



A worried Commodore?

Commodore's Last Picnic

The annual Commodore's Picnic just wasn't the same without the President's yacht sailing past but this year he left her securely on her mooring and arrived on foot!! Who could forget the storm from last May's event that forced a retreat to the deck of the Yacht Club for a game of "simulated" cricket? Who could forget seeing Keith Woodward's boat break it's mooring in the dangerous southerly swell. And who could forget seeing Keith break the water rowing speed record as he managed to intercept "Reality" before it berthed itself in the Manly wharf - all the while leaving Suz to battle the huge waves back to the club in the tiny rowboat!

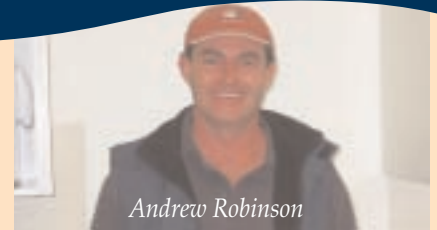
This year the sea-gods were smiling as it was Commodore Bruce and Pam Davis's final picnic (Yeh Yeh he says that every year). However if it was to be his last, what a way to go out! Perfect clear sunny skies

and a brisk south westerly breeze made for excellent sailing.

The old nudists from the club were able to return to their favourite haunt of Reef beach for the first time in years but it was still a bit too cool for Bruce to declare "clothing optional". More than a dozen yachts had headed to Sow and Pigs to fight for the ultimate Commodore's trophy as Bruce, Pam and their trusty crew including Nick, Angela, Margaret and Christabel unloaded the mass of supplies from the MYC Rescue boat. The Barbie set up and the snags a sizzling the yachts made it back and dropped anchor just before the entire CYC fleet raced into Manly Cove. What could possibly go wrong on such a perfect day?

As everyone knows Commodores know boats! I mean they are the true on water commander and master of the sea. Commodores that own marinas are surely experts on all aspects of boating.

Continued on page 3



Andrew Robinson

President's Report

OUR FINANCIAL YEAR has just ended and it has been an amazing year. The un-audited figures indicate that our income has increased more than 40% over last year, membership is up and hall hire is up. In addition, we won the National Volunteers Award and secured two grants for improvements to our facilities. The wharf repairs are progressing well, the new kitchen has been installed, our development application for the accessible toilet and shower has been approved and the design of our new hardstand is about to commence.

On the negative side, we have had two new and valuable members resign after only one year with the Club because they found it to be unfriendly. This is obviously a big concern and we need to move our management focus from facilities to people. Whilst the recent focus of Board activities has been on improving our facilities we must not lose sight of the fact that the Club is its members.

The Annual General Meeting of Manly Yacht Club will be held on Saturday 26 June and will be followed by a meal, music and dancing. Although the formalities will be kept to a minimum to ensure a fun night, they are important. The Club needs a strong Board of Directors to continue its growth and development. As a volunteer Club, we all need to share the workload - too many of the existing directors have been on the Board for too long. They have done, and continue to do a great job managing the Club but it is time that other members provide some input. *Continued on page 2*

JOURNAL OF MANLY YACHT CLUB

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*Flick, David and Andrew
crew on Two Can*

Continued from P1.

I therefore invite any members who have some management skills, or who would like to develop these skills, and an interest in improving our already good Club, to nominate for a position on the Board. Please contact me for more details of what is involved.

MYC SHOP I must congratulate Margaret Lucas for the great job that she has done managing the new kitchen project. The new kitchen was completed on time and within budget all due to Margaret's management and dedication. Thanks also to Andrew Robinson of Manly Too and his friend Joe Brana, who demolished the old kitchen floor. Without Andrew's help during the week, we would not have been able to keep to the tight program set by Madame Shop.

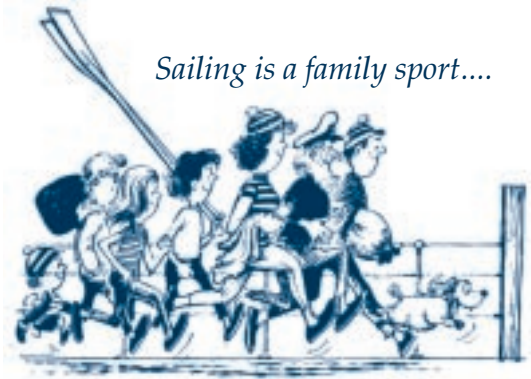
FORTE EVENT MANAGEMENT has taken over the hall hire booking functions from 1 May 2004 and will take over full management of the hall hire activities under the direction of our hall hire director, Sorrell Lambie as soon as the agreement is approved by our solicitor, Mr. Jim Doyle. Forte now have a great new kitchen to use from the start of their agreement with us.

One of our life members, Mr. Bob Rowland has returned home from a long stay in hospital.

Our thoughts are with Bob and his wife Merle.



Keith Woodward
President



Sailing is a family sport....



There is no room for the generation gap in this boat!



Roger Blake



Malcolm Lucas



Sailability

Saturday, 8th May the weather was fantastic, in spite of forecast warnings of storms. The only problem was, that the wind was very light, wavering to non-existent. 5 access dinghies competed over a shortened course, with 10 participating sailors. All were in a most competitive frame of mind, with the race completed within 4 minutes of each other. The first 3 boats crossed the finish line within 30 seconds of each other.

First to cross the line was Woody, with an elapsed time of 14 mins, 30 secs, skippered by Elizabeth Atkin, crewed by Monique Simpson; second was Sunrise, skippered by Malcolm Lucas, crewed by Kerri Porter; third was Greg Mott, skippered by Roger Blake, crewed by Grant Circuit.

The view from the starter boat was magnificent, seeing the brightly coloured boats approaching the turning bouy, and then turning in a row was superb. What a pity no-one thought to bring a camera out to the starting boat!!

We want to give a thousand thanks to our helpers of the day, who worked like a combination of ants and Trojans to make the day a huge success. Thanks also to the Manly Yacht Club working bee who were working in the kitchen, and came to our rescue with a drink after the race, and to Pam Davis who (as usual) did a fantastic job on the Starter Boat.

Eli Demeny

Continued from P1. Commodore's Picnic

But when it comes to outboards hmmm! As tender driver to get the crews ashore, Bruce just managed one trip before declaring an "engine failure" and Blue Robinson had to swim out and guide him to shore. Blue then spotted Mike "I'm a coxswain/Yachtmaster" Troy on the beach and asked if he knew anything about outboards. Michael declared "Yeh. Real pigs of things and they never bloody work". Luckily Steve "be prepared" Teudt managed to bring his own tender and all the crews were eventually unloaded.

Reef beach was soon packed to the gunnels with MYC members and a great time was had by all. Davis Marina very generously supplied a fantastic beach feast for the hungry and thirsty crews, with provisions stretched to cover the record crowd of around 100. The president's men (and woman and children) managed to defeat the commodore's in the tug of war and the cricket played with real bats and balls was much more realistic. Bruce ...the other Bruce (Hitchman) achieved his lifelong ambition in being crowned FIRST AT ANCHOR and will now proudly display the coveted old warning flashing road light trophy. Dozens of kids also made the trip to Reef beach, some by sea and

others overland to attend their first Commodore's picnic. Bruce won them all over with his salty sea dog tales, bags of lollies and prizes.

The standard has now been set for future Commodores and it is certainly a tough one to follow. The Club can't thank Pam and Bruce and Davis Marina enough for such a wonderful and fitting end to the official sailing season and their long rein as Commodore and commodoreess. However we all understand that maybe they've had enough but we don't think you need to head north for several months just to avoid hosting the next Commodore's Picnic.

But if you must go for the entire winter series please make sure you do come back. Bon Voyage and we can only hope the weather will continue to favour you both.

Michael Troy 



Thanks Pam, Bruce and



*can't wait to disTroy
another sandy sausage!*

Jonah Troy



Bruce Hitchman achieved his lifelong ambition

Bill Spence coordinating the Presidents team



Keith checking out potential board members?

Part of the fantastic picnic crowd



Inside view of the Sydney to Hobart - Part 3

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. Here's the third and final installment

Bass Strait ... two little words for a narrow stretch of water with a big reputation. I once met a bloke who crossed it in a sea kayak, and no doubt some nut will do it on an airbed one day, but it's certainly not a place to be taken lightly. Pippin survived the disastrous 1998 race, but only just. She was knocked down and badly damaged while standing-by a sinking yacht just south-east of Gabo Island. She took on a lot of water and quite a few of her crew were injured. On Impeccable, we luckily turned back 20 miles south of Gabo before the real poo hit the fan. The seas of that year were nothing short of amazing, 70 knots-plus winds pushing Southern Ocean-sized swells through what is effectively a 100-metre deep funnel and head-on into a south-setting East Australian Current. Essentially, it was an oceanic mix-master. The truth is it was a miracle only six men were lost in that race. There's no rhythm, rhyme nor reason to Bass Strait seas.

And so Pippin crossed that rubicon late on the second day of the 2003 race, with the forecast southerly change just a distant

smudge on the horizon. It wasn't long before the "smudge" hit, and we went from a No.1 genoa to the No.4 and a reef in the main. The 25-knot sou-wester soon moulded the Strait into a grey, lumpy bash, and for the next 24 hours we jumped, slammed and slosed our way south, the only reprise from two-hour cold showers on the windward rail being the hour behind the wheel that helped pump some feeling back into our wet, numb limbs. The good news was we were still well placed, with lightweight 30-foot carbon-fibre flyers Krakatoa and Toecutter just a few miles abeam to leeward and giving us plenty of time on handicap. But as often happens in ocean racing, the southerly blew out and by lunchtime on day three we were flopping and slamming in no breeze and two-metre swells.

Soon the faint catspaws of a filling-in nor-easter dusted the glassy sea, and within a few hours we were charging southwards again with a 3/4-ounce spinnaker and full main as we watched the 30-footers skate away over the horizon. We carried the kite all afternoon and night in winds up to 25 knots as the Tasmanian coast sped past, converging with the rest of the fleet at Tasman Island. At dawn on day 4 we were off the vast basalt cliffs of the imposing Tasman Island and in company with the yachts Bright Morning

Star, Midnight Rambler II and Love & War, all bigger than us. Pleased with our position so far, we commenced the usually frustrating slog from Tasman to the finish, with BMS sneaking through us by sailing under the cliffline all the way to Cape Raoul and Ramber doing the same on the other side of us, two miles to the south.

The morning sked had more bad news, Impeccable was only 24 miles behind and doing 7 knots to our 5, and killing us on handicap. Bugger. We would later learn they were the only boat that still had a chance to beat First National, which had already finished. Storm Bay and later the Derwent threw everything at us: holes, 50 degree windshifts, 30 knot bullets - all the way to the finish. Love & War showed their experience and waterline length and slowly reeled us in, crossing the line just minutes ahead. Finally we got the gun, to cheers and hoots from the small spectator fleet - 4 days, 20 minutes and 59 seconds after the start, 7th place on IMS and 9th on IRC and with an average speed of 6.5 knots, all followed by a 25-minute hot shower, endless yarns and what seemed like 50 million beers.

Roll on next Boxing Day.

Jim Nixon 

"winners are grinners..."

Congratulations to Jim Nixon on his win of the overall IRC and IMS divisions of the Mooloolaba race recently. Jim and Bob Moore (who crews with him on Carinya in MYC races) are pictured here after they had just heard they were about to win!





Yachting Australia
Training Centre

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(02) 9451 2511



or
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YA SAFETY and SURVIVAL AT SEA COURSE

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Discounts for
Manly Yacht Club
members

50% of offshore crews
need this qualification.



Part of the large team L to R...
David, Andy, Keith, Christabel, Margo,
Andrew, Brian and Kathy



**MANLY
YACHT
Club
SHOP**

would like to thank
the following members:

Liz Troy, Christabel Casimir,
Andrew Robinson, Joe Brana,
Bill Spence, John Webber, Robert
Stephens, Jack Morrison, Brian
Wilson, Chris Shead, Doug and
Helen Ebling and Kathy Brown.
Also thanks to Colin Cameron,
Andy Cooper, David Lewis and all
the guys working on the wharf for
giving Keith TIME OFF! to be the
plumber, tiler and jack of all trades
in the kitchen (just to do something
different!).

The kitchen now looks fantastic
thanks to a great bunch of people.

The MYC members and catering
staff now have a safe and functional
kitchen to work in and another club
asset to be proud of. **MARGO**

Manly Yacht Club 2003-2004 Presentation Night WITH GUEST SPEAKER BILL GALE

Bill was born into one of Sydney's famous yachting families in the early 1920's. His father designed and built the ageless yacht "Ranger" in 1933 and Bill began as crew in 1937. This year Bill and "Ranger" won the Sydney Amateur Sailing Club's Sunday Gaffers Series. In what must be a record, Bill has sailed Ranger with SASC for 54 seasons. Bill, a delightful man, who in his own words "can easily get started, but has trouble stopping" will delight you with his tales (tall and true!) collected over a lifetime of sailing.

So come along, pick up your trophy! Cheer the winners! Hiss your arch enemy!

**MANLY YACHT CLUB
SATURDAY 22ND MAY 2004.**

Bar opens at 7pm for
a 7.30pm start.

Adults \$7 Children free.

Light food and a complimentary
drink provided. ▶

FROM BUGGIES TO BOATS

Not much in life is free these days so owners of yachts that need batteries may be very interested in a source of Gel Batteries [no messy acid to contend with]. Apparently these are ex golf buggy batteries which do not have enough grunt to convey the buggy 18 holes, but are strong enough to drive lights, radios etc. on yachts.

The batteries are available
FREE OF CHARGE from:
BATTERY GOLF BUGGIES
215 EASTERN VALLEY WAY
MIDDLE COVE
PH-1300-881-828



"OH! for pity's sake let him light it"

NOMINATIONS FOR THE MYC BOARD OF DIRECTORS

If you are a senior or family member who would like to assist with the management of the Club and you wish to nominate for a position on the Board, please complete and return the following slip to the Club Secretary by June 5, 2004.

I would like to nominate for a position on the Manly Yacht Club Board of Directors.

Name:

.....

Phone number:

.....

Dragoners drag out the angle grinders...



If you've noticed the two strange, scaley boats laying face down on the wharf and wondered what species of human belong to such a craft, these are the training boats for the NBDDB (Northern Beaches Dragon Boat Club). About twenty "Dragoners" turned up recently to help Keith repair the wharf and did a fearsome job... **Thanks Dragoners** ▶

LIFE MEMBER and MYC honorary club secretary for 12 years Bob Rowland was in Royal North Shore recovering from a leg operation and other ailments. A recent visitor looking for a normal Rowland response said that all the nurses looked so gorgeous – Bob quipped that he'd married a gorgeous girl and had been spoilt all his life. We'd all have to agree with both parts wouldn't we? Good on you Merle and family – get well soon Bob ▶

NOTICE OF ANNUAL GENERAL MEETING AND ELECTION OF OFFICE BEARERS FOR 2004 - 2005

Notice is hereby given that the Annual General Meeting of Manly Yacht Club and election of Office Bearers for 2004 - 2005 will be held at the Clubhouse on Saturday 26th June 2004.

All positions on the Board of Directors are open for nominations. The Club is required to have a Board consisting of the office bearers and up to twelve other directors. The Commodore, Vice Commodore, Rear Commodore and at least five other board members must be boat owners.

Only financial members may vote at the Annual General Meeting. Persons who are not members are invited to attend the meeting.

AGENDA

Notice convening the meeting

Apologies

Confirmation of the minutes of the last AGM held 28/06/2003

Receive and consider the Annual Report

Hold elections if necessary

and announce Board of Directors for 2004 - 2005

Appoint auditors for 2004 - 2005

Other business



MESSAGE FROM THE CO-EDITORS

If you have writing and computer skills, enjoy liaising with people and would like to get more involved in the Club then you will enjoy being a co-editor of this newsletter. If you are interested in joining our small team please call Suz on 9948 3244 email: Suzrothquel@aol.com or Margaret on 9977 1611 email: margaretlucas@bigpond.com ▶

DIARY DATES

Sat 22 May	Presentation night
Sun 23 May	MJs Training
Sun 30 May	WPS 1 Winter Trophy 1
Mon 31 May	Sailing Committee Meeting
Sun 6 June	MJs Training
Mon 7 June	Board Meeting
Sun 13 June	MJs Training
Mon 14 June	Queens Birthday
Sat 19 June	Sailability Presentation Day
Sun 20 June	MJs Training - Winter Trophy 2
Sat 26 June	Annual General Meeting and Dinner/Dance
Sun 27 June	WPS 2 Winter Trophy 2
Mon 28 June	Sailing Committee Meeting
DUTY ROSTER CREW:	
Call Ann Webber on 9948 6724 please.	