



## Thanks very much Pam Davis

I recently asked my good friend and long time honorary secretary of MYC Bob Rowland for a few notes about Pam Davis and her time as MYC NEWS EDITOR. Bob's subsequent notes and comments went on - and on and embraced things other than what I asked for. Bob spoke of Pam's willingness always to assist with any aspect of MYC club life. "Lady Commodore" Bob called her because by this time Bruce had been appointed Commodore and Pam threw herself more and more into every day club activity. Whether it was helping with a broken down starter boat or suddenly filling in as duty officer or rushing out on the start boat to start a race Pam was very involved with all aspects of our club.

And I guess that is what has made Pam a wonderful head scribe for MYC NEWS.

Over a dozen years or more Pam has been the person holding the NEWS, tight but light and keeping it and all of us together and informed.

In the early years of my presidency I remember the board questioning the cost and the need to have a newsletter. It was always a shallow question to me. If you don't communicate you perish. Pam understood this as well as anyone and took on the task with zeal and energy.

Pam's "reign" was interrupted once only in this period when David (and Trish) Parle took over the job for about a year. Pam returned, with the same enthusiasm and creativity for another half dozen years and in December 2003 released her final newsletter.

It is not an easy task producing a communiqué that members will read with enthusiasm and pride but P.D. did it! Pam not only put it together but would then cajole wonderful husband Bruce to sit on the lounge room floor for a couple of hours or more and place 300 newsletters in 300 envelopes [ones you have to lick mind you!] and 300 stamps and then at midnight take the whole blessed lot off to the corner post box and drop them in - and it was all over then, for yet another month!

Many thanks Pam - you've been wonderful - we love you lots and we just hope that you will just settle back in the knowledge you've more than done your bit and enjoy our unique club over many years ahead.

Many thanks from all of us.

Gene Scott 

## President's Report

### SUCCESS WITH FUNDING FOR NEW DECK AND RIGGING AREA:

The Waterways Authority has approved a grant of \$44,000 to Manly Yacht Club to build a new deck and rigging area for the rigging of Manly Juniors and Access dinghies across the front of the Club. This is great news. Our initial application to the Waterways Authority for funding for a new deck and rigging area was rejected in December 2003 because our Club facilities are not open to public access. An appeal was submitted to the Chief executive Officer of the Waterways Authority. This appeal pointed out that:

1. Manly Yacht Club yacht owners pay more in mooring and registration fees in one year than we were asking for in the grant.
2. The rigging area will be used primarily by our junior sailors, Sailability sailors and major disability groups.
3. Our membership is open to anyone. We do not have special membership criteria or a membership waiting list
4. Many of the disabled sailors are not Club members. The Club makes its facilities available free of charge to many disability groups from all areas of Sydney
5. The disabled sailors can generally not afford their own boats and do not have access to sailing anywhere but at Manly Yacht Club.

This grant was issued under the Waterways Asset Management and Development Program and the Sharing Sydney Harbour Program. It is a dollar for dollar grant and the Club contribution can be in money or kind.

The intention is to have the piling work and heavy construction carried out by contractors and to install the decking timber with volunteer labour.

*Continued on page 2*

### JOURNAL OF MANLY YACHT CLUB

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This is a great result and will provide the Club with significantly improved facilities and goes to show that one should never take no for an answer!

**ACCESSIBLE TOILET:**

Brian Wilson has prepared a detailed design and development application for the accessible toilet and shower proposed for the lower level of the Club for use by our disabled sailors. We anticipate construction approval from the council within weeks and will soon commence construction.

**RENT ABATEMENT:**

Manly Council has agreed to rebate the Club's rent for the 2004 year because we are carrying out a significant (non sailing) capital improvement to the facilities with the construction of the accessible toilet facility. This contribution by the Council is a great assistance and is appreciated.

**WHARF REPAIRS STAGE 3:**

We have ordered a third load of timber for the final stage of wharf repairs. This timber will allow us to replace all of the remaining old wharf decking and beams over the coming winter months. This will be

a great achievement and will significantly improve our facility for all members.

It will certainly be a busy year with the new deck, wharf repairs and the accessible toilet all happening at once!

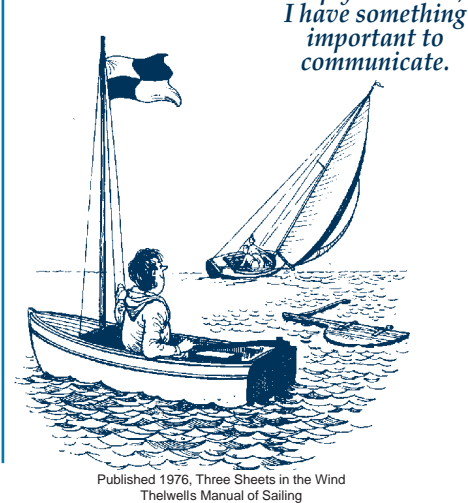
**AYF SPECIAL MEETING AT MANLY YACHT CLUB:**

The NSW AYF will hold a Committee Meeting at Manly Yacht Club at 7:30 pm on Tuesday 24 February 2004. This is a good opportunity for Club members to meet the people who run yachting in this State and ask them questions about their administration of our sport. Members are invited to attend the meeting and have a drink after with the AYF committee members. Would you let me know immediately of any questions that you intend to raise so that the Committee members can come along prepared with sensible answers.

**Keith Woodward**  
President



Ocean Race Manly Start



The Flying 11 at the pontoon is sailed by Samantha Pack & Fiona McDonald



**Manly Juniors**

The season is off to a fine start with 25 children enrolled as Junior sailors with MYC. 9 boats raced on Saturday the 7th of February with line honours being taken by Philippa Mott and crew Izzy Buda on the Manly Junior 'No Restrictions' with a spinnaker finish. Nicole Donaldson on the club Laser 'Kookaburra' was too fast for Oscar Johanson sailing 'Kartufflepuffin'. Samantha Pack and Fiona McDonald on Sam's new Flying 11 blitzed the boys on 'Jack's Maxi'. Light conditions made for a slow and frustrating

start but everyone had a great day. Our fleet has been expanded by the arrival of a Tasar called 'Golden Syrup', generously donated to the club by Joseph Battaglia, crew member on 'Pacific Breeze'. We hope to use this as a training boat for an experienced adult and one or two small beginners. We express our gratitude to Joe for his generosity.

*The boy with the penguin is our tiniest MJ sailor, Jack Curtis. Jack started with the MJ group last winter, completed the Novice course and is now crewing. He will be hard to beat in years to come.*



**A CREW'S VIEW OF THE OCEAN RACE**

Like every sailor I aspire to a Whitbread or a Sydney-to-Hobart even if I know I'm never going to get a guernsey at one. Offshore racing is the pointy end of messing about in boats and there could be no gentler introduction to it than the MYC races from Manly to Port Stephens. The racing was harder than the harbour variety but it was also very close, the unfamiliar territory levelled the playing field and the longer races penalising unlucky decisions.

Manly to Pittwater was the most pedestrian of all the legs with good weather and familiar terrain for the competitors. Outside the heads the wind was easterly with a beat most of the way except for a very short spinnaker run round Barrenjoey. Rafting up at the Royal Motor Yacht Club we found the facilities were excellent and enjoyed a hot shower before dinner. Results for the first race featured the usual suspects with Déjà Vu winning on handicap from Crowbar and Pensive.

Day two was an early start off Palm Beach and a late finish with some lively weather off Newcastle. Eight hours of slamming into the swell prompted your faithful author to decorate the leeward rail of Pensive with his breakfast, a fitting christening for an offshore virgin I feel.

The welcome in Newcastle was warm and well organized. A couple of Newcastle Yacht Club members welcomed everyone and ensured the pub across the road stayed open long enough to feed all the crews straggling in. One overdue crew turned up to tuck into chow still in their waterproofs. The second race results were a little more unorthodox with newcomer Jillaroo stealing the limelight from TwoCan and Pensive.

The Newcastle start was notable with eight boats jostling for position on a short line and everyone doing their best to ignore the thousand-ton freighters manoeuvring in the narrow channel. Between the breakwaters there was a stint of starboard-to-port dicing and at the harbour mouth competitors either opted to head out to sea or hug the coast in a series of short tacks.

This leg saw some interesting banter between crews during the radio schedule and even the Race Officer's disembodied voice took on a slightly mocking tone at times. As I recall one skipper asked another if he was aware that he was sailing straight at a rock to which the latter replied that he was well aware, thank you very much, and that he was planning on going around it. There was also a little radio traffic later in the race about a misplaced mark, in the form of the 300m high Boondelbah Island, but it transpired to be ophthalmic problems on the part of one of the trailing skippers.

As we popped the kite and came steaming through the heads at Port Stephens the temperature shot up about five degrees and gusty winds produced some interesting conditions. A fitting end to the race, Port Stephens offered some gorgeous scenery, a bit of wildlife and one very unhappy bloke paddling his windsurfer back to shore against the breeze. Day three results saw Two Can ahead of Crow Bar with Ten Sixty close behind.

The only consistent gripe I heard during the weekend was that the second day was too long. For some of the boats who struggled to finish before dark it was a tough decision on whether to bail out or keep going. Other than that I think there's no doubt everyone enjoyed themselves and that the offshore programme is going to have a strong following at the MYC. **by Nick Jenkins**

**Sailability**

We had two excellent sailing days in January. On the 10th we had seven sailors and Des Carmody co-ordinated while Mary Anne fought a bush fire. On the 24th we got eleven sailors out on the water in five of our boats. There was a very good turnout of volunteers several of whom went out to familiarise themselves with the way the craft handle.

Now that we have seven boats available we have a great opportunity to expand our service to disabled sailors and we urgently need some more volunteers. We would like to be able to operate on more Saturday mornings, at present we sail fortnightly as well as some Wednesdays. If we had more volunteers we could both sail more often and have more sailors.

If you would like to help please call



**Evelyn Shervington**  
THE VOLUNTEER CO-ORDINATOR  
(9976-2134)



## YELLOW JERSEY MATCH REPORT FRIDAY JAN 23RD

Excess offends the ghost of Gowlland, sparking a wild thunder and lightning display during the most controversial round of the yellow jersey challenge yet.

Excess claimed line honours in both twilight competitions on Friday 23rd January with an excellent display of light wind sailing but failed to pay homage to the ghost that is marked by three cardinal markers off Dobroyd Head. Manly yachties know never to enter the "Bermuda Triangle" zone as the ghost of Gowlland will be raised. And indeed he was as was evident not long after the race with a massive thunderstorm.

It was in 1874 that Commander John T.E. Gowlland RN drowned while marking the Dobroyd Bombora. It is said he stood amidships on a calm day plotting the reef when the sea suddenly rose and tipped him and crew from their Butchers Boat. Despite being a strong swimmer he never made it to shore.

Ever since that day Manly Yacht Club members do not venture into the area, more from fear than anything else, but unfortunately it is also in the MYC rule book. So while Excess' skipper cannot recall being north of the South Cardinal several other boats witnessed his course and cursed the bad luck it would bring. In MYC tradition

(which no one really understands) a protest can not be lodged but it is up to the skippers once challenged to repent, withdraw from the race and call to Gowlland for mercy. Only by returning to the right side of the South cardinal and chanting this poem three times can Excess be excused and the ghost laid to rest.

*"Hail! Gowlland, man of  
Kent, our Navy's pride,  
To famous mariners  
by birth allied,  
Though who deep versed  
in geometric art,  
Provid'st the seaman  
with his priceless chart  
Wherein are seen,  
inscribed black and white,  
The rocks and Sounding  
of each bay and bight."*



Ghosts aside a great night was had by all crews with some close racing and some surprising times. Aida started first, five minutes ahead of Excess and Madama Butterfly which went at 18 minutes past. Choc Éclair was still starting way back and was not seen for most of the night as the winds gave the tail Enders a distinct disadvantage.

Excess opened an early lead on the downwind run to sow and pigs but Madama Butterfly closed in the beat back from Obelisk. The breeze filled in and it was at the south cardinal where Excess "cut the corner" gaining

another minute or so on Madama Butterfly and throwing the result into doubt.

In Manly Cove Excess out pointed Aida to be the first of all yachts to finish in an elapsed time of 1:12:42. Madama Butterfly 2nd 1:15:22. Choc 3rd 1:17:30 and Aida 4th 1:18:43.

Manly Yacht Club's quirky rules may have confused a few skippers, but as Excess was challenged at the post race barbie to admit to not sailing a proper course, but was not there to deny or agree she was awarded a 9 minute penalty as the first boat home overall while Penguinsail's Aida which came in second managed to score all the prizes and only get 6 minutes penalty.

After being stranded by the tender in North harbour one of the Manly crews finally managed to be picked up off their boat and enjoyed the hospitality of Simply Sailing crews at the Skiffies. However next social we will have to get there earlier so we can also enjoy the very tasty looking meal.

As far as who carries the yellow jersey into the next race?? The Excess crew of Mike, Gary, Tom, Barbara and Helen can only placate the ghost of Gowlland by handing the yellow jersey to Madama Butterfly. OOOH there's some controversy.

Until next week when the storms could be worse all hail Gowlland man of Kent!!!

Match reporter Michael Troy

## DON'T BE A TOSSER

It seems there are too many tossers in our club. That is in the garbage sense! We do have recycling you know and it depends on everyone separating their rubbish and putting it in the appropriate bin. Liz Troy is our hall hire co-ordinator and has this gruesome tale to tell.

"Just after Christmas I was down at the MYC to meet potential hall hirers who were, of course, late. With time to kill I decided to check everything was shipshape. I did a quick recce of the bins – all looked fine as they had been emptied that morning. Something compelled me to open the lids to double-check – big mistake, I was confronted by a foul putrid smell and a seething wriggling mass squirming around the bottom of the bin – maggots! Luckily for me (and sooo unlucky for him) I espied Colin Cameron – Club Captain and all round helpful-person-to-have-around-when-there-is-a-smelly-mucky-job-to-do.

The worst bin was the one left on the lower deck. The one people love to throw all sorts of crap in because they are too lazy to walk the extra ten metres to the bins outside. It's a hot day, the smell was gross, and Colin's wife was waiting patiently as we set to

scrubbing and washing down the bins on the ramp leading down to the water. And guess who decided to make a spot check on our activities – a lovely lady from Sydney Water who informed us that we cannot be allowed to tip maggots into the ocean (and there we were thinking we were doing the fish a favour). The job took a little longer as we had to swirl the contents of the bin onto the grass but at last we finished – four clean smelling bins no longer a-wriggling."

And the moral of this tale dear members? – please, please wrap your discarded food up well. The bins are emptied on a Tuesday so if you have rubbish to dispose of at the beginning of the week please take it home. You must also separate out all those empty wine and beer bottles. The council charges extra if the rubbish has to be sorted. If you can't read after a hot day in the sun remember bottles and cans go in the bins with yellow lids and cardboard in the blue ones. It's a simple system even yachties should get right, otherwise we'll have to start a maggot washing bin roster so as Colin and Liz don't have to do it ever again.

Michael Troy

## MINI SERIES OF 4 RACES - SUNDAY 7TH MARCH, 21ST MARCH, 4TH APRIL, 18TH APRIL

13.25 start time. Sailing instructions, courses etc as set out in the MYC handbook. Entry form and fee to be lodged and paid in advance of each race or for series (can be copied from the web - www.myc.com.au or collected from the Penguin office on Wednesdays 9977 4000). Non club members with sailing dinghies welcome, so invite your friends (must have valid boat insurance).

FURTHER ENQUIRES TO JULES LAWSON 9938 1776

## WORKING BEE AT MYC

After a long lay-off the Clubhouse needs some TLC and attention to various items. We are having a Working Bee at the Club on Saturday Feb 21 from 9am till about 1pm. All hands that can come will be greatly appreciated. Please let Chris Shead know beforehand if possible. Bring some basic tools if you have them!

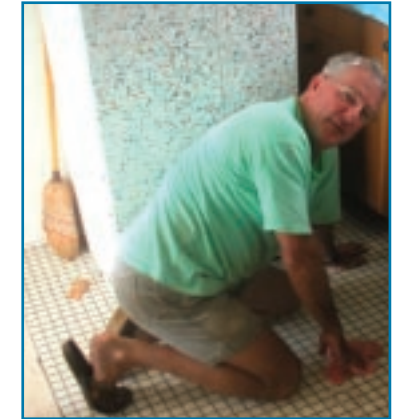
THANKS CHRIS SHEAD Home: 9371-2975

## MYC KITCHEN

*Our President on his Knees praying for a new kitchen up-grade?...because my knees are worn out!*

This rather odd photo of Keith was taken Sat. am when he was fixing the water leak in the kitchen after the Hot Water system failure at Twilight sailing on Friday evening. Thanks Keith and Colin Cameron. *Magic! Keith down on his knees worked!*, we now have a NEW FRIDGE in the function room and new fridges for the kitchen VERY SOON, our "Ken Done" fridge has GONE a great start to the up-grade. Know any good deals going on kitchen cubboards?

CONTACT MARGO (Margaret Lucas) 9977 1611



## INAUGURAL CABARITA CUP RACE & DINNER ... MARK YOUR DIARIES

When: Saturday 8 May 11am Rally Start MYC (more details later !!!)

Where: Under the Bridges (Harbour and Gladesville)

with finish at D'Alabora Marina - Cabarita Point

Costs: Entry \$60 per boat (covers one nights berth, breakfast and prizes), Dinner \$40 p.p., Drinks - pay at Bar.

Organiser: GREG MIDDLETON 0407-997977 (Call for more details and to register your interest)



## RIGHT OF WAY IN THE BACKWATERS

In January, I went with my granddaughter to visit my daughter who lives in India. We decided to do something that is usually done only by fairly well-off Western or Indian tourists, which was to go to Aleppi, on the South West coast, and take a houseboat tour of Kerala Backwaters. This vast network of lagoons, rivers, lakes and canals fringes the coast of Kerala, and winds far inland. The larger boats are

motorized, travelling across shallow, palm fringed lakes, and narrow, shady canals. Along the way, are small settlements where people live on narrow spits of reclaimed land only a few metres wide. Although practically surrounded by water, they still manage to keep cows, pigs, chickens and ducks. The kids go to school, and the men go to work, using commuter ferries to get from their homes to the larger towns. So the houseboats are slowly cruising up or down the waters, while the ferries are busily buzzing from side to side. Who has the right of way? Your guess is as good as mine.

The houseboats themselves have 1 or 2 bedrooms, a bathroom, a galley, and a sitting area. They are crewed by an engineer, a skipper and a cook. They are the shape of a rice barge, and have a tall prow at the bow, (well, it did have).

We had eaten a good lunch, and settled down for a siesta, when suddenly, there were loud shouts,

a strong bump, and feet running up and down the boat. I poked my head out of the window and, lo and behold, we had no prow, a ferry right in front of us, and lots of shouting Indians on our boat, and on the ferry. Our skipper managed to paddle our boat to the side of the canal we were on, tied us up, borrowed a canoe which was lying on the bank, and rowed over to negotiate with the ferry driver, who was shaking his head in disgust, and trying to get away as quickly as possible.

It wasn't long before lots of officials arrived, including our tour organizer. A new boat was made available to us, and we were on our way, but not before we had about a hundred little Indian kids visiting us, asking for a pen. So I never found out what happened, who had the right of way, and whether our skipper or boat owner was covered by insurance, or whether he was paid for our trip.

Eli Demeny



## Inside view of the Sydney to Hobart

MYC sailing secretary Jim Nixon recently did his 10th Sydney-Hobart race on Pippin, a Farr 37 from the CYCA, and lived to tell the tale...


Sydney Harbour was its usual Boxing Day self panic, screaming and the sound of crunching fibreglass, and that was just the spectator fleet. For the crews of the 50-odd boats heading to Hobart it was time to take a few deep breaths and steel themselves for the task ahead: getting out the Heads without hitting anything. Our brief team chat with 20 minutes to the gun was brought to an abrupt end as Impeccable, a Peterson three-quarter tonner I had sailed on for many years, motored past yelling good-natured abuse. It would be a 627-mile grudge match, and they were taking the first swings. Their nickname for me was "Judas", although I don't think he ever did anything so inexcusable as jumping ship because the food was better. Revenge would be sweet (as would the sticky date pudding for dessert that night), I thought to myself.

The 10 knot east-sou'easter meant a shy spinnaker start, so we planned to get as close to the boat end of the line as possible. Unfortunately, 50 other skippers had the same idea. There was a lot of yelling but we managed to stay out of the front line (it's a long race, and a few seconds saved aren't worth the risk of a prang). As fortune would have it we had the Impeccable to windward and they were hoisting their spinnaker way too early. Up! up! up! I bellowed with glee as their kite flogged. It was round one to Pippin as we hooked into some bigger boats' stern waves for a free ride to the Heads. Super-maxis Skandia and Zana were already gone, with the spectator fleet giving chase, but then again we hadn't expected to be crossing tacks with the 98-footers - well, not until Bass Strait with us still heading to Hobart and them on their way home to Sydney. Our aim was to make it out the

Heads in piece and get some clear air and smooth water, which are so important for a little boat in the Hobart race.

By the time we rounded the first mark in the middle of the Heads the sea was like a washing machine on the "turbo" cycle. Pippin was up with a few of the bigger boats and we dumped the 1.5oz kite early and hoisted the No1 heavy for the reach out to the seamark a mile offshore. A quick clearing tack south paid dividends and we settled onto the quarter of Love and War, a classic wooden S&S 47-footer and twice winner of the race in the 1970s.

Next came the big decision: tack out on a "loser" course of 100-120 degrees to get into stronger south setting current offshore and hopefully more wind, or stay on port tack and a course of 185-195 magnetic and gamble on a shift to the east to lift us off the coast later in the night. All of a sudden the words "Always do your long legs first" came into my head. They were scrawled on the dunny door at a old sailing club I had frequented as a nipper. I had always thought it meant something about doing up your fly before leaving the toilet. Finally, after 40 years, the penny had dropped. "Don't tack", I mumbled with my mouth full of sticky date pudding. "Keep going south. Impeccable will." That was good enough for the PBO (poor bloody owner) who had too many other things to think of at the time like how to pay his insurance premium for the race. South was the course, and we settled down into three-hour watches with the compass glowing "185" for the long and vital first night.

 *To be continued*

### IF YOU MUST PULL OUT!

If you start a race and do not finish the race you must phone the race officer ASAP to let them know you have pulled out. Otherwise the finish boat has to wait at the finish line longer than necessary and the mark laying boat has to see if you are in trouble or back at your mooring.

### SECURITY SECURITY

Our alarmed security control system has had to be replaced. New key pads have been installed and we will soon be changing all code numbers to improve security. Your 4 digit codes remain unchanged at this stage BUT this code must now be used to re-activate the alarm system. All members (and non-members with a valid need) can have a key and should know how to deal with the alarm system – please ask if you need a demo.

Our Club premises must be kept locked at all times (except when a scheduled Club event is taking place). Strangers are using our wharf as a pick up and drop off point and this may expose us to liability and put our insurance cover and premium at risk. We have also recently had a break in and equipment stolen from the sailing office. So please lock up! This includes all doors upstairs and down, as well as the roller doors and doors on to the wharf area.

### DIARY DATES

<b>Fri 20 Feb</b>	Tyrrells Twilight 13.
<b>Sat 21 Feb</b>	MJs Training & State Championships
<b>Sat 21 Feb</b>	Working Bee 9-1pm
<b>Sun 22 Feb</b>	APS 4 - Yts Div 1 & 2
<b>Mon 23 Feb</b>	Sailing Committee Meeting
<b>Tue 24 Feb</b>	NSW AYF Committee Meeting
<b>Wed 25 Feb</b>	Sailability - Fisher Rd
<b>Fri 27 Feb</b>	Tyrrells Twilight 14.
<b>Sat 28 Feb</b>	MJs - Teams Racing Sailability - Sailing
<b>Sun 29 Feb</b>	WT 3 - OK Dinghies
<b>Mon 1 Mar</b>	Board Meeting
<b>Fri 5 Mar</b>	Tyrrells Twilight 15.
<b>Sat 6 Mar</b>	MJs - APS 3 & CC4
<b>Sun 7 Mar</b>	Mini Series
<b>Sun 7 Mar</b>	Yts Div 1 - APS 5 - CC 8 - Yts Div 2 - APS 5 & FL 8
<b>Wed 10 Mar</b>	Sailability - MAPS & MS
<b>Fri 12 Mar</b>	Tyrrells Twilight 16.
<b>Sat 13 Mar</b>	Sailability - Sailing & BIRDS
<b>Sun 14 Mar</b>	Women's Challenge
<b>Fri 19 Mar</b>	Withdrawal Cup 1.

### DUTY ROSTER CREW:

Call Ann Webber on 9948 6724 please.



**MANLY YACHT CLUB OFFSHORE RACING 2003-2004 - RESULTS - OCEAN RACE 1 - MANLY TO PORT HACKING**  
Date: 04/10/2003 Start Time: 11:05

Place	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	F/Name	L/Name	Class	Score	F/Time	ET Ord
1	MYC10	PENSIVE	3:40:09	1.022	3:44.59	Bruce Davis	Davis	NSX38	1.0	14:45:09	2.0
2	4384	FIRST LIGHT	4:17:31	0.914	3:55.22	Nick Ewald	Adams 12	2.0	15:22:31	5.0	
3	1236	LOCAL HERO	4:36:15	1.093	3:56.22	Peter Mosely	Sydney 36	3.0	14:41:15	1.0	
4	5779	DEJA VU	4:07:58	0.955	3:56.49	Jim Thomas	Cavalier 395	4.0	15:12:58	3.0	
5	MYC32	PACIFIC BREEZE	4:11:25	0.065	4:02.37	Bruce Hitchman	Farr 11.6	5.0	15:16:25	4.0	
6	MYC25	EOS	5:12:40	0.800	4:10.08	Brian Wilson	Brittany Class 6.0	16:17:40	8.0		
7	MYC200	SLIPSTREAM	5:01:57	0.830	4:10.37	Bob Buchanan	Sigma36	7.0	16:06:57	7.0	
8	127	CARINYA IV	5:13:45	0.804	4:12.16	Jim Nixon	Carmen	8.0	16:18:45	9.0	
9	4863	TWO CAN	4:40:08	0.907	4:14.05	Stephen Teudt	Masram 920	9.0	15:45:08	6.0	

**MANLY YACHT CLUB OFFSHORE RACING 2003-2004 - RESULTS - OCEAN RACE 2 - MANLY TO PITTWATER**  
Date: 03/01/2004 Start Time: 11:05

Place	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	F/Name	L/Name	Class	Score	F/Time	ET Ord
1	5779	DEJA VU	4:38:50	0.982	4:33.49	Jim Thomas	Thomas	Cavalier 395	1.0	15:43:50	2.0
2	8686	CROW BAR	5:10:43	0.890	4:36.32	Bruce Hitchman	Masram 920	2.0	16:15:43	4.0	
3	MYC10	PENSIVE	4:24:20	1.050	4:37.33	Bruce Davis	Davis	NSX38	3.0	15:29:20	1.0
4	MYC32	PACIFIC BREEZE	4:51:43	0.995	4:50.15	Bruce Hitchman	Farr 11.6	4.0	15:56:43	3.0	
5	4863	TWO CAN	5:46:10	0.855	4:55.58	Stephen Teudt	Masram 920	5.0	16:51:10	7.0	
6	1060	TEN SIXTY	4:52:38	0.895	5:06.39	Phil Vidler	Radford 10.6	6.0	16:47:38	5.0	
7	1150	JILLAROO	5:43:30	0.915	5:14.18	Phil Susans	Farr 11.4	7.0	16:48:30	6.0	
8	MH90	OLD HABITS	5:49:54	0.900	5:14.55	Brian Shilland	Carter 33	8.0	16:54:54	8.0	
9	127	CARINYA IV	7:09:14	0.780	5:34.48	Jim Nixon	Carmen	9.0	18:14:14	10.0	
10	MYC47	REALITY	7:18:18	0.770	5:37.29	Keith Woodward	Passage 33	10.0	18:23:18	11.0	
11	MYC200	SLIPSTREAM	7:03:58	0.815	5:45.32	Bob Buchanan	Sigma36	11.0	18:08:58	9.0	

**MANLY YACHT CLUB OFFSHORE RACING 2003-2004 - RESULTS - OCEAN RACE 3 - PITTWATER TO NEWCASTLE**  
Date: 04/01/2004 Start Time: 09:35

Place	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	F/Name	L/Name	Class	Score	F/Time	ET Ord
1	1150	JILLAROO	11:34:50	0.863	9:59.38	Phil Susans	Farr 11.4	1.0	21:09:50	3.0	
2	4863	TWO CAN	11:53:10	0.850	10:06.11	Stephen Teudt	Masram 920	2.0	21:28:10	5.0	
3	MYC10	PENSIVE	10:27:10	1.050	10:58.31	Bruce Davis	Davis	NSX38	3.0	20:02:10	1.0
4	8686	CROW BAR	12:22:40	0.890	11:00.58	Bruce Hitchman	Masram 940	4.0	21:57:40	6.0	
5	5779	DEJA VU	11:28:05	0.982	11:15.42	Jim Thomas	Cavalier 395	5.0	21:03:05	2.0	
6	MYC32	PACIFIC BREEZE	11:35:45	0.983	11:23:55	Bruce Hitchman	Farr 11.6	6.0	21:10:45	4.0	
7	MYC47	REALITY		0.650		Keith Woodward	Passage 33	10.0	DNF		
8	MYC200	SLIPSTREAM		0.672		Bob Buchanan	Sigma36	10.0	DNF		
9	1060	TEN SIXTY		0.868		Phil Vidler	Radford 10.6	10.0	DNF		
10	MH90	OLD HABITS		0.851		Brian Shilland	Carter 33	12.0	DNC		

**MANLY YACHT CLUB OFFSHORE RACING 2003-2004 - RESULTS - OCEAN RACE 4 - NEWCASTLE TO PORT STEPHENS**  
Date: 05/01/2004 Start Time: 11:05

Place	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	F/Name	L/Name	Class	Score	F/Time	ET Ord
1	4863	TWO CAN	07:48:00	0.875	06:49:30	Stephen Teudt	Masram 920	1.0	18:53:00	4.0	
2	8686	CROW BAR	08:02:54	0.890	07:09:47	Bruce Hitchman	Masram 940	2.0	19:07:54	6.0	
3	1060	TEN SIXTY	08:20:26	0.868	07:14:23	Phil Vidler	Radford 10.6	3.0	19:25:26	7.0	
4	MYC32	PACIFIC BREEZE	07:22:05	0.983	07:14:34	Bruce Hitchman	Farr 11.6	4.0	18:27:05	2.0	
5	5779	DEJA VU	07:26:37	0.982	07:18:35	Jim Thomas	Cavalier 395	5.0	18:31:37	3.0	
6	MYC200	SLIPSTREAM	09:01:45	0.815	07:21:32	Bob Buchanan	Sigma36	6.0	20:06:45	8.0	
7	1150	JILLAROO	08:01:02	0.925	07:24:57	Phil Susans	Farr 11.4	7.0	19:06:02	5.0	
8	MYC10	PENSIVE	07:08:30	1.050	07:29:56	Bruce Davis	NSX38	8.0	18:13:30	1.0	
9	MYC47	REALITY		0.650		Keith Woodward	Passage 33	10.0	DNC		

**RACE 1 [18/01/2004] Autumn Point Score 2003-2004 APS 1**

Division 1 Keel TOT HC results

Place	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	CNC	Skipper	Class	Score	Fin Tim	ET Ord
1	MH90	OLD HABITS	2:23:59	0.940	2:15:21	0.948	B Shilland	Carter33	1.0	15:28:59	3.0
2	6323	SPRINT IV	2:04:33	1.125	2:20:07	1.125	G Radford	RadfordSprint	2.0	15:09:33	1.0
3	8686	CROW BAR	2:24:35	0.970	2:20:15	0.970	B Thomas	Masram940	3.0	15:29:35	4.0
4	MYC10	PENSIVE	2:15:01	1.055	2:22:27	1.051	B Davis	NSX38	4.0	15:20:01	2.0
DNC	1060	TEN SIXTY		0.925			P Vidler	Radford10.6	12.0		
DNC	1236	LOCAL HERO		1.112			P Mosely	Sydney36	12.0		
DNC	AUS32	AVANTI		0.905			C Shead	Soling	12.0		
DNC	AUS110	KRISTA		0.942			N Steffens	Etchells	12.0		
DNC	AUS166	SLANGIVAR		0.930			S Lambie	Soling	12.0		
DNC	AUS169	NORTEL		0.960			D Parle	Soling	12.0		
DNC	KA16	PAM		0.950			M Walker	International5.5	12.0		

Division 2 Keel TOT HC results

Place	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	CNC	Skipper	Class	Score	Fin Tim	ET Ord
1	113	FLYING CARPET	1:50:37	1.074	1:58:48	1.089	A Cooper	J24	1.0	15:05:37	1.0
2	MYC33	LAUTREC	1:59:57	1.044	2:05:14	1.044	D Ebling	Passage33	2.0	15:14:57	2.0
3	MYC6	AIDA	1:59:58	1.048	2:05:44	1.047	B Spence	S80	3.0	15:14:58	3.0
4	1152	BOKARRA	2:22:00	0.842	2:06:23	0.888	C Cameron	Santana22	4.0	15:37:00	5.0
5	127	CARINYA IV	2:02:02	1.044	2:07:24	1.040	J Nixon	Carmen	5.0	15:17:02	4.0
DNC	951	XENA		0.866			B Howell	Endeavour24	14.0		
DNC	5616	STARSHIP		1.069			P Richter	Hudson32	14.0		
DNC	6747	HAP HAZARD		0.937			J Webber	Moody31	14.0		
DNC	MYC9	SAINT MAYBE		0.928			D Parsons	Daydream	14.0		
DNC	MYC141	SOLEIL		0.866			P McGrath	Endeavour24	14.0		
DNC	MYC200	SLIPSTREAM		1.085			J Legoux	Sigma36	14.0		
DNC	MYC202	ISAEA II		0.790			M Collis	Bluebird22	14.0		
DNC	MYC5	EOS		1.029			B Wilson	Brittany	14.0		

**RACE 6 [1/02/2004] FLOTTO LAURO FL6**

Division 2 Keel TOT HC results

Place	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	CNC	Skipper	Class	Score	Fin Tim	Note	ET Ord
1.0	MYC200	SLIPSTREAM	1:53:29	0.964	1:49:24	0.971	J Legoux	Sigma36	1.0	15:08:29		4.0
2.0	MYC33	LAUTREC	1:53:36	0.966	1:49:44	0.960	D Ebling	Passage33	2.0	15:08:36		5.0
3.0	MYC6	AIDA	1:50:04	1.006	1:50:44	0.999	B Spence	S80	3.0	15:05:04		1.0
4.0	1127	CARINYA IV	1:51:59	0.989	1:50:45	0.982	J Nixon	Carmen	4.0	15:06:59		3.0
5.0	1152	BOKARRA	2:12:22	0.842	1:51:27	0.843	C Cameron	Santana22	5.0	15:27:22		6.0
6.0	113	FLYING CARPET	1:50:19	1.047	1:55:30	1.024	A Cooper	J24	6.0	15:05:19		2.0
7.0	951	XENA	2:37:39	0.739	1:56:30	0.730	B Howell	Endeavour24	7.0	15:52:39		7.0
DNC	983	PACIFICA		0.910			H Hooper	Catalina32	12.0			DNC
DNC	5616	STARSHIP		0.924			P Richter	Hudson32	12.0			DNC
DNC	6747	HAP HAZARD		0.925			J Webber	Moody31	12.0			DNC
DNC	MYC9	SAINT MAYBE		0.846			D Parsons	Daydream	12.0			DNC

**RACE 6 [1/02/2004] - Manly Yacht Club CLUB CHAMPIONSHIP - CC 6**

Division 1 Keel TOT HC results

Place	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	CNC	Skipper	Class	Score	Fin Tim	Note	ET Ord
1.0	MYC202	ISAEA II	2:25:48	0.790	2:07:01	0.792	M Collis	Bluebird22	1.0	15:40:48		7.0
2.0	MYC6	AIDA	1:50:04	1.047	1:55:14	1.050	B Spence	S80	2.0	15:05:04		1.0
3.0	127	CARINYA IV	1:51:59	1.040	1:56:28	1.038	J Nixon	Carmen	3.0	15:06:59		3.0
4.0	1152	BOKARRA	2:12:22	0.888	1:57:32	0.885	C Cameron	Santana22	4.0	15:27:22		6.0
5.0	MYC33	LAUTREC	1:53:36	1.044	1:58:36	1.039	D Ebling	Passage33	5.0	15:08:36		5.0
6.0	113	FLYING CARPET	1:50:19	1.089	2:00:08	1.084	A Cooper	J24	6.0	15:05:19		2.0
7.0	MYC200	SLIPSTREAM	1:53:29	1.085	2:03:08	1.071	J Legoux	Sigma36	7.0	15:08:29		4.0
8.0	951	XENA	2:37:39	0.866	2:16:32	0.855	B Howell	Endeavour24	8.0	15:52:39		8.0
DNC	5616	STARSHIP		1.069			P Richter	Hudson32	14.0			DNC
DNC	6747	HAP HAZARD		0.937			J Webber	Moody31	14.0			DNC
DNC	MYC5	EOS		1.029			B Wilson	Brittany	14.0			DNC
DNC	MYC9	SAINT MAYBE		0.928			D Parsons	Daydream	14.0			DNC
DNC	MYC141	SOLEIL		0.866			P McGrath	Endeavour24	14.0			DNC

**RACE 6 [1/02/2004] - Manly Yacht Club CLUB CHAMPIONSHIP - CC 6**

Division 2 Keel TOT HC results

Place	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	CNC	Skipper	Class	Score	Fin Tim	Note	ET Ord
1.0	6323	SPRINT IV	1:57:43	1.079	2:07:01	1.075	G Radford	RadfordSprint	1.0	15:02:43		1.0
2.0	MYC10	PENSIVE	2:06:15	1.012	2:07:46	1.015	B Davis	NSX38	2.0	15:11:15		2.0
3.0	MH90	OLD HABITS	2:21:22	0.923	2:10:29	0.914	B Shilland	Carter33	3.0	15:26:22		4.0
4.0	AUS169	NORTEL	2:17:05	0.960	2:11:36	0.953	D Parle	Soling	4.0	15:22:05		3.0
5.0	AUS110	KRISTA	2:23:33	0.925	2:12:47	0.917	R Steffens	Etchells	5.0	15:28:33		5.0
6.0	AUS166	SLANGIVAR	2:25:46	0.917	2:13:40	0.904	S Lambie	Soling	6.0	15:30:46		6.0
DNC	1060	TEN SIXTY		0.926			P Vidler	Radford10.6	11.0			DNC
DNC	1236	LOCAL HERO		1.082			P Mosely	Sydney36	11.0			DNC
DNC	AUS32	AVANTI		0.884			C Shead	Soling	11.0			DNC
DNC	8686	CROW BAR		0.953			B Thomas	Masram940	8.0			DNF



Port Stephens Twilight Race

Australia Day Regatta were's the support boat?



MANLY YACHT CLUB - MANLY JUNIORS, LASERS & FLYING 11'

APS 1 07/02/04 - Course 2 - Start Time: 10:45:00

MANLY JUNIORS

Place
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