

COMMODORE'S PICNIC REPORT

The Commodore's Picnic Race is always a concern for me – how many will come? ... will it rain? ... will there be enough food? It's always the business end of the season too ... with results to compile; trophies and skite plates to decide; new sailing season calendar to prepare and Sailing Committee positions to fill. I'm grateful for all the support I receive from the many members of this club so that the "business" get's done.



Tug 'o War

Thanks to the weather gods and global warming, we experienced a magic day for the Commodore's Picnic which was again sponsored

by our favourite sponsor, Davis Marina. The Robbie R was packed in record time (Ken, Graham and the rest of the team have this task down pat) and dispatched to Reef Beach with a team of helpers to unload BBQ, tables, food etc; completed a couple more pickups from the club to drop to the beach before the 11am race start off the beach at Oceanworld.

While the various competitors readied their boats and headed off to Oceanworld, 8 access dinghies were being rigged at MYC ready for the intrepid crossing to Reef Beach via a circuitous route of their own; and I headed towards the start line – on foot.

First boat to arrive at the anchor point was Kaotic, followed by Sip Ahoy, Shear Magic, Beausoleil, Pensive, Ratty Tooy, Eos with Two Can steaming to the start line after the warning signal had gone. Obviously some competitors did not read the NOR (not unusual for MYC), so while some anchors were deployed, others had their anchors "bitten off by sharks" (???) leaving only a warp in the water.

Once all dinghies (apart from Two Can) were lined up on the water's edge, the competitors took up their positions, ready for the Le Mans start, Melissa (Two Can) still steaming in (now in a motorised rubber duckie), the sailing instructions were handed out; the gun sounded and the race was on.

Around the course, each yacht had to perform a man over board using a PFD as the "man". Ratty's "man" fell into the dinghy, fortunately; Shear Magic's

"man" didn't want to get back on board; Pensive's "man" was such a strong swimmer, or was it the current (or perhaps Robbie R), that they had to chase him down; and Beausoleil combined their start and man overboard with a swim from the start – towing the dinghy!! Eos employed super water guns to distract other competitors on the course and managed a creditable MOB retrieval in the process.

Eventually, everyone found their way to Reef Beach where a great BBQ was waiting. It was easy to find too – Melody had already anchored there and was "dressed" beautifully.

The day was too nice to be organised; the water too warm ... treasure hunts, cricket matches and three legged races took second place to just mucking about in the water, although a tug of war was managed.

Points were awarded or taken away for anchoring techniques, MOB retrieval, upside down burgees and the like, as well as the arduous questions in the quiz. Kaotic won the Navigator's award – well done Sophie, first time on the helm. Don't ask how the points were awarded – it's a secret.

Thanks, Nick, Britta, David and Cary for your efforts at the BBQ; Britta, Jos and Lynette for the salads; Ken, Graham, Greg and Jim for tender duties; set up; clear up and dish washing duties; and off course, Davis Marina for providing the food. Apologies for anyone I missed out on.

If you haven't started thinking about the winter series ... then it's about time! First race is Sunday 6th June and the handicapper is waiting for your entries (and brown paper bags)

Just a reminder too, that **Presentation night** is on Saturday 29th May. Come and support your fellow sailors and there are still some prizes to be handed out, so if you think you haven't won anything, think again ... how did you go in the handicap starts? Are you in line for the Starters Trophy? Our Summer Series sponsors Blackheart will be in attendance to present their major prizes. The major prize for the Club Championships will also be drawn on the night. So come along and support the winners and gridders – it could be your year!

See you then, Maz



Pensive MOB, 'Come and get it!'



Pensive

JOURNAL OF MANLY YACHT CLUB

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Nominations for the MYC Board of Directors

If you are a Senior, Family or Syndicate member who would like to assist with the management of the Club and you wish to nominate for a position on the Board, please complete and return the following slip to the Club Secretary by June 1, 2010.

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

Name:

.....

Phone number:

H:

W:

M:



Notice of Annual General Meeting and Election of Office Bearers for 2010 - 2011

Notice is hereby given that the Annual General Meeting of Manly Yacht Club and election of Office Bearers for 2010 - 2011 will be held at the MYC Clubhouse at 7:30 pm on Saturday 26th June 2010.

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

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

AGENDA

1. Notice convening the meeting
2. Apologies
3. Confirmation of the minutes of the last AGM held 27/06/2009
4. Receive and consider the Annual Report
5. Hold elections if necessary and announce Board of Directors for 2010 - 2011
6. Appoint auditors for 2010 - 2011
7. Other business

PRESIDENT'S REPORT

Firstly a big thank you to Maz and her team for organising and running the Commodores Picnic. A great day was enjoyed by all of us who attended in beautiful sunshine on Reef Beach, thanks also to Bruce and Davis Marina for supplying the food. It was great to see so many kids having a good time, one minute they were all running amuck aboard Melody and the next all over Robby R. Bruce Davis and Michael Troy have found an instructor and are just about to start junior training in our fleet of Manly and Pittwater Juniors so if any of the kids training in Melody were yours or you know of anyone who has children who would be interested in sailing please give the club or Bruce a call.

It was with great sadness that I recently, along with many members of Manly Yacht Club attended the funeral of Janet Houlihan. Janet, while not currently a member, along with her husband Ken and two children Michael and Sarah have been members and associated with the yacht club for decades. For those of us with boats at Davis Marina her presence there will be greatly missed.

We have enjoyed a great years sailing and socialising with record numbers entered in our Twilight series and good fleets in all the other series. It is now time for me to ask some of you who enjoy the facilities we offer at MYC to put something back into the club. The Annual General Meeting is on Saturday June 26th. This means all board positions are open for nomination and the Sailing Committee is also looking for volunteers. For those of

you new to the club the Board looks after the day to day running of the club and the Sailing Committee is responsible for all on water activities such as the racing, boats, starts and finishes etc. The board positions are elected and the Sailing Committee is not. At the time of writing the Board is in need of a Club Captain and a couple more directors. Not necessarily board positions but we also need someone to look after the committee that is running the shop and someone to chase sponsorship is always welcome. One of the reasons we can keep our membership and race fees so low is the time members give to the club for these types of positions so please give me a call if you are interested, mob. 0417 412 305, the best way to get more out of our club is to get involved. Notice of the AGM and a nomination form for the board are above my article in this edition.

Invitations to the AGM will be sent out soon so please put the date aside.... June 26th....I promise to try and get the business side done within 15 - 20 minutes so we can get on and enjoy dinner and Trivia, won for the last two years by Jim Nixon and co, I am still trying to find a subject they are not experts in....any suggestions are welcome? Part of the formalities at an AGM is the acceptance of accounts for the previous year, we generally get the books back from the auditors just in time for the AGM so if any members wish to have advance copies of



the clubs finances to review please email the club at info@myc.org.au and we will do our best to get copies to you prior to the AGM.

This reminds me that Ken Terrens, our webmaster is re jiggging the clubs email addresses so please have a look elsewhere in the newsletter for new addresses.

Thanks again Ken for you continuing hard work on a great website.

The list of major projects at the club is growing, our Club Captain Matt McKenzie is currently auditing all the issues we have with the building so we can prioritise and budget for repairs and maintenance over the next couple of years. Among the upcoming projects are the refurbishment to the toilets, replacing of a section of floor in the dingy storage area, new doors to the rigging deck, new racking, and wharf repairs. This is a lot of work but will set us up with a fantastic facility for many years to come.

We have received some very encouraging expressions of interest for the running of the Sailing School at MYC. Bruce has a committee organised for the selection process and hopefully the new operator will be chosen soon.

Please consider a position on the Board or Sailing Committee, the experience is greatly rewarding.

Cheers
Ian D.

CLUB CHAMPIONSHIP FINAL RESULTS

Well, it's all done and dusted - another Club Championship etched into the rich tapestry of maritime history that is MYC.

The last race was a corker, too. A reasonable sou'-east breeze and perfect weather, and the best turnout for the whole series, with only three boats missing and one of those on duty at the Victorian J-24 Championships (where, I am told, they did, very, very well). That boat was, of course, Arthur Crothers's extremely quick Kaotic, which had the division 2 series almost sewn up anyway. With Kaotic not around, Occam's Razor, which seems to be getting faster and faster every race, shot out of the starting blocks and was never challenged in div 2, claiming line honours by over 8 minutes from Melody, which managed to sneak through Eos (4th) and Cheap Thrills (3rd) with the shyest of spinnaker runs on the last leg. Eos took out the handicap win, with Occam's third. The unluckiest boat of the day was Okavango Delta, which sailed the div 1 course around the last few marks and went from a sure second place across the line to 5th. Bigger! Another unlucky entrant was Sip Ahoy, which needed a third place in the race to claim the club championships,

but could only manage a 6th on handicap. Bigger again! The big boats, meanwhile, were well represented with six starters. The wonderful old 5.5-metre class Pam really had to have a shocker to lose the title but with Matt Bassett on board (from Local Hero and 2008 Sydney-Hobart winner Quest) for the last few races, they had been firing on all cylinders, and their only challenger, Bruce Davis and the Wild Life crowd, just couldn't get far enough in front to let the handicap do the rest. Shear Magic (5th on scratch) pipped Pam by 3 seconds over the line to claim the handicap win from the 5.5, with Wild Life third. Copernicus claimed line honours after a frantic finish, where Supernova stalled on the line in irons, and

the Radford 12 had to take emergency evasive action. I think Greg Zyner now sports a few grey hairs. Anyway, that's it for 2009-2010, I hope all the CC competitors had a great season and come back next year to keep it the club's premier series. New entries are ALWAYS welcome. See you in September.

Jim Nixon

PS Make sure you turn up for the Presentation Night on May 29 for the draw to win Life's an Adventure 3-day Six Foot Track trek for two.



Melody, Sip Ahoy, Cheap Thrills, Pam

More pictures from the Commodore's Picnic



Pittwater boaties and residents get new fire boat

The boaties and residents of Pittwater have a new level of fire protection, after the West Pittwater Rural Fire Brigade took delivery of a new fireboat, last month, replacing their aging vessel, with a new, purpose designed boat.

The new boat is bigger and better in almost every dimension, being a punt style boat, 8 metres long and 3 metres wide, with a large pump, capable of the delivery of large amounts of water. The boat is powered by two 155 HP Yamaha 4 stroke outboards, meaning it is capable of a rapid response to any issue in Pittwater and even up the Hawkesbury River. It is equipped with radar, depth sounder and GPS, for working in difficult conditions, plus both emergency services and marine radios for communication, as well as breathing apparatus, for use in hazardous environments.



Dianne Scriver

This level of protection is important not only for the traditional Rural Fire Service domains of bushfires and water access only properties, but also is one of two vessels of first response (the other being the boat of the Scotland Island Rural Fire Brigade) to boat and marina fires, where the land based emergency services have many access issues. The recent Pittwater marine fires at Newport, highlighted just how quickly and aggressively boat and marina fires can escalate, seeing as most boats are made out of flammable material (think wood or fibreglass), together with other fuels (think diesel, petrol, gas bottles and soft furnishings) and how closely they are parked together. The other thing about boats on fire is that

they are difficult to fully extinguish, as fibreglass, particularly takes a lot of water. The boaties of Pittwater can breathe a little easier with the knowledge they have this new fire fighting appliance on their doorstep, probably one of the best appliances of its type in New South Wales.

The boat is moored in Elvina Bay, on West Pittwater, so next time you are on a boat up that way, drive past and take a quick look.'

Graham Earl, Secretary, West Pittwater Rural Fire Brigade

Your roving reporter thanks the RFS for a great day out on the boat!



Twilights

THE FINAL SCORES

Zilzie Twilight Series - Progressive		Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Race 11	Race 12	Race 13	Race 14	Race 15	Race 16	Race 17	Race 18	Race 19	Race 20	Total
MYC25	Topaz	1	18	3	15	26	1	24	24	6	25	29	24	6	24	9	8	3	4	11	8	166
MYC5	Eos	3	26	8	4	48	5	13	11	13	5	29	11	20	43	44	20	8	19	10	4	183
MYC34	Sip Ahoy	40	20	16	17	26	8	6	12	6	28	4	12	43	16	13	6	17	4	9	192	343
6510	Poets Day	40	5	11	14	26	12	5	43	30	14	29	3	11	24	11	12	13	10	15	12	204
AUS102	Flying Carpet	12	3	19	10	3	11	17	18	43	11	29	19	14	24	44	21	4	20	3	18	208
MYC100	Shear Magic	10	40	20	25	43	8	6	7	2	18	29	17	16	24	10	10	9	7	29	45	218
MYC9	Beausoleil	20	10	4	18	24	24	7	23	21	7	29	23	1	24	20	18	14	21	13	1	221
MYC24	J Curve	16	26	10	11	26	2	23	13	15	9	29	20	7	24	44	1	22	14	22	15	224
AUS147	Okavango Delta	1	22	14	43	43	10	18	8	1	23	29	43	25	24	3	6	16	45	14	26	240
4863	TwoCan	22	24	24	2	43	30	19	21	4	43	43	1	22	24	9	15	21	5	7	20	240
MYC12	San Toy	5	16	17	13	43	6	16	4	9	17	29	43	43	43	12	2	19	16	18	16	241
MYC10	Pensive	40	40	22	21	26	4	4	15	19	22	29	43	3	24	8	5	38	6	9	24	241
6776	Dances With Wa	9	12	18	43	9	14	14	3	20	8	29	9	15	24	44	3	44	35	19	13	243
MYC157	Lady Canasta	17	8	5	7	26	7	43	19	24	2	29	43	27	24	44	27	28	8	8	7	247
MYC7	Ten Sixty	7	9	15	9	43	22	1	20	23	21	29	21	13	24	44	16	25	18	23	29	273
MYC375	Out There	18	17	42	12	26	15	2	43	18	19	29	43	9	43	4	9	26	11	45	17	275
A79	Pompadi	15	25	1	26	26	19	22	43	11	12	29	18	21	24	19	44	20	1	26	33	289
6295	Ratty Toey	14	13	13	6	43	26	43	5	7	10	29	25	5	43	25	44	44	45	45	3	312
557	Occum's Razor	4	14	42	3	26	9	43	43	43	43	29	43	8	24	13	7	10	45	45	10	328
MYC37	Moonraker	11	1	23	22	26	22	3	22	43	24	43	43	19	43	44	26	44	2	1	25	330
AUS135	Boudicca	6	6	42	43	24	3	43	16	13	43	16	14	43	43	7	28	18	45	17	31	343
6490	Supernova	40	40	42	19	26	16	15	10	43	13	29	5	18	24	2	4	44	45	45	45	350
MYC1	Aussie Rules	40	11	6	43	42	43	43	17	8	1	29	43	43	24	44	17	24	22	16	11	354
MYC28	Kestrel II	24	31	2	28	26	34	9	26	25	20	29	10	4	43	23	44	27	45	28	32	356
KA55	Atalanta	13	19	9	24	42	18	43	43	43	26	29	6	43	43	44	19	2	44	2	28	367
NH14	Hagar IV	40	40	42	43	43	13	12	12	10	43	43	7	10	43	6	44	1	45	20	30	372
1124	Puffin	40	40	42	8	1	25	43	14	17	43	29	8	24	24	44	14	5	3	6	5	394
MYC820	Good Intent	19	7	12	43	26	43	43	43	16	43	29	2	17	24	15	44	44	45	27	34	401
MYC27	Esra Iew	23	15	21	5	26	32	20	27	26	43	43	43	43	24	21	23	44	45	5	23	404
NH555	Gramarye	40	4	42	20	26	29	25	28	3	43	43	43	23	24	18	44	17	45	25	45	415
A73	Top Odds	40	23	42	27	43	21	10	2	43	3	29	16	43	43	14	44	44	45	45	45	446
1152	Bokarna	25	29	42	1	24	27	11	43	43	43	29	13	2	43	44	44	44	45	45	27	448
5393	Runaway Taxi	40	27	26	16	26	20	43	1	43	43	29	43	26	24	44	22	11	45	24	22	529
Less than 10 races																						
169	Palga	40	40	40	23	2	17	43	25	43	43	43	12	43	43	44	24	23	45	21	6	
KA355	Nickel	28	2	7	43	43	43	43	43	43	43	43	43	43	24	44	11	7	45	45	2	
6689	Copernicus	8	40	42	43	24	43	21	9	14	43	43	43	43	44	44	44	9	29	14		
5216	Starship	40	40	27	43	43	28	43	43	22	28	43	43	24	5	44	15	12	45	45		
MYC33	Lautrec	40	23	42	27	43	43	43	43	5	4	43	43	43	44	44	44	45	45	45		
M313	Minder	26	28	42	29	43	31	43	43	43	43	43	43	43	22	44	44	44	45	45		
KA16	Pam	40	40	25	43	43	43	43	43	43	43	43	15	43	43	17	44	44	45	45		
6439	James Arthur	40	42	42	43	26	43	43	43	43	43	43	43	43	43	1	44	44	45	45		
4967	Beethoven	40	40	42	43	43	43	43	43	43	43	43	43	43	43	44	25	12	15	12	21	
1236	Local Hero	40	40	42	43	43	43	43	43	43	43	29	22	43	43	44	44	44	45	45		
6421	Pohona	40	40	40	43	43	43	43	43	43	43	43	43	43	43	44	44	44	45	45	19	

ADVENTURES WITH 'WAVES'

Dances with Waves competed in SAIL PORT STEPHENS 2010. On the way they competed in RPAYC Pittwater to Newcastle, NYC - Newcastle to Port Stephens, Port Stephens Regatta, Commodores Cup 3 Races 3 days, Port Stephens Trophy 3 Races 3 days. Here are their adventures...

A combination of Manly Yacht Club members Jim and Debbie Thomas and Greg and Gabrielle James, Susan Strath and Phil and Kerry Susans from RSYs, Stephen Bretnall from MHYC recently took Dances with Waves on the trip North to Port Stephens for Sail Port Stephens Race Week 2010 and the feeder races Pittwater to Newcastle (RPAYC) and Newcastle to Port Stephens (NYC). The crew had one practice day delivering the boat on Friday to Pittwater to get to know each other and to fine tune the boat for a week of very competitive racing. The weather for the week was just about perfect fine and sunny with temp around 25 C each day with variable breezes to maximum of 15 knots.

The first race started at Barrenjoey at 10.00am Saturday in a light South Westerly with 24 starters. Dances had a good start and set the kite for the run to Cape Three Points which entailed a few jibes to chase the breeze. We were amongst the leading boats The Real Thing, Secret Men's Business out to



sea while Margaret Rintoul V and the rest of the fleet stayed in shore closer to the land. The whole fleet was parked at Terrigal for about an hour and half until a light E/ NE sea breeze slowly filled in. We were in the right position to take advantage of the light breeze and continue to Newcastle in light conditions. Luckily with about an hour to go to the time limit of 9.00pm the wind increased to 12-15 knots northerly which meant tacking to the finish. Only 4 boats made the time limit and much to our surprise we were awarded First Place on corrected time at the Presentation at Newcastle Yacht Club.

The next race to Port Stephens started at 9.00am in a 15-20 W/SW which was a spinnaker run to Pt Stephens Light. This part of the race was fast and furious taking only three hours to the turning point. However the Race started again at the light as there was a big wind shadow behind the Head Lands at Port Stephens. A few boats were parked for a while including Dances. It was frustrating to see the boats behind you coming down with the breeze and sailing inside you in a different breeze line. It reminded me of the lee behind Barrenjoey and the difficulty rounding and heading to Pittwater. We finished 9th Rooster to feather duster in one day!

The first three days of racing was the Commodores Cup Division One 14 boats and Division 2 20 boats with races included one round the Islands 16 miles and 2 races around Pt Stephens of about 14 miles. Racing in Division 1 with 14 starters was a great chance to enhance yacht racing skills over 3 days of racing. Dances finished 5th overall after 3 beautiful days racing around a very beautiful waterway

PORT STEPHENS TROPHY

The main event started on Friday after a very competitive golf tournament organised with the crew on the Thursday lay-day

A few new crew members replacing some that had to work etc. Nicky Bethwaite and Keith Le Compte from MHYC and Craig Nichols from M16ft Skiffs joined our very experienced team. We were entered in PHS Cruising Division 1 with 11 starters and Division 2 had 16 starters

The conditions were light variable SE/NE breezes with land breezes in the mornings. The races were longer and 2 days around the Islands and 1 day around the bay. Dances finished 5th 1st and 2nd to finish 2nd overall to Margaret Rintoul V by one point. The breeze dropped out in the last race together with a few DNC tightened the points for the last race. However we were very happy to finish a creditable 2nd overall by one point and a well earned podium result.

After a few trips north we all made the comment that the weather was near perfect with tricky light wind sailing conditions made this a very friendly and enjoyable regatta. The organisation was excellent and off water functions were good fun.

The Club at Newcastle was also most enjoyable and well organised and friendly to visiting Yachts

MHYC was represented by Bear Necessity, Viva La Vita and Margaret Rintoul V. A good time was had by all.

We look forward to a return visit next year maybe.

Jim Thomas
Dances with Waves

Spreading the risk of a seaworthy investment

By Michael Troy
ABC TV Finance reporter

They are two of the best days of your life. The day you take possession of a yacht, while the other of course is when you sell it. Let's face it yachting is not for the faint hearted but for many it's an itch that simply must be scratched. So how does owning a yacht stack up as an investment? While a guaranteed loss making financial venture, a yacht actually may save you money simply by sinking any chance of investing in even worse loss making ventures like shares and property trusts.

For centuries men and women have been seeking a way to make a profit from a yacht to justify the money to a doubting spouse. There's just no way around it, the ledger will always be on the "loss" side, financially at least. So why not do what the "big end" of town does and spend as much as the bank will lend you, so then it's their problem as well as yours. Go the full hog and buy a brand new very expensive yacht, one with all the bells and whistles. It's all about leverage and work life balance. In other words putting your money to work and getting some fun in exchange for all the crappy hours spent at work.

In decades of sailing I've seen just about every scheme on offer to get a boat without taking the wind from your finances. Up till now I've taken the safe route and bought an old boat I can easily afford. My last was a twenty-year-old etchell that cost less than a Holden Barina to buy and run yet still puts the wind up many expensive yachts in the mixed racing divisions. But as I approach my half-century I have an irresistible urge to own something a bit more comfortable. I want a proper head (or toilet) as peeing overboard is not without risk and older men found drowned at sea usually have their fly undone. And I'd even like to have a Barbie to throw a few shrimps on as we enjoy a cold beer from the fridge



while relaxing at anchor off one of the many beaches in the north of Sydney Harbour.

I'd often considered buying a charter boat and claim the tax benefit. The problem is you end up letting someone else trash your prized new possession which is finally handed to you after five years looking like Jessica Watson has just sailed it round the world. I even started my own sailing business once but that was real hard work and I still ended up with a battered boat and not much fun as I spent most of my time teaching people how to avoid a collision on a crowded Sydney Harbour.

Professionally managed syndicates are all the rage but come with large maintenance fees and risk if the company goes insolvent. The do it yourself syndicate is a lot more hands on, much cheaper and allows the yacht to be located closer to your home in Sydney Harbour, Botany Bay or wherever. The benefit of buying a new yacht is you are in control and know pretty well exactly what you stand to gain and how much it will cost. I was surprised though how quickly it has all come together and how it all seems to make perfect sense (at this stage at least).

One friend had been looking for a timber yacht for years. I asked him if he was a shipwright and he said no. I

said "you soon will be". Only the super rich and retired people have timber yachts. You spend far more hours sanding and varnishing than ever sailing one. His wife too was not impressed with facilities, or lack of, down below. He finally gave up on his "Hemingway" dream and came round to the idea of a modern cruising yacht. As a bonus he had a mate who was ready and keen to get on board too. Another journo soon put up his hand.

As mentioned there are many pitfalls to yacht ownership and the dream can quickly turn sour if you don't do your sums and homework. We settled on a DIY syndicate of four and a Hanse 320 yacht. At 32 feet it is the baby of the Hanse range but why go big when most of the time no one will sail with you anyway! As they say the bigger they are the harder the financial fall. Maritime authorities charge everything by length and I'm sure the rational goes if you can afford a big yacht you can pay for all the poorer people in the bay. Slipways too charge by the foot and everything that breaks on a big yacht costs so much more.

All that was left to do was convince the spouse with some sound financial logic.

1. A YACHT IS A SOUND INVESTMENT ... it might sound crazy and we've all heard the stories of standing under a shower of

twenty-dollar bills, but the global financial crisis has proved a yacht gives a better return than superannuation and many shares. Don't believe me? Over the last 3 years \$50,000 invested in ANZ shares would have resulted in a net loss of \$13,000. NAB \$19,000, Telstra \$18,000, Timbercorp \$50,000, Myer \$5,000 in just 6 months and Storm Financial your life savings! Sure they may go up but they may also go down again. The uncertainty is killing us. Compare this to the known total outlay for the Hanse 320 of around \$18,000 over three years!

2. THE FOXTEL ARGUMENT: break costs down to the price of an everyday item. For example "The Hanse 320 will cost me less than a sandwich and two coffees a day". Alternatively you could equate it to "two beers a day", "a few good bottles of wine a week", around "1 pack of cigarettes a day" or "less than it costs to run the car".

3. SURVIVAL AND EDUCATION: with global warming and three quarters of the world's surface water...it's pretty important to learn to sail. (just watch Kevin Costner's Waterworld). Also if we compare the three year syndicate costs to school fees it's way less than one year at a leading private school for one of your children which clocks in around 23 k. (that's without taking into account extras).

4. TSUNAMI: the safest place to be in a tsunami is out to sea (although up a hill does work well too).

5. CHEAP WATERFRONT HOLIDAYS: Where else can you get an absolute waterfront apartment for around \$120 a week? Your kids will love you and you can save on average \$2,000 in charter fees every weekend you use the yacht.

6. SAVE LOTS OF MONEY ON NASAL SPRAYS as the sea air makes a real man (or women) of



you. The 320 is small enough to be handled singlehanded. Passengers not wanting to take part are not forced to work and marriages can survive docking and anchoring drills.

7. GIFT BUYING BONANZA: Kids and partners will never have to think of what to buy you for a present anymore with gloves, shorts and t-shirts with corny logos like "a bad day on the water is better than a good day at the office", "I'd rather be sailing", "don't bother knocking as my boat is always rockin" "may the wind at your back not be your own" and "gentleman never sail to windward".

8. FAMILY TIME: there's no better way to get close to the family than squashed up together on a small boat all night (as long as no-one snores). Also older kids make good crewmembers.

Windcraft at Bayview in Sydney's north sell the Hanse brand. Sales director, Mary Bickley, has put together a package to ramp up stalled sales and allow "new boat virgins" to get onboard with the help of the global financial crisis. (the euro is way down and new boats have dropped 20-30k). Price aside we still wanted a good sailing yacht and designs just keep getting better every year. We didn't know much about the Hanse brand but a quick test sail in 20 knots showed she was responsive and easy to sail, especially with a self-tacking jib.

So we set about crunching the numbers. Even after running costs, depreciation and sales commission was added in for a sale after 3 years,

the total bottom line cost to each syndicate member was around \$125 a week!

In NSW last year 217,000 boats were registered and I bet most of them weren't out on the water for more than a few weeks a year. The more they sit idle, the more barnacles they gather and the more a chore they become for the hapless owner. No one seems to have enough time these days and even less to use a boat to its full potential. The Boating Industry Association estimates most boats are only used for 5-6 weeks a year. So even with four in a syndicate there'll be plenty of time to use the boat as much as possible.

Now that we have signed on the dotted line we are committed to owning a new yacht for the next three years. What could possibly go wrong? The most common complaint I've heard from other syndicates is of members that leave the boat dirty. We have set down some rules to avoid this and made everyone do more domestic chores in preparation. Getting posted overseas is also a bit of a bummer as is losing all your money on the stock market.

There's just one problem though that stumps everyone. Getting four people to agree on a name. This could take weeks but we do have some time till the boat arrives and we have planned a few "naming dinners" to help bond the syndicate. So far "four-play" has been rejected along with any names that involve Greek gods, mermaids or TV shows (Seachange). With four guys looking for solitude on the seas one wife suggested "water-shed". I thought because of the potential for financial disaster and the fact it will be my first yacht with a working head, the new Hanse should more appropriately be called "waterloo". We look forward to taking delivery of "what's-her-name" around August in what should be the first of two of the best days of our lives.

Michael Troy March 2010
mtroy@bigpond.net.au
0409948012

Interview with The Maestro

Bruno Troublé was helmsman for Baron Marcel Bich on France 1 and France III in the America's Cup challenge in Newport Rhode Island in 1977 and 1980. He then went on to organize the Louis Vuitton Trophy for the challenger series of the America's Cup, starting in 1983 - with John Bertrand the first winner on Australia II. Bruno withdrew Louis Vuitton from the America's Cup it after disagreements with the Swiss holders Alinghi, on the proposed protocol in 2007. Since then, an independent and highly successful Louis Vuitton series has run in various locations – most recently in Auckland for the second time.

Blue caught up with Bruno for a chat.

Blue Robinson: The Louis Vuitton series returns to Auckland. What was important for you to do well here?

Bruno Troublé: First it was important for us to find a reason to come back to Auckland. We know the country. We know it is good racing. When Louis Vuitton first came up with the idea, Grant Dalton was very supportive to embrace the idea and make it work – so to come back to Auckland was also a gesture to thank Grant for his help. We also know that Emirates Team New Zealand needed the Louis Vuitton series. Our two events helped their exposure as well, because as you know they don't have a rich man behind the team – they rely on corporate money and they had a great event here last year.

Blue: Whilst the L/V series was running last year, how much dialogue did you have with the defender and challenger

of the 33rd (most recent) America's Cup?

Bruno: No discussion with Alinghi. They were smart enough to come to the Auckland L/V event last year where they raced in the final, but we haven't really spoken since then. Over the past two years we have been very supportive of BMW Oracle, because we thought Larry Ellison would be a better guardian of the America's Cup, in respect of tradition, its legend and history.

Blue: Did you feel that Alinghi - the recent holder of the America's Cup didn't respect these values?

Bruno: I think he never took the time to understand the event – really. For him it was just another sporting event. He doesn't know the history of the America's Cup – he showed that several times, and he didn't even understand the deed of gift. He wanted to change it; it is quite a good document, which we all know is difficult to change. You can change a few words – perhaps a comma, but certainly not the bulk of it, so I think they made a lot of mistakes in that area.

Blue: And how does that make you feel – you have been associated with the America's Cup for thirty years?

Bruno: That is over now, and I am glad it is over. We had some big fights with Alinghi syndicate head Ernesto Bertarelli. I think the America's Cup would have been in danger if he had won in February.

Blue: Did other teams ask you to act as a mediator or facilitator?

Bruno: No. No I could not do that because in 2007 when they won the cup in Valencia, I was

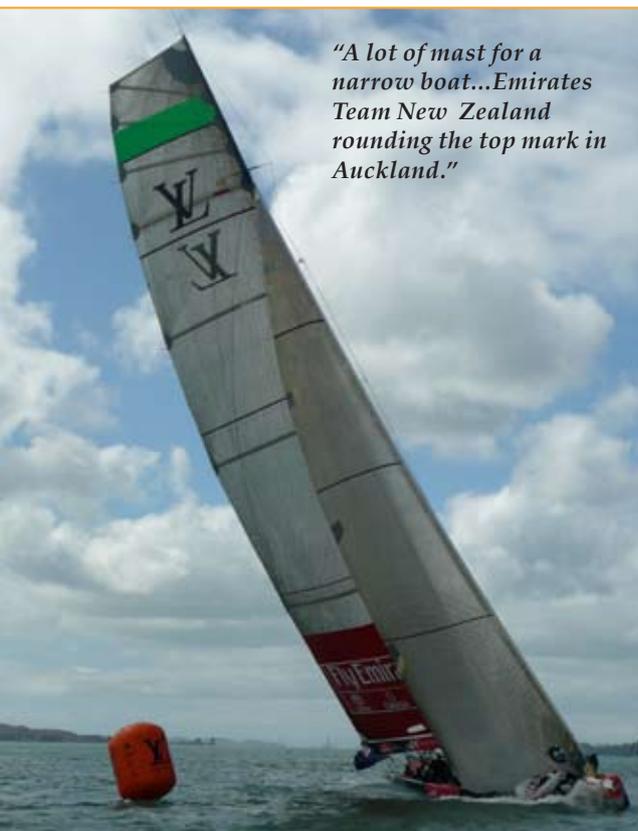
the first one to explain to the media the changes, and the press howled at me! So after that the document was amended quite a lot – but it was too late. The damage was done.

Blue: And how much dialogue have you had with the challenger and defender of the next America's Cup?

Bruno: Oh, a lot. A lot already, but we are still not negotiating at all because for Louis Vuitton it is a long commitment – so we wait until we know the dates, the venue, the type of boat etc, but in the same way we have done in the past, we will again deal with the challenger of record and the defender. It is early days, but Louis Vuitton would be interested to celebrate the thirtieth anniversary of the Louis Vuitton Cup in 2013. The ideal scenario is for the Louis Vuitton Trophy to become the Louis Vuitton Cup when the points start counting, but at this moment we still don't know. There are a lot of talks, but we are friends - and the fact the America's Cup came to Auckland to show the support to the WSTA (World Sailing Team Association), the racing here, and to show the defender's support for the Louis Vuitton involvement over the last twenty five years is important. Don't forget Vuitton has improved the awareness of the America's Cup, whilst still respecting the tradition, the legends, and the names of the Americas Cup personalities.

Blue: You have been happy to talk of the cup's best interest for thirty years – but you don't want your time wasted...

Bruno: Well I am straight. Passionate. I never feel like I am working in my job I love it so much. I have never come into my office in the morning and said, "Merde" ever in my life – I am doing what I love and have met some very special characters – and this is the thing about the America's Cup. It really is very special, and I don't know why, but it attracts big personalities. I am not only talking of wealthy people. Dennis Conner was not rich. Ted Turner, Peter



"A lot of mast for a narrow boat...Emirates Team New Zealand rounding the top mark in Auckland."

Blake, Olin Stephens, John Bertrand, special people, these were not rich people, but they had passion and vision. All were extraordinary characters, and there are no other sports where you see these kinds of people. I don't know why but I think it is very important for the cup to see all these personalities.

Blue: Do you think BMW Oracle realize how fed-up the sailing world is about the past two-three years?

Bruno: Yes – but I think the fact that they won is a certain relief for many people. The America's Cup recovered from 1988 – which was even worse, because we didn't need the America's Cup to prove that a multihull was faster than a monohull! I think if they behave well – and I rely on them to do so - I think the America's Cup will be back on track as a major sporting event. It might take a few years with the right decisions; they have a lot to think about. San Francisco is the place where they want to sail – but it is not that simple. The type of boat will be the key element, but Russell Coutts is very smart, as is Larry Ellison, who is well connected. I think it will be difficult for Larry to avoid going to San Francisco. California is down economically and the Cup helps raise profile and publicity.

Blue: So a lot of bridge building at the moment?

Bruno: Yes – but they are still in the celebration mode. We have started talking, but I don't think we know much before July or August. The timeline will come soon.

Blue: Your own timeline with the L/V schedule is to January 2011, with possible events later. What is the dream relationship you think for L/V and the America's Cup?

Bruno: We want to celebrate the thirty years of the Louis Vuitton Cup. We have nothing to do with the decision process of the America's Cup as you know, but I would love to see it on the east coast of the United States, because I don't think San Diego and the west coast embraced the cup as well as the east coast used to. That is my feeling. I think the chances are very slim it goes to the east coast.

Blue: This has been a fantastic event here in Auckland. How are the AC5 boats holding up?

Bruno: These boats were built to sail about thirty America's Cup races in one



"The Russian team Synergy struggle in 22 knots of breeze."

year, and now we are sailing forty-five races in two weeks! So it is very demanding on the boats, and we rely a lot on those fantastic Kiwis not sleeping at night, working to have the boats ready. There has been more damage this year because the level of racing is higher. The crews are pushing the boats more than last year, and it is windier, with shorter courses this year, so there is a lot of action; for sure the boats are suffering! That is why the boats are nearly half of our budget here, because of the forty guys working to repair the boats...

Blue: And the skippers and teams are happy?

Bruno: Yes! In many America's Cup regattas you have slow boats and fast boats – and whichever one you have, you sail it on the first day to the last day. Here, you see big smiles on the faces from one day to the next, because they have the same chances, using the same weapons as the other teams.

Blue: Can you think of one example that typifies the L/V Series, and all that you have tried to achieve?

Bruno: Since there is nothing huge at stake, so far – it is friendly. Even if they collide they shake hands and have a beer or take each other to a restaurant. It not like castles in Valencia, with

drawbridges and a moat and guard dogs... All the teams and skipper sign posters with the crowds. Last year the press nicknamed our event the friendly games. That was the idea, whatever the outcome. I came up with the idea of the "Pacific" series – yes, because we are sailing in the Pacific, but I also wanted to suggest a message of peace to the America's Cup guys. It didn't work... But still, we had the peaceful games.

Blue: So is L/V happy?

Bruno: Yes very happy. Again I say we don't know if we are able to continue how we did before – we don't want people to put pressure on us. It is a matter of discussing budget at some point, as we don't know at all how much it will cost to have the L/V cup again. It would be dream to have it, but at this stage we don't know.

Blue: And finally, is Bruno happy?

Bruno: Yes! Always Blue... I told you! I love what I do - I just have ideas and push to make them happen. Don't you see the smile on my face!

Blue Robinson.
Reprinted courtesy Seahorse International Sailing.



SAILABILITY ENJOYS THE COMMODORE'S FUN.

The row of colourful sails lined up on Reef Beach added to the carnival atmosphere of The MYC Commodore's Picnic.

Fourteen volunteers in 7 Access 303s merged at the "virtual" start line off the club in flukey light winds. Kees shouted "GO" and we were off!

The Race to Reef Beach took in several rounding marks, and was won by Dea and Tim in "Jade", who made a winning tactical decision to tack to the starboard side of the course, and thus avoided being boxed in below the fleet of big yachts heading for the Cannae mark from Manly Cove.

Although we tried our sneaky best to catch them, they were first on the beach, followed by Jude and Andrew in "Woody" and Kees and Joss in "Jack Harkness." They were soon joined by Laef and Tom, Barry and Lynette, Eli and Ivan, Peter and Shelley.

Thanks to Jim Nixon and David Goldner swimming out to meet us, the tricky operation of retracting the rudders and keels was accomplished with ease, and we were soon enjoying the fun and barbeque on the beach.

Thanks to Bruce and Pam for sponsoring the feast, and those involved in making the day such a success for everyone.

This month we'll be representing Sailability at the Dee Why RSL Volunteer Expo on Tues 12th, and having our own Race Day on Sat 15th.

We strongly urge MYC members and family to consider taking part in Manly Sunrise Rotary's Fun Run on Sun 23rd. There are courses for all levels of ability and fitness, so it's a great opportunity for sailors to exercise those neglected leg muscles!!! Please google their website for more details or call Eli on 9976 2747.



Sail at Hamilton Island Race Week in 2010 with Manly Sailing. Crew Places available!

Manly Sailing is a Manly based sailing company who enable people to go sailing however they wish. Each year we take our Beneteau 50 KAT north to compete at the Whitsunday Regattas in August.

Their crews are usually made up of sailors of all ages and experiences who are involved in Club Racing at their home clubs and who want to try Regatta racing or yacht owners who don't have the time to take their own boats north. We have crew places available for the following regattas:

Airlie Beach Race Week from 12th to 19th August ONLY ONE PLACE LEFT!!!!!!!!!!!!!! \$900 p.p

KAT has had a few successes on her last few outings at Airlie. In 2009 we came fourth in our division and are planning to better that this year. KAT has attracted quite a loyal following amongst those who have sailed on her previously and places are filling up fast.

Airlie Beach Race Week is known as the Tropical Shirt Regatta and is a fun, casual environment in which to enjoy beautiful sailing conditions in the Whitsunday Passage as well as all the delights that Airlie Beach has to offer.

Hamilton Island Race Week from 20th to 28th August. \$1300 p.p.

Hamilton Island Race Week is the real drawcard for sailors from all over Australia. The bigger of the two Whitsunday Regattas it's well organized, with great racing and all that a tropical Island has to offer. If you want to join the fun at Hamilton Island, dodging whales on the race course, sipping cocktails by the pool on lay day and doing some fabulous sailing through the Whitsunday islands, get in touch now.

We still have a couple of stay on-board places left for Hamilton Island Race Week making it even more affordable to sail there this year. So get in quick and contact us for pricing and more information.

**Contact: Anne Stockdale, Manly Sailing, 0414 209269,
info@manlysailing.com.au**

DELIVERY LEGS ALSO AVAILABLE:

Sydney to Airlie - 25th July to 11th August

Airlie to Sydney - 4th September to 20th September



IT ALL COMES OUT IN THE WASH.

'The devils in skirts' have hung up their hats for the season.

Thank you to all who contributed towards the fun on the Harbour.

Colin Cameron

A WARM WELCOME TO OUR NEW MEMBER

James Prell Senior member

Call for Expressions of Interest Sailing School at Manly Yacht Club

Manly Yacht Club (<http://myc.org.au>) is seeking expressions of interest, to operate a sailing school from their premises on Sydney Harbour.

The successful applicant will be a business (or partnership of businesses) capable of conduct a sailing school for the public, members, local schools, kids and adults. Its staff will have experience in sail training and business management. The applicants will need to demonstrate that they have appropriate equipment, boats and financial resources to run the sailing school.

What MYC can offer

Manly Yacht Club is ideally suited on Sydney Harbour in the internationally renown suburb of Manly. The facilities of the club that may be available to an applicant include:

Office space in the club house with immediate access to the jetty and a window facing the public walk way past the club.

Use of the rigging deck, pontoon for sailing dinghies.

Use of jetty, which is suitable for vessels drawing up to 2m.

Use of club moorings suitable for boats to 15m and draft 2.6m. All of MYC moorings are occupied at this time but the successful applicant will be given priority on the club mooring waiting list.

Use of club berth for boats to 12m and 2.0 draft for short stay, loading and unloading.

Use of the clubs dinghy fleet.

Use of the clubs rescue boat and inflatable.

Parents and volunteers to assist with junior training.

Limited access to the club membership to promote the sailing schools courses.

Participation in the clubs keel boat and centreboard racing series.

Linkage from MYC web site and joint promotion.

Use of the old downstairs foyer for dinghy storage

Limited access to the main club room for any theory training / wet day usage? Outside of club and commercial bookings.

Pages in the MYC Handbook for sailing training information

What the sailing school should provide

The services that Manly Yacht Club is seeking from the sailing school include some, but not necessarily all of the following:

Keel boat training for the general public that will attract new club members.

Integration of sailing school activities in the MYC sailing program

Sailing lessons for individual juniors

and schools groups in dinghies. Maintenance and repair of the MYC boats and equipment used by the school.

Monthly report to the MYC board including students roll.

The sailing school should be affiliated with the Yachting NSW.

All staff should have appropriate qualification and police checks

All appropriate insurances to the satisfaction the MYC insurer

All necessary Aquatic Licences from the NSW Maritime

Keep MYC informed of planned and current marketing and promotional activities

Lease or agreement and fee payable to Manly Yacht Club

Manly yacht Club expects the applicants to propose a training program and sustainable lease fee consistent with that applicant's business plan. MYC will judge the worthiness of each application on criteria such as but not limited to the following:

The level of safety and compliance with OH&S.

The likely number of students, particularly juniors.

The quality of the training offered.

The expected level of enjoyment and reward experienced by students.

The number of students expected to take up MYC membership on a long term basis.

Impact on existing programmed events.

The dollar value of the proposed lease fee.

When proposing a lease or agreement fee applicants should consider the following existing MYC fees from the 2009-2010 Handbook and other sources:

Family Membership	\$432
Senior Membership	\$354
Junior / Student membership	\$73

Boat Storage

Manly Juniors	\$105.-
Dinghies Inside Storage	\$291
Dinghies Outside Storage	\$211
Sailboards	\$175
Lasers	\$186
Other Boats	\$417
Moorings	\$2,000

Lease fee for office space in Manly TBA
Hall hire per week day \$100.

Note: All fees are per annum unless stated other wise.

For further details, please contact Bruce Davis
wildlife@inet.net.au

MYC is introducing email accounts to be used by club members for club business only. These accounts have been introduced for better security, privacy & ease of maintenance.

All existing email accounts are still valid, however all reference to the old accounts will be replaced with the new addresses in future Newsletters, NOR's, SI's, Handbook and Web site.

The following email accounts have been created.

dutyroster@myc.org.au for all correspondence to the Principal Race Officer

info@myc.org.au replaces myclub@tpg.com.au – for all general enquires

myccrew@myc.org.au for all enquiries regarding crewing positions

newsletter@myc.org.au for all articles and images to be published in the newsletter

venuehire@myc.org.au for all enquiries regarding Hall Hire

webmaster@myc.org.au for all enquiries regarding the web site

The new email addresses will additionally be published on the web site under Contacts.

Additional MYC email accounts can be requested, but subject to approval.

*Note – these email accounts are for MYC business only.

Request by emailing webmaster@myc.org.au and include the following:

Name:

MYC Job Function:

Personal email account: (to be used for email redirection)

Ken Terrens MYC Web Administrator

MAINTENANCE DIRECTOR'S REPORT

A number of maintenance items have been dealt with during the past month including the following:-

- 1) The vacant sailing office downstairs has had the windows tastefully screened. Thanks to our Matt our Club Captain.
 - 2) Lights in the downstairs hall have been fixed but the light on the stair landing needs a new bulb and a long ladder. Any volunteers? Bulbs in the office.
 - 3) A new boat storage plan has been prepared by Sailability with recommendations about the design of the access doors. There is a possibility of sponsorship to meet part of the cost of carrying out the work. The plan is due to be presented to the Board for consideration on 4 May 2010.
 - 4) Colin Cameron has repaired the piping to the tap on the jetty.
 - 5) A draft plan of management (POM) has been prepared. It should provide a useful tool for putting the club's future plans into context.
 - 6) Security on the deck, jetty and pontoon remains an issue but the club is still trying to obtain permission to erect gates.
- he pump for the accessible toilet failed which meant the toilet was out of action. The combined efforts of Eli, Colin and myself failed to get it working so the manufacturer's mechanic was called in. It's all right now.
- Brian Wilson

DIARY DATES

Sun 15 May	Sailability - Picnic and Race Day
Mon 24 May	Sailing committee meeting
Sat 29 May	Presentation Night
Tues 1 June	Board meeting
Sun 6 June	Winter Series 1
Tues 8 June	Training - chartwork and plotting courses
Wed 9 June	Sailability - RFW, Fisher Road, MAPS Turramurra
Mon 14 June	Queen's Birthday
Sat 19 June	Working Bee Sailability - BIRDS, general
Sun 20 June	Winter Series 2

Please check the 2009 - 2010 Handbook
duty roster crew :
contact: Pam Davis: 9939 1972
dutyroster@myc.org.au

TRAINING SESSIONS

Pack away your GPS and learn about navigation

As per the MYC calendar, over the two months of May and June I will continue the training sessions for an introduction to navigation.

In the second session in May, we will be covering compasses and compass errors (Deviation and Variation). This session will also cover positions and lines of bearing so we can find our location on a chart.

In the June session we will be conducting further chart work and plotting courses.

Diary dates reminder:
May 11 (Tuesday 7pm)
June 8th (Tuesday 7pm)

RSVP to me please – SMS to 0419600108 or email: cary_budd@optusnet.com.au

Cary Budd
Training Coordinator

PRESENTATION NIGHT

Saturday 29th May

ALL members WELCOME

Come collect your trophy, meet up with old and new members and enjoy a relaxed social evening at MYC. **Arrive at 6.30pm for a 7pm start**

\$10 gets you in the door, light supper and a complimentary drink - Children FREE

Major prize draw for the Twilights and the Club Championships.

SPECIAL GUEST SPEAKER!

THE night for ALL MYC sailors: Access dinghies, Centreboards, Point score Yachts, Twilights, Summer and Winter Series.

Start writing your acceptance speeches now ... just in case!



“MANLY SCENIC FUN RUN & WALK”

RAISING FUNDS FOR LOCAL CHARITIES

presented by
Financial Service Partners – Northern Beaches

10, 5K & 2K RUN & WALK

Sunday 23 May 2010

Start Time- 8AM

\$25pp. & concessions

Register now at

www.manlyfunrun.org

Conducted by
The Rotary Club of Manly Sunrise Inc.

If you are receiving a printed black and white copy of this newsletter and would rather receive an email in glorious technicolour please let us know. You can email the club or fill in the personal details survey mailed to your home.

Deadline for the June issue is 9th June

newsletter@myc.org.au 0403 805986

Looking forward to receiving all your news and pictures.

Please stuff or archive all pics before you send them to me. **Carole**