

MYC NEWS

June 2014



Your absent commodore has been able to keep involved with the sailing at MYC by remotely fixing bugs in the results processing software. So I thought I might use this report to give us all a little refresher in how the various software systems are helping the club operate.

The IT aspect of the club starts at our great website <http://www.myc.org.au>, created and well maintained by our webmaster Ken Terrens. I'm sure you are all passingly familiar with it, but it is well worth the time to explore the site more deeply as there you can find galleries, this newsletter, all kinds of documents and operational guides, crew finding support and of course the racing pages for each of our series. Of course while exploring the web site, please feel free to click on the links to our sponsors to let them know we appreciate them and their products/services.

From the racing pages on the website, for yachts there is a link to "Entry(Online)", which takes you to the Top Yacht system. Not only does Top Yacht allow you to enter a series or race, but it allows competitors to update and modify their entry as details change. By default, the owner of the boat is the skipper for an entry, but you can also add a boat representative, if the skipper for a series is not the owner. Don't change the owner unless you sell the boat, as that will change the skipper for all series the boat is entered in, even at different clubs!

Top Yacht maintains a site listing all the boats that it knows: https://www.topyacht.com.au/kb/boat_list.php. Here you can use the same entry password to update your boats picture, bio and to upload documents like insurance and cat-7, so they don't need to be faxed to the club. The boat bio page can also be linked to by clicking on a boats name in our results pages.

The results for our races are reached from the "Start Times / Results" link on our race pages. The results are produced by our own software, developed by yours truly, that runs on google appengine and publishes to a google site. The software applies some secret sauce, some random numbers and a bit of hocus pocus in its attempt to approximate the Sailing Instructions, the Racing Rules of Sailing and our own very specific handicap systems. There have been a few hiccups with the system, which observant competitors have spotted, so please to raise any questions you have about any funny looking results.

Continued on page 1

President's Report

Note to all boat owners; we need YOU at the Annual General Meeting Saturday June 21st at 7pm.

As a blatant bribe, anyone attending the AGM will receive a free drink whether or not you stay on for the social event afterwards.

Seriously, every year it is a struggle to get the twenty voting members we need to have a quorum for the AGM. Please take half an hour out of your Saturday night so we can continue with the business of running your club.

The (very) short AGM will be followed by a delicious 3 course meal from Alfonso and a fun trivia night put together by Ian Denewald and his able assistant Al Thomson, so put a table together with your crew and friends and come along for a fun night out.

We had a very quiet board meeting this month, with many members away overseas or sick. So for a change we all got home before midnight! We welcomed our new club secretary Robert Steffens, who has started his new job a month early to help us out.

I look forward to catching up with as many of you as possible at the AGM.



David Lewis
President



Robert Steffens

Presentation night, Chris and Noha's proud dad Peter and a huge crowd of members, family and guests, more on page 5.



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www.facebook.com/ManlyYachtClub



JOURNAL OF MANLY YACHT CLUB

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Continued from the front page

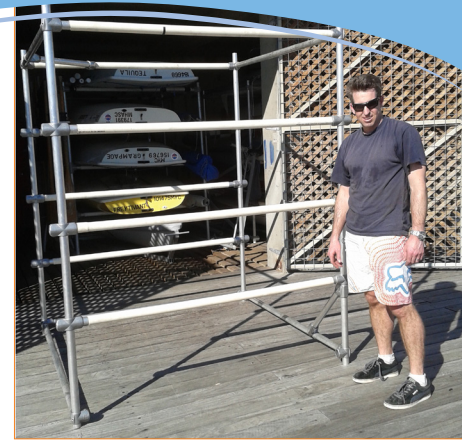
The google docs system is also increasingly being used to share and store the clubs documents for the sailing committee and the board.

In the coming months, Yachting NSW is also increasing the capabilities of its own systems to manage YA numbers, training, boat information and payments. So you may see some enhancements from that quarter as well.

I know some members are not all that keen on the intrusion of computing into our wind powered sport. But these systems are definitely greasing the wheels of the club and making it much simpler for our volunteers to administer.



Colin Cameron
Club Captain



Iain Cameron assembling new Laser racks.

*Centreboarders pose after some hard work.
Having moved lockers and boats to accommodate new racks.*



Greg Wilkins
Commodore



Put yourself in this picture....

Crew at

Airlie Beach Race Week Aug 7-15

Hamilton Island Race Week Aug 16 - 24

Contact Manly Sailing to book your spot for 2014

02 9977 4000

info@manlysailing.com.au

www.manlysailing.com.au





TEUSNER WINES WINTER SERIES

Sunday 26 May saw a beautiful day out on the Harbour for the start of the Teusner Wines Winter Series. The sun was shining, the dolphins were playing and it was just a pity that the breeze wasn't blowing!

Nevertheless, a strong fleet of 23 yachts set off on one of the shorter courses and enjoyed a magnificent day out. Bullet, a Bull 9000, enjoyed a winning start to its race career with MYC, chased home in Division 1 by Twilight Express and Wildlife. With only 67 seconds covering the podium places, the racing was tight and competitive. In Division 2, J-Curve, Kryptonite and Melody revelled in the light conditions to show a clean pair of heels to the rest of the fleet. No doubt some of the heavier cruising boats will be hoping for stronger conditions in the next race to reverse that result.

As usual, the free after-race BBQ was well attended, with the sailors enjoying both the afternoon sun and the social camaraderie. All podium finishers at the club were awarded with some truly magnificent bottles of Teusner wines and at the next race we'll be looking forward to hearing about the tasting notes to go with the usual race reports! (see page 8 for 20% off Teusner Wines for MYC Members)



| 2013-2014 Winter Series Race 1 - 25 May 2014 - PurHC Full Results | | | | | | | | | | | | |
|---|-------|-------------------------------------|---------|---------------------|-----------------------|----------|----------|----------|------|--------|---------|--------|
| Sponsored by Teusner Wines | | | | | | | | | | | | |
| Div 1: | PLACE | BOAT | SAIL | DESIGN | SKIPPER | START | STARTED | FINISH | CODE | LATE | ELAPSED | POINTS |
| | 1 | BULLET | 9006 | Bull 9000 | Michael Rowe | 12:37:00 | 12:37:13 | 14:52:08 | | 0:13 | 2:15:08 | 1 |
| | 2 | TWILIGHT EXPRESS | 2306 | Adams 10 | Xavier Decomps | 12:28:00 | 12:28:16 | 14:52:37 | | 0:16 | 2:24:37 | 2 |
| | 3 | WILDLIFE | AUS1161 | Etechells | Bruce Davis | 12:38:00 | 12:38:38 | 14:53:15 | | 0:38 | 2:15:15 | 3 |
| | 4 | SHEAR MAGIC | MYC100 | Adams 10 | Robert Steffens | 12:29:00 | 12:29:15 | 14:55:37 | | 0:15 | 2:26:37 | 4 |
| | 5 | OKAVANGO DELTA | 4436 | J24 | Julian McPherson | 12:27:00 | 12:27:21 | 14:55:43 | | 0:21 | 2:28:43 | 5 |
| | 6 | OLDHABITS NEVER DIE | MH167 | B Richie Ritual 30 | Brian Shilland | 12:25:00 | 12:26:17 | 14:55:52 | | 1:17 | 2:30:52 | 6 |
| | 7 | COPERNICUS | 6689 | Radford12 | Leanne Zyner | 12:38:00 | 12:39:21 | 14:56:08 | | 1:21 | 2:18:08 | |
| | 8 | TENSIXTY | MYC7 | Radford 10.6 | David Ashton | 12:35:00 | 12:34:46 | 14:54:57 | OCS | -00:14 | 2:19:57 | 7 |
| | 9 | PAM | KA16 | 5.5 Metre Class | Matthew Walker | 12:29:00 | 12:28:31 | 14:59:44 | OCS | -00:29 | 2:30:44 | 8 |
| | | MANHATTAN | 7888 | Beneteau Oceanis 37 | Stephen Coleman | 12:23:00 | 12:23:15 | | RET | 0:15 | | 10 |
| | | ESPRIT | MYC32 | Archambault 32 | Greg Wilkins | 12:37:00 | | | DNC | | | |
| | | LOCAL HERO | 1236 | Bh 36 | Peter Mosely | 12:40:00 | | | DNC | | | 12 |
| | | PHANTOM | 495 | Hanse 495 | Nicholas Robson | 12:38:00 | | | DNC | | | 12 |
| Div 2: | PLACE | BOAT | SAIL | DESIGN | SKIPPER | START | STARTED | FINISH | CODE | LATE | ELAPSED | POINTS |
| | 1 | J-CURVE | MYC24 | J24 | Jack Morrison | 12:21:00 | 12:21:14 | 14:21:53 | | 0:14 | 2:00:53 | |
| | 2 | KRYPTONITE | 1620 | Catalina 34 | David Wright | 12:15:00 | 12:15:01 | 14:23:24 | | 0:01 | 2:08:24 | 1 |
| | 3 | MELODY | 1255 | Swanson Dart | James Nixon | 12:29:00 | 12:29:09 | 14:33:15 | | 0:09 | 2:04:15 | 2 |
| | 4 | BOKARRA | 1152 | Santana 22 | Colin Cameron | 12:10:00 | 12:10:09 | 14:54:43 | | 0:09 | 2:44:43 | 3 |
| | 5 | EOS | MYC5 | Brittany Sloop | Brian Wilson | 12:28:00 | 12:28:46 | 14:58:16 | | 0:46 | 2:30:16 | 4 |
| | 6 | BLUE RHINO | 5563 | Catalina 36 | John Richardson | 12:30:00 | 12:29:45 | 14:54:10 | OCS | -00:15 | 2:24:10 | |
| | 7 | AUSSIE RULES | MYC1 | Cavalier 975 | Gene Scott | 12:22:00 | 12:22:13 | 15:01:37 | | 0:13 | 2:39:37 | 5 |
| | 8 | POMPADI | MYC79 | Catalina 309 | Steve Frith | 12:17:00 | 12:17:00 | 15:05:34 | | 0:00 | 2:48:34 | 6 |
| | 9 | RATTY TOOHEY | 6295 | Northshore 340 | Ian Dennewald | 12:29:00 | 12:29:45 | 15:06:42 | | 0:45 | 2:37:42 | 7 |
| | 10 | SIP AHOY | MYC34 | Northshore 340 | Murray Bailes | 12:22:00 | 12:22:10 | 15:06:57 | | 0:10 | 2:44:57 | 8 |
| | 11 | LAUTREC | MYC33 | Passage 33 | Janette Syme | 12:27:00 | 12:27:23 | 15:07:22 | | 0:23 | 2:40:22 | 9 |
| | 12 | CINCINATTI KID | MR24 | Marauder 24 | Deanna Smyth | 12:05:00 | 12:05:45 | 15:08:10 | | 0:45 | 3:03:10 | 10 |
| | 13 | GOOD INTENT | MYC820 | Clansman 30 | Peter Bennell | 12:12:00 | 12:12:20 | 15:13:56 | | 0:20 | 3:01:56 | 11 |
| | | ESRA TEW | MYC27 | Northshore 27 | Jackie Morgan | 12:09:00 | | | DNC | | | 15 |
| | | LADY CANASTA | MYC157 | Catalina 380 | Edward Van Oort-Pieck | 12:23:00 | | | DNC | | | 15 |
| | | OCCAMS RAZOR | 557 | Duncanson Offshore | Stephen Garmston | 12:15:00 | | | DNC | | | 15 |



Finally, we still have some spots available in the Race Committee. So if you'd like to spend a few short hours on the MYC Deck helping us record start and finish times at one of the races, please contact Muir Watson on 0407 229 667.

Nominations for the Manly Yacht Club Board 2014 – 2015

| | |
|--------------------|-----------------|
| President | David Lewis |
| Vice President | Cary Budd |
| Honorary Secretary | Robert Stephans |
| Treasurer | Lisa Callaghan |
| Commodore | Greg Wilkins |
| Vice Commodore | Greg Taranto |
| Rear Commodore | Maz Radford |

| | |
|------------------------|---------------------------|
| Directors | |
| Club Captain | Colin Cameron |
| Boats | Bruce Davis |
| Building & Maintenance | Peter Robinson |
| Sailability | Jackie Morgan |
| Grants & Sponsorship | Stephen Garmston |
| Events & Catering | Deanna Smyth |
| Other | Nominations Sought |



AGM
Saturday 21st
June 2014
6.30 for 7pm
at
MYC Clubhouse

Notice of Annual General Meeting and Election of Office Bearers for 2014 – 2015

Notice is hereby given that the Annual General Meeting of Manly Yacht Club and election of office bearers for 2014 – 2015 will be held at the **MYC Clubhouse at 7 pm on Friday 21st June 2014**. 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 (12) other directors. The Commodore, Vice Commodore, Rear Commodore and at least five other board members must be boat owners. Voting at the Annual General Meeting is open to all members. All members and their guests are invited to attend the meeting.

Agenda

1. Notice convening the meeting
2. Apologies
3. Confirmation of the minutes of the last AGM held 22nd June 2013
4. Receive and consider the Annual Report
5. Hold elections if necessary and announce the Board of Directors for 2014 – 2015
6. Appoint auditors for 2014 – 2015
7. Other business

For further information please contact any of the current MYC Board members whose details can be found on page 5 in the MYC Handbook.

If you have some spare time to help set up for the AGM... table decorating, shifting bar stock from the kitchen to the hall etc ... contact Deanna Smyth on 0402 772 123



MYC Juniors provides coaching and racing experience and develops kids from beginners to racing ability. It runs on Saturday afternoons of school Terms 4 and 1. It is run by sailing instructors and parent volunteers.

All kids from 8 to 15 years are welcome. More information:
<http://myc.org.au/racing/juniors/juniors.shtml>

For further information: register interest for your child/children please email:
juniors@myc.org.au or talk to Greg Taranto: 0412 426 584





AGM Dinner & Trivia Night

Saturday 21st June 2014

At 6.30 for 7:00 pm

Dear Member,

I would like to invite you to the Manly Yacht Club Annual General Meeting and Trivia Night. Enjoy your complimentary pre dinner drink on the deck from 6.30pm before the formal proceedings begin at 7:00pm. Followed by a delicious meal, coffee, sweets and trivia questions and everyone will have a chance to win the Lucky Door Prize.

Please complete the form below and return it to
Manly Yacht Club by Monday 16th June 2014.

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

David Lewis **President**



Please reserve me places for the Manly Yacht Club AGM Dinner and Trivia Night on Saturday 21st June 2014 at \$35 per place.

Credit Card Details: Visa Mastercard

Credit Card Number:

Expiry Date: Sign: X.....

Name:

Address:.....

Post Code: Phone:



Cheques payable to: MYC and post to PO Box 22, Manly 1655

OR Direct deposit to: MYC Bank Account, BSB: 062197 ACC: 28024001

In the Reference Section please place your surname followed by "AGM" and could you also please

Confirm those deposit details to: info@myc.org.au

RSVP: By Monday 16th June 2014. Thank you.

Please note: Members who cancel within 5 days will be required to pay the full amount.

ANOTHER PRESENTATION NIGHT DONE AND DUSTED!



Well before the night members had RSVP'd their attendance, so it was no surprise to the organisers that approximately 100 adults and nearly 40 juniors turned up for the night. Thanks to Peter Hocking for co-ordinating the event - and he's put his hand up again for next year... **that's how much he enjoys it!**

The preparation for the night starts from the last race, when final results are tabulated and provisional scores are turned into final results (thank you Race Directors and Juniors Fleet Captains); skite plates, honour boards, medallions and trophies are sorted out, retrieved from past winners (thank you Sailing Secretary); trophies delivered, picked up and checked (thank you Jim Nixon and Maggi Bennett); results booklet produced (thank you Rear Commodore); MC and guest speakers organised, (thank you Peter H and thank you Anne Stockdale for MCing again, and Vanessa Dudley and Diane Siddingh - guest speakers); photo montages (thank you Ellis Teudt and Ken Terrens), Hall set up including moving the stock from Kitchen to bar (thank you Peter H); organising just enough pizzas (well calculated Peter H); Leanne Zyner for helping at the bar when it got a bit too busy; Stephen Teudt, Greg Taranto, Eli Demeny and Maz Radford assisting with the formal part of the presentation; and the members who helped clean up at the end of the night (thank you Leanne Zyner, Ken Terrens, Graham Radford, Peter Hocking, Greg Zyner, Maz Radford - **"sorry if anyone was missed"**).



A Great Presentation by Vanessa Dudley and Diane Siddingh and Trophies presented



As you can see another successful night, pulled off by a great bunch of MYC members.

Congratulations to the winners on the night and we look forward to seeing another enthusiastic crowd at next year's presentation - you have all season to work your way to a podium spot!



Our new boat, Eli D, was delivered early in May.

We had a naming day on Saturday, 10th May prior to the Manly Fun Run as it was partly purchased with money from last year's Manly Fun Run. This year's Fun Run was the following Sunday. We have had support from an amazing number of people, with donations currently just touching the \$1,000 mark.

Our Volunteer Recognition Evening took place on Wednesday, 7th May. It was well attended and we were able to say thank-you to over 50 volunteers. John Weaver won the Volunteer of the Year Award, and Jack Bennett won the Youth Volunteer of the Year Award.

25 participants from several Sailability Branches are working hard on their First Aid Course. The course will culminate in a Practical Day on 28th June.

Our end of season Regatta took place on Saturday, 24th May. Many, many thanks to Helene, who organised the Regatta, Pam, the Race Officer and all the other helpers and participants. Here are the results:

| Boat Name | Skipper | Crew | Place |
|--------------|----------|--------|-------|
| Dolly Wallis | Crosbie | Ashley | 1 |
| Woody | Denis | Ivan | 2 |
| Black Swan | David | Anna | 3 |
| Vin | Helene | Mike | 4 |
| Eli D | Caroline | Kerry | 4 |
| Alex | Jack | Adam | 5 |
| ING | Peter | Tony | 6 |

For the first time ever, we had the 2 single handers out, with Phillip and Alan sailing solo.

| Boat Name | Skipper | Place |
|-----------|---------|-------|
| Alan Wood | Phillip | 1 |
| Clea | Alan | 2 |



Ralf Newman, Jackie Kaye Award for Service & Sportsmanship



John Weaver, Volunteer of the Year



Jack Bennett, Youth Volunteer of the Year



Ivan Demeny, Wayne Black Award, Best Crew



Denis Linney, 1st Place Australia Day Regatta



Manly Fun Run competitors



Crowd at boat launching

HISTORY - EVENTS OF NOTE

1) THE 2000 OLYMPICS

As far back as 1995 MYC began talks with Manly Council and the Yachting Association of NSW about the clubs possible involvement in the forthcoming Olympics. It was seen that the Club by virtue of its location, facilities and members would be a great asset to the Olympic organisers.

In 1999, the Board decided that Manly Yacht Club should make a definite bid to be involved in the Olympics. At that time, the club had a strong Soling Division and felt that it could contribute to the selection of the Australian Soling Team. Commodore Bruce Davis along with David Parle, Paul Glasser and Ivan Fitzgerald became official measurers for the Solings and Pam Davis, Bob Buchanan, and John Corby became measurers for the Finns.

Pam Davis and Brian Wilson attended classes at the RSYS and graduated as State Level Race Officers. Throughout the trials club members acted as measurers, race officers and buoy layers. The clubhouse became the local HQ and members operated the canteen. The jetty became home to the committee boats and a number of fast RIB's borrowed from Waterways for the occasion. MYC members had to collect the RIBs from Rozelle Bay and the trip back became a race between Bruce Hitchman and Brian Wilson. Although Club Members had visions of being selected to officiate at the real Olympics that did not happen. Positions as officials at the Olympics are keenly sought after worldwide and MYC was a very small minnow in a very large pool.

HISTORY - EVENTS OF NOTE

2) THE VOLVO YOUTH SAILING ISAF WORLD CHAMPIONSHIP 2000

This event is regarded internationally as the "Junior Olympics of Sailing". It ranked with the Sydney Olympic Games and the Sydney to Hobart yacht race in focusing world attention on Sydney Harbour at the turn of the 21st Century. The organisation and the ceremonials were focussed on Manly. The Official Opening was conducted at the International College of Management with Club President Gene Scott among the guests.

There was a reception at Manly Art Gallery where Manly Mayor Jean Hay welcomed the visitors. Manly Yacht Club and the Royal Sydney Yacht Squadron co-hosted this prestigious event.

Manly was selected as the venue and Manly Yacht Club played a pivotal role with the Clubhouse becoming race control. The event took place during the Christmas holidays and that meant that Manly Primary School and The International College of Management at St. Patricks Estate were vacant.

Semi trailers unloaded their cargos of brand new sailing craft on the school playground. MYC members assembled trollies and wheeled the hulls to an area of East Esplanade Park, which had been, designated the assembly location. The day was so hot that metal components being removed from the containers burnt your hands. In the park there had been arranged what looked like a series of market stalls. One was distributing masts, another rudders, centreboards, spreaders and so on.

MYC members manned these stalls and the international competitors assembled their own boats.

Accommodation for 250 young sailors from 37 countries was provided at the International College of Management. Sydney. So the whole event was organised within a fairly tight area and different organisations cooperated to make it a highly successful event. In fact the whole event was run with all the efficiency of the Olympics and the Club was presented with a certificate of appreciation for its efforts. The standard of the racing was first class with France emerging as the country with the most medals and Australia came second.

East Esplanade Park rigging area was closed off at night but remained open all day and locals wandered about among the youthful competitors and admired their sailing craft. It was Dad's day out with the Kids.

Nevertheless not everyone was happy. A few residents complained at the alienation of 'their' park.



This event was a highlight in the history of MYC and competitors were extremely enthusiastic about Manly, the setting, the accommodation and the Yacht Club.

Photo, Brian Wilson, "Girls Wind Surfer Event"

HISTORY - EVENTS OF NOTE

3) BASTILLE DAY (Historical snippet)

At the Annual Prize giving in 1989 Ted Whitmore was the Master of Ceremonies. He proposed a toast to Pacific Breeze. That year was the 200th anniversary of the Storming of the Bastille, which marked the beginning of the French Revolution, and to celebrate the occasion the French had arranged a yacht race from Sydney to Noumea in Nouvelle Caledonia. Pacific Breeze was entered by "Never miss a race Hitchman" and she achieved a podium finish (3rd over the line).

En route she encountered a terrific storm and for several hours drifted under bare poles. The wind gauge needle went right round the dial and jammed at 70 knots. Brian Wilson, who had damaged a knee bailing water out of his bunk, was harnessed into the cockpit as lookout but such was the ferocity of the wind and driving rain that he could not see anything. On occasion he was sitting up to his neck in water. Down below the crew, and everything else, were totally sodden but Gene Scott still managed to make hot drinks. When the wind eased Bruce Hitchman sat on the heaving deck and sewed the headboard back onto the main, which was hanging by a thread.

The satnav had packed in and Bruce, the skipper/navigator, did not know where they were. A radio sched was due. Then suddenly, as if by a miracle, Balls Pyramid appeared on the horizon in totally the wrong position. Pacific Breeze was miles off course but the sched was made on time.

At the finish the exhausted crews were entertained at Club Med where they sat on backless pouffes and when they fell asleep they landed on the floor.

Incidentally the French sank the Rainbow Warrior 10 July 1985 in Auckland and the storming of the Bastille took place on 14 July 1789. At or around that time in July 1989 two members of the Pacific Breeze crew (Peter McDonald and Greg Ebeling) innocently set out in a rubber duckie to inspect the French naval presence in Noumea. They were advised to stay well away or they might be shot. Perhaps the French thought that they were on a revenge mission?

Crew list:- Bruce Hitchman, Brian Wilson, Gene Scott, Peter McDonald, Greg Ebeling and Ken from MHYC.



Brian Wilson - MYC Club Historian



MANLY YACHT CLUB MEMBERS SPECIAL OFFER JUNE

MANLY YACHT CLUB MEMBERS SAVE 20% OFF OUR REGULAR CELLAR DOOR PRICES!

| | NAME | PRICE | MYC MEMBER PRICE | MYC | MYC |
|-------------------------|---|-------|------------------|--------|-------|
| Wine | | | | | |
| | Righteous PG Shiraz | 2000 | 150.00 | 120.00 | _____ |
| | Righteous Malbec | 2001 | 95.00 | 76.00 | _____ |
| | Righteous Grenache | 2001 | 95.00 | 76.00 | _____ |
| | Albert Shiraz | 2002 | 60.00 | 48.00 | _____ |
| | Justin Grenache Malbec Shiraz | 2000 | 30.00 | 25.00 | _____ |
| | Auntie Grenache Shiraz Malbec | 2002 | 30.00 | 25.00 | _____ |
| | The Dog Strangler Malbec | 2002 | 30.00 | 25.00 | _____ |
| | Rudie Shiraz | 2000 | 25.00 | 20.00 | _____ |
| | The Wink Family Shiraz | 2000 | 25.00 | 20.00 | _____ |
| | The Independent Shiraz Malbec | 2002 | 25.00 | 20.00 | _____ |
| | The Gentleman Cabernet Sauvignon | 2000 | 25.00 | 20.00 | _____ |
| | Dr Frank's Big Black Cab | 2002 | 35.00 | 28.00 | _____ |
| | The Sir William Dollar Shiraz | 2001 | 95.00 | 76.00 | _____ |
| Wines & Food | | | | | |
| | The Emperor Roasting | 2000 | 23.00 | 18.40 | _____ |
| | Wendell's Sauvignon Blanc | 2000 | 23.00 | 18.40 | _____ |
| | W&F Reserve Baby's in Roasting | 2001 | 25.00 | 20.00 | _____ |
| | Sale's Lamb | 2000 | 23.00 | 18.40 | _____ |
| Spiriting | | | | | |
| | Archibald Hills Spiriting First Character | 1997 | 25.00 | 20.00 | _____ |
| | MC Spiriting Shiraz | 2000 | 60.00 | 48.00 | _____ |

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The Adventures of Pensive Continues...

Pensive was now anchored in the heart of Tassie's wild and remote south west.

We were drawn ashore by a beautiful uninhabited and gleaming white beach with a foot track to Mount Milne. The temptation was too great, we walked the beach, climbed the mount, scrambled around the rocks and had a good time exploring.

A westerly change was expected and Pensive took off up the Bathurst Channel to find a more secure anchorage. There are a number of "bolt holes" as the regular visiting yachts call them, but the scenery was sensational and we just kept motoring past most of them. Perhaps it was the untouched shore line or the towering mountains but we just kept going, past where a pipe comes out of the cliff and you back your boat up and fill the water tanks at 100 gallons an hour. We passed where the south coast track crosses the channel and walkers have to row themselves across in dinghies supplied by the National Parks.

The channel opened out onto Bathurst Harbour proper, a large expanse of water and we guessed it was bigger than Sydney Harbour. Here the water is wide and deep enough to conduct yacht racing and other water sports on a grand scale. Eventually Pensive was put to anchor on the southwest corner of the harbour behind King's Point with another white sandy beach to explore.

We met two brothers, Scott and Russell who had sailed / motored their own boats in company from Kettering and were anchored nearby. Both they and we planned to go to Melaleuca the next day but the Melaleuca Creek was too shallow for Pensive and we intended to travel by inflatable.

That night the predicted westerly change came through and Pensive tore at her anchor but it held fast. Next morning the wind was stiff and a trip across open water to the entrance of the creek by inflatable was intimidating and so we quickly accepted an offer from Scott to join them on his 23 foot Roberts Longboat.

The Melaleuca creek is navigable by boats to about 1.8 m draft for the 4 nautical miles and its rocky shore line suggests it is a flooded gorge. We tied up to the jetty and went ashore for a walk around.

Tin was mined at Melaleuca until a few decades ago by two families on a very small scale and taken to Hobart by boat. When the Kings and Wilsons ceased operations they left behind two small open cut mines, a couple of houses, wharfs and an air strip. The National Parks now use the houses and airstrip as a base and bush walkers often fly in and walk out. The Parks have built an interpretive walk with the usual signage focusing mainly on first Australian occupation. The settlement is on an open wind swept plain covered by heath and visited regularly by the roaring forties in winter. It is surrounded by distant hills and mountains.

We met a lady staying there over summer so she could count Orange Bellied Parrots. These parrots are critically endangered, migrate to Tassie for summer, winter in Victoria and have stopped the construction of wind farms because it is feared they might fly into the turbines and die. She took us to a place where five of these delightful birds were feeding, that's probably about a tenth of the world population. For a week after that encounter we were looking for Orange Bellied Parrots everywhere.

On the way back Scott suggested that we visit Claytons Corner. Clayton was a fisherman who established a base where the Melaleuca Creek enters Bathurst Harbour. He built a hut and wharf and when he retired it was given to the National Parks.

We berthed there, had look at the hut and took the walking track to the summit of Mount Beattie. The view was stunning, we were surrounded by wild country and across the Channel towered Mount Rugby the highest peak in the area. There is a track and of course it beckoned us to its 771m peak. However, on this much lower peak the wind was increasing, making standing and walking an uncertain proposition, rain clouds were approaching and so it was time to get back to the Pensive.

As we crossed the short section of open water from Melaleuca Creek to Pensive aboard Scott's boat, the waves were breaking over the foredeck and smashing into the windscreen. We wondered how we could have managed this in the inflatable! We found Pensive stretching out on her anchor chain and even though she was lying in a sheltered bay, getting us aboard in the strong wind was difficult so we resorted to using a dinghy. The wind increased further that evening with driving rain but this is just a normal summer front.

Next morning the wind had moderated and we took Pensive for a sail on Bathurst Harbour, a vast body of water about 6 to 8 metres deep. Its rocky shore line is punctuated by long white sandy beaches and beyond is rugged mountains. Much of the land is covered by button grass and in the sheltered gullies there are small stands of trees but what is really stunning is the total and absolute absence of cultivation and settlement. There are no buildings roads, farm houses, boatsheds or marinas!

Having almost sailed around the shoreline we anchored in a sheltered bay and explored a small creek. Paddling up stream for about 400 metres we were able to sneak up on water birds, look for fish and animals.

Back on board Pensive we listened to the weather though the HF radio and learnt that the winds were abating, there was an opportunity to climb Mount Rugby tomorrow.

Landing on the small beach at the track head in the early morning and under clear skies we made a strong start through the button grass which was rain soaked from the previous night. Soon our long pants were drenched making the going slow and cold and to add to our problems the peak was now in cloud. We kept climbing, the track was hard to follow, there many false leads and large boulder fields. The total ascent was nearly 800 meters and when we finally reached the summit visibility was just a hundred metres, all that effort and nothing to see!

Continued on page 10

Pensive at anchor in Bathurst Channel



Looking down Bathurst Channel from Mt Rugby



Continued from page 9

We decided to have our cut lunch and hope for the skies to clear. After about an hour of trying to keep warm and dry out our pants Pam said what's that? Curly Girl had spotted a crescent shaped object, surf white in colour, in an otherwise grey cloudy background. After some discussion we concluded it was a beach but then it disappeared.

The picture unfolding below was like a jigsaw puzzle. As clear sky and cloud swept across the mountain top, bits and pieces of the puzzle were being put in place and then taken away. In time more and more of were staying in place and eventually the cloud left the mountain entirely. Our view was completed and was stunning. We could see the Bathurst Channel, Breaksea Island, Port Davey and the Southern Ocean to the west. To the east lay the vast expanse of Bathurst Harbour with a back drop of mountains, further north the great peaks of the Western Arthurs marched across the horizon and then to the south Melaleuca Creek wound its way through the button grass plains and beyond the south coast and ocean completed the picture. All wilderness.

dry we walked the foot track through the button grass to the ocean beach. The long curve of the beach swept south towards Southwest Cape and the surf white quarts sand contrasted against the grey ocean and button grass. There was surprisingly little rubbish on the beach but as it was Clean up Australia Day, we all brought a few pieces back to a makeshift dump near the track head. Then we joked that Ian Kernan will probably pick it up later and started our walk back to the boats.

Spain Bay was too rollie so we left for Bond Bay which would be the take off point for an ascent of the Davey River to the Davey George. We started in the early morning aboard the inflatable with a cut lunch, spare water and fuel. A converted cray boat had moored not far away and we found that they too intended to make the trip up the Davey River. This we considered good news because the trip in our inflatable would be challenging and company welcomed.

Our first problem was to cross the bar. Although miles from the open ocean the big swells were finding their way up to the gravel bar at the entrance and there was a break of about half a metre. We waited for a couple of big ones to go through and choose a spot on the western side where we crossed without any trouble. From here the river is deep and untouched since the Huon Pine cutters left more than a century ago. As we motored the 7 nautical miles upstream the pristine scenery and reflections occupied our time. The water is tea-tree stained, it looked blood red and perhaps this enhanced the reflections. Inevitably the motor ran out of fuel and needed a top up from the drum but by now we were over half way and a quick assessment of remaining fuel suggested we should be OK but not a lot to spare. Further upstream the river began to narrow and then a long solid looking ridge appeared to block our way. The river simply emerged from a very narrow slot with rock walls towering above on either side. We stopped midway through on the only sand bank and had morning tea. The reflections were amazing but as we were anxious to find out our fate as regards fuel we commenced our return trip.

After a few miles we landed on a grassy bank among some old logs for lunch. The crew from the cray boat stopped to check on us and we were able to report that our lunch was very tasty and we still had plenty of fuel. We noticed the logs we were sitting on had been cut and were very old and white or bleached. The skipper of the cray boat said this was an area where the timber cutters had stock piled logs and they were probably left over Huon Pine that had been laying there on the grass for more than 100 years.

We were pondering the history of the logs when we noticed we had more company, we froze solid. An Eastern Quoll was striding along the river bank towards us, stopping from time to time to sniff out stuff. He or she was only a two or three metres away when they became aware of our presence and darted off in fright but for us it was wonderful few minutes to see a wild animal.

Quolls are rare on the main land because foxes are common, in Tassie, foxes are uncommon or hopefully don't exist and hence Quolls are reasonably common.

The weather forecast promised moderate north west to south west winds and Pensive was readied for our return trip to the east coast. In calm weather we motored to South West Cape and only started sailing when a light southerly filled in across the water. The southerly died out but later the wind came again from the east and settled in at about 10 to 15 knots, so Pensive tacked the 40 miles or so along the south coast. Our course took us in and out of all the bays and around the headlands and islands. The views were stunning but we didn't reach South East Cape until dusk and the anchor wasn't dropped until late evening.

Next instalment:
"Pensive has to get home to Sydney"!



Reflections, Davey River Gorge



Beach inside Port Davey. Great Southern Ocean 5 metre swell finds its way inside many west coast "Ports"!



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Name:: Emily Alexander
Email: emilyalexander@hotmail.co.uk
Phone: 0406372773
Experience: Have done a little sailing but still a beginner. Keen to learn, available most Saturdays for the winter season with a view to doing a course before summer season.

Name:: Alex
Email: zandomail@gmail.com
Phone: 0402218842
Experience: Recently completed Course 1 with Chris at Manly Sailing School.

Name:: Tyler Laitinen
Email: tlaitinen@hotmail.com
Phone: 0422 096 922
Experience: I've just completed Course 1 with Chris from MYC and I'm keen to get some experience before taking course 2. Looking for a boat for the whole or part of the winter sailing series. I'm 34 years old, laid back, but reliable.

Welcome New Members

| | |
|--------------------------|----------------------|
| Ian Macfarlane | Senior Member |
| Colin Binet | Senior Member |
| Meredith Trevallyn-Jones | Syndicate member |
| Deanna Henn | Associate Member |
| Marlene Vicaire | Associate membership |
| Mark Stacey | Associate Membership |

Cup Day 17 May 2014.



Yes, it was Presentation Night at MYC, but for me there was added spice as St Johnstone, my home soccer team from Perth, were playing in the Scottish Cup Final. The first time they had reached that level in their 130 year history.

What a fantastic Presentation Evening, with our guest speakers, Vanessa Dudley and Diane Sidding, quite outstanding. Are we all going to buy Lasers? Just as well the centreboarders have assisted me in constructing five new rack spaces.

I was surprised to receive a gong myself. 3rd place, Div.2, in the Nigel Holman Race. It's an honour to see that skyte plate on 'Bokarra's' bulkhead.

Oh yes, that other event. St Johnstone won the Scottish Cup, defeating Dundee United 2-nil. Go the Saints.

Colin Cameron

Hamish Cameron showing his dad, Iain's, trophies, which he received at Presentation Night.

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PEPPER TREE WINES

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