us and for the cold ones he supplied after the race.



Richard



### November 17: Club Championship 5 & 6 (SPS 11 & 12)

What a pleasant surprise - initially anyway. For the first time this season we had a solid breeze. A 12 - 18 knot sou-easter (though I'm pretty sure it was gusting well over that).

Most of the fleet stayed upright, but some of us were a little rusty, including myself who turned turtle three times after going around the top mark. The good news was, others did too. Especially Ben who I think out-capsized even me.

It made for very exciting (and exhausting) couple of races though.

After being toughened up at the States the previous weekend, Ian and Phil had the muscle to put us all behind them. Ian took the 1st (Club Championship) race on yardstick and handicap, before Phil did the same in the 2nd race. Looks like doing the hard yards works.

Ian's win on scratch was ahead of Iain, Phil and Bevis, while Phil's win was in front of Ian, Iain and Bevis.

Ian's win on handicap, was ahead of Phil, Iain and Tim, while Phil beat Ben, Ian and Tim, who stayed upright all day and is starting to creep up the ladders.

Special thanks to Vivian (caught it for you this time Geoff... Ed) for herding us cats around the racecourse and for Peronis, Coronas (no, really) and a colossal mountain of hot chips. A bigger effort than many.



### November 24: Laser Micro Regatta 3

Employment Hero has landed - the team blowing everyone out of the water with its dominance.

If it wasn't their trusty skipper Ben with three wins in four races, then it was teammate Dutchy cruising to victory in the other (closely followed by Ben). Ian finished with some solid scores to make sure Employment Hero took out the teams' event well in front of the Lacey Brothers, Buzzcocks and BIVS. A job extremely well done.

Individually it was Ben who easily took the overall honours. Tim sailed brilliantly for a 2nd, 3rd, 3rd and 5th, while Richard Lacey came in third.

The other battle afoot was that of the Lacey brothers. With Noel visiting from WA, the battle was on (even though they were on the same team). And while Gordon was quickest over the courses, this is in fact a handicap event - so Richard (3rd) gets bragging rights over Noel (5th) and good old Gordo the last of the three (7th). Bad luck mate.

Being short, intense races there were a few bingles out there, the major casualty, Cameron who had his rudder knocked out, which did the same for him (a shame as he finished 5th in the first race).

Phil was on duty and did a great job, watering us with Peronis and a back-up case of Tooheys. However, the only food he supplied was an array of fresh but unsalted bottle tops - 1 star.



# MARATHON SERIES RACES 1 AND 2

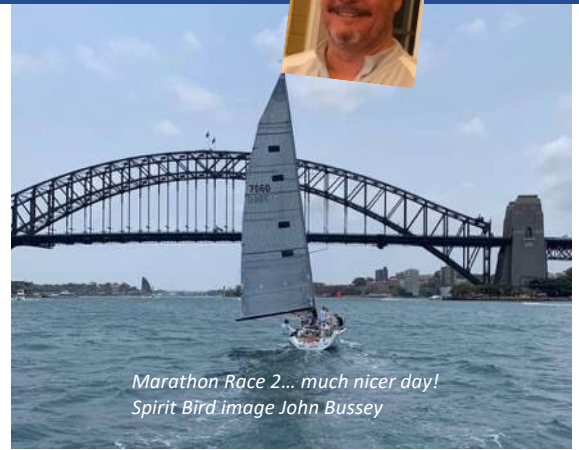


RESULTS: <https://sites.google.com/site/mycresults/2019-2020/marathon-series>

Really tricky Marathon Race 1... lots of wind variation, unfamiliar territory for some, and a couple of squalls ...



Mondo loses control near Clark Is



Marathon Race 2... much nicer day!  
Spirit Bird image John Bussey



Spirit Bird from Enigma



Marathon Race 2... Esprit and Synergy



Div 2 and Div 1

Spirit Bird FB ... 4 seasons in one day...  
Marathon race #1 [Manly Yacht Club](#) around the Islands with bonus storm, rain and 25-30 knots gusts.  
All in all great day thanks to great crew: [Greg Taranto](#), [Matthew Foley](#), [Kirsty Chase](#), and young Vincent, Lucas and Hugh. Great to see our teenagers in action with 😊  
Also, a great result finishing 2nd after *Lost Horizon* and ahead of *Corum* and the rest of the fleet. Congratulations to all.  
Thx to John B for photos from *Enigma* and best of luck for preparations for Hobart race.



Div 2 above and Div 1 below. Nice to see Margo back at the club



## THANK YOU

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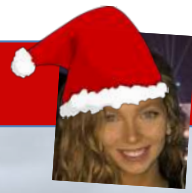
"ASHWOOD"

3-BEDROOM  
MOUNTAIN COTTAGE  
NEAR KATOOMBA FALLS



Enquiries: Contact Barry on 0423 519 863

# MANLY YACHT CLUB JUNIORS



Dolphin Chaser Regatta aka NSW O'pen Skiff Championships - 11 juniors represented Manly Yacht Club the regatta - 1 junior in the Gold Fleet and 10 in the strong Silver Fleet... looks like they had a lot of fun. Congratulations one and all.



More images by Steve Frith here ... <https://photos.app.goo.gl/PodGg76WfYjrI7sj8>  
 Results here... [https://openskiff.org.au/.../2019-NSW-Open-Skiff-Champs\\_Result...](https://openskiff.org.au/.../2019-NSW-Open-Skiff-Champs_Result...)



## SUNDAY GREEN FLEET



## SATURDAY RACE FLEET



# PEPPERTREE WINES CLUB CHAMPIONSHIPS RACES 4 AND 5

PROVISIONAL RESULTS HERE: <https://sites.google.com/site/mycresults/2019-2020/club-championship>



PEPPER TREE WINES



CC4 Corum



Team Spirit Bird

Race Committee for SS4



CC4 Div 1 and Div 2 winners



CC5 Bokarra



Winners CC5 ...Karma?



Corum ... A tricky breeze today for Club Champs race 5 at Manly Yacht Club. Great sailing from the team. The breeze never quite made it to the 20 knots we were promised...

Extracted from:

<https://www.facebook.com/mumm36mod/>



CC5 after Manly Mark  
Spirit Bird, Mondo, Ten Sixty



Spirit Bird... Young and happy crew on board Spirit Bird today for MYC Club Championship Race 5 with Vincent, Lucas, Hugh, Marek, Greg and me.



CC5 on the Podium

This was even before we found out that crossing the finish line 3rd meant that we were 1st on handicap.

Well done Team Spirit Bird

Extracted from:

<https://www.facebook.com/SpiritBirdSailing/>

# THE 17<sup>TH</sup> LORD HOWE ISLAND BBQ CRUISE

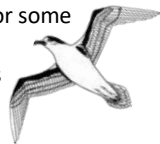
...continued from page 7

We'd always taken dog bowls on the yachts we'd raced on. They are easy to grip if dining alfresco on the rail, don't slide or tip over, they stack well and are easy to clean. However, there is something not quite right about watching 6 people dig into dog bowls for dinner.

We had a round of Magnum ice creams and a tot of rum before most of the crew disappeared into their bunks and left two poor souls to yawn their way through the next hour or two on watch.

**DAY THREE** - By the wee hours, the wind had filled in to around 15 knots from the North and we were down to the #4 and 2 Reefs, reaching fast for the island which was now only 150 nm away. We'd had a pretty quiet run until now, but the rest of the trip was going to be fast and bumpy.

I had marvelled on earlier trips to Lord Howe and Noumea, that no matter how far from land you were, there would always be birds interested in what you were up to. Whether it was small flights of Mutton Birds hanging around for hours, or a lone albatross circling warily, there was always something keeping an eye on you. This morning we had a couple of tiny Storm Petrels follow us for some time dipping at our wake. We assume they were taking advantage of the boat's turbulence churning tasty morsels to the surface.



I had just watched the sunrise over a 'special coffee' with American Bob which involved a pot of coffee and a couple of fingers of dark rum. I was down from my watch surveying the mess in the galley and wondering what to do with a pile of soggy vegetables and a dirty baking tray left over from a roast? Frittata of course! I diced and fried a couple of chorizo sausages in the baking tray until there was a bit of spare fat before adding leftover beans and broccoli from the night before. Once there was a bit of heat in the pan, I poured a bowl of eggs beaten with milk, salt and pepper over everything and popped it under the grill. Grilling frittata is a great cooking method as it lifts the goodies off the bottom of the pan while the top fluffs up and browns nicely. The book on marine hygiene is a slim volume, so a recipe that cleans the baking tray is a real winner.

The wind had eased to 10-15knots but was heading us slightly as forecast. We had made a lot of distance to the north over the last couple of days, and so the island was now at a bearing of 092°M. As the seaway was getting bumpy, we favoured meals which sat under the heat'n'eat category. Lunch was similar in theme to breakfast, a round of Duncan's pre-prepared 'Open Egg Pie' which looked a lot like quiche, but he insisted the anchovies baked into it qualified it as a unique recipe. This went very well with a couple of tinnies which had been stashed in the freezer some hours prior.

Curiously, we were now within 100 nm of the island and over 250 nm from Southport but were hearing the coastal weather report from Seaway Tower '5 by 5' on the VHF. A week later, while on the trip home, we heard coastal stations from Byron Bay to Sydney from hundreds of miles away. We never found out if this was due to atmospheric anomaly, or if the signal was being repeated via Lord Howe Island, but it was certainly unexpected.

We were three days into a punishing menu, and I noted that 'food fatigue' was setting in amongst some of the crew. For this reason, we decided against a full galley debacle for dinner this evening. I had frozen a number of pies and sausage rolls as an emergency meal and while these heated up in the oven, Duncan produced the Cocktail of the Day. His Passionfruit Martinis involve chilled vodka, Passoa, a crunchy approximation of sugar syrup, and some lime juice. As well as running out of space for food, the crew was also getting dangerously accustomed to the call of 'Mainsail Down for Dinner', which was a concept that might not be welcome on our various race boats once we returned to Sydney.



Tonight, the decision to put the brakes on was twofold. The island was now less than 60 nm to the East and I wanted to arrive at dawn. Lord Howe Island boasts the world's most southern barrier reef and the entrances are not navigable at night. Rather than reach around aimlessly, or heave-to for hours before dawn, I planned to arrive just as the sun rose.

**DAY FOUR** - Before midnight the sky had been clear, but it clouded over from the West quite quickly, and by dawn it was heavily overcast. A flock of Noddys noisily harried our windex as the sky to the East became lighter. Then just before 0500 American Bob saw a solid wall of cloud ahead that wasn't moving anywhere. Then he spied the Admiralty Islands off the port bow. With the island shrouded in cloud to sea level, we were only 3 nm out before we realised that the peak we were aiming for was Mt Elisa (at the north end), and that the twin giants of Mt Lidgbird and Mt Gower were further to the right and completely hidden in the clouds.

Reaching around to the West of the island we did a dummy run to the North Passage entrance before dropping the mainsail and reaching back out under headsail only. I had wanted to get my bearings, as my recollection of the entrance was of a dim transit. At some stage since my last visit the leads have been upgraded to a bright RWG sector light that is visible for 10 nm during the day, so we need not have bothered. The entrance was now quite hard to miss.

At 0600 I radioed "Lord Howe Island Police" and was given permission to enter the lagoon at 0700. The tide was low but flooding as we followed the white sector into a gap in the reef that seemed to narrow down to nothing. White water and the stubby remnants of wrecked ships were uncomfortably close on either side, but we stayed on the track, leaving two lateral marks on the prescribed side.

An instant later the sea suddenly became smooth and deep blue water cleared to crystal over sand.

We were in the lagoon, and we were done.



## THANK YOU

to everyone in our Manly Sailability community – the participants, the carers, teachers and assistants that support participants and the volunteers.

Wishing you all, a very Happy Christmas, and best wishes for 2020.



## NEW YEAR'S EVE AT MANLY YACHT CLUB



I know it seems too early to be thinking of New Year's Eve ...

But just in case you're already planning, Manly Yacht Club is a great place to see in the New Year with friends and family. It's a BYO, sitting on the deck which is a prime spot for Manly fireworks.



## HAPPY NEW YEAR



**AUSTRALIA DAY REGATTA**  
AT MYC  
**MONDAY**  
**27<sup>TH</sup> JANUARY 2020**

## NOVEMBER ROUND UP



**LION HEART**  
CAMP FOR KIDS

Every year, Camp Lionheart is a standout day in our program because that is the day that we welcome the children from Westmead Hospital outpatients to commence their weekend camp at Narrabeen.

Today was an outstanding day for the children, their staff, and the volunteers at Sailability. The weather was perfect, not too much wind, and not too little. Thirteen children took advantage of the opportunity to go for a sail. Our volunteers started the day early by rigging the boats and getting everything ready on the deck.

What beautiful smiles and happy faces greeted us. As soon as we could get the correctly fitted lifejackets on the children, they were taken down to the pontoon; were lifted or climbed into the boats and were away for their first experience of sailing. All came back with huge grins of thank you, then sat in their groups on the deck for morning tea and a chat before they were driven off to their next adventure. Thanks so much to their staff for organising this so well.

### ... AND A SMATTERING OF COMMENTS ABOUT THE REST OF NOVEMBER

#### A Perfect Wednesday 6th November, 2019

...a perfectly beautiful day with light and very variable winds, making it difficult to steer a direct course.

#### Scrumptious Saturday 16th November 2019

#### A Whale of a Wednesday 20<sup>th</sup> November 2019

#### Waiting for the Weather Sailing Day Monday 25th November 2019

The forecast tells us it is going to rain and storm, but everything looks fine at 6.30 a.m. What are we to do? We go ahead of course. Hopefully we'll get a good day's sailing in for our groups for today.

#### Stupendous Sailing Saturday, 30<sup>th</sup> November, 2019

What a perfect morning for our last General sailing for the year, and our Christmas Party to wish all of our volunteers and To celebrate the end of the year, we all got together down at our venue, and wished each other all the best by going for a sail in what were borderline conditions for sailing, and all thoroughly enjoyed the experience of getting wet and wind-blown, and then feasting on a beautiful lunch provided by Helen and Wilma.



# MYC LASERS REPORT



RESULTS: <https://sites.google.com/myc.org.au/lasers/results/2019-2020?authuser=0>



PEPPER TREE WINES

deVita  
TASTES OF NAPOLI



## December 1: 4P 7 & 8 (SPS 13 & 14)

Well it took so long for the forecast 20 knot nor-easter to turn up, we only ever got 8 – 12 knots. A relief for some after last week. Though others like Ian, who is also sailing the Twilights now, can't seem to get enough leaning.

In the 4P races (scratch results) Iain rearmed his push for the series win with two bullets – his wins putting him 7 points ahead of Phil and 11 ahead of Ian.

In the 1st race, Ian was 2nd followed by Phil and a superfast Cameron and Sam. In fact, Cameron had the fleet at his mercy for the second half of the race, but then made a mistake – and as Gordon says, you only need to make one. In the 2nd race Phil was 2nd followed by David W who showed consistently good speed.

In the 1st race on handicap it was Iain, Sam and Richard in his flash new boat followed by Cameron.

In the 2nd race on handicap, David W (in Richard's old boat) got the deserved win over Dutchy, Iain and Ben.

We'd all like to thank Gordon for his duty on the water, but really it was his better half Alana who'd done more work on the day - as evidenced by her amazing Catering Cup effort. It'll be hard to beat. Thanks Alana, you're welcome at the club anytime.



## December 8: Club Championship 7 & 8 (SPS 15 & 16)

With 17 lasers rigged and the clown Dutchy on duty, it was a gala atmosphere on the deck before the last Club Championship heats of the year.

However, in an east-nor-easter just under 15 knots, it was no laughing matter as the first of two hardly fought heats started from a well-placed line off Dobroyd Head.

It was the guns who handled the chop and the shifts better with the lean-mean leaning machine, Ian taking the scratch win from Phil (and his yardstick) and Iain. Bevis was next across with a fresh Garth coming in next.

On handicap Tim Docker (with his new-found cunningham philosophy) stormed home first, followed by Ian and Garth.

The second scratch race it was more of the same, only Phil got up in front of Ian and Iain – who slips back a tad in this series' 'three horse race'. Ben who sailed a great race, was not far behind. Horror race of the day went to Bevis who went from a 4th to a 14th. Builds character – really.

Deservedly it was Ben who took the handicap honours from Phil and a fast-finishing Vivien who seemed to emerge from one of those Dobroyd huts to pinch a few places at the end. One of those, Cameron, came in 4th. It would've been a perfect day for Ben, if Phil had remembered to bring the cap in. Late fees may apply.

Thanks to Dutchy for looking after us and for an excellent and unassisted effort with the catering.

I wish you (first-half-of-the) season's greetings and hope Santa's kind to all. I reckon we've become a formidable but fun fleet, who take the racing seriously - just not too seriously. Cheers and merry Christmas.

Geoff Reid - Lasers





**NEWCASTLE CRUISING  
YACHT CLUB**



*Catherine helming*

Congratulations to MYC members past and present - Lyn Humphries, Catherine Rofe, Janette Syme and Alexi Schwarzkopff - who triumphed in Silver Division for the NCYC She Sails Open Regatta over the weekend. Way to go!



*Hiking...*

More images from NCYC webpage by Glen Hickey  
<https://www.ncyc.net.au/academy-regattas/she-sails-regattas/she-sails-open/>



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**Upcoming  
Events:**

Australian  
Laser Championships



Summer  
of 2020



**2020 Australian Championships**

1 - 8 January 2020

Sandringham Vic



**CHAOS  
CUP**

SATURDAY, 18 JANUARY 2020

Middle Harbour Yacht Club

A Marathon Race



**2020 Australian Championships**

Friday, 17 Jan – Tuesday 21 Jan 2020

Mordialloc Sailing Club VIC

Sunday  
26 January  
2020



INSHORE AND OFFSHORE DIVISIONS

<https://australiadayregatta.com.au/home/notice-of-race/>



# TEUSNER WINES SUMMER SERIES RACE 4 AND 5



RESULTS HERE: <https://sites.google.com/site/mycresults/2019-2020/summer-series>



Summer Series 4 was all about family time on Pinta II. Well done Ian Dennewald and Deanna Smyth



Thank you Spirit Bird for Race committee duty



# PEPPERTREE WINES TWILIGHT RACES 4 TO 9

RESULTS: <https://sites.google.com/site/mycresults/2019-2020/twilight-series>



TWL 4 / TWF 1



PEPPER TREE WINES



"...a banging sou'wester came in just before 5pm with a Gale warning offshore so had to pull the pin on the race..."



TWL 5

Reaching for the Stars

Inspiring our Junior Sailors

"Oh what a night! So awesome to have our MYC Juniors & Youth Sailing join our Twilight Fleet."



TWL 6 ABANDONED - LIGHTNING



# PEPPERTREE WINES TWILIGHT RACES 4 TO 6



TWL 7 WINNERS



TWL 5

TWL 8 /TWF2 WINNERS



PEPPER TREE WINES



TWL 9

Swift

The **QUAYS** MARINE CENTRE ON PITTWATER



Magician V...  
Or Russian  
invasion





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ALSO IN DEE WHY



