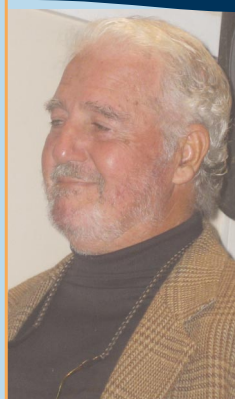




MANLY
YACHT
Club

*If you
want to go...
do it now!*

*Dorothy and
Victor Vidgen
MYC
Presentation
Night 2007*



COMMODORE'S REPORT

As I sit here reflecting the fickle winds of this last sailing season, the East Coast Low makes its presence felt along the eastern seaboard and I thank my lucky stars that there is no racing on this June long weekend ... a far cry from the conditions dished up for race 1 of the Navman Winter Series just two weekends before.

Presentation night has come and gone. Congratulations to Jim Thomas and his crew on Dances with Waves - Club Champions Div 1; Kim McKay and her crew on The Usual Suspects - Club Champions Div 2; and Iain Cameron on his Laser Senile - Club Champion Div 3. Congratulations to all the other winners and competitors who made the sailing season complete. Presentation night would not have run so smoothly if it wasn't for the small army of people behind the scenes, led by Peter Hocking who co-ordinated the event; Robert Fagan who MC'd the night; Jack Morrison in charge of prizes; Jenny Wilson in charge of food; Ann and Tom at the door; Karen and Caroline at the bar - the many that helped set up and clean up afterwards; and of course, the guest speakers Dot and Vic Vidgen.

It was a surprise and an honour to be presented with the Good Citizen Award. I would like to thank you all.

The Sailing Committee has been busy putting the final touches to the new handbook which should be posted to you by the third week in July - just in time for you to mark your diaries for training courses and annual inspections, scheduled for Saturday 1st September. Among the changes in the handbook you will find that we have reverted to the 720 degree penalty turn and have removed the \$40 protest fee. Hopefully this will discourage competitors from infringing the Racing Rules of Sailing but encourage protests where competitors have been disadvantaged due to infringements by other competitors. I encourage you to read the new handbook to discover other differences from previous years. But please don't be dismayed when you see that the Flotto Lauro is no longer mentioned. Like the Shipping Line it was named after, it too has had its day. The trophy has become fairly fragile and so from this year on, will remain in the trophy cabinet. A new Division 2 Club Champion Trophy will be dedicated. This trophy will acknowledge the Flotto Lauro contribution and will list all past Flotto Lauro winners. Perhaps Jim Nixon will organise a commemoration for the Flotto Lauro Trophy for all interested parties.

The next event on the calendar is the AGM at the end of this month. See you there. *Photos of the MYC Presentation Night Continued on Page 4 - 5*

Maz Theaker - Commodore 

It is that time of year again with the Annual General Meeting scheduled for 30 June. Last year at this time there was a flurry of activity because the President, Keith Woodward, and several members of the Board were resigning. Replacements had to be found. This year it will be different because last years new board will all be standing again with one new Director.

Speaking from experience the first year is basically a learning experience so next year should see more action. Make sure you buy tickets to our **AGM** because it's not just a boring meeting (it takes no more than half an hour) it's a great dinner, an opportunity to catch up with other Club members and perhaps even dance! *Invitation and form on page 7*

The first race of the winter Series was an interesting event. A few lessons to be learnt there, mainly that crews have to watch the yacht in front and time it round the mark if it is near three o'clock. Eos did not do that and as a result we blindly followed the yellow ribbon instead of watching and timing the lead boat. However, yachts do need to know which ones are in their division.

It is amazing how fast you can get a job done if you do not have to get a government department involved. Once the Board had determined that money was available to replace the balcony outside the shop and office, the design was agreed, a builder selected (Phil O'Leary's quote was accepted) and the job was finished all before the next Board Meeting. Enjoy the new decking but do not fall over the new step into the kitchen like I did.

The Club's parking permits are disappearing. **Have you forgotten to Return a Parking Permit?** If so, do the right thing and return ASAP. Remember there are no replacements.

Continued on page 8

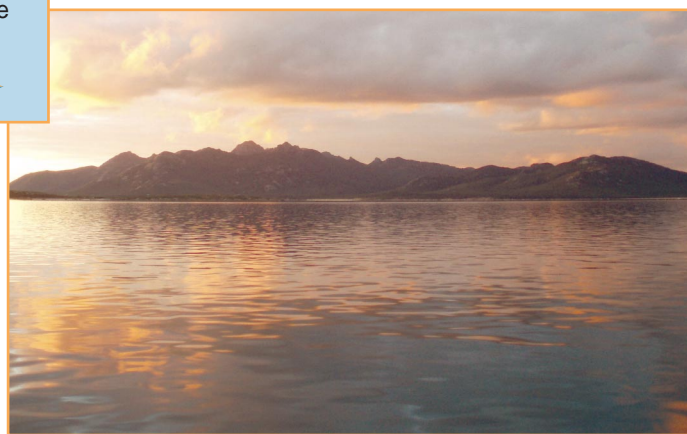
JOURNAL OF MANLY YACHT CLUB

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Jim's story P 6 - Mt Strzelecki on Flinders Island from Franklin Sound





VALE BOB ROWLAND

FAREWELL TO A GOOD MATE

Life member and past secretary of the MYC Bob Rowland passed

away peacefully on the 7th of June - just a few short weeks from his 86th birthday. Bob and Merle were a formidable team during the latter part of the eighties and most of the 90's.

Even though not sailors they loved the company of MYC members and friends and especially the Club itself. During the early period of their involvement the club was struggling to stay afloat and Bob was not only secretary but he and Merle cleaned, replaced gas bottles, ran the shop and for some time was responsible for hall hiring to name some of the things they did. Both contributed hugely and following Bob and Merle's retirement from the club in the late 90's Helen and I and other club members enjoyed many a tale and a wee drop yarning about days gone by. Bob was meticulous and caring and missed his involvement for quite some time.

The picture of Bob in his MYC cap at his 85th birthday says it all!

Thanks for being a great human being mate and for all you did for us all.

Gene Scott

New Members



We are delighted to welcome to our Club the following new members.

**Murray Bailes,
Syndicate Member
sails on 'Ship Ahoy'**

**Nikolas Margessison,
Associate Member
sails on 'Aussie Rules'**

**Susan Brown,
The Big Blue sailing School
Nicholas Trevallyn-Jones
Associate Member
sails on 'Lautrec'**

we look forward to meeting you, perhaps at the AGM or on the deck after Sunday Racing.
See Diary dates on Page 4

TRY DINGHY SAILING.....

and race if you dare!!

MYC WINTER CENTREBOARD SERIES 24 June 2007 10AM - 2PM



You are all invited (12years +) whether you have a boat or not, whatever your sailing skills are, to come sailing in Manly Bay! Bring your boat out of your shed!!*

Meet up downstairs at Manly Yacht Club at 10AM (East Esplanade, Manly).

The program:

- 10AM: Rigging the boats with our nice club members. Explanation of basics.
- 11AM: Training with your partner on a tassar or alone^o on a laser (wetsuit + spray jacket recommended[^]).
- 12AM: Start of Mini Regatta: two or three short races.
- 1.30PM: Unrig the boats and share the results.

For enrolment or more information:

Send a text message to Veronique at 0423 191 723 giving your name, your proficiency at sailing, boat/no boat.

Participation: \$10 per person (*will be donated to Sailability* <http://www.manlysailability.com.au/>)

* If you do not have a boat, your participation may be subject to the number of participants and club boats availability.

^o Depending on proficiency of participant.

[^] Life jackets will be provided if you do not have one.

If you are under 18, we need parental consent before letting you go on the water.

If the weather is rough, we retain the possibility of cancelling the event or of limiting it to proficient sailors.



At midday, Monday June 4th, the good ship KAT and her crew finally arrived at Airlie. A mere 33 days since she set out from Sydney. We think its a new record! For the last leg of the trip we had Laura on board. Laura learned to sail with us at The Big Blue and when she came to us first she was nervous of being on the Manly Ferry when it was rolling. Well, how this girl has changed, she was steering with one hand (and at one stage her feet), drinking a cup of tea and having a chocolate biccie while powering down waves! What a girl! We are so proud.

We are thrilled to be here after a leisurely sail up the coast. And its time now to recount a few statistics of our trip.

Myths told by the Captain to get the hostess to go on the trip ... 5!

1. The wind always dies at night
2. There is no swell in Queensland
3. There is no swell in the whitsundays
4. It doesn't rain in Queensland
5. I'll take you to the tropics for your birthday

Meals cooked by the Hostess: 99

Meals eaten by the Hostess: 99

Meals eaten by the Captain: 54

Times Captain had to row ashore to get his own dinner: 45

Guests on board: 7

Guests who didn't want to get off: 7

Beers consumed: 77

Casks of wine consumed: 5

Dolphins sighted: hundreds

Whales sighted: 1

Anchor Checks done by the hostess in the middle of the night: 88

Anchor checks that actually needed to be done by the hostess in the middle of the night: 0

Adjustments made to address strange rattling noises in the middle of the night by Micheal Troy: 37

Days of fantastic sailing and amazing times: 33

We are now available for charter in the whitsundays during June and July. The cost is \$900 per person for 6 nights 7 days, which includes all on board food and accomodation. Or if you can't make it for a full week we can do a pro-rata daily rate. This is a great price, most skippered and hosted charters of this quality cost approximately \$500 per night!! So take advantage while you can.

In August we will be partaking in Airlie Beach and Hamilton Island Race weeks. Airlie is \$800 per person and Hamilton is \$1200 per person. We have two liveaboard places left for Airlie (at no extra cost).

To book your place now

Call Anne on 0414 209269 or email: hogan_a@hotmail.com.

And keep following our trip on our website <http://anne.forgesystems.net>

Best Regards **Anne and Chris**



Navman Winter Series Race 1 Roundup

*The race that was...then wasn't...then was again...
and then wasn't...I think
Or...Tie a Yellow Ribbon Round the Old Back Stay*

Lets begin at the beginning...the race started out with a lovely light nor'easter blowing over our shoulder for the first of the Navman Winter Series Races, all 29 Starters set off down the Harbour to about Cannae Point where we parked in a near perfect line stretching from Cannae across towards the bomborra marks. Here we sat, spinnakers mostly full for about half an hour until another light nor'easter blew in.

An hour or so of great winter sailing followed what was pretty much a second scratch start. As you would expect the bigger boats pulled away and the smaller fell behind...Until...the new 3 pm shortening course rule was released from below decks...given that this is a family read newsletter I will only use the word chaos!!!!

In brief the rule was that if the lead boat in its division was not at a predetermined mark by 3 pm then it was to proceed to that mark, fly a yellow ribbon from her backstay and then go to the finish.

Division 1 saw the lead boat round the mark before 3 and come home...the second boat seeing this and not having a back stay from which to fly the ribbon kept going to sail the full course, then the following boats had to decide which boat to follow. Congratulations to Andy & Kathy on Windy Point, they finished the shortened course and then to be safe sailed the rest of the unshortened course finishing twice.

Division 2 went pear shaped for an entirely different reason. The second placed boat did not realize that there was a boat in front which had passed the shortening mark before 3 pm so when they arrived at the mark after 3 thinking they were first, flew the ribbon and went home...again some of the fleet followed the first boat and some of us followed the second placed boat who thought they were first, the first boat across the line was only seconds in front of the second boat which was actually in third, the first to the shortening mark is now last...at about this point in time the Race Director is checking the fuel and rum supplies on Ratty to see if there is enough to sail out the heads to a small Pacific Island for a few weeks...plenty of fuel but no Rum, better stay and sort this out.

The Race Committee can only take the boats times as they see them cross the finish line, which means that the boats that sailed the full course were behind the boats that shortened course.

In Division 1 the only boat that sailed the full course and finished within the time limit of 4.30 pm was San Toy, they retired after finishing and as no protests were lodged the results of the shortened course currently stand.

There were three protests lodged in Division 2. Protests from The Usual Suspects and Starship were dismissed by the protest committee on the grounds that firstly the time limit for filing a protest had passed when the protest was lodged, and secondly that there was some doubt that a protest flag was flown, the third protest from the Race Committee seeking redress for the boats which sailed the longer course was upheld and resulted in the Protest Committee disqualifying all the boats who sailed the shortened course for failing to sail the proper course. Starship, Sip Ahoy, The Usual

Suspects, Manyana, and J Curve were momentarily reinstated in the front of the fleet, however the Sailing Instruction state that more than half the fleet must finish to constitute a race and as less than half finished the Division 2 race was abandoned.

As a result of all this the Yellow Ribbons are to be recalled as faulty and if the course has to be shortened in the future a boat will be put on the water for a more conventional shortened course finish. Competitors please take note of the alterations to Sailing Instructions on the MYC notice board for detailed information.

Many people have offered their advice on how to resolve this dilemma but I think it was best summed up by Colin Cameron (Bokarra) who finished his email with "I'm just happy to spend a day out on the water, trying our best."

Cheers Ian Dennewald 



Navman Winter Series				Race 1 27 May 2007				
Sail No	Yacht Name	Helm	Yacht Class	Div	Start Time	Actual Start	Finish	Elapsed Place
MYC2	Cuckoos Nest	Nigel Holman	Sydney 39	1	12:50:00	12:50:29	15:02:03	2:11:34 1
MYC375	Out There	Greg James	Cavalier 375	1	12:35:00	12:35:05	15:02:31	2:27:26 2
M366	Windy Point	Kathy Brown	Adams 8	1	12:29:00	12:29:40	15:04:36	2:34:56 3
MH22	Cape Fear	Kevin Boxhall	Cape 35	1	12:44:00	12:44:07	15:09:46	2:25:39 4
KA16	Pam	Peter McDonald	International 5.5	1	12:28:00	12:28:30	15:12:09	2:43:39 6
MYC7	Ten Sixty	Phil Vidler	Radford 10.6	1	12:30:00	12:31:47	15:17:59	2:46:12 7
6776	D With Waves	Jim Thomas	First 40.7	1	12:48:00	12:50:55	15:18:22	2:27:27 8
6510	Poets Day	Steve Wilton	Elan 40	1	12:38:00	12:38:48	15:19:15	2:40:27 9
MYC100	Shear Magic	Howard Sullivan	Adams 10	1	12:33:00	12:33:35	15:25:37	2:52:02 10
5830	Cheap Thrills	Barry Mifflin	Ross 780	1	12:26:00	12:28:30	15:41:01	3:12:31 11
MYC10	Pensive	Bruce Davis	Nthshore NSX381		12:37:00	12:37:12	RAF	RAF
MYC12	San Toy	Maz Theaker	Radford 12	1	12:39:00	12:39:51	RAF	RAF
M556	Jai Dee	Peter Hunt	Bavaria 41	1	12:20:00	12:22:24	DNF	DNF
2090	Morna	Greg & Leanne Zyner	Cavalier 35	1	12:25:00	12:25:20	DNF	DNF

Sail No	Yacht Name	Helm	Yacht Class	Div	Start Time	Actual Start	Finish	Elapsed Place
983	Pacific	Chris Rogers	Catalina 30	2	12:06:00	ABN		
A73	Top Odds	Karen Petersen	Northshore 27	2	12:06:00	ABN		
1152	Bokarra	Colin Cameron	Santana 22	2	12:06:00	ABN		
MYC820	Good Intent	Peter Bennell	Clansman 30	2	12:06:00	ABN		
MYC20	Mananya	David Fairclough	Cole 26	2	12:07:00	ABN		
1255	Melody	Jason Arruzza	Swanson Dart	2	12:09:00	ABN		
MYC9	Beau Soleil	Bill Spence/Al Thomson	Cavalier 28	2	12:14:00	ABN		
MYC33	Lautrec	Helen Ebeling	Passage 33	2	12:18:00	ABN		
MYC5	Eos	Brian Wilson	Brittany Sloop	2	12:20:00	ABN		
5797	Sip Ahoy	Murray Bailes	Northshore 34	2	12:20:00	ABN		
3683	Ratty	Ian Dennewald	Northshore 27	2	12:22:00	ABN		
KA55	Atalanta	David Harris	J24	2	12:22:00	ABN		
4617	T/Usual Suspects	Kim McKay	Northshore 33	2	12:24:00	ABN		
127	Carinya IV	Jim Nixon	Carmen Class	2	12:24:00	ABN		
MYC24	J Curve	Jack Morrison	J24	2	12:25:00	ABN		
AUS147	Okavanga Delta	Julian McPherson	J24	2	12:26:00	ABN		
5216	Starship	Peter Richter	Hudson 32	2	12:26:00	ABN		



STOP PRESS STOP PRESS

On Friday 8th June during the south easterly gale, which was gusting between 40 and 56 knots at North Head, Pacific Breeze's mooring line chuffed through on the bow roller. Pacific Breeze ended up stranded on Forty Basket Beach shortly after high water. The keel and starboard bilge rested in the sand, but the forefoot, keel and rudder were grinding on rocks.

About 24 hours after the stranding she was successfully floated and slipped at Davis Marina.

No mechanical power was available for assistance during this period, but Pacific Breeze was floated entirely by manpower using ropes and purchases, plus the high tide. The wonderful team who worked to accomplish this feat are: Chris Turner, Brian Wilson, Nick Ewald, Sue Rice, Peter Ewald-Rice, my daughter Kylie and her partner Colin Donald, Robert Fagan, Jim Nixon, and on Saturday Scott Wheelhouse and friends, insurance assessor Ian Frost, new crew Don McPhee and Warner Smith.

I wish to thank them with all my heart for coming to my aid and supplying ropes, anchors and other gear. Also I wish to thank Janet, Sue and Ivana for the big consoling hugs they gave me.

I am forever so grateful. Bruce Hitchman

Sailability

Our first Winter sail took place on Saturday, 23rd May. This was very well attended, with a total of 32 participants. It seems that each time we sail, the weather gets better, and our numbers are rising. It all makes for very enjoyable sailing, and a very social lunch. Our sponsors from Baker's Delight came for a sail, and to sample their delightful donation.

Later in the evening, we attended Presentation Night, and were very impressed with the guest speakers, Vic and Dot, and their adventures around the world. Helen Hendry received our award for volunteer of the year, in response to her excellent attendance at sailing days, as well as gaining her Power Boat License. Paula Van Holland was our Sailor of the Year because of her wonderful attendance at every sailing day in spite of her painful condition. Melissa Walek is our most improved sailor. Congratulations to Maz for her prize of Citizen of the Year.

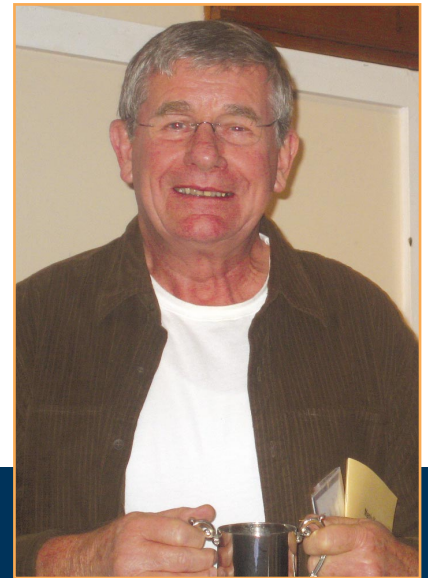
Friday, 1st June, we showed off our boats and efficient organisation to Bill Boyd, International President of Rotary and his wife, Laura, accompanied by several members of Rotary Manly Sunrise. We are extremely excited that we were the organisation chosen for this honour from all Rotary Projects in the district, but a little sad that they did not have time to come for a sail with us. We did not waste the fact that we had rigged our boats and brought Charlie's Chariot off the mooring, however, and all helpers enjoyed a calming afternoon sail.

We will continue our Winter Sailing Days on 13th and 23rd June, and 11th and 28th July. All MYC members are very welcome to attend. You can be sure we will find a job for you.

Eli Demyeny 



Dot and Ian Cameron - Centre Board's Club Championship 'Seanile'



Gene Scott "Aussie Rules" winning the Cumberland Cup

Eli Demyeny thanking everyone for the time and effort at the Presentation Night 2007, Eli was not present at last years Presentation Night when she was awarded the Manly Yacht Club's Annual 'Graeme Cotton' Memorial Citizen of the Year Award 2005/2006



'The Usual Suspects', Kim winning the Flotto Lauro Div 2 Trophy and Kim has her eye on the trophy for next year! ...catch her if you can!

DIARY DATES

- Sat 30 June Annual General Meeting and Dinner
- Sun 22 July MJ's WPS 3
- Mon 30 July Sailing Committee Meeting
- Mon 6 Aug Bank Holiday
- Mon 13 Aug Board Meeting
- Sun 19 Aug MJ's WPS 4
- Mon 27 Aug Sailing Committee Meeting

Sailability Sailing dates: see above article

DUTY ROSTER CREW:

Call Ann Webber on 9948 6724

Please double check your 2006-2007 Handbook



PS: All the gridders with winning trophies, need to return them to the MYC office by 30th June 2007, so don't forget to take a few photos for the family album to share with family and friends.

Thank you: Sailability 

**THE 'GRAHAM COTTON' MEMORIAL TROPHY.
THE 'MYC CITIZENSHIP SHIELD'**

For some of the newer members of MYC let me give a little insight into the name behind the trophy, which is the **Premier Award, on Presentation Night.**

A 'wee bit' over twenty years ago Graeme spotted some MJs pottering around, off East Esplanade, and he, and his wife Anne, decided that this was the ideal sport for their young family, namely Greg, Steven and Lucy, and through his enthusiastic involvement at MYC he resuscitated an ailing yacht club by building a large centreboard fleet, with a strong family base.

Graeme had a passion for the timber construction Manly Juniors (MJs), which were reasonably priced and gave everyone the opportunity to own a boat and compete on the water. Many families have very happy memories of idyllic Sundays, at MYC, or adventurous sorties to MJ State and National Titles under his selfless leadership.

Unfortunately Graeme succumbed, after a long battle, to cancer and it was suggested, by Ken Wray, that a memorial trophy should be created to acknowledge the qualities and values that Graeme had instilled in the club.

Anne Cotton keeps in touch with developments, at MYC, Lucy can sometimes be seen at MYC on a Dragon Boat. Steven is a keen 16' Skiff sailor, at Manly. Greg went on to achieve a 2nd place in the World Taser Championships among many sailing achievements.

Colin Cameron 



**Congratulations to Maz Theaker
the winner of the 2006/2007
'Graeme Cotton' Memorial Trophy,
'MYC Citizenship Shield'.**



Thank you Robert Fagan

THREE GENERATIONS OF CLUB CHAMPIONS

At the Manly Yacht Club Annual Presentation 2007, Jim Thomas the skipper and owner of Dances with the Waves received the trophy for winning the Division 1 2007 Club championship. This was a memorable event as 3 generations of the Thomas family are now listed on the clubs honour boards. His late father, Donald Noel Thomas was a champion swimmer and won the 50 yard club championship several times at Manly Diggers Swimming Club at the old Manly Baths. His son Christopher Thomas won the Club Championship for Manly Juniors at the Manly Yacht Club in 1992 and now Jim's name is on the board as well.



*Jim Thomas the skipper and owner of
'Dances with the Waves' with his crew,
received the trophy for winning the Division 1
- 2007 Club Championship.*



THE FOLLOWING COURSES HAVE BEEN ARRANGED FOR 2007

N.S.W. MARITIME BOATING SAFETY COURSE (Power Boat).

This course will be held at NSW Maritime premises at Balmain on Saturday 18 August, 22 & 29 September.
Time: 0900 to 1300 (one day course)
Cost: \$36.00 which includes seminar and exam. (Licence extra).
Venue: Balmain Leagues Club
To book: Ring NSW Maritime - 9563 8555

RADIO COURSE. This course will be held at the RVCP at The Spit on 5 consecutive Wednesdays. 17, 24, 31 October, 7 & 14 November.

Time: 1930 to 2130. Cost: \$130.00 which includes book and exam.

FIRST AID PLUS. To be held at MYC on 4 consecutive Tuesdays. 2, 9, 16 & 23 October. Time: 1830 to 2130. Cost: \$140.00

NOTE: Your current First Aid Certificate is only valid for three years.

SAIL TRIM COURSE. To be held at MYC on Tuesday 4 September.

Presenter: North Sails. Time: 1900 to 2130. Cost: Free

RACING RULES. To be held at MYC on Tuesday 11 September.

Presenter: Mark Pryke. Time: 1900 to 2200 Cost: \$10.00.

RACE MANAGEMENT COURSE. To be held at MYC on Tuesday 28 August. Time: 1900 to 2130. Cost: Free.

POWER BOAT PRACTICAL.

To be held at MYC on Saturday 15 September, 13 & 27 October.

Time: 0900 to 1200. Three pupils per session. Cost: Free

BOOKINGS: UNLESS OTHERWISE NOTED

CONTACT: MALCOLM MURRAY

FOR BOOKING DETAILS - 9451 9074



Continued from May issue: **MYC members Greg Zyner and Jim Nixon spent last Easter doing the ThreePeaks Race, a multi-leg, sailing/running event in Tasmania. After a slow but successful first-leg sail to Flinders Island it was time for the runners to do their stuff...**

I find it hard enough just to drive 70 kilometres on an expressway, but to run it in the dark over a goat-track course that you have never trod after having flopped around on a yacht for the past 30 hours is...well ...very silly.

Our runners, Simon and Tony, were quickly coming to that conclusion also as Pisces bumped alongside a rusty old fishing boat at Lady Barren Wharf on a cool and dead-calm clear Easter Saturday night. But there was no backing out now, and before the mooring lines were secured they were gone, springing over the gunwales of the trawlers and, after a short stop to have their survival gear checked by race officials, off into the dark and the unknown.

I rubbed my bleary eyes and looked at my watch - it said beer-o'clock. That meant it was time to re-visit the Famous Flinders Island Flathead bar in the local pub on the hill above the sleepy one-wharf, two-horse, three-shack town.

The skeleton of the FFIF hangs over the pub's main (and only) bar, and what a mighty fine specimen it is, all two metres of it. Although it looks remarkably like the remains of a poor unfortunate dolphin, we had managed to convince our 'tired and emotional' skipper during last year's race that it was, in fact, a bloody big flathead. It was time to revisit that night, so off to the pub we trudged. But first the soft, warm glow of the 2007 Three Peaks "hospitality tent/shed" beckoned. The wharf storeroom had been converted by some hardy local volunteers, and came with its own self-serve pie warmer and tea urn, and Pisces' ravenous crew descended on it like a plague of locusts.

Unfortunately the bloody Navy, which had two boats in the race, had beaten us to the food-fest, own grub. Typically of the armed forces they had carted in enough tucker to feed a small Pacific Island nation, and all the paraphernalia to go with it - big juicy steaks, salad bar, bar-b-quest, tables, chairs, real coffee etc.

As usual, I couldn't help myself and wandered up to the bloke with the biggest hat, and said: "Just as well you've got us taxpayers to pay for your Easter holidays." He'd already passed Dealing With Smart Arses, Stage III, and gave me the RAN's stock answer: "Mate, if it wasn't for us you and your sailing mates would all be speaking Japanese." It took me halfway to the pub to think of a smart answer ("Hey, Captain Binghampton, how come your 4WD is a Toyota?") and by then I couldn't be bothered turning back, so I just made myself a mental note to, as the French say, serve my revenge as a cold dish.

Things then went from bad to worse, the pub was open but dinner was off...at 7:30pm on the biggest night of the year in Lady Barren??? Where was Manly's Mr How when you needed him? I reckon the chef must have been invited to the Navy's bar-b-que. So all we could do was sip our Carlton Draughts and avoid eye contact with Chopper Read's relatives. By now our runners were lost. We didn't know it at the time but they had taken a wrong turn and had run quite a few kilometres up a dead-end fire trail on the way to Mt Strzelecki before they realised the error (we later discovered that one father-and-son

team who had done many races also went the wrong way that night and added an extra 25kms to their 70kms race!!! Junior was not impressed apparently). Our early euphoria at our fast sailing time was wearing off and the Carlton and fatigue was taking over. The moon was up and we could see the faint outline of the mountain as we plodded back to the boat for a snore-a-thon. The last thing I thought of before my head hit the pillow was ... those poor buggers. Bang, crash, thump, thump, thump, Kylie Minogue's hotpants evaporated from my cerebellum as the runners crashed over the deck. It was panic stations as we raced around the boat, clearing the mooring lines, starting the motor and rugging up for the early morning chill all at once. Tony and Simon dived below, looking remarkably fresh for men who had just run the equivalent of the Spit to Manly walk seven times in 8 hours and 18 minutes, but Simon's chest infection had become much worse and he'd done some damage to a leg muscle that had them both worried about the next run, up Mt Freycinet.

But the next sailing leg was our more immediate problem and the windless, inky millpond of water stretching across to Great Dog Island and out through the Vansittart Shoals and across the infamous Pot Boil bar was looming. Leaving a few minutes before us had been our main nemesis, the big, red aluminium Radford named Haphazard, which had done this race more times than any other boat. They had arrived only minutes behind us (after motoring in faster than they should have) but their runners had just pipped ours on the mountain. We watched them gun their engine towards the start and then shift into neutral and ghost over the line, out into the blackness of the glassy, narrow channel. Luckily the tide had turned and was racing out as we performed the same manoeuvre, with the flow pushing us along fast enough to create sufficient apparent wind to fill our sails.

It was an eerie feeling, snaking a path through the winking channel markers with zero steerage and fractionally more visibility, en route to one of the most dangerous bars on the Australian coast with only the weak stern light of our rival to follow. Greg and I agreed: glad it's not my boat! One consolation was that if we did run aground we'd have hit mud before rock, at least that's what we assured our skipper, who couldn't take his eyes off the boat's chart-plotter GPS and his insurance renewal. By now the runners had refuelled with all their hi-tech foodstuff and - gasp! bananas, which I'd fought a losing battle to leave on the dock, as I'm very superstitious. (Needless to say, we had bugger-all wind until they were all eaten). They looked comatose, anyway, which was probably a good thing, considering what we were navigating through. We approached the right-angle in the channel where it turns eastwards and out into the shifting sands of the Pot Boil, and beyond that the Tasman Sea, just as the eastern sky began to turn pink - but still no wind. Our only two options were fast becoming apparent: start the motor and pull out of the race or get that anchor out of the bilge real fast.... *Continued Next Month...Jim Nixon*



Ultra marathoners Tony and Simon fueling up before the 70km Strzelecki run



*A G M Dinner
at the
Manly Yacht Club*



**On 30th June 2007
At 7:00 for 7:30 pm**

Dear Member,

I would like to invite you to the Manly Yacht Club Annual General Meeting. You can enjoy your complimentary drink on the deck from 7:00pm before the formal proceedings begin at 7:30pm. These will be followed by a delicious meal followed by coffee and sweets. Drinks will be available from the bar and everyone will have a chance to win the Lucky Door Prize.

Please complete the form below and return it to
Secretary Christabel Casimir by 20th June 2007.

It has been another great year at the Club and I look forward to seeing you on the night.

**Brian Wilson
President**



Please reserve me Places for the Manly Yacht Club AGM Dinner
on Saturday 30 June 2007
at \$40 per place.

Credit Card Details: Visa Mastercard Bankcard

Credit Card Number:

Expiry Date: Sign: X.....

Name:

Address:.....

Post Code: Phone:

Please make cheques payable to: **MYC** and post to PO Box 22, Manly 1655
by 20 June 2007



Annual General Meeting

The Annual General Meeting of Manly Yacht Club will be held on Saturday 30 June 2007.

Drinks will be served at 7:00pm and the meeting will commence at 7:30pm.

The following nominations have been received:

BOARD POSITION	NOMINEE
President	Brian Wilson
Vice President	Ian Dennewald
Honorary Secretary	Christabel Casimir
Treasurer	David Lewis
Commodore	Maz Theaker
Vice Commodore	Jim Nixon
Rear Commodore	David Fairclough
Director	Robert Steffens
Club Captain	Howard Sullivan
Director (Sailability)	Peter Hamilton
Director (Hall Hire)	Sorrell Lambie
Director (Historian)	Helen Ebling
Director (Mooring, Security)	David Fairclough
Director (Boats and Equip)	Bruce Davis
Director (Buildings & Maintenance)	Keith Woodward
Director (Sponsorship)	Patrick Lynch

Continued from page 1

As far as the rigging deck is concerned nothing has changed. It is still with Manly Council awaiting a Construction Certificate.

Pacific Breeze wrote another chapter in her adventurous life last Friday. In the afternoon, during the gale, she broke her mooring and ended up on the rocks just east of Forty Baskets Beach. There was a 50/50 chance of her successful recovery. Late on Friday night a group of volunteers assembled on the beach with the intention of dragging her onto the sand at the two am high tide to avoid her grinding away on the rocks. They were successful. On the three pm high tide on Saturday the volunteers reassembled but this time with a line to the masthead to pull her over. Then she was floating so suddenly that the hauling party with their block and tackle almost fell over. With Bruce Hitchman, an extremely relieved man, at the wheel, the Breeze made her way to Davis Marina under her own steam. Battered and leaking she is definitely reparable and will soon be racing again with the Club.

Many club members will remember Bob Rowland who was Club Secretary for twelve years. Before that he was Commodore of the yacht club at Honiara in the Solomon Islands. He and his wife Merle were familiar faces around the Club. Well, Bob died on 7 June at the age of 86.



We are saddened by his passing and offer our sincere condolences to his wife Merle.

Brian Wilson
President

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

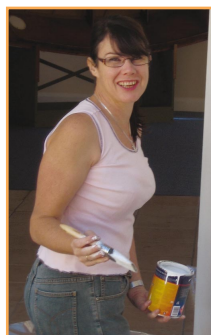
Notice is hereby given that the Annual General Meeting of Manly Yacht Club and election of Office Bearers for 2007 - 2008 will be held at the Clubhouse at 7:30pm on Saturday 30th June 2007.

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.

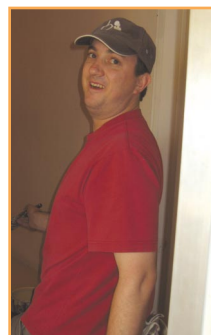
Only financial members may vote at the Annual General Meeting. Persons who are not members are invited to attend the meeting.

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



Fiona



Craig



Keith

The Last working bee on the 12th May was a success **in spite of its poor attendance**, only 5 members turned up including Brian Wilson.

The Male and Female Bathroom floors were stripped and repainted, the front entrance doors painted, some timber work repaired and the front and lower entrance to the club cleared of weeds etc.

The Directors and The Sailing Committee need your support

Since putting the last 35 newsletters together, I am also reminded of how many fantastic people are involved in the MYC club, the new and regular members continuing the maintenance and improvements to the club, the hard working Sailing Committee, The Board of Directors the Secretary and Volunteers.

Hope you can make it to the AGM Dinner on the 30th June and enjoy the company of other members, family and friends over a relaxed dinner and the opportunity to meet The Board Members and give your support for all their hard work to make this a fantastic sailing club.

Due to all your beautiful stories and photos (please keep them coming for 2007-2008) you have made my job as Editor so much easier.

Thank you, **Margo**

There will be no July MYC Newsletter -

Deadline for the August issue: Thursday 10th August

email: margaretlucas@bigpond.com PH: 9977 1611