



MYC NEWS

Issue No.6 August 2009
2009 Season

President's Report

Welcome to a new year at Manly Yacht Club. I would like to thank Brain Wilson and his board for their efforts over the last 12 months, the new board is starting the year with the club and its finances in very good shape. There are some new faces on the board this year, Stephen Teudt is the new Vice President, Gail Hennessy is our honorary secretary, and Matt McKenzie is our club captain. Judy Richardson while not on the board is looking after the management of the office and Christabel will be helping out with general house keeping around the club, all the board members and their jobs are listed in the handbook. Please do not hesitate to contact any of us if you spot any problems, have any suggestions on the future direction of the club, or improvements we can make.

It has already been a pretty busy couple of months and the sailing season hasn't even started. An order has been placed for a new BBQ hot plate and hinged lids for the existing BBQ, Stephen Teudt is working on a State Government grant application for funds to renovate the toilets, also a Manly Council grant to purchase some new racking for the centreboards. We had a successful working bee in July that saw a number of things fixed around the club, thanks to all those who turned up to help. Maz has produced another fantastic handbook with the help of many of the club members, thank you to all those involved. Brian Wilson has prepared and submitted a development application for the gates at both ends of the new rigging deck, this is now in Manly Councils hands so lets cross our fingers and hope it gets approved without too many problems. The club has also been approached to participate in a trial of new seagrass friendly moorings, we have decided to apply for two of these to be installed instead of the concrete and chain moorings that are used now, the exact location of our moorings and sea depth will probably determine if we are successful.

I had the pleasure of attending the opening of the new timber walkway outside the club and was amazed at the people there, 7 councillors, 4 mayors, state shadow treasurer and Greg Donnelly MLC, plus many of the sailability volunteers, sailors and locals. The walkway has come about largely due to the efforts of Eli Demney and the sailability volunteers working with the precinct committee and council, well done and thank you for your efforts.

Unfortunately due to the inability to get comprehensive insurance the club has had to sell Melody. Melody is the Swanson Dart that has been used by many members over the last 3-4 years and has proved very popular. Thanks to Jim Nixon who has looked after her for this time and kept her in a good seaworthy condition. Jim who was a part owner has purchased the remaining share so we will still see her in club events.

It seems many of our club members are off to Queensland over the next couple of weeks to compete in both the Airlie Beach Regatta and the Hamilton Island Regatta, good luck to all those competing and safe sailing.

Ian Dennewald - President 

Honorary Secretary and Members of the MYC Board 2009 - 2010



Commodore's Report

We've had the presentations and the AGM; the winter racing is over; the 2009-2010 handbooks have been distributed; the Equipment Audits are underway - welcome to the new Sailing Season.

Just about the handbook...I'd like to thank Ivana McAlpine for producing another fabulous cover; Robert Fagan for the formatting; Karen Petersen for acquiring the advertising; Judy Richardson, Jill Madden, Jim Nixon and Ella Nixon for folding, sticking, packaging and distributing - another job well done! As you can see, there is a lot to be done to bring this book to you so please take a few minutes to browse through the handbook. If you feel there is something missing or incorrect, please don't hesitate to let me know. For those of you who have not received your handbook yet - check that your MYC membership is up to date!

Just about the Equipment Audits...most boat owners have by now been contacted via the note in the handbook distribution and by email about the early inspections due to Equipment Auditors being away on the published inspection date. I'd like to thank all the Auditors for giving up a couple of Saturday mornings so far and I'd also like to thank the boat owners who assisted by being ready early. If you still haven't had your boat inspected, contact Bill Spence about the inspection date scheduled for 29th August. I'd also like to thank the Equipment Auditors who were accredited or re-accredited this year. We appreciate the time you have given up for other members of the club.

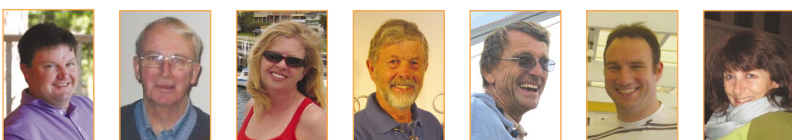
Just about the AGM...After a brief meeting, where President Brian Wilson and Christabel Casimir stepped down and new Board members were confirmed, a small slide show (see gallery link on the website) thanking Brian and Christabel was viewed followed by a presentation of a ship's decanter and fine malt whisky and a painting by Jenny Wilson, in appreciation for their contributions to the running of MYC. Dinner and Trivia followed. The Sailing Committee looks forward to working with the new MYC president Ian Dennewald, Vice President Stephen Teudt and Club Captain Matt McKenzie and the remainder of the existing Board.

Your sailing committee has kept most of the same familiar faces. We welcome Susan Strath as Sailing Committee Secretary - please ease her into the job gently. Anne Stockdale will take on the role of Twilight Race director and Donna Bruce joins the sailing committee as the winter race director for next season.

As always, MYC is looking for members to make up the Race Committee so that we can conduct our racing. We have again mailed out a Race Committee Roster with the handbook. Please assist by returning your preferred dates to Pam Davis as soon as possible. Don't leave the job for the same people to do again because you think you don't have the ability. *Continued on page 2*



Gail Hennessy Ian Dennewald Stephen Teudt David Lewis Maz Theaker Jim Nixon David Fairclough



Matt McKenzie Peter Hamilton Sorrell Lambie Brian Wilson Bruce Davis Al Thomson Ivana McAlpine

JOURNAL OF MANLY YACHT CLUB

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We match you with experienced race officers and, surprisingly, it's mostly a fun day on the water if you are not racing. So...check the race calendar and if you are not racing in a series, volunteer for a day on the water - lunch is provided.

Thanks to our Training Co-ordinator, Cary Budd, we have a great range of training courses this season. Check this newsletter and the handbook for upcoming events. The Tactics and Strategies session just held, attracted a great deal of interest and the Racing Rules of Sailing coming up is always very popular and well attended. So, to make sure you don't miss out, contact Cary early to secure a spot on your preferred training courses.

To start this sailing season off, your sailing committee will again be holding an opening season **BBQ on Sunday, 30th August.** (page 3 for details) For those of you who attended last year, you will recall the fun of the day, and will no doubt be honing your skills as you attempt to build a better paper plane.

The Principal Handicapper and I are running away for a few weeks so you won't see San Toy out on the water until the second Club Championship Race in September. But never fear, handicaps will be done before we go - **so get those entries in NOW!**



I hope you are looking forward to another great sailing season... it doesn't happen without your support.

Maz Theaker - Commodore

DISPOSAL OF OUT OF DATE FLARES

Courtesy of one of our auditors, Chris Dawe, we supply the following information which may help with an ongoing problem. That is, how do we dispose of old out of date flares, paint residue, used oil etc.

This can be done through the Household Chemical Cleanout collection which is organised twice a year.

This is documented at <http://www.cleanout.com.au>.

Chris advises that the next local collection will take place at Warringah Aquatic Centre car park on 5/6 September.

Just drive in with the disposables in your car boot. It will be emptied for you then you drive on out. It is suggested you don't have other valuables in the boot or they will probably go as well. Understandably because of the amount of toxic waste about drivers are not permitted out of their cars.

Old fire extinguishers would probably be accepted at the same visit?

- Anybody wanting to dispose of old fire extinguishers can drop them off at Betafire Protection Unit 15/9 Dymrna Street Cromer
- Anyone needing to service fire extinguishers - same place
- Anyone wanting to dispose of old EPIRBS - Battery World at Brookvale just near Brookvale Cellars
- Anyone wanting to service inflatable life jackets - Boatie Afloatie - ph 9904 3532 located at 1 Bradly Road Milsons Point
- Anyone wanting to dispose of out of date flares (see above), old oil, other hazardous waste - follow this link to find out collection dates for your area <http://www.cleanout.com.au>
- Radio Call sign for Coastal Patrol, Coast Guard etc since these organisations have merged, is now Marine Rescue. Marine Rescue picks up calls for Coastal Patrol and Coast Guard.

On 'stepping down' as Honorary Secretary, many thanks to all for the support over the years and in particular to three wonderful Presidents, Gene Scott, Keith Woodward and Brian Wilson. The 'work of art' by Jenny Wilson, presented at the AGM Dinner is absolutely beautiful, thank you to all at MYC and best wishes.

Christabel Casimir

Thank you Christabel for 10 years as Honorary Secretary from all MYC members.



RULE 55 - MEMO FROM YACHTING NSW

In light of recent requests from clubs requesting dispensation from Rule 55, the Yachting NSW Board feels it is good opportunity to reinforce the Board policy on this issue.

Yachting NSW, as the appropriate MYA for racing Rule 55, is not prepared to grant an exemption from compliance for any type of event conducted under the 2009-2012 Racing Rules of Sailing by any Club.

In making this decision of policy, the Board was conscious of the benefits which accrue to crew members for cover for injuries, and the benefits which also flow to owners, in that their crews are covered by the YA insurance scheme attached to such membership. Many injuries occur in twilight, and similar races, due to the fact that crews tend to be less experienced. It is the Board's view, that they should not have a continuing exposure to lack of insurance cover by participating in exempted events.

The Board is of the opinion that every person participating in the sport should be a part of that sport by having current membership with Yachting Australia. There are significant financial benefits to Yachting NSW which flow from that scheme, which in part, offset the need to re-evaluate the membership contributions of Clubs and keep Yachting NSW as a viable peak body for the sport in NSW.

Your Club can, in line with the Board's policy, ensure that all of your boat owners are members under racing rule 46 as a condition of acceptance of an Entry in all events. Your boat owners are to be encouraged to ensure their crew comply with racing Rule 55, in recognition of the benefits to their crew and relief provided from personal liability for crew's injuries by that scheme.

The Board were conscious of the fact that there may be a short term affect on crews wishing to participate due to the need to pay membership fees. However, a cooling off period of 3 races was considered sufficient. The long term, in the Board's view, was that compliance with racing rule 55 by all crew and rule 46 for all Owners is for the betterment of the sport as a whole.

The Board trusts your Club will engage with these principles.



So with hearts pumping we crouched down and waited for the arrival of the monster. It seemed to take forever for him to chew his way to us. Once alongside of us, it was huge and only a few feet away. At this stage, I wished we'd picked a thicker tree.

During these minutes that seemed like hours, he would stop his defoliation of the forest and stare straight into our lair, then turn away and take another step, ever so slowly. He even stopped for a minute to take a big sniff of two scared bikers.

Thump, thump, thump was all I could hear...yea me shitting myself....So finally he took a few more steps up the trail away from us. 'Keep going you big F@#*er'" was all I whispered to Tannis.


I took a look around the tree and up the trail to see where he was and to my surprise he had disappeared. 'This is not good' I thought to myself, so I had a quick look back over my shoulder. Oh crap, he's coming around the tree behind us.

'GO,GO,GO' was all we said to each other, as we raced around the tree to the trail. I grabbed my bike and launched myself down the trail, thinking my sweetie was right behind me, but no. In our haste to dump our trusty steeds and hide, Tannis got her bike tangled in vines. As I looked back thinking she was right on my tail she was still struggling to get her bike out of the bush. But with super human strength she ripped it out and launched herself down the trail. In the back of your mind you know that a glance back could have seen him rumbling down the trail towards us, but fortunately not this time.

Tannis here: that glance back that Pete refers to from my point of view... saw a whiter version of Pete looking like a deer in the headlights. Back to Pete:

After a few minutes of furious riding, we slowed down and started to laugh at the situation we were just in. I must admit during the rest of the ride we both must have yelled 'COOO-EEEEEEE' a thousand times, just in case his girlfriend was following him up; or even worse a Grizzly.

I've heard that Moose kill more people in Canada than any other critter, so we feel lucky to be writing this. So if you go into the bush up here, you better be ready for anything!

All the best Pete and Tannis 

Ok...what do you do in the great white north when it's not white, but still great and there's not 20 feet of snow on the ground...

You ride the myriad of valley trails on your mountain bike. The problem is that geographically we live in the bottom of the valley, so all riding consists of at least 50% up. We're talking big ups, so the local ski hill opens some of it's lifts, constructs a whole bunch of hair raising/deadly trails and you spend the day trying to survive the same slopes you tried to kill yourself on the previous winter.

Tannis and I both ride to work a few times a week then knock off early and catch the last lift up to ride the back-country trail home... much more fun than riding the highway home. In a vain attempt to stave off injury we wear armour; cricket type pads, full length arm guards and helmets. You know what I'm talking about.

So on this day, nothing was different. We knocked off early, caught the last lift up the mountain and once at the top we checked the trail map and off we went. The scenery is incredible! We are perched on goat trails, winding our way from ridge to ridge and finally we reached the "You are leaving Patrolled area" sign ...basically you are now on your own. Ok another check of the map to make sure we are sort of going in the right direction.

After about half an hour we found the trail head we needed called "GORBIE TRAIL". Just past the "Verboten" and "Snakebite" trail heads. OK now we let her rip 'cause it's all downhill from here. Except there was something wrong with my back brakes. Now we're not talking 2 rubber pads pushing against the rim of my back wheel. No, nothing that simple... bloody Hydraulic Disc brakes. It seems I had lost all of my oil. No big deal as I still had my front brakes, so off we went.

About 1 km down the trail all was going well. With no back brakes, I was being a bit tentative, but still going fast enough to periodically scare my left brake fingers to slow myself down. Then suddenly 50 feet in front of me coming up the trail was a full grown Bull Moose. We're talking the size of a Clydesdale with horns 6 feet wide. My brake fingers were triggered into action (must stop now went the neurones), so my eager trigger fingers sent me over the handle bars. Like a cat falling, it only took me a few seconds to regain my feet and start running with the bike back up the trail.

By this time, Tannis had caught up and by the look on my face knew it was either a Bear or Moose. We took stock of our situation: we cant out run this leviathan, so it's best to hide. We threw the bikes away and took up position behind a big old pair of cedar trees. The idea being that the big oaf would have to chase us round the trees and as long as we could keep the 6 feet of timber between us we stood a chance.


Manly Yacht Club 2009-2010 Sailing Season Launch and BBQ - Sunday 30th August 12.00 - 16.00

Come and meet your fellow MYC members from our Yacht, Dinghy and Sailability divisions for an afternoon of chat and challenges on and off the water.

Safe and stable Sailability access dinghies will be available for a sociable afternoon of team racing. No sailing experience necessary! All levels and all ages welcome.

- Special race for Dads and offspring - bring your Dad or borrow someone else's!
 - Deck games for non-sailors
 - BBQ food at Manly Yacht Club prices or BYO picnic
- New members** - this is your chance to meet club members. Bring a friend, or come alone and make new friends.

Inexperienced sailors will be matched with experienced skippers. Life jackets and instructions will be provided. Bring you own sense of humour! Kick off at 12.00 with racing and games from 1.00pm.

**Please RSVP to: Stephen Teudt
email: Stephen@techsol.net.au
so we know how many to feed** 



Finn World Masters 2009 - Maubuisson, France

With 268 entries from 24 countries, the Finn World Masters Championship was held this year on Lake Carcans near Maubuisson, France. There were 2 Australian entries.

Lake Carcans is situated about 1 hour's drive from Bordeaux and about 5kms inland from the Atlantic coast. Maubuisson is a holiday destination with good access to both Lake Carcans, with many water sports to enjoy, and a wonderful beach many miles long on the underdeveloped Atlantic coast. The apartment/cabin complexes there close for winter. The regatta was held just before the tourist season and one of the complexes was persuaded to open early to cater for those who were not camping.

The regatta was the last week in our 4 week visit to France. I had not been back to France for 6 years, even though last year we went to Europe twice in 2 months for 2 different regattas. This time we decided to mix some holidays with my sailing so we spent 4 days in Paris, 2 days visiting friends near Cluny, 12 days at Joelle's apartment at Aix-en-Provence, 1 day in Bordeaux and then still had some time left over for sailing.

Of course, in a Masters regatta all is not just about sailing. You have to eat as well. Even though one of the delights of France is the food the French are not generally known for their barbecues. In Carcans Ville (not to be confused with Carcans Plage) we were introduced to "Chez Pierrot", a small family restaurant with an outdoor barbecue complete with plastic tables and chairs. Jean-Pierre, the proprietor and chef, worked for many years in the aviation industry as a technician but now he prepares and cooks meat. He buys direct from the local abattoir, does his own butchering and hangs the meat until satisfied with it. The barbecue is a very basic affair. He uses only wood charcoal and no seasoning of any kind. You can order the meat cooked as you wish but it will come rare to medium rare. The cote de boeuf (rib of beef) for 2 people is enormous, a minimum of 1.8 kilos. We went twice, telling ourselves we might

*FINNS
every where!*

never pass that way again. Our second visit coincided with the owners' 25th wedding anniversary. How many restaurants in Australia would shout their customers a bottle of French champagne so they could celebrate the anniversary with the restaurateur and his wife? It was a special occasion in a special place, shared with good friends bound together, in one way or another, by a love of sailing.

Shortly before we arrived at Maubuisson the weather had changed from about 8 degrees Celsius two weeks earlier and was between 25 and 30 degrees for most of the regatta. The winds were generally light - about 8-12 knots - and the changes in pressure and direction made for tricky conditions.

It was a high quality fleet. There were no bad sailors to be seen. With the fleet split into 4 groups racing in 2 fleets there were over 130 boats on each start. The black flag was used early and often. Mark roundings were an adventure not for the faint-hearted. After 6 races over 4 days we were divided into gold and silver fleets for the final race. With the top half of the fleet now sailing together the competition was even tougher.

It is rare in Australia to have the chance to sail in big fleets. A very different approach is required. Good speed is a necessity. Clear air is also essential. To win races you have to start well, get in phase with the shifts and then go the right way in clear air with excellent boat speed. Then you have to stay out of trouble at the mark roundings. If you are not in the top group each of those conditions can be hard to achieve.

However, for all the difficulties that sailing in a really big fleet involves, the racing can be close and competitive all across the race course. The final swarm across the finish line can be exciting or disappointing, depending on whether you have picked the last shift and are lifted to the line, picking up places, or are badly knocked and watch boat after boat cross in front of you on the other tack.

Temper are generally fairly even and protests are few, although even grown men can sometimes get over-excited about rights at rounding marks and speak to their neighbours in strong terms. I generally try to stay out of the middle of such interesting exchanges. I would hate to damage a rented boat and the stress is usually not worth the boatlength or two advantage (or perceived advantage) generally involved. Like last year, the oldest competitor was the French representative from the 1956 Olympic Games in Melbourne. He is still an excellent sailor at 84 years old and placed 6th out of 20 "legends" - ie. Over 70 years old. The other groups are: masters (40-50); grand masters (50-60); and grand grand masters (60-70).

The other Australian, Jake Gunther from Melbourne, is a very good sailor and after 5 races was 21st overall and 4th grand master. But he had discarded a disqualification after being black-flagged in the 2nd race. He had a shocker in the 6th race. He was caught in irons on the second row of the start and could not work through the fleet. He had to carry the score (92nd). That night the results dropped him to 56th overall and 21st grand master ! After the final day he pulled back to 53rd overall.

My placings were less impressive and my disasters less momentous. I finished 75th overall and 13th out of 77 grand grand masters. More work is needed but the result is respectable enough to go again next year to Split in Croatia.

Bob Buchanan 

AUS 242 (Slipstream - MYC 200)



Lots of Opportunities to Help Your Club:

With 20 twilight,

10 club championship,

8 summer series,

5 winter and

4 off shore races,

this gives you

47 dates to choose from

to join a race

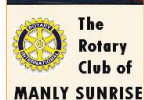
management team.

Select your preference

now



LOST PROPERTY: *The MYC Office currently holds last season's "lost property". If you think you have lost an item of clothing, check with the office at your first opportunity. If it is still in the basket at the end of September, some lucky charity will be the recipient of your forgetfulness.*



WE NEED YOUR OLD SUNGLASSES

Manly Sunrise Rotary Club is collecting old sunglasses for the 'Pacific Island Project'

This project is in the small remote village of Tuvalu, 900km's North of Fiji.

Why are we collecting sunglasses?

It's not so the people of Tuvalu can look cool and groovy!

As they don't wear sunglasses to protect their eyes from the intense ultraviolet rays, the people of the region are developing serious eye conditions such as Pterygiums (in young people) and cataracts, which cause vision loss and if left untreated, blindness.

The sunglasses are needed for prevention and post operation.

If MYC members, family and friends can assist, Robert Steffens will collect the sunglasses from the club before or after Sunday races.

Thank you

Robert Steffens

MYC Race Management Planning

MYC races are conducted by a race management team, consisting of a Race Officer, a power boat driver, and three assistants. These teams are made up of MYC members, and all MYC family, senior and associate members are asked to contribute to at least one race management team during the season. No skills are required, but MYC runs race management courses that are a great source of information for all skippers and crew.

The race management planner has been sent out with the MYC handbook. This lists all the races that are run and everyone should review it and nominate three dates they are available to take their turn on the race management teams. First in will have a better chance of getting their preference. Send the forms to MYC as soon as possible. For those members who don't return a form, it will be assumed you are available to help us on any of the races to join a team.

Just a reminder - we can only race if we have people to start the races. We all love to race, so we should all be prepared to make a contribution to our club's sailing program!

Pam Davis - Principal Race Officer

Tel: 9939 1972 / 0416 240 194 - pensive@iinet.net.au

'Travesty of Justice'. The protest in the 'Black Heart' WS4 'Bokarra' against 'Eos'. 'Eos' against 'Bokarra'.

More intrigue than 'Underbelly'.

More poignant than the 'Magic Roundabout'.

More mind numbingly effective than a Bruce Davis 'Filibuster'.

A battle of the elements, cultures and dainties.

'Aboriginal North West Wind' versus the

'Greek Goddess of the Dawn'.

Who will be sacrificed to appease the passions stirred, by the challenge set? Could this have a bearing (NW we hoped) on the final outcome of the series? The Holy Grail of Sailing, the 'Empty Chip Cup'? (Probably not wrong division.) More importantly the 'Black Heart' time piece, guaranteed to start any vessel on time, every time, in any weather.

Alas 'Bokarra' had no bearing and 'Eos' dazzled the protest committee, with her sublime countenance, but to no avail as the Huntress 'Atalanta' took home the 'Golden Fleece, in the final 'Black Heart' draw.

Tip to all vessels being overtaken.

Contact 'Aphrodite' to supply 'Three Golden Apples', which you roll in their path to slow them down.

Colin C.

"PICK A SIDE" There is an interesting "balance" for right of way or give way yachts to consider when sailing on the Harbour. It doesn't matter whether you are racing or just out for a sail.

One of the legs in our racing courses which exemplifies the advantages of "pick a side" is when, after rounding Cannae Point YA mark and sailing to windward south across the Sound in a south-east wind. Mostly the yacht going to windward is on port tack and it is not unusual to encounter yachts on a reciprocal course sailing downwind on starboard towards the Store Beach area.

Then the "dance" for the port tack yacht starts. Not wanting to give away distance to windward...it lifts just enough to clear the approaching starboard yacht, woops, header, back down...up again, but no - header, ease sheets, pull away, re-trim, up again ...then, Oh no - another one! While the right of way starboard yachts toddle off to Store Beach for a picnic! It has happened to us more than once!

Now we all know that the port tack give way yacht will and must keep clear (and won't call racing!)...but it highlights the ability of a starboard yacht on a free leg of a course to "pick a side" and not cause inconvenience or, more importantly, indecision for other yachts.

If you are on starboard converging with a yacht racing in your division then there may be an occasional tactical reason to maintain course, not to "pick a side" and make the port tack yacht keep clear...but nearly always it is worthwhile to "pick a side".

So we have developed a policy, where possible, to avoid sailing downwind on the course of the port tack yachts going to windward. If however we are on a reciprocal course then we pick a preferred side as early as possible and sail a course so that the other yacht can reasonably identify which side we intend to go, let them keep their optimum windward course and get on with our sailing whether we are racing or off for a picnic sail. Give it some thought and give it a try. Still Learning.



I was enjoying myself so much I failed to hear my left thigh screaming out for a little bit of assistance - or the boats owner Rohan Veal screaming out for me to tack before I rammed the Manly ferry. I slept very well that night...

Photo credit to Vanessa Dudley, Bladerider piece reprinted c/o Seahorse magazine.

Bladerider article - 2

Continued from June Issue

HIGHLY ADDICTIVE.

I thought sailing a Bladerider Moth would be as difficult as using a pogo stick strapped to a skateboard on a steep hill. But it isn't that hard. Tricky yes - and there are a couple of things to remember when you first grapple with this extraordinary foiling boat.

- A) You will be doing a fair bit of swimming.
- B) Listen very hard to who is giving the advice.

I was fortunate to have Rohan Veal following in a RIB giving clear instructions, and he is without a doubt the master. As fit as a drover's dog and with cheekbones like Lance Armstrong's, the two time World champion coached the Australians at the 2008 Moth Worlds, securing all podium places plus first Master and first Female.

Rohan is excited to have the new all white FX Bladerider on the water and getting people involved. He also knows that first time foilers are concentrating so hard they often block out information, so he delivers flying instructions in short "sound-bytes". And it works.

After a bit of un-synchronized swimming due to the fickle breeze, I caught some steady pressure, hiked out onto the wing bar, pumped the main a couple of times, and, like the Wright Brothers stumbling along a field in North Carolina in 1903, I suddenly discovered the wonders of flight.

With Rohan's advice ringing in my ears three things happened. The hull of the FX rose high out of the water, the engine revs on the RIB changed as it accelerated to keep up, and it felt like a large firework went off in my head. Sailing a Bladerider Moth is astonishingly good fun.

The difference between the white FX and the black Carbon X8 is they have made the FX easier for newcomers to

the class to sail. The gantry frame the rudder fits in is aluminum - strong and ding resistant, and the FX hull itself is stronger, so you can stand anywhere to right the boat after a capsize and it will take the impact from knees and elbows as you clamber around. Trust me I checked. It has a similar wing frame to the X8, but is more modular so sections can easily be replaced. The 8-meter FX sail is more durable, with an increase of webbing around the hard-working areas. All this means the vacuum infused fiberglass foam sandwich FX weighs in at 40 kgs fully rigged, just eight kilos heavier than the Über cool Carbon X8.

With any flying machine there are some pre-flight checks, so before sailing a foiler, you need to carefully inspect every piece of the control systems pre - and post-flight. This lightweight flyer with sleek "T" foils as long as a cricket bat needs care in rigging and launching. The last thing you want to see is your boat cart - wheeling down the dingy park in a gust, so most sailors get changed first, put the boat together and go.

Rigging the Bladerider can take about half an hour, but always takes longer because people wander over to stare at the boat then have a chat. Bladerider have been keen to keep things simple, and offer detailed assembly & rigging advice on their website. With rig tension and mast rake, the boom should be high enough to move underneath when tacking or gybing, but not too far forward so that the boom is sitting too high. Getting the rig tension right is important, because once you are foiling you will need to use a fair bit of downhaul to flatten the sail, and as the downhaul is pulled on the mast bend can slackens the stays. With this highly mobile boat it's important to have sufficient tension to stop the rig jumping out of the mast step. Take a second to think what that would do whilst foiling at 25 knots...

To sail the boat you need a minimum of 1.5m depth of water, ideally with no sand bars, reefs, weed, or shopping trolleys around. Fish and other marine life (jelly fish) can be a problem. After hitting something solid the Bladerider is so light it will trip over itself and can flick you off the boat. The key point is to let go of the tiller extension and get out of the way - let the boat finish its spin cycle and come to rest. Check everything is ok, then clamber back onboard and go for your life.

Launching in onshore winds is tricky. Waves can capsize the boat before you get momentum, and in shallow

water this can damage the rig or foils, so cross - shore or offshore winds make life easier. If you are launching the boat in a shallow area, the foils are jammed under the toe-straps, you then push the boat out deeper, flip it onto its side, insert the foils from the underside, and secure them from the deck side to the ball joint socket head at the end of the push-rod. The rudder and centerboard can be set higher for shallow water, then lowered down and secured when you have enough depth. For deeper water or launching off a steep ramp, insert and attach the foils on land then two people lift it in the water. You will always have "Moth watchers" keen to help, so launching is never a problem. Then climb over the wing bar, getting both of your feet into the middle of the boat as soon as you can - remember balance is everything on the Bladerider. Another method is to lean into the boat, grab the mainsheet and the tiller extension, bear away onto a reach and swing your body into the middle of the boat - the nautical equivalent of trying to drag yourself aboard a speeding bobsleigh.

Roughly 8 to 9 knots of boat speed will generate enough apparent wind to lift the boat clear of the water from displacement mode to foiling. According to Rohan when this happens, half the guy's scream and giggle like a schoolgirl, and lots of the quieter sailors say "God! Unbelievable!" it is an amazing feeling. No wobbling or vibration, no struggling to find a wave to force it up on the plane, it is as smooth as being raised by hydraulics - then everything goes quiet, except the roar of blood pounding in your ears and the almost audible envy from everyone on the harbour saying, "I want some of THAT!" The easiest way to start is on a reach with your body weight positioned in the middle of the wing frame, accelerate crosswind to build apparent wind, then turn upwind or downwind with speed - but the boat must be sailed flat or heeled to windward. If it is allowed to heel to leeward, the foils will push the boat over until the leeward wing bar hits the water, and it's swim time.

Once the Bladerider picks up speed, particularly in light winds, the apparent wind is well forward of the beam so beyond flattening the sail, there is not a huge variation in sail trim. New sailors to the class need to ease the main, so the boat cants to windward a bit more. Then they are set with the right "counterbalance" and are able to sheet on, power up and sail faster.

If the boat is clear of the water and the bow is up, it will keep lifting. If you don't correct this it will launch, the main foil will ventilate, your rudder foil will keep driving you up, you will "Bunny Hop" and it will get messy. A common error is sitting too far back - you need to move forward to counter the effect of the front foil, or trim the rudder down by twisting the tiller extension, held across the body with the thumb towards your chest. This gives a more precise tiller movement at high speed. Once you are flying level the wand can then look after the altitude, and you can begin to get the feel for the boat.

When tacking a Bladerider try to keep it airborne as long as possible. Balance the boat as you swing head to wind, and when the leeward wing hits the water the boat speed will drop. Get onto the new windward wing bar to pull the rig upright and keep the leeward wing from going under water. Bear away as quickly as possible onto a tight reach and speed up. The boat will lift out of the water again and you will regain that ear-to-ear grin.

Gybing is not that hard, but when starting out slow the boat down as much as possible or drop it back into displacement mode. Concentrate on timing and balance, use the wing bars to roll the boat over and jump out onto the new windward wing bar. Point up to accelerate and get flying again.

Watching Rohan effortlessly demonstrate all this as he flew around our stationary RIB was remarkable, and trying to photograph it was hilarious. A dot in the distance suddenly overwhelmed the viewfinder as he sped past. He was chatting to us all the time and I swear the tone on his voice changed due to the Doppler effect...

Like anything exciting once you experience it - you get it. So it may take a while to get the Bladerider foiling, but once you have joined the meter - high club, all of the advice clicks, so if and when you crash, you know quickly what to do to get airborne again. The sensation is that exciting some people hyperventilate, getting wound up with so much adrenaline they are exhausted after five minutes. General fitness, balance and flexibility is much more important than strength here, and if you are confident and have done other high performance sailing you should handle it pretty well.

This is not a boat restricted to youth or to guys who look like they cycle in the Tour de France in their spare time. The oldest sailor Bladerider are aware of sailing one of their boats is 65. Andrew McDougal finished second in the

breezy worlds in Weymouth and he is 53! So your age, size or weight shouldn't deter you. Mat Belcher is 63 kilos, and he won the windiest race in Weymouth at around 26 knots of breeze. If you like the sound of this boat do yourself a favor, contact Bladerider and try to get a sail on one.

But be warned, it's highly addictive!

Blue Robinson 

Fastnet 1979.

Reprinted c/o Yachting World.

In August 1979 I was the sixteen year old nipper onboard a 35 foot yacht with four other crew, cruising the southern Irish coast and waiting to see the 303 yachts in the race fleet round the Fastnet. We had become supporters of the Irish team - we knew they were doing well and thought they might clinch it. The week before we had visited Ron Holland and I had read with wide eyes the Yeats poem - The Song of the Wandering Aengus, on a heavy wooden plaque outside his office door;

I will find out where she has gone,
And kiss her lips and take her hands;
And walk among the dappled grass,
And pluck till time and times are done,
The silver apples of the moon,
The golden apples of the sun.

On the morning of August 13th we sailed around the rock with newspapers for the lighthouse crew. The sea was smooth, but an oily swell surging onto its base prevented us from delivering the daily's in our inflatable.

During that afternoon the breeze increased, but not by much. We pulled into an anchorage on the tiny island of Cape Clear, three miles from the Fastnet rock - unaware of the hurricane that was sweeping towards us across the Atlantic. That night the wind and swell increased, lifting the surge in the harbour to about seven feet. In between listening to snatches of the horrendous news unfolding on the VHF, we were bursting fenders and snapping mooring lines as thick as a wrist.

After midnight, a big ketch prepared to head out to see if it could assist. I knew the crew and attempted to join them - but the the skipper put his hand on my shoulder and wisely stopped me, happier to head out with people he knew. I watched the masts tilt back as it rose up the mountainous seas just outside the breakwater. They returned an hour later, battered, exhausted and unable to find any of the fleet.

At dawn I climbed to the top of the island, struggling to make any headway in the gale. Lifting my head over a ridge the wind that hit me was immense, blasting my eyes with a force I didn't encounter again until punching past Cape Horn twenty years later.

The entire seascape was white and to me surprisingly flat. For the first time I knew I had witnessed a force of such absolute and raw power, it overwhelmed and terrified me. I ran back down the heath, stunned at the conditions and astonished that any of the fleet had survived.

Even though I was just an observer - secure in Cape Clear, the horror of listening to the tragedy around us that night remained raw and fresh in my mind. I remember leaning on a balcony at a party on a warm August night in the early 80's, realizing what day it was and weeping uncontrollably.

We cut short the cruise and in a sombre mood headed back to our home port of Jersey. Near the Labadie bank - halfway between Ireland and England, we were hit by a gale which busted our steering gear. An RAF Nimrod found us, a cargo ship came to get us and a Sea King hovered overhead as we transferred over in the Zodiac. Knowing some of the Fastnet crews has been sucked into the propellers as they were being rescued by ships, I was on my knees trying to steady the dinghy and calm the other crew. I clearly recall staring into the lean faces of the ships crew on deck one moment, then, as the swell rolled the ship away, looking up at the hull and enormous propeller churning high above us, thrashing the water as it kept the ship on station. Above the turning propeller and the high-octane flutter of the Sea King, I remember the calm voice of the Nimrod pilot on our hand-held VHF signing off, heading for another job.

I hoped I wasn't about to sign off...

I walked down to a footpath around a calm Sydney harbour last night, and thought about that time thirty years ago. The memory of looking up at that great thrashing propeller still makes my bowels shrivel - but we survived, thanks to a tall sinewy stoker who, waiting for the roll of the ship and watching us rise the sixty or so feet towards him, plucked us one at a time out of the Zodiac, grabbing me last - and with his hand clenching my Musto at the throat, suspended me in the air with his outstretched arm as the dinghy dropped away from me.

Blue Robinson 



Southport OS Race July 2009

It is hard to believe that it has been full 12 months since Peter McDonald's last offshore race when he joined Copernicus on her maiden ocean race, Sydney to Gold Coast in July 2008. I am glad he did not join us for this one, you will see why later on. The start was a quiet affair despite the 80 strong fleet. The only reason why we managed to cross the line and actually start the race was thanks to a rather strong outgoing tide of 1.5knots. Some 10 seconds before the gun 80 spinnakers went up of various colours and sizes attempting to capture every breath of wind that passed through the fleet. Somehow we managed to limp along, go around sow and pigs and the junction bell; not easy with only 4knots of breeze and 1.5knots of tide killing whatever little apart wind we managed to build. Just as we passing the South Head, the wind veered 40degrees and we were suddenly sailing under the light #1 in a soft nor'nor'easter. Not exactly what was in the forecast, but then again everyone was taken by surprise. We sailed against our original plan for about 5.5 hours, some 5miles north of Barrenjoey and then tacked to port, which would have been the only tack until we got to Queensland.

The next 8-10 hours were rather tough mentally, as we were pretty much sailing perpendicular to where we wanted to go and heading more for Noumea rather than Southport. This was part of our grand strategy devised with the help of some very reliable...weather forecasts, current data and guidance from a new technology (at least to us) in the form of a routing softwarepackage. The overall plan was to go somewhat east of the rhumb line for better pressure, cross the big eddy centered just south of Coffs Harbour keeping the set on the beam as much as possible, and finally pick up the north west set between Coffs and Yamba.


This sounds straightforward enough when one looks at a couple of charts and wind flag diagrams, however, the sea state is something that gets easily overlooked and that has somewhat significant effect on boat speed, crew comfort and overall atmosphere on the boat. Well the first 12h were great, apart from our heading; the seas were flat the wind quite calm and the sky close to clear. We had a terrific hot meal around 7pm and settled into our watch system. Looking back, I should have had a second helping as that turned out to have been the last time I ate anything for the next 48 or so hours.

Starting early Sunday morning through late Monday night, the wind steadily increased and we changed down to #2 headsail then one reef, then #3 headsail, then 2 reefs and eventually ending up with three reefs in the

main and the yanky. No, we did not have 45knots on the nose, however, the cold 30-33knot nor'wester on Sunday night certainly felt like it. The seas became very lumpy with the set running at odd angles to the wind, the boat slammed just often enough to stop the more sensitive members of the crew (including yours truly) from falling asleep. Yes, you have guessed it, lack of food and sleep does not make a happy sailor. We had definitely hit the rock bottom on the watch change over at 3am Monday morning. After the 7am sked we magically started heading for Byron, the wind finally backed to South West as forecast and eased to a comfortable 15-20 knots. It was now also much easier to steer around the waves and keep the boat from falling off the waves. The sked also showed that we made up stacks of time on a lot of the fleet and were placed well in the top part of the fleet. We have also reached the apex of our arc at 154deg 34' east, some 80miles off shore. (not exactly my idea of a coastal race). The rest of the race was really enjoyable with conditions improving steadily, the set with us and boat speed in double digits some of the time. At one point we had an interesting problem of trying to dodge a tanker that was on a slowly converging course (our headings differed by only 15 degrees) and sailing only 1 - 1.5 knots faster than us (as confirmed by the skipper on the radio). Eventually the kyte we had up made the decision for us on how to clear the tanker, and decided to blow its head off. By the time we sorted ourselves out the moving obstruction was long gone....problem solved.

Overall quite a difficult race both on the crew and the gear. Lets take a brief look at the list; we blew up one spinnaker, inflated

the dan bouy (managed not to lose it this time) but we did lose one brace, busted the top block on the boom vang, mangled the blocks on the starboard tweaker, decapitated a winch handle, broke one pawl on the starboard coach house winch and the best of all (maybe not) blocked the dunny and almost exploded the holding tank (but as you can imagine that is a story of its own...). But boy the breakfast in the newly renovated Southport Yacht club on Tuesday morning tasted really fantastic. The race has the official length of 384nm, and Copernicus covered 464nm (further than Lord Howe and about 2/3 of the Sydney to Hobart race) at a respectable average speed of 7knots.

Finally, many thanks must go to the great crew: Felicity Nelson, Jim Nixon, Alex Seja, Duncan MacRae, Ken Terrens, Michael Doherty and Bob Moore. We achieved our best race result to date getting 6th overall on IRC and second in our division. **Greg Zyner** 





Jean Hay and Greg Donnelly

OFFICIALLY OPEN - the accessible walkway welcomed

The Accessible Walkway has become a welcome extension to the Manly foreshore for bikers, pram pushers, skateboarders, wheelchair and walker users, and all who find steps a challenge.

Many of the people who've been campaigning for years, along with politicians from the peninsula councils and state government, were at Manly Yacht Club on Saturday 8th August to witness the historic occasion.

Jean Hay, Mayor of Manly and The Hon. Greg Donnelly MLC, standing in for the Minister, unveiled a plaque. Jean advised that funding has come from various grants, mainly from Manly Council and the NSW Sharing Sydney Harbour Access Program, whose aim is to enable more people to use our parks and waterways.

The ramp is obviously appreciated by Little Manly Precinct residents and members of Manly Sailability, who turned out in force to show their gratitude.

After the official speeches and some light refreshment organised by the Council, people gathered on the ramp for a photo opportunity.

See if you can spot.... Evelyn Shervington, newly elected President of Manly Sailability, surrounded by Jessica (lexy her dog) Jackie, Eli, Paul, Alan, Wayne, Jean Hay, Greg Donnelly, Mike Baird, a councillor on a bike, Mayors of Pittwater and Warringah, Craig Whitting, Ian Dennewald, and sundry passers by!



Sailability Volunteers are a versatile lot!

Through the generosity of the organisations who support us, Manly Sailability has accumulated an impressive amount of equipment.

Besides the fleet of seven Access 303, and two 2.2s, there is the safety boat, Charlie's Chariot, the hoists, lifejackets, sheets, sails and a range of accessories.

Twice a year our dedicated team of volunteers get together to repair, and maintain this precious equipment in a light-hearted atmosphere of camaraderie.

The recent working bee was no exception, and we are grateful to the team who turned up on a grim day and put their all into some pretty awful jobs.

Another regular occurrence is the Volunteers Orientation/Open Day.

One of the reasons Manly Sailability is so successful is that we are constantly encouraging new volunteers of all ages, with a broad range of skills and attributes, to come and try us.

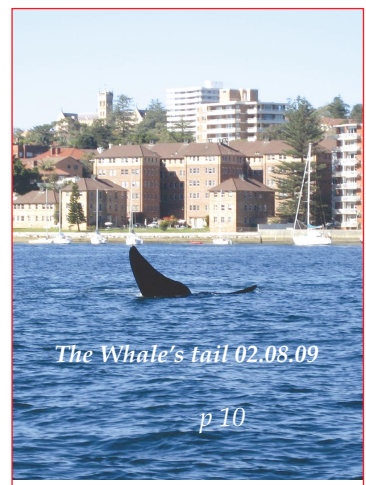
This year several new volunteers have learnt to helm, and some have acquired their powerboat licence. It's a great way to spend the occasional Saturday morning, and the rewards are huge. We even get up close and personal with Whales and Dolphins!

This year's Orientation Day is taking place on the morning of September 5th. If any of you or your friends would like to get to know us better, and try your hand at rigging and sailing an Access dinghy, please come along.

We'll be starting upstairs at 9.30am, then moving dockside until approx. 12.30pm. If your kids' school is taking part in Community Service, or Duke of Edinburgh Awards, we'd love to know that too.

Call Eli on 9967 2747 for more details, or just turn up.

Patrick, Shelley, Charles, Eli, Helen, Philip, and Jan. **Jude** 



The Whale's tail 02.08.09

2009-2010 AUDITS

The audit season is upon us again and getting ready for sailing at MYC commencing the season in September. So it is time to start preparing our boats, replacing or repairing worn out equipment and being aware of the requirements for the particular category of racing in which we wish to participate.

Many of the audit checks will need to be carried out before the calendared date of August 29th as most of our auditors will be away from Manly. Consequently it would be beneficial if your boat was prepared early ready for auditing and the two necessary Category forms completed.

There have been quite a few changes to the YA Special Regulations and these can be found in the new 2009-2012 Blue Book. A summary of the major changes can be found on the YA website, www.yachting.org.au, click Racing, click Special Regulations and then click 2009-2012 Special Regs - Summary of Changes.

It is necessary to keep abreast of future changes by checking these websites regularly as this is where any changes will appear first. Any YA amendments shown on the website carry the same weight as the Blue Book. The boat only complies at the time of the audit and should there be changes another inspection may be necessary at any time.

The auditor's job is purely to help the owner by checking and confirming that the boat has the correct safety equipment and that it is correctly maintained and stowed. The safety of the boat and her crew is the "sole and inescapable responsibility of the owner" - **Rule 1.02**.

The auditor will and must follow the Club's policy and procedures, go by the book and will not approve anything on the promise that it will be attended to.

The category forms you have received accompanying the new Club Handbook cover current requirements for YA, Maritime NSW and Manly Yacht Club.

Owners and crew should be aware of the Regulations for Preventing Collisions at Sea as it is an offence in failing to comply. Included in these is the necessity for navigation lights after sunset or in poor visibility and the need to keep to the starboard side of a channel (e.g. the East and West harbour channels). The Col. Regs. also require boats to "keep out of the way and a "safe distance" from vessels displaying an Orange Diamond (eg. Manly Ferry).

Quite a few of the Special Regulations have been extended to include Categories 5 and 6

All participants must be aware of the **Fundamental Rules** (page 23 Blue Book) and take particular notice **Rule 1.2** for all categories as this will be covered in the audit.

Important changes that have been made and worth checking are:-

Rule:-

- 3.09.1** This rule may involve having two different sized plugs, one for a minor incident and one of sufficient size to cater for the failure of a complete fitting.
- 3.12.6** Where lifelines are fitted they should match the specifications and if secured by synthetic rope it should be replaced annually at a minimum
- 3.17.4b** This part of the rule includes Category 7 boats.
- 3.20.9** Buckets must be at least 8 litres capacity.
- 3.23** Navigation lights required after sunset or in poor visibility (for all categories - Col. Regs.)
- 3.24.8** Shut off valve or cock to be fitted directly to the fuel tank.
- 3.25.9** Category 7. If no radio is fitted a mobile phone must be carried to communicate with MYC during racing.
- 4.01.1** All categories
- 4.04** All extinguishers to be rated 10BE
- 4.07.8** Waterproof container with contents listed so as to be visible without opening. Soluble aspirin and alcohol swabs are required for all categories as is and new this year for all categories is a CPR mask or 6 Face shields.
- 4.18.3** Crew to be trained in the use of EPIRBs
- 4.21** Lifebuoys take particular note of requirements.
- 5.01** PFDs to be checked annually. Read this rule with **Rule 4.16.1**
- 6.01** Take note and implement **Rule 6.01.2**

Off the Beach Boats/Small Open Ballasted & Small Trailable Boats.

These boats will need to undergo an audit.

On the day of your audit please make sure

- **you have all the necessary gear laid out**
- **in good condition ready for checking**
- **2 forms completed**
- **be ready on time**

Auditors don't have time to wait around whilst the boat's owner or responsible person decides to arrange matters at the last moment. Remember Auditors only act as a service to the boat owner. . 

CREW WANTED: DANCES WITH WAVES 6776 - Beneteau 40.7

- Additional Crew required for up and coming season 2009/2010 ■ OFF SHORE SERIES commencing on 12th September 2009
- 5 Races for the Season ■ TWILIGHT SERIES commencing on 23rd October 2009 ■ Experienced Crew for Off Shore
- No Experience required for Twilight Series

■ Contact Jim Thomas 0418116969 



DIARY DATES

- Sat 29 Aug** Equipment and Compliance Inspections
- Sat 29 Aug** Sailability
Hornsby Lifestyle, General
- Sat 29 Aug** Juniors - Launch
- Sun 30 Aug** Season Launch and BBQ
all members welcome
- Mon 31 Aug** Sailing Committee Meeting
- Tue 1 Sep** Training - Racing Rules of Sailing
- Sat 5 Sep** Sailability - Orientation Day, welcome to new Volunteers
- Sun 6 Sep** Yachts - CC-1
- Sun 6 Sep** Centreboards SPS-1/CC-1
- Tue 8 Sep** Board Meeting
- Wed 9 Sep** Sailability - RFW MAPS Forestville, Fisher Rd
- Sat 12 Sep** Yachts - SASC
Lion Island OS-1
- Sat 12 Sep** Sailability - Volunteer training
- Sun 13 Sep** Juniors - Fun Day
- Sat 19 Sep** Sailability - BIRDS
Baptist Community Centre, General
- Sun 20 Sep** Yachts SS-1
Centreboards SPS-2
- Sun 27 Sep** Yachts - CC-2
Centreboards SPS-3 CC-2
- Sun 27 Sep** Juniors - Fun Day
- Mon 28 Sep** Sailing Committee Meeting
- Tue 29 Sep** Training - Race Management
- Sat 3 Oct** Training - Safety Boat induction - practical
- Sat 3 Oct** Sailability - General, Hornsby Lifestyle
- Sun 4 Oct** **Daylight Saving Starts!**

Please check the 2009 - 2010 Handbook

DUTY ROSTER CREW

**CONTACT: Pam Davis 9939 1972
pensive@inet.net.au**

REMEMBER, REMEMBER

**Sat 29 Aug
Equipment and
Compliance Inspections**

The 2009/2010 MYC Offshore Series kicks off with the Lion Island OS 1 12th September

For further details or if you are short of crew or would like to crew please contact: **Greg Zyner 0425 322079
gzyner@yahoo.com**

ALL COURSES ARE AT MYC EXCEPT SEA SAFETY

Course dates are as follows:
 RYA/YA/ISAF Sea Safety and Survival: **Sept 26 and 27**
 RYA Radar Operations: **Sept 16**
 Marine Radio course: **Sept 17**
 RYA Diesel Engine maintenance: **Sept 18**
 Marine First Aid: **Sept 23**
 STCW95 safety training week: **Sept 21-25**
 Full details at
www.marinettraining.com.au
gerry@marinettraining.com.au
 No deposit is necessary
 just e mail your booking.

Gerald Fitzgerald -
 0428 749 166
 Principal -
 Offshore Maritime
 Training Australia-ISAF/RYA and
 Yachting Australia and
 MSQ accredited



NEXT IN OUR TRAINING CALENDAR

On Tuesday 8th September, Mark Pryke returns to update us on the RACING RULES OF SAILING. Three hour duration, \$15 per head starting promptly at 7pm. RSVP via calling or SMS to Cary Budd 0419 600108 or email: cary_budd@optusnet.com.au

On Tuesday 24th September is our first RACE MANAGEMENT course to help members learn of the processes and issues involved in running our races. Designed to introduce race committee volunteers to the broad race management skills but also tailored to 'how we do it at MYC'. An Induction for the Robbie R and Carlisle will follow on Saturday morning 3rd October. This course is free to members.

**Cary Budd -
 Training Coordinator, MYC**



First Zilzie Twilight Race 23rd October 2009



HELP WANTED!

The twilight season is just a few months away. Not long now until households across Sydney ring with the common refrain...."Ah, you are not going sailing AGAIN are you?"

Do you have a spouse, partner or friend who would love to be part of the Friday Night fun at MYC but doesn't like to sail. Perhaps they won't come for dinner after sailing because they would feel left out? Well now they can be a core part of the action without going near the boat by joining the Twilight Race Committee.

The twilight race committee sits in the comfort of MYC, while starting and finishing the participating boats as they cross the line. Full training is given and a free meal and drink are supplied. You don't have to be out on the water to be fully involved with the sailing and its a valuable role - **without a race committee we can't go sailing.**

So if you know anyone who would like to help us out get them to contact the **Twilight Race Director: Anne Stockdale**
hogan_a@hotmail.com
 or 0414 209269



A warm welcome to our new members

FAMILY MEMBERSHIP:

John Malins

ASSOCIATE MEMBERSHIP:

Jan Bartel - Sails on Supernova

HONORARY MEMBERSHIP:

Gail Hennessy - Honorary Secretary

SAILABILITY MEMBERSHIP:

David Goldner

**Deadline for the September issue:
 Tuesday 10th September
 email: margaretlucas@bigpond.com
 PH: 9977 1611 M: 044 7654 100**

This is a story about four people named **EVERYBODY, SOMEBODY, ANYBODY and NOBODY.**

There was an important job to be done and EVERYBODY was sure SOMEBODY would do it. ANYBODY could have done it, but NOBODY did it. SOMEBODY got angry about that because it was EVERYBODY's job. EVERYBODY thought ANYBODY could do it but NOBODY realised that EVERYBODY wouldn't do it.

It ended up that EVERYBODY blamed SOMEBODY when NOBODY did what ANYBODY could have done.