



MYC NEWS

Issue No.4 May 2007
2007 Season

President's Report

The 2006/7 sailing season ended with two spectacular events namely, Maz's Midday Mayhem and the Whitworth's Summer Trophy Marathon. The Commodore's event was sailed (motored) in extremely light airs and finished in sunshine at Reef Beach. However, I'm not convinced that flying spinnakers upside down creates the right impression for a hot shot Yacht Club like ours. The EOS crew hoisted the kite by the clew flawlessly, like they had been doing it that way for years and it set surprisingly well, but I couldn't help thinking that onlookers would be saying, "Look at these silly buggers, cant even get it the right way up" Although I didn't sail in the Marathon it has been reported to me that it was the best one ever. Fair winds, flat seas, fast times. I'm jealous.

A new era of hall hire management is underway. Sorrell Lambie is still the Director in charge, Anne Hogan looks after bookings and event management and John Lohr from Safecorp is our event security man. The Club has bought a Noise Measuring Meter and noise levels both background and at actual events are being monitored and logged.

All this follows on from a meeting with Deputy Mayor, Councillor Brad Pedersen where the word 'reasonable' was used to describe what was acceptable to the community. When this new regime settles in, it should mean an end to complaints about noise emanating from our hall.

Recently club members have drawn attention to state of the balcony outside the shop and office. As a result Bob Renai has obtained a quote from Phil O'Leary (the man who built the famous bathroom) to restore the balcony with a floor all at the same level. Another builder who is familiar with the Club is preparing another quote. This matter will be on the agenda at the next board meeting.

Big Blue has decided to extend its sail training activities to the youngsters. Big Blue will concentrate on local schools initially and intends to purchase a fleet of ten Optimist dinghies. Craig

Continued on page 2



Greg Paine and David McEwan sticking to the rules?



Our President Brian (Eos) with the best Spinnaker run on the day

COMMODORE'S REPORT

I'd like to report that Maz's Midday Mayhem was a bit mad but I hope everyone had fun on the day. We were joined on the day by Brett and offsider from the Manly Council Environmental Education Centre who set up a wonderful display of the local flora and fauna. Brett reports that lots of people, including club members, visited his stand and took away interesting information about the area.

The day couldn't have been a success without the help of many people. Thank you to Davis Marina for sponsoring the food (and cooking it); Graham and Ken for providing transport to and from the club and the boats via Robbie R; and also to the numerous other people who helped set up; cook; and clean up afterwards.

Special thanks to Ian for devising the sailing instructions. I was surprised to learn how many police it takes to sail a 33' sailing boat and why. And I can't choose between the best man overboard drill - was it Carinya's life jacket tethered to the boat before it went overboard, or Eos chasing Robbie R with Eos's "man" in tow. Eos won the Golden Navigator Award this year. Ironically, this item was, at one time, a safety item on Eos.

The treasure hunt, conducted by Melissa, was a hit with the kids. Gold doubloons and sea creatures featuring in the clues. I'm not sure what the President will write but I think the Commodore's team won the tug of war decisively. However, the cricket match was clearly won by the kids.

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Interesting information about the area viewed by the young guys and (left) heading in the right direction!



JOURNAL OF MANLY YACHT CLUB

P.O. Box 22 Manly NSW 1655

Tel: 02 9977 4949

Fax: 02 9977 3573

Email: myclub@tpg.com.au

www.myc.org.au



Sun sets on pond-like Bass Strait...P3

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Rosevear says this move has been prompted by his love of sailing and the need to expand for commercial reasons. He has discussed his proposal with myself, the Vice President and the Commodore and we agreed that his plans had the potential to bring young members into the club, that it could operate within the terms of the existing agreement with Big Blue and that that the sailing programme could be organised around the existing activities of the Club. I know that some Club members will see this as a retrograde step because it does not involve Manly Juniors. However it appears that today's youngsters enjoy a more basic entry level trainer and could, in fact, step up to

a Manly Junior. Fundamentally the Club needs young sailors and Craig's plan is a positive move for the future.



Brian Wilson
President



TO PROTEST OR NOT TO PROTEST... THAT IS THE QUESTION...

From time to time on a busy congested harbour yachts come close or touch each other. The Racing Rules of Sailing are written to prevent these collisions, serious damage or injuries. If any yachts (skippers or crews) believe these rules have been broken during a yacht race then they are required under the rules to lodge a protest.

Protests should really be an every day occurrence. They should not signal the end to friendships between crews of competing boats and grudges should not be held. Instead they are meant as a way of having your actions judged by your peers in an open and friendly manner so that every one can learn. Like cricket you must always accept the umpire's decision. To lodge a protest there are four things you must do:

1. Hail the yacht you are protesting and tell them if they don't take a penalty (360 or 720 turn as applicable) then you will protest them. If the yacht is out of hearing distance then still hail them.
2. Hoist your protest flag.
3. When you finish the race tell the committee boat you have a protest flag flying.
4. Fill in the protest form and lodge it before the protest time limit.

If you don't take all of these four actions the Protest Committee may decide not to accept the protest.

The committee will be made up from three level headed and experienced club members who were not in that particular race but could be expected to look at the circumstance objectively. Always tell the Protest Committee the truth. It really does not matter who wins or loses, the process is just meant to be a learning curve for all crews and skippers. If the committee feels the issues are complex and they are unclear about what decision to come to, then the protest should be postponed until a later date. This will give the chairman an opportunity to contact a member of Yachting NSW Racing Rules Committee and seek some guidance on the matter.

The Committee's decision should be posted on the Official Notice Board and if deemed newsworthy by the editor, it could be published in the MYC News.

The alternative to protesting is not to protest and by not protesting the issues are never resolved and we competitors never learn the rules. With this as a back drop the Sailing Committee has decided to drop the protest fee from \$40 to zero in order to encourage the occasional protest!

Sailing Committee

MYC RESULTS

RACE 10 [15/04/2007] MYC CLUB CHAMPIONSHIP 2006-2007 RACE10												
Division 1 Keel TOT HC Results												
Place	Sail No	BoatName	Elapsed	AHC	HC Cor'dT	CHC	Skipper	Class	Score	Fin Tim	ETOrd	DidNot
1	6776	DW/Waves	2:12:34	1.09	2:24:30	1.1	J Thomas	BereauFirst407	1	15:27:34	1	
2	MYC7	Ten Sixty	2:36:08	0.943	2:27:14	0.939	P Vidler	Radford10.6	2	15:51:08	4	
3	AUS166	Slangivar	2:32:08	0.968	2:27:16	0.973	S Lambie	Soling	3	15:47:08	3	
4	AUS1161	Wild Life	2:23:46	1.043	2:29:57	1.039	B Davis	Etchells	4	15:38:46	2	
AVG	KA16	Pam		0.972			P McDonald	International5.5				AVG
DNC	2090	Moma		0.917			G Zyrner	Cavalier35	9			DNC
DNC	MYC100	Shear Magic		0.974			R Steffens	Adams10	9			DNC
DUT	MYC12	San Toy		1.015			G Radford	Radford12				DUT

RACE 10 [15/04/2007] MYC Flotta Laura 2006-2007 RACE10												
Division 2 Keel TOT HC Results												
Place	SailNo	BoatName	Elapsed	AHC	HC Cor'dT	CHC	Skipper	Class	Score	Fin Tim	ETOrd	DidNot
1	1255	Melody	2:30:52	0.834	2:05:49	0.845	L Tofts	SwansonDart	1	15:35:52	4	
2	3683	Ratty	2:19:04	0.924	2:08:30	0.925	I Dennewald	Northshore27	2	15:24:04	1	
3	MYC5	Eos	2:21:06	0.919	2:09:40	0.91	B Wilson	BrittanySloop	3	15:26:06	2	
4	4617	TU/Suspects	2:22:36	0.935	2:13:20	0.935	K McKay	Northshore33	4	15:27:36	3	
5	MYC9	Beau Soleil	2:35:42	0.883	2:17:29	0.872	A BillSpence	Cavalier28	5	15:40:42	5	
6	MYC22	Isea II	3:18:01	0.717	2:21:59	0.707	M Collis	BlueBird	6	16:23:01	6	
DNC	127	Carinya IV		0.938			J Nixon	SwansonCarrer30	12			DNC
DNC	1152	Bokarra		0.821			C Cameron	Santana22	12			DNC
DNC	4239	Tapeti		0.91			L McIntyre	Santana30	12			DNC
DNC	AUS160	Kaotic		1			A Crothers	J24	12			DNC
DNC	MYC3	B/B/Sailing01		0.985			C Stockdale	S80	12			DNC

Greg sends his apologies for the missing WST story and results as he has been a bit incapacitated. Results on the web soon and an update in the June issue.



Thanks Greg and Whitworth's for a great Summer series

A few of the lucky Whitworth's prize winners on deck after the WST5 Helen (Lautrec), Greg, Gab and their top presenter Elis Teudt

Kevin (Cape Fear)

Crew from Sheer Magic



BEER AND MOANING IN BASS STRAIT, PART I

Fifty miles out into Bass Strait, our yacht sat lifelessly on an oily, jellyfish-laden sea. *"The sail, the play of its pulse so like our own lives: so thin and yet so full of life, so noiseless when it labours hardest, so noisy and impatient when least effective"* - that great American writer Henry David Thoreau must have sailed the Strait in a past life.

Greg Zyner and I had signed up for the 2007 edition of the **Australian Three Peaks**, which combines three sailing legs of 335 miles and three mountain runs of 131 kilometres up and down 2,646 metres over three days, but this certainly hadn't been in the brochure. Framed by an unblemished blue sky, the sails slashed and slatted back and forth as the heat of the afternoon sun burned the backs of our single-headed Mainlander necks. The breeze had slowly died from the time we had left the start line off Beauty Point on the Tamar River the day before, bound for the small fishing port of Lady Barren on the equally barren Flinders Island, 140 nautical miles to the north east. The seabreeze down that way is a nor-wester and small puff had filled our spinnaker as we passed Low Head and out into open water to the mournful boom of the ancient foghorn of the nearby lighthouse. We'd had a good start on Pisces, a Sydney 36 owned by friend of mine, David Taylor, who had recently retired to Hobart from Sydney, and had tacked down the river in company with the race favourites, Slingshot, a tiny catamaran that most people wouldn't cross the Heads in, and a Grainger tri from South Australia that wasn't much bigger. Haphazard, a big aluminium Radford with a bowsprit that looked like a machine-gun off a Sherman tank, was behind us and so was another fast 36-footer, Creative In Tension (CnT). "If they stay there, we're gonna do pretty well," I'd told our two runners, Simon and Tony, who sat transfixed on the rail, astonished by the large fleet of spectator craft surrounding us.

The Three Peaks, which is always run over the Easter weekend, is a huge event in northern Tassie and it seems the whole nearby population turns out for the start. Actually, we'd been doing well since I'd first set eyes our runners the previous day when the crew had rendezvoused at Beauty Point. They had the sinewy hardness of ultra-marathoners and a gleam in their eyes that said they knew how to grind out a victory when the going got tough. Tony, who started Fell running in Britain as a seven-year-old, had recently won the Six Foot Track event in the Blue Mountains, breaking a 17-year-old record in the process. The ever-smiling Simon, who to his own admission wasn't in the same class, had recently done well in the Cradle Mount ultra-marathon, so our chances of winning the fully crewed division for the third year running looked good. Everything was falling into place smoothly, most unlike normal preparations for a yacht race. That was until the Strait turned to glass. I'd never seen it so calm, and the big high pressure system dominating the state meant nothing was going to change in a hurry. The first morning had dawned with most of the monohulls within sight of each other and in view of the runners' first objective, the 756-metre Mount Strzelecki (which only Greg Z can pronounce properly as he can speak Polish). We all huddled to leeward to heel the boat and fill the kite, gybing on every shift, which our opponents didn't do, and we slowly pulled away.

The tide that runs between Tassie and the Flinders Group out through Banks Strait had been our friend all night, carrying us eastwards, but now it was threatening to push up us onto Cape Barren Island. We gybed again and crawled our way northwards, barely making headway into the current and jellyfish, barely skirting the many offshore rocks that threatened to end our Easter holiday there and then. Then salvation came. Waves. Not tsunami, Mexican nor peristaltic, but electromagnetic. The VHF crackled into life, and race control - which had done the sums and decided the race needed a hurry-up - declared that the first sailing leg would end at 148 degrees longitude. Yippee! we were the leading fully crewed boat (the main/multihull division were ahead as they are allowed to paddle or row and had done so for the past 10 hours) and had just a few miles to go to enter Franklin Sound and cross 148, where we could then start our engine and motor to Lady Barren and discharge the runners for their 65km jog. We were told to motor no faster than six knots (which we found out later that no-one else did) to the wharf and deposit our two men, who were now sorting their five-kilo survival backpacks and eating and drinking as much as they could to prepare for the long night run, as it was already late in the arvo on Easter Saturday.

As we ghosted towards the imaginary 148 meridian, the call from the boats nav station came: "The GPS is reading 147-59-95 ... 96, 97, 98, 99 ... 148 ... get that bloody engine on and sails down!" It was smiles all around as we watched the sun set on our rivals, because we knew any seabreeze we had milked would soon die out for the others and we'd get a break on them. But suddenly the radio crackled into life again, and we listened in astonishment as CnT told race control: "We have crossed 148 and are motoring to Lady Barren." But there was no sign of them in the two-mile wide passage of Franklin Sound now disappearing in our wake as we motored eastwards. Then the penny dropped: the bloody buggers, they'd pulled swifty and had simply headed eastwards with the tide and passed 148 well to the south of Cape Barren Island and nowhere near the prescribed passage of Franklin Sound, and were now motoring up the coast and into the sound and past the other boats still racing honestly. We weren't very impressed and neither was the race control. The dastardly deed dominated discussion as we chugged up the channel, but soon all our thoughts became concentrated on the next part of the adventure, which for the sailors would entail a well-deserved rest, but for the runners, who were about to cover 65 kilometres in the dark over bush tracks they had only ever seen on maps, would become their first and biggest test.

Continued June MYC News - Jim Nixon





On the eve of the final Flotto Lauro a bucket was located on The Usual Suspects with a note stating 'New Sailing Instructions, bucket must be deployed behind boat'. With that it signaled a challenge to me. I contacted Runaround and was whisked to Ratty.... it only took a few moments and Hoot was in my possession. He was immediately blindfolded and tied to the backstay. Turned out to be a good place as he could keep a watchful eye on the rest of the fleet... behind us! Within 24 hours a ransom note had been delivered '512 green m&m's or the owl gets it!' Obviously this was taken very seriously with Ratty tasking crew to gather the ransom. This was initially met with resistance; Barb questioned why she had to eat the red ones stating that she preferred the blue ones. Steve, without giving any thought for the valued crew member Hoot, did some calculations based on 16 green m&m's per packet that 512 green m&m's was going to cost \$135 and that Hoot could be replaced with a cousin from Whitworth's at \$40. So, over the following 4 weeks Ratty gathered the ransom. They tried to negotiate, threatening to get the law involved, this was quickly met with a photo of Hoot getting a shake down from the Top Cop himself Ken Moroney! Hoot was forced to undertake a sailing course with Big Blue, spent time in The Shire, was forced to perform tasks on a training weekend with TUS and even managed a trip with Adrenalin Rush in The Whitsundays! Last weekend Hoot was reunited with Ratty. I'm not sure who was more excited, one things for sure, there no escaping now with the huge chain and padlock around his neck.

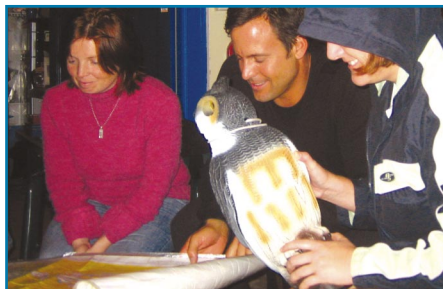
Be warned, I'm awaiting instruction for my next mission. **The Owl Napper**



Now I'm officially part of the team!



I love it here on Hamilton Island Hoping to pick up a few skills with Big Blue



HI EVERYONE,

As you know the Big Blue Sailing School has been planning our trip north for months. Well we've done it! We left last Tuesday May 1st on the luxury 50ft Beneteau KAT and it's been plain sailing ever since. We are currently

anchored at Port Macquarie, hey its been very light winds and as we said, we want to enjoy the journey and take it easy.

We have had a very slow passage to here - but absolutely stunning conditions- you can read all about it on <http://anne.forgesystems.net> and keep clicking as we will be updating it every day or so. There are no photos as of yet but we should load some in the next few days.

We have had a great crew with us to date, and none of them want to get off and head back to Sydney, but they have to leave room for the rest of you, so if you want to join us at any stage, why not take a couple of days off work, tack it onto a weekend and come sailing for 3 or 4 days. Cost is \$70 a day including on-board food and you can just call us on 0414 209269, find out where we'll be in your free time and jump on board for however long you like. We will warn you however, that our crew so far are very reluctant to leave!!

Keep in touch - <http://anne.forgesystems.net> - Anne and Chris



Sailability

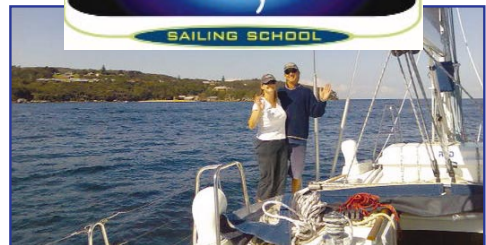
Peter Hamilton put an enormous amount of work into planning the perfect Race Day and picnic to celebrate the end of the summer sailing season. The amount of work paid off handsomely for all participants in this morning's race: Judith, solo in Alan Wood, Jackie and Jessika in Dolly Wallis, Wayne and Ivan in Woody, Stephen and Peter in Jack Harkness, Paula and Lucy in Sunrise, Judy C. and Judy V. in Greg Mott, Denis and Melissa in Lionheart, Peter and David in Clea.

Thanks so much to the helpers of the day, who put in a sterling effort to have all 8 boats rigged by 9.30 in time for the briefing, and who helped to put them all back nice and clean at the end of the day. Thanks also to our sausage sizzlers and other cooks, who kept us all going with an appetising lunch, and to the people who came later in the day for a recreational sail.

We also want to thank Manly Yacht Club yet again for another wonderful season of sailing, and the use of the amenities, as well as the fabulous race officer, Bruce, who ran such a tight race. We are all better off for the camaraderie and teamwork promoted by such an event, and are looking forward to our Winter Series, due to start on May 26th.

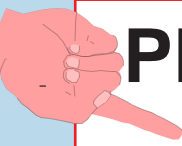
Last but not least.....race results: Judith Geppert won on handicap in Alan Wood. Runners up were Judy and Judy in Greg Mott. Third were Jackie and Jessika in Dolly Wallis.

Eli Demeny



*Bye bye Manly, heading out of Sydney (top)
The real captain at the helm! (left)
Crossing the bar at Forster (below)*





PRESENTATION NIGHT Saturday 26th May

With special guest speakers Dorothy & Victor Vidgen Dorothy and Victor have done what some many yachties dream of: to escape the daily grind of 9-5 and sail away. Recently returned to the Northern Beaches after 10 years cruising the globe, they will regale us with their adventures of the high seas, share their experiences as members of international yachting community and perhaps inspire some of us to follow in their footsteps...

**Bar Opens at 6.30pm for 7.00pm start
Adults \$8**

Children FREE

Light food and a complimentary glass of wine or soft drink provided

Lucky door prize!

THE night for ALL MYC sailors: MJs, Access dinghies, pointscore yachts, Twilights, Summer and Winter Series. Get writing your acceptance speeches now just in case!

ALL MEMBERS WELCOME: come collect your trophy; time to meet up with old and new members alike; cheer the winners and hiss your archrival.

NAVMAN

Navman Winter Series 2007

It's not long now till the Navman Winter Series kicks off so grab your beanies and crew; get your race entries in and get ready for some great handicap racing around the harbor, the first boat will be off around 12 noon.

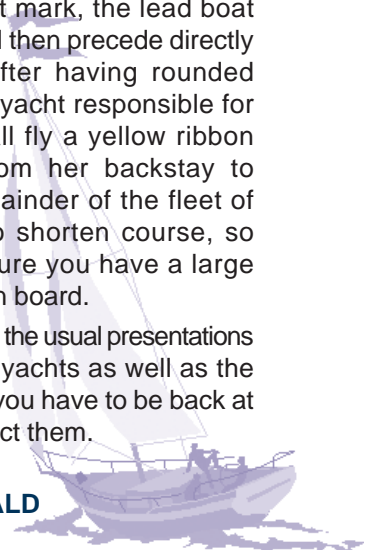
Race dates are; Sundays 27th May; 17th June; 24th June; 22nd July; 5th August 2007

A fun, navigational event will be held on July 8th, this race is not part of the overall point score.

Don't forget our course shortening procedure; if the lead boat in its division has not reached the mark indicated in the course descriptions by 1500 hours then the lead boat will continue to that mark, the lead boat and the fleet will then precede directly to the finish after having rounded that mark. The yacht responsible for shortening shall fly a yellow ribbon prominently from her backstay to advise the remainder of the fleet of her decision to shorten course, so please make sure you have a large yellow ribbon on board.

We will also have the usual presentations for the winning yachts as well as the crew prize, but you have to be back at the club to collect them.

See you there
IAN DENNEWALD



continued from page 1

I invite anyone who wants to join in the fun next year to mark the date in their diaries when the new handbook is published.

The Notice of Race for the Navman Winter Trophy has been mailed out so I hope to see you all out on the water for the first race on Sunday, 27th May. But, hopefully, I'll see you all at the Presentation the night before.

Thank you all...Commodore Maz



A beaut BBQ Bruce, thanks Davis Marina

Winning the tug of war!

Melissa and her little treasures



NOMINATIONS FOR THE MYC BOARD OF DIRECTORS

If you are a Senior, Family or Syndicate 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 4, 2007.

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



Name:

.....

Phone number:

.....

.....

Notice of Annual General Meeting and Election of Office Bearers for 2007 - 2008

Notice is hereby given that the Annual General Meeting of Manly Yacht Club and election of Office Bearers for 2007 - 2008 will be held at the Clubhouse at 7:30 pm on Saturday 30th June 2006.

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

1. Notice convening the meeting
2. Apologies
3. Confirmation of the minutes of the last AGM held 24/06/2006
4. Receive and consider the Annual Report
5. Hold elections if necessary and announce Board of Directors for 2007 - 2008
6. Appoint auditors for 2007 - 2008
7. Other business



RADIO COURSE

All operators of marine radios must hold a certificate of proficiency if they are using a VHF marine radio.

Radios are an important means of attracting attention in an emergency or helping someone else who is in trouble.

The potential to save lives is the most important reason for fitting marine radios. But they must be used properly and responsibly.

When you hear an emergency call, you must know how to respond. When you make one, it is equally important that your message is understood and others know how to respond.

**Royal Volunteer Coastal Patrol
will be running a radio course on 5 consecutive
Wednesday nights at The Spit on
Wed the 17th, 24th, 31st Oct and 7th and 14th Nov.**

*There's
Still time
to enter*

Good luck!



The art director reserves the right to crop and visually adjust the chosen image.

Judges will be: Maz Theaker, Jim Nixon, Ivana McAlpine

Prize is FAME on being published on the cover of the handbook.

Deadline: before the 30th May 07 Keep it to one image at a time.

Email: ivana@imdesign.com.au

Email Subject: MYC handbook photo comp

Ivana

DIARY DATES

Sat 26 May	Presentation Night
Sun 27 May	YACHTS Winter Trophy 1
Mon 28 May	Sailing Committee Meeting
Mon 4 June	Board Meeting
Mon 11 June	Queens Birthday
Sun 17 June	MJs WPS - 2 YACHTS Winter Trophy - 2
Mon 25 June	Sailing Committee Meeting
Sat 30 June	Annual General Meeting & Dinner
Sun 22 July	MJs WPS - 3
Mon 30 July	Sailing Committee Meeting

DUTY ROSTER CREW:

Call Ann Webber on 9948 6724 please.

**Please double check your
2006-2007 Handbook**

**Deadline for the June issue
10th June.**

email:

margaretlucas@bigpond.com

PH: 9977 1611