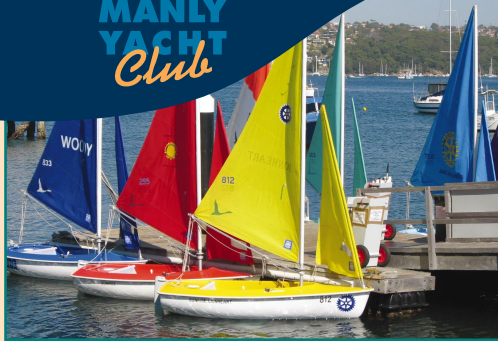




# MYC NEWS

Issue No.6 August 2007  
2007 Season



## Manly Yacht Club 2007-2008 Sailing Season Launch and BBQ Sunday 2nd September 12.00 - 16.00

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

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

- Special race for Dads and offspring - bring your Dad or borrow someone else's!
- Deck games for non-sailors
- BBQ food at Manly Yacht Club prices or BYO picnic

**New members** - this is your chance to meet club members. Bring a friend, or come alone and make new friends.

Inexperienced sailors will be matched with experienced skippers. Life jackets and instructions will be provided.

Bring your own sense of humour! Kick off at 12.00 with racing and games from 1.00pm

### Please RSVP to:

sallystone007@yahoo.com.au

so we know how many to feed

Sally Stone 

**Important notice to all boat owners, skippers and crew on page 2, 6 & 7.**

## JOURNAL OF MANLY YACHT CLUB

P.O. Box 22 Manly NSW 1655

Tel: 02 9977 4949 Fax: 02 9977 3573

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www.myc.org.au



New member Kate



Robert, Kieran & Andrew



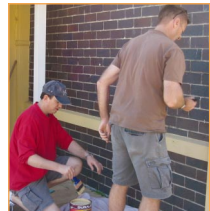
Brian & Penny



Craig B/B



The Two Greys & Blue



Craig & David

(Above: some of the Busy Working Bees)

### President's Report

After my brilliant faux pax at the Annual General Meeting I am now firmly convinced that we are about to enter the 2007-2008 sailing season. The Winter Series ended on Sunday 5 August with a great sail in splendid weather. The new club handbooks, better than ever, have been delivered. Hopefully you have all bought new PFDs. Equipment compliance inspections take place on 1 Sept. 2007, and then we are ready to roll. (see page 2)

Last season I reported regularly on the progress of the rigging deck through various bureaucracies. Now I can report that Manly Council has issued the Construction Certificate so what we need now, in order to proceed, is a marine contractor.

The good news story of the rescue of Pacific Breeze from the rocks at Forty Baskets Beach appeared in the last newsletter, but the bad news is that she has been declared an insurance write off. However, grief stricken Bruce Hitchman, on hearing the news, began looking for a replacement. He found it in a 34' Stuart

class yacht called 'Picaron' designed and built in New Zealand. Keith Woodward's new 40 footer called 'Aquarius' is now moored in Manly Cove. We look forward to seeing them in the fleet.

The Working Bee on 11 August was a great success. The public address system, funded by a grant, was installed. It was quite a complex operation led by Ian Dennewald and was finally checked out by a number club members with a love for complex electronics and the amplified sound of their own voices. Manly was treated to 'Credence Clearwater Revival'. A painting squad fixed up the south elevation and the front door. A squad of masons bricked up the hole in the seawall on the north elevation and clad it with stone. The orange triangles have been replaced including new lights and the whole system hard wired back to a simple switch at the club. Maz provided food for the hungry. Many club volunteers turned up to carry out these tasks and the club has benefited greatly from their efforts. Thank you all.

Craig Rosebear (Big Blue) reports that the future of the Optimists is looking good. Notwithstanding the winter weather the kids who have turned up thoroughly enjoyed themselves and promised to bring their mates along in future. (see page 3)

Well, I hope that you all enjoyed the winter break and are looking forward to the forthcoming sailing season.

**Brian Wilson: President** 

Honary Secretary & Members of the MYC Board 2007- 8



Christabel Casimir



Brian Wilson



Ian Dennewald



David Lewis



Maz Theaker



Jim Nixon



David Fairclough



Robert Steffens



Howard Sullivan



Peter Hamilton



Sorrell Lambie



Helen Ebling



Bruce Davis



Keith Woodward



Patrick Lynch



# CHECK THIS OUT!

## COMPLIANCE CERTIFICATE CHECKING DAY

**SATURDAY 1st September 2007**

Please ensure that you have read the instructions as set out in the new MYC Handbook 2007/8 and make sure that your two compliance forms are forwarded to the MYC office by Saturday 25th August.

A couple of changes will be noted to the requirements in each category for the coming season these are published in your YA "Blue Book" 2005-2008 and they are:

1. The old bulky Mae West type PFDs are no longer acceptable and need to be replaced as from 1st July 2007 with PFD types complying to Australian Standards and be branded with their mark of approval, retro-reflective tape, whistle attached and name.
2. Fire extinguishers will need to be updated to the necessary number and Rating 10BE **and** a Fire Blanket. This will apply to any vessel of any length that may carry an auxiliary engine, at any time, (eg: for getting to the start line of a race).
3. EPIRBs. Categories requiring these should note that from 2008/2009 season these will need to be 406 Mhz type.

In addition to the YA Rules of Racing requirements Cat 7 yachts must observe the NSW Maritime requirements which include carrying:

1. Efficient sound signal device (not a whistle)
2. For all boats 8metres and over, lifebuoy with 30 metres of line attached, retro-reflective tape, whistle and name.3
3. If your boat is not fitted with a marine radio, hopefully VHF, make sure you carry a mobile telephone on board.

Rule 1.01 states that "N" items are mandatory for night sailing and "R" is a recommendation of good practice. Consideration should be given to items with these indicators, especially flares for Category 7, as owners must consider the safety issues for their crew.

Rule 2.03.1 requires, amongst other things, that the equipment function properly, be regularly serviced and readily accessible. **All crew members should know where the equipment is stored and how to use it.**



*Mae West type PFD will not be accepted*

### ACCEPTED



**Aquatic Licence and what it means to you and your club**  
NSW Maritime is concerned with the conduct of sailing vessels competing in races under Aquatic Licences and reminds club members of the conditions of the Aquatic Licence which clearly state that:

**All competitors must abide by traffic directions of NSW Maritime Boating Service Officers.** Any competitor, so directed to stop by NSW Maritime Boating Service Officers as a result of an incident/collision or complaint shall do so immediately.

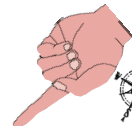
#### And;

All competitors must be briefed in relation to obligations to **keep well clear of shipping.**

The Water Traffic Regulations provides for a penalty notice to be issued to the master of the vessel for impeding a seagoing vessel or ferry which can carry a penalty of up to \$1500.

The Water Traffic Regulations also provides for a penalty notice to be issued to the Aquatic licensee which can carry a penalty of up to \$1500. Non-compliance with the conditions of the Aquatic Licence with regard to the above issues may result in the cancellation of the Licence.

Any displays of non compliance of the above nature will result in NSW Maritime issuing a Penalty Notice to the Master of the vessel involved and a Penalty Notice to the Aquatic Licensee.



### FIRE EXTINGUISHERS

**Bruce Hitchman** has, again this year, generously offered his time and transport to collect and take any fire extinguishers requiring testing to be tested and in so doing can offer a reduced price to have each fire extinguisher so tested.

So that your fire extinguisher can be included please have your name and the boat's name clearly marked on each extinguisher and deliver them to the Manly Yacht Club from **Saturday 18th August to Wednesday 22 August.**

They should be able to be collected from the Club the following weekend from Saturday 25th August.

The price for the test for each extinguisher should be about the same as last year, \$6.00, but not guaranteed until the testing has been completed.

Extinguishers over 6 years old will not be accepted.

**Please take note that the minimum required rating for all Race Categories this year is 10BE .**



### BE AWARE

As from 1st July 2007 the Mae West type PFD will not be accepted for any category under the YA Racing Rules of Sailing.

Please ensure that your PFD 1 or PFD 2 meets the new requirements (Rule 5.01)

1. Branded with the Australian Standard AS1512 or AS1499
2. Marine grade retroreflective tape
3. Whistle attached
4. Name

There will be a collection bin at the MYC if you wish to donate your old PFDs to the 'Children in Africa' cause.





The Big Blue is wintering well with Chris and Anne are still living it up in the tropics and Craig is still keeping the home fires burning.

Craig's Junior sailing program has gotten off to a great start with huge interest in the July School Holidays - start talking to him now about getting your kids sailing in September.

In the meantime, we (Chris and I) are doing it tough in the beautiful Whitsundays. The weather was pretty bad when we got here but quickly cleared to beautiful sunny days. We've had a few charters and have spent our time with our guests snorkelling, enjoying the beautiful scenery and popping in to a few resorts here and there. The huge thrill of the last few days has been the whales. They have arrived in the Whitsundays and are everywhere, its been fantastic.

By the time you read this article we will have competed in Airlie Beach Race Week and will be about to start Hamilton Island Race Week. Over the past two days the first boats from Sydney have arrived here and we're having a great time catching up with old friends. We are very excited about both race weeks as we have some great MYC crew coming to join us. Watch out for the stories in next months edition.

We leave the Whitsundays on September 8th and turn for home, expecting to take 15 days to get back to Sydney. We have crew joining us for the full leg or part of it - why not take a few days off and get those offshore miles under your belt! You can join us for \$70 a day, you tell us the dates you are available and we'll tell you where we can pick you up/drop you off. Or do what one hardy crew member is and do the whole journey with us! You can contact me on 0414 209269 or hogan\_a@hotmail.com **See you on the water! Anne Hogan**



for more great pics visit:  
www.thebigblue.com.au



Part of the fleet  
...lunch at Reef  
Beach ...  
Issac giving the  
event the  
thumbs up!



### Manly

We have had some variables in the weather this winter, with a couple of cancellations. A couple of days where the weather was unpleasant, but we went ahead anyway, not wanting to disappoint our people. One day when we started the sailing then stopped before everyone had completed their sail owing to a worsening of conditions, and two absolutely wonderful days when we had a huge turn up and wonderful sailing weather. So it has been a mixed bag, topped off by a perfect day on Wednesday, 8th August, when all helpers and clients had a fabulous sail and were entertained by a seal showing off his/her sailing skills near Reef Beach.

Now we are ready to start our Summer Season with our new committee elected at our A.G.M. This committee comprises much the same as last year, with a new Treasurer, new Maintenance Person and an addition to the committee. Welcome to Jan Jensen and Maurine Goldston-Morris, farewell to John Storey, Graham Richards and Malcolm Murray.

At the annual BIA Boat Show at Darling Harbour, we did our usual thing with a stand and lots of eager members ready to pass on the Sailability word. We attended on Friday afternoon and Saturday morning of the first weekend in August. Hopefully we have attracted numerous volunteers and clients.

There is an inaugural Sailability Conference for the whole of NSW taking place on the weekend of 17 and 18th August. Several of our members will be attending, and discussing such important matters as administration, media, volunteering, rigging, risk management, fund-raising, grant submissions, etc. This promises to be extremely interesting, and will build up our enthusiasm for coming seasons.

Eli Demeny

## Commodore's Report

*Bula!* We are just passing Reed's Reef, a day out of Savu Savu, Fiji, as part of a 3 day passage from the Vava'u Group of Islands of Tonga on "M.V. Suppr", a displacement motor boat on passage from the Med. After a good day and a half of mal de mer, the stugeron tablets have finally kicked in and I think I'm ready to eat something...anything! I've volunteered to cook the Mahi Mahi which was caught yesterday if I keep feeling this good.

Meanwhile, back at Manly Yacht Club, you should have all received your current handbook. Thanks again to all involved in producing, proof reading and distribution. I'd like you to take a moment to browse through the book to note any changes from previous seasons. You will see a new section on the inherent risks associated with sailing. As part of our Aquatic Licence the club is required to advise club members of this risk. We are also required to remind you to obey any NSW Maritime on water instructions as well as directions given by NSW Maritime in their free Small Boating Handbook publication. You will also notice that this year the sailing courses are generic. This may clarify or confuse depending on who I speak to but we thought we'd give it a go for this year and will await feedback towards the end of the season. Hopefully, this will ensure that the sailing instructions are read instead of just flicking to the course. Boat owners will have received a second copy of the handbook in readiness for the compliance checking on Saturday, 1st September. I hope we've left you enough time to make your boats ship shape!

Your sailing committee has kept most of the same familiar faces. We welcome Pam Davis as Principal Race Officer and I encourage you to give her every assistance in the difficult job she has putting together a Race Committee every time we get out on the water. She will be endeavouring to contact all club members, not just boat owners, to help in some capacity, so that we can all enjoy the sport we joined Manly Yacht Club for. Thank you Ann, Peter and Phil for your contribution to the sailing committee in the past year.

Please check the handbook for the list of available courses for this season - some of which are external - and assist by notifying Malcolm in plenty of time if you intend attending. Some courses incur a penalty if we notify too late of cancellations due to lack of attendance. RACE MANAGEMENT COURSE. (with Peter Wilkins) To be held at MYC on Tuesday 28 August. Time: 1900 to 2130. Cost: Free. (see page 8 newsletter)

To kick this sailing season off, your sailing committee will be holding an opening season fun day on Sunday 2nd September (the day after compliance checking) with a BBQ on the deck and some on water activity (see page 1). *As we haven't quite laid the foundations of the format there will be a separate mail out closer to the date. So I hope to see you all there.*

All for now ... time to cook that fish. **Maz- Commodore**

## The 105' Trimaran Sodeb'o

Six am, and Thomas Coville is studying the weather on his laptop. He looks up, shakes my hand, then looks back to the screen in silence.

Outside in the darkness, the delivery crew of Sodeb'o are walking to the boat, ready for a predawn departure from Newcastle to Sydney. Silently pulling on my thermals in the warm office, I followed the dozen Frenchmen, climbed onto the spongy trampoline and used the exaggerated "slow motion" walk to get to the cockpit. The skipper arrived, spoke a few quiet words and we were off.

Thirty minutes later, with three reefs in the main and a staysail up, Sodeb'o was humming along at twenty knots, a high pitch just audible from the hulls, rising an octave as we took off in the gusts. With a twenty five knot westerly we ate up the miles, the windward float out of the water for ten minute spells, it's rudder slicing the surface as the breeze eased. In a light patch north of Sydney whilst shaking out a reef, Thomas apologised for his rudeness in not welcoming me properly, explaining he was "A little busy earlier", and asked if everything was ok.

"You have had something to eat? Some water perhaps? Another cookie?"

"Fine Thomas, everything is fine..."

Sodeb'o, like its skipper has a lean Bantamweight toughness to it. 105 feet long with pencil thin hulls, in the centre of the cockpit is a Lewmar pedestal that controls the winches, lifting daggerboard, main outhall system, mast rotation and cant angle via a pump. Pedestal not push button power drives this boat.

Two paces forward of the winches and you are at the nav station, sitting under its multi portholed "Jules Verne" coachroof. Nothing is out of reach, and nothing can fall too far or fast in this space. Offset in the floor a narrow hatch leads down to the carbon black bilge, where crouched in this oversized canoe, you can just make out a small lightweight pipecot next to the rudder quadrant.

So in this cold, dark and very noisy bilge, thats the refuge. That's where you go after dragging sails around the energy sapping trampoline, after hours of steering, concentrating and squinting ahead for hazards. Or climbing the rig, repairing a fitting, or even turning your brain into a pretzel studying the weather, you climb down here to briefly

recharge mind and muscle, then, always on your own, back into it.

I am happy to squeeze back out into the sunshine, where the team are checking the boat, telling jokes, and handing out more chocolate chip cookies.

An hour into the trip, Olivier "Chinois" Despaigne asked "You like to steer?", " I like very much", and with the effort of dropping a gear in an Ferrari, the boat accelerates in a gust to 26 knots, the sensation feeling like a punch in the lower back. Now Coville is next to me, relaxed, listening, eyes scanning over his new boat. I grin. He nods. We are flying.

This is the second trimaran built to race singlehanded around the world by Peter and Sari Ullrich's Boatspeed team. Sodeb'o is thirty feet longer than Ellen Macarthur's B&Q, and using the Boatspeed Custompreg® system, over 12,000 square metres of carbon and hybrid fibres are in the main hull, floats, beams, daggerboard and mainsail track beam.

The Irens - Cabaret design took thirteen months to build, approximately 50,000 hours. Male plugs were used to construct the hull and deck, female moulds for floats, beams, track beam and coachroof, all cured in the Boatspeed oven at temperatures between 60 and 80 degrees C. The boat feels solid and surprisingly manageable for something this size.

Skimming past the Northern beaches we tack in through harbour entrance, stopping as we swing through the wind. By my watch from motionless to twenty knots is thirty seconds. With this acceleration and graphics on the 115' rig we are a magnet for all on the water, getting waves from the harbour bridge, and a jaw dropping stare from a fisherman anchored in a dinghy we roar past.



Sodeb'o was in Sydney for 24 hours before returning to Newcastle on it's journey north. First stop New Caledonia, then Bali where Coville sails solo to the Seychelles, for the crew rejoin and sail to France to prepare for the solo round the world record. *Merci Thomas, and good luck!*

Blue   
Blue@utarzan.com

Photos by  
Christophe Launay  
(who lives in Manly)







*The Navman Winter Series has been Run & Won.*

Race 2 saw bleak winter conditions greet the small fleet that were brave enough to face the elements. Ten Sixty took line honors in division 1 with Jason Arruzza in Melody coming home first in division 2.

Race 3 saw the forecasters get it all wrong, a predicted cold wet winter's day turned out to be just cold. Another small fleet donned the bobby hats

(I understand this is what we Australians call a beanie) and headed out for some light but wonderful sailing. Bruce & Pam Davis in Pensive were first home in division 1, with Peter Bennell sailing Good Intent winning division 2.

This year has really been a Winter Series with another cold wet day greeting us for the fourth race. A steady but lightning breeze followed the fleet around the harbour and in the end the course had to be shortened, no silly yellow ribbons this time, just a couple of blokes with a hooter and a boat. Cape Fear steered by Kevin Boxhall took out division 1 and Carinya IV, Jim Nixon lead the second division home.

Finally we had a great winter's day for the last race. I arrived at Rattys mooring to be greeted by a small seal doing really cute seal things around the boat and soaked up the sunshine glad that at last we could have a sail in good winter conditions. Of course with a good day come the boats 21 starters and 20 finishers. I understand Bokara's radar was malfunctioning and they failed to round the last mark.

Division 2 was won by Lautrec and the Eblings followed by Good Intent and Ratty. Division 1 saw Shear Magic, Pam, & Ten Sixty in the lead.

Thanks to all the people who helped with the Winter Series, Judy, Mary, and Robyn for starting and finishing the races, the crew who manned Robby R each week just in case we had to shorten course, the kitchen and bar volunteers as well as the BBQ'rs.

The overall point scores were won by Pensive and Beau Soleil. The Navman prizes were collected by Peter McDonald in Pam, Kim McKay in The Usual Suspects, and Lautrec.

**Now let's bring on summer. Ian Dennewald.**

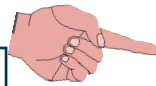


*The overall point scores were won by Beau Soleil - Div 2.*

Navman Winter Series Results - Race 2 27 May 2007										
Sail No	Yacht Name	Helms	Yacht Class	Div	Start Time	Actual Start	Finish	Elapsed	Place	
MYC7	Ten Sixty	Phil Vidler	Radford 10.6	1	12:28:00	12:28:51	14:45:59	2:17:08	1	
2090	Morna	Greg & Leanne Zyner	Cavalier 35	1	12:25:00	12:25:03	14:46:28	2:21:25	2	
MYC10	Pensive	Bruce Davis	Nthshore NSX381	1	12:37:00	12:37:24	14:48:38	2:11:14	3	
MYC375	Out There	Greg James	Cavalier 375	1	12:41:00	12:41:23	14:50:59	2:09:36	4	
MYC12	San Toy	Maz Theaker	Radford 12	1	12:39:00	12:39:19	14:56:37	2:17:18	5	
M556	Jai Dee	Peter Hunt	Bavaria 41	1	12:20:00	DNC				
5830	Cheap Thrills	Barry Mifflin	Ross 780	1	12:24:00	DNC				
KA16	Pam	Peter McDonald	International 5.51	1	12:28:00	DNC				
MYC100	Shear Magic	Howard Sullivan	Adams 10	1	12:31:00	DNC				
M366	Windy Point	Kathy Brown	Adams 8	1	12:33:00	DNC				
6510	Poets Day	Steve Wilton	Elan 40	1	12:38:00	DNC				
MH22	Cape Fear	Kevin Boxhall	Cape 35	1	12:46:00	DNC				
6776	D/W/Waves	Jim Thomas	First 40.7	1	12:46:00	DNC				
MYC2	Cuckoos Nest	Nigel Holman	Sydney 39	1	12:58:00	DNC				
Division 2										
1255	Melody	Jason Arruzza	Swanson Dart	2	12:09:00	12:09:38	14:35:58	2:26:20	1	
MYC9	Beau Soleil	B Spence/Al Thomson	Cavalier 28	2	12:14:00	12:14:21	14:37:22	2:23:01	2	
983	Pacifica	Chris Rogers	Catalina 30	2	12:06:00	12:06:25	14:39:40	2:33:15	3	
MYC5	Eos	Brian Wilson	Brittany Sloop	2	12:20:00	12:20:07	14:46:02	2:25:55	4	
4617	T/U/Suspects	Kim McKay	Northshore 33	2	12:24:00	12:24:19	14:48:09	2:23:50	5	
A73	Top Odds	Karen Petersen	Northshore 27	2	12:06:00	12:06:53	DNF			
1152	Bokarra	Colin Cameron	Santana 22	2	12:06:00	DNC				
MYC820	Good Intent	Peter Bennell	Clansman 30	2	12:06:00	DNC				
MYC20	Mananya	David Fairclough	Cole 26	2	12:07:00	DNC				
MYC33	Lautrec	Helen Ebeling	Passage 33	2	12:18:00	DNC				
5797	Sip Ahoy	Murray Bailes	Northshore 34	2	12:20:00	DNC				
KA113	Flying Carpet	Nick Chatham	J24	2	12:22:00	DNC				
3683	Ratty	Ian Dennewald	Northshore 27	2	12:22:00	DNC				
KA55	Atalanta	David Harris	J24	2	12:22:00	DNC				
127	Carinya IV	Jim Nixon	Carmen Class	2	12:24:00	DNC				
MYC24	J Curve	Jack Morrison	J24	2	12:25:00	DNC				
AUS147	Okavanga Delta	Julian McPherson	J24	2	12:26:00	DNC				
5216	Starship	Peter Richter	Hudson 32	2	12:26:00	DNC				

Navman Winter Series Results - Race 3 24 June 2007										
Sail No	Yacht Name	Helms	Yacht Class	Div	Start Time	Actual Start	Finish	Elapsed	Place	
MYC10	Pensive	Bruce Davis	Nthshore NSX381	1	12:41:00	12:41:13	14:37:57	1:56:44	1	
MYC12	San Toy	Maz Theaker	Radford 12	1	12:37:00	12:37:27	14:38:50	2:01:23	2	
5830	Cheap Thrills	Barry Mifflin	Ross 780	1	12:24:00	12:25:02	14:50:12	2:25:10	3	
MYC375	Out There	Greg James	Cavalier 375	1	12:43:00	12:43:16	14:51:45	2:08:29	4	
MYC100	Shear Magic	Howard Sullivan	Adams 10	1	12:31:00	12:31:29	14:54:36	2:23:07	5	
2090	Morna	Greg & Leanne Zyner	Cavalier 35	1	12:31:00	12:31:08	14:54:39	2:23:31	6	
MYC7	Ten Sixty	Phil Vidler	Radford 10.6	1	12:36:00	12:36:09	14:54:46	2:18:37	7	
M556	Jai Dee	Peter Hunt	Bavaria 41	1	12:20:00	DNC				#VALUE!
KA16	Pam	Peter McDonald	International 5.51	1	12:28:00	DNC				#VALUE!
M366	Windy Point	Kathy Brown	Adams 8	1	12:33:00	DNC				#VALUE!
6510	Poets Day	Steve Wilton	Elan 40	1	12:38:00	DNC				#VALUE!
MH22	Cape Fear	Kevin Boxhall	Cape 35	1	12:46:00	DNC				#VALUE!
6776	D/W/Waves	Jim Thomas	First 40.7	1	12:46:00	DNC				#VALUE!
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983	Pacifica	Chris Rogers	Catalina 30	2	12:10:00	12:10:54	14:26:44	2:15:50	3	
MYC20	Mananya	David Fairclough	Cole 26	2	12:07:00	12:07:29	14:27:42	2:20:13	4	
MYC33	Lautrec	Helen Ebeling	Passage 33	2	12:18:00	12:20:25	14:32:07	2:11:42	5	
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5797	Sip Ahoy	Murray Bailes	Northshore 34	2	12:20:00	12:20:36	14:39:38	2:19:02	8	
MYC5	Eos	Brian Wilson	Brittany Sloop	2	12:22:00	12:22:04	14:40:24	2:18:20	9	
KA113	Flying Carpet	Nick Chatham	J24	2	12:22:00	12:22:16	14:41:29	2:19:13	10	
1255	Melody	Jason Arruzza	Swanson Dart	2	12:17:00	12:18:05	14:42:57	2:24:52	11	
MYC9	Beau Soleil	B Spence/Al Thomson	Cavalier 28	2	12:20:00	12:20:42	14:44:09	2:23:27	12	
KA55	Atalanta	David Harris	J24	2	12:22:00	12:23:03	15:15:15	2:52:12	13	
A73	Top Odds	Karen Petersen	Northshore 27	2	12:06:00	DNC				#VALUE!
1152	Bokarra	Colin Cameron	Santana 22	2	12:06:00	DNC				#VALUE!
MYC24	J Curve	Jack Morrison	J24	2	12:25:00	DNC				#VALUE!
AUS147	Okavanga Delta	Julian McPherson	J24	2	12:26:00	DNC				#VALUE!
5216	Starship	Peter Richter	Hudson 32	2	12:26:00	DNC				#VALUE!

Navman Winter Series Results - Race 4 22 July 2007										
Sail No	Yacht Name	Helms	Yacht Class	Div	Start Time	Actual Start	Finish	Elapsed	Place	
mh22	Cape Fear	Kevin Boxhall	Cape 35	1	12:46:00	12:46:20	14:54:55	2:08:35	1	
myc100	Pensive	Bruce Davis	Nthshore NSX381	1	12:49:00	12:49:05	15:01:29	2:12:24	2	
myc12	San Toy	Maz Theaker	Radford 12	1	12:43:00	12:43:06	15:05:18	2:22:12	3	
2090	Morna	Greg & Leanne Zyner	Cavalier 35	1	12:29:00	12:29:01	15:08:59	2:39:58	4	
5830	Cheap Thrills	Barry Mifflin	Ross 780	1	12:28:00	12:28:09	15:11:52	2:43:43	5	
myc375	Out There	Greg James	Cavalier 375	1	12:45:00	12:45:18	15:16:59	2:31:41	6	
m556	Jai Dee	Peter Hunt	Bavaria 41	1	12:20:00	DNC				
ka16	Pam	Peter McDonald	International 5.51	1	12:28:00	DNC				
myc100	Shear Magic	Howard Sullivan	Adams 10	1	12:29:00	DNC				
m366	Windy Point	Kathy Brown	Adams 8	1	12:33:00	DNC				
myc7	Ten Sixty	Phil Vidler	Radford 10.6	1	12:34:00	DNC				
6510	Poets Day	Steve Wilton	Elan 40	1	12:38:00	DNC				
6776	D/W/Waves	Jim Thomas	First 40.7	1	12:46:00	DNC				
myc2	Cuckoos Nest	Nigel Holman	Sydney 39	1	12:58:00	DNC				
Division 2										
127	Carinya IV	Jim Nixon	Carmen Class	2	12:30:00	12:30:06	14:56:36	2:26:30	1	
myc9	Beau Soleil	B Spence/Al Thomson	Cavalier 28	2	12:18:00	12:18:19	14:57:45	2:39:26	2	
3683	Ratty	Ian Dennewald	Northshore 27	2	12:22:00	12:23:51	14:58:44	2:34:53	3	
983	Pacifica	Chris Rogers	Catalina 30	2	12:14:00	12:16:30	15:02:26	2:45:56	4	
MYC20	Mananya	David Fairclough	Cole 26	2	12:09:00	12:09:49	15:05:56	2:56:07	5	
myc33	Lautrec	Helen Ebeling	Passage 33	2	12:18:00	12:25:13	15:12:10	2:46:57	6	
MYC820	Good Intent	Peter Bennell	Clansman 30	2	12:14:00	12:14:34	DNF			
4617	T/U/Suspects	Kim McKay	Northshore 33	2	12:22:00	12:22:24	DNF			
A73	Top Odds	Karen Petersen	Northshore 27	2	12:06:00	DNC				
1152	Bokarra	Colin Cameron	Santana 22	2	12:06:00	DNC				
1255	Melody	Jason Arruzza	Swanson Dart	2	12:15:00	DNC				
5797	Sip Ahoy	Murray Bailes	Northshore 34	2	12:18:00	DNC				
myc5	Eos	Brian Wilson	Brittany Sloop	2	12:20:00	DNC				
ka113	Flying Carpet	Nick Chatham	J24	2	12:20:00	DNC				
ka55	Atalanta	David Harris	J24	2	12:20:00	DNC				
myc24	J Curve	Jack Morrison	J24	2	12:25:00	DNC				
aus147	Okavanga Delta	Julian McPherson	J24	2	12:26:00	DNC				
5216	Starship	Peter Richter	Hudson 32	2	12:26:00	DNC				



## Race Management Team Plans

Navman Winter Series Results - Race 3		2 July 2006							
Sail No	Yacht Name	Helm	Yacht Class	Div	Start Time	Actual Start	Finish	Elapsed	Place
MYC100	Shear Magic	Robert Steffens	Adams 10	1	12:29:00	12:29:15	14:42:08	2:12:53	
KA16	Pam	Peter McDonald	5.5	1	12:28:00	12:29:00	14:46:18	2:17:18	
MYC7	Ten Sixty	Phil Vidler	Radford 10.6	1	12:34:00	12:34:05	14:54:22	2:20:17	
5830	Cheap Thrills	Barry Milfin	Ross 780	1	12:26:00	12:26:18	14:56:15	2:29:57	
MYC375	Out There	Greg & Gabrielle James	Cavalier 375	1	12:43:00	12:43:05	14:59:08	2:16:03	
MH22	Cape Fear	Kevin Boxhall	Cape 35	1	12:54:00	12:54:22	15:03:26	2:09:04	
MYC10	Pensive	Bruce & Pam Davis	NSX38	1	12:55:00	12:55:03	15:11:23	2:16:20	
2090	Morna	Greg & Lesanne Zyrner	Cavalier 35	1	12:31:00	12:31:00	DNF		
M366	Windy Point	Kathy Brown	Adams 8	1	12:33:00		DNC		
6510	Poets Day	Steve Wilson	Elan 40	1	12:38:00		DNC		
6776	D/W/Waves	Jim Thomas	First 40.7	1	12:46:00		DNC		
MYC12	San Toy	Maz Theaker	Radford 12	1	12:47:00		DNC		
MYC2	Cuckoos Nest	Nigel Holman	Bavaria 42	1	12:58:00		DNC		
M556	Jai Dee	Peter Hunt	Bavaria 41	1	12:20:00		DNC		
	Div 2								
MYC33	Lautrec	Helen Ebeling	Passage 33	2	12:16:00	12:16:22	14:30:02	2:13:40	
MYC820	Good Intent	Peter Bennell	Clansman 30	2	12:14:00	12:14:16	14:46:41	2:32:25	
3683	Ratty	Ian Dennewald	Northshore 27	2	12:26:00	12:26:10	14:47:00	2:20:50	
5797	Sip Ahoy	Murray Bailes	Norshore 34	2	12:18:00	12:19:18	14:47:23	2:28:05	
AUS147	Okavanga Delta	Julian McPherson	J24	2	12:26:00	12:26:10	14:47:53	2:21:43	
MYC9	Beau Soleil	B Spence/ Al Thomson	Cavalie 28	2	12:24:00	12:24:37	14:53:50	2:29:13	
A73	Top Odds	Karen Petersen	Northshore 27	2	12:06:00	12:10:43	14:54:57	2:44:14	
MYC20	Manyana	David Fairclough	Cole 26	2	12:07:00	12:07:56	14:55:22	2:47:26	
MYC24	J Curve	Jack Morrison	J24	2	12:25:00	12:25:16	14:58:15	2:32:59	
MYC5	Eos	Brian Wilson	Brittany Sloop	2	12:20:00	12:20:23	14:59:41	2:39:18	
4617	T/U/Suspects	Kim McKay	Northshore 34	2	12:22:00	12:22:16	15:08:37	2:46:21	
KA55	Atalanta	David Harris	J24	2	12:20:00	12:20:31	15:27:07	3:06:36	
1152	Bokarra	Colin Cameron	Santana 22	2	12:06:00	12:06:10	DNF		
MYC202	Isea II	Matt Collis	Bluebird 22	2	12:02:00		DNC		
1255	Melody	Jason Arruzza	Swanson Dart	2	12:15:00		DNC		
983	Pacifica	Rob Carah	Catalina 30	2	12:16:00		DNC		
AUS113	Flying Carpet	Nick Chatham	J24	2	12:20:00		DNC		
5216	Starship	Peter Richter	Hudson 32	2	12:26:00		DNC		
127	Carinya IV	Jim Nixon	Carmen Class 2	2	12:38:00		DNC		

At last winter is nearly over, and a new sailing season is upon us. The sailing committee has put together a race program designed to allow sailing and home life to co-exist except for the gardening!!

With every MYC race, we need a competent race team to start and finish the race, for which we rely on volunteers. When you add it up, each race requires 5 people - 2 on Carlyle, 2 on Robbie R, and a duty officer in the clubhouse. With about 27 race days scheduled for the 2007 - 2008 season, this adds up to 135 people over the season (without counting the twilight races, or shop duties after the race). Your club needs you!

In the past we have been ever so lucky to have Peter Wilkins who has run our races. We have also relied on a dedicated team of mark layers (Graham, Ted, Richard, Joe and Manny) on Robbie R. While this team will be on the water again, we will still need people to help them and fill in any gaps.

Those members who had listed their skills as race officer, or with a power boat licence or radio licence have been asked to offer assistance. However, all you really need to be is willing to help. On the job training is provided! If you are able to assist, please do not wait to be asked, send me an email to: [bpddavis@bigpond.net.au](mailto:bpddavis@bigpond.net.au) no big commitment is required, one Sunday during the season would be gratefully accepted.

Sailing is only half the fun of racing, the other half is coming back to the club to dissect the race over something cold, and something BBQed. This season, each boat entered into a series will get their chance to meet, greet and serve in the MYC shop. As this will be after the race, no need to give up sailing, just get all your crew to come back to the club for a drink, allowing the skipper to delegate!

Look forward to hearing from you if you are able to assist in running the MYC races.

Contact: **Pam Davis: Principal Race Officer**   
[bpddavis@bigpond.net.au](mailto:bpddavis@bigpond.net.au) PH: 99391972 or 0416 240 194



**New Member** We are delighted to welcome to our Club the following new member.



**Helen Buckland, The Big Blue sailing School**  
**Looking to crew**

We look forward to meeting you, perhaps at the **Sailing Season Launch and BBQ Sunday 2nd September**  
*See Diary dates on Page 8*

### CORRECTION TO PRESENTATION NIGHT RESULTS

Please note that due to a minor "brain snap" on the part of your Commodore, the incorrect tables for the Bob Greene and Davis Cup scratch results were published in the presentation handbook. These trophies are awarded to the most number of firsts over the line in Division 1 and Division 2. Congratulations to Jim Thomas and crew on Dances With Waves for 9 firsts (race 2 was abandoned otherwise it would have been a clean sweep) and Jim Nixon and crew on Carinya IV, in a hard fought battle between Carinya IV, Big Blue Sailing 01 and The Usual Suspects.

Scratch Pointscore Division 1 Bob Greene Trophy												
Place	Yacht	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Total
1	D/W/Waves	1	ABN	1	1	1	1	1	1	1	1	9
2	Pam	8	ABN	2	3	2	3	4	5	5	3.13	0
2	San Toy	2	ABN	3	8	8	4	2	3	6	9	0
2	Slangivar	3	ABN	4	5	3	6	5	4	2	3	0
2	Ten Sixty	5	ABN	6	2	6	9	9	2.75	7	4	0
2	Shear Magic	6	ABN	5	7	8	5	3	6	3	9	0
2	Wild Life	9	ABN	9	9	9	2	4.75	2	9	2	0
2	Morna	4	ABN	8	4	4	7	9	7	4	9	0

Scratch Pointscore Division 2 Davis Cup												
Place	Yacht	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Total
1	Carinya IV	1	ABN	12	12	1	2	1	4	5	12	3
2	Big Blue Sailing 01	10	ABN	1	12	12	1	3	2	2	12	2
2	T/U/Suspects	6	ABN	3	2	3	4	5	1	1	3	2
4	Kaotic	2	ABN	2	1	2	12	2	12	12	12	1
4	Ratty	3	ABN	5	3	4	3	4	3	3	1	1
6	Melody	5	ABN	12	5	8	12	7	6	6	4	0
6	Eos	4	ABN	4	4	6	12	6	12	12	2	0
6	Beau Soleil	10	ABN	6	12	5	5	8	5	4	5	0
6	Isea II	12	ABN	12	12	9	12	9	7	7	6	0
6	Bokarra	10	ABN	7	6	7	12	12	12	8	12	0
6	Tapeti	12	ABN	12	12	12	12	12	12	12	12	0

### THANKS TO THOSE WHO HELPED WITH THE WINTER RACE SERIES

Race Director Ian Dennewald organized another great winter race series, enjoyed by all who braved the weather. Congratulations Ian on a great series, and thanks also to everyone who helped run the series - the race officers on the deck, the Robbie R crews (for replacing that yellow ribbon) and the shop assistants. We cannot run our race series without the support of our members, so thanks to everyone:

**Race officers on the deck: Robyn Dennewald, Judy Richardson and Mary Peacock**

**Robbie R: Graham Millar, Ted Simpson, Steve Teudt, Greg Walmsley, Manny Mitternacht, Ken Terrens, David Lewis and Angus Clarke.**

**Winter Series Shop Duty: Usual Suspects, Pensive, San Toy, Okavanga Delta, Top Odds and Manyana**



**"thank you" Dennis Higgs of Bay Coffee Roasters**

for our coffee at the Manly Yacht Club's AGM  
**"THE BEST COFFEE ON THE PENINSULA"**

Bay Coffee Roasters has become the favourite meeting coffee spot for many MYC members...*see you there!*



DIARY DATES	
Sat 18 Aug	NSW Maritime Power Boat Course
Sat 25 Aug	2 Compliance Forms returned to MYC
Sat 25 Aug	Sailability: Hornsby Lifestyle/General
Mon 27 Aug	Sailing Committee Meeting
Tue 28 Aug	Race Management Course
Sat 1 Sep	Equipment and Compliance Inspection
Sun 2 Sep	Start of the season Fun Day and BBQ all members welcome
Tue 4 Sep	Sail Trimming Course
Fri 7 Sep	APEC Summit Public Holiday
Sat 8 Sep	Yachts - Lion Island OS-1
Sat 9 Sep	Sailability BIRDS/General
Sun 9 Sep	MJ's BBS Training
Mon 10 Sep	Board Meeting
Tue 11 Sep	Racing Rules of Sailing
Wed 13 Sep	Sailability - RFW Fisher Road
Sat 15 Sep	Power Boat Practical
Sun 16 Sep	Yachts - CC-1
Sun 16 Sep	Centreboards SSP-1/CC1
Sun 16 Sep	MJ's BBS Coaching
Sat 22 Sep	NSW Maritime Power Boat Course - external
Sat 22 Sept	Sailability: Hornsby Lifestyle/General
Sun 23 Sep	Yachts - CBL-1
Sun 23 Sep	Centreboards SSP-2
Sun 23 Sep	MJ's BBS Coaching
Mon 24 Sep	Sailing Committee Meeting
Sat 29 Sep	Yachts - Pittwater OS-2
Sat 29 Sep	NSW Maritime Power Boat Course
Sun 30 Sep	MJ's BBS Coaching
Mon 1 Oct	Labour Day

Please check the 2007- 2008 Handbook

**DUTY ROSTER CREW CONTACT:**  
Pam Davis: [bpdavis@bigpond.net.au](mailto:bpdavis@bigpond.net.au)

**Stop Press**  
Good Health News from  
Peter Wilkins

**"Born to Sail"**

Congratulations Fiona and David on their new born C.C. McEwen Charlie (Crew) 04.08.07



**THE FOLLOWING COURSES HAVE BEEN ARRANGED FOR 2007**

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

This course will be held at NSW Maritime premises at Balmain on Saturday 18 August, 22 & 29 September.

Time: 0900 to 1300 (one day course)  
Cost: \$36.00 which includes seminar and exam. (Licence extra).  
Venue: Balmain Leagues Club  
To book: Ring NSW Maritime - 9563 8555

**RACE MANAGEMENT COURSE.**

To be held at MYC on Tuesday 28 August.  
Time: 1900 to 2130. Cost: Free.  
Contact Peter Wilkins M: 0400525273  
H: 80050239 wilkinsp@mortbay.com

**SAIL TRIM COURSE.**

To be held at MYC on Tuesday 4 September. *Presenter:* North Sails. Time: 1900 to 2130. Cost: Free

**RACING RULES.**

To be held at MYC on Tuesday 11 September. *Presenter:* Mark Pryke. Time: 1900 to 2200 Cost; \$10.00.

**POWER BOAT PRACTICAL.**

To be held at MYC on Saturday 15 September, 13 & 27 October.  
Time: 0900 to 1200. Three pupils per session. Cost: Free

**FIRST AID PLUS.**

To be held at MYC on 4 consecutive Tuesdays. 2, 9, 16 & 23 October.  
Time: 1830 to 2130. Cost: \$140.00  
NOTE: Your current First Aid Certificate is only valid for three years.

**RADIO COURSE.**

This course will be held at the RVCP at The Spit on 5 consecutive Wednesdays. 17, 24, 31 October, 7 & 14 November.  
Time: 1930 to 2130. Cost: \$130.00 which includes book and exam.

UNLESS OTHERWISE NOTED

**MALCOLM MURRAY  
FOR BOOKING DETAILS - 9451 9074**



*Always step right into the centre of a small boat*

**The 2007/2008 MYC Offshore Series kicks off in September**

*The first race will be held in conjunction with the Sydney Amateur Sailing Club on 8th of September 2007.*



The offshore series kicks off the new racing season on Saturday, Sept 8th. The first race, as last year, will be run by SASC and it is the very popular Lion Island race. Please get your entries in as soon as you read this, so we can get the details of our fleet to SASC by the end of the month. For further details or if you are short of crew or would like to crew please contact:

**Greg Zyner: [gzyner@yahoo.com](mailto:gzyner@yahoo.com)  
or 0425 322079.**

**SOME TIPS FOR YOU AND YOUR BOAT.**

Make out a couple of lists and display them where they can be seen. Your crew will benefit and your owner's responsibility will be enhanced.

**Operating Procedures**

**1. Refuelling.**

No smoking, engine/power off, clean any spill, etc

**2. Approaching and Leaving a Jetty or Mooring**

This can include crew familiarisation with mooring set ups and anchoring such as establishing scope and bedding in the anchor. Aware of, and avoiding ropes on deck etc.

Indication of hand signals bow to stern and when used.

Know depths and swing circles.

**3. Emergencies** (these routines should be practised regularly)

Allocate what each crew should do in case of an emergency. eg.

Man-overboard. - Fire. - Failed rigging. (eg broken mast)

**4. Stowage Chart** (for Cat 7 yachts)

**REMEMBER, REMEMBER  
2 Compliance Forms returned by  
25th August to the MYC office!**



*Recently MYC member, Bob Buchanan went to Poland to compete in the OK Dinghy World Championships. He has compiled a report MYC Newsletter.*

## OKs IN POLAND

### A note on the OK Dinghy

The OK Dinghy is a 4m single handed dinghy with one sail and an unstayed mast. (Think of it as a small version of San Toy.) It can be exciting to sail, is physically demanding and, in windier conditions, may be quite a handful.

It was designed in 1957 by Knud Olsen as a preparation class for the Olympic Finn, with which it shares many characteristics (some would say eccentricities) and there has always been some cross-over between the two classes. For example, Jorgen Lindhartsen, who was OK Dinghy World Champion in 1978 and is still competing, coming 7th in these World Championships, was 10 times the Danish Finn Champion. Mateus Kusnierewicz from Poland, against whom I have competed in both classes, was 2nd in the OK Worlds in 1994, later won Gold and Bronze Olympic medals in the Finn and the day after winning the Gold Medal in Savannah in 1996 flew to Sweden to compete in the OK Dinghy Worlds. Nick Craig, who won the OK Worlds for the third consecutive time this year, also competed at the Finn European Championships a couple of months ago.

Australia has had 5 OK Dinghy World Champions, in 1981, 1984, 1986, 1998 and 1999. The world championships come to the southern hemisphere every 4 years and alternate between Australia and New Zealand. The last world championship regatta in Australia was held at Belmont in February 2006. Manly Yacht Club for some years has hosted the local OK fleet once each season as part of the NSW OK Dinghy Association Sydney Harbour Championship series.

Normally the fleet for a world championships for OKs is limited to 80 boats but to celebrate the 50th anniversary of the class it was decided to allow 50% more entries. In the end there were 119 entries accepted. International class rules for the OK stipulate that races may not be started in average wind speeds over 14m/second (a little over 27 knots) but do not require racing to be abandoned if the wind increases after racing starts. The normal obligations on individual skippers to decide whether to race or continue racing apply.

### Some Local Facts

This year the OK Dinghy World Championship regatta was held at Leba (pronounced Webber), Poland. Leba is a smallish town on the Baltic Sea about 100km from Gdansk. It is a tourist destination for Polish holiday-makers. It is reputed to expand from a population of 2,000 during its fairly severe winters to a staggering 80,000 at the height of summer. We could not verify this figure but there were certainly many more people on the streets than we are used to. The beaches can only be described as 'packed'. It is normal for beachgoers to stake out their few square inches with small enclosures of material attached to stakes driven into the sand. From any vantage point the beaches appeared to be covered with ants.

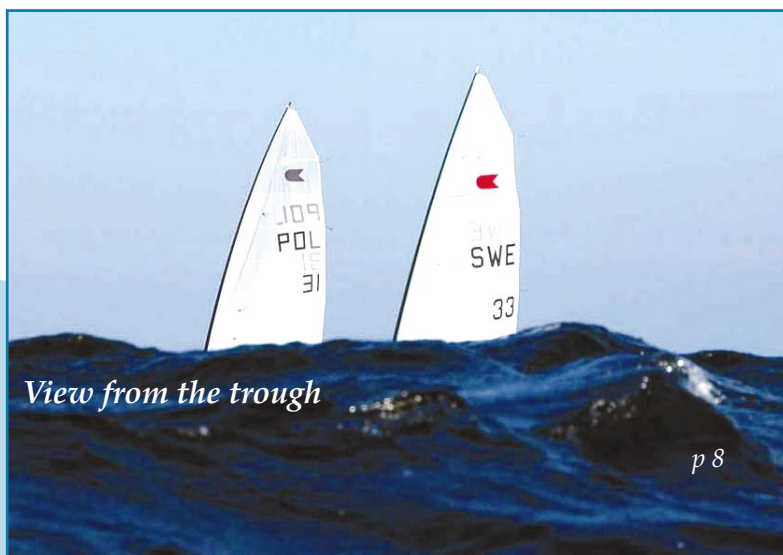
Apart from being a summer tourist destination Leba is a small fishing port. There is a man-made canal which connects a small river with the Baltic Sea. Just off the canal between the town (and its small fishing fleet) and the Baltic Sea there is a modest marina. This was the venue for the 2007 World Championships. Launching was a bit congested with 119 competitors but we all managed. Getting out of the marina, into the canal and negotiating the 400 metres or so to the open sea was a challenge. The marina and canal were sheltered from any prevailing wind (the marina by tall trees and the canal by its concrete walls). A current flowed up or down the canal according to the tide. The canal was also used by local tourist boats, including a fake square rigger under motor which went up and down the channel without much regard to the conventional requirement to keep right or give way to sail. Depending on conditions it was possible for waves to be breaking at the canal entrance.

The Baltic Sea is quite shallow. There was no sea swell at Leba but any decent wind soon kicked up the waves to quite large proportions. They tended to be steep. In 20 knots this gave good surfing and planing conditions quite similar to Port Phillip Bay in Victoria. In 30 knots more advanced techniques were required as the challenge for many became to stay afloat. In these conditions retirements became commonplace and there were quite a few breakages.

With 119 starters the starting line was long. However, a very capable Principal Race Officer saw to it that the line was fair. Many of the crack sailors started well away from the ends of the line. The zone of disturbed air was so large that getting off the line in the first row was a high priority.

Getting to the first mark before the bulk of the fleet arrived was also a great advantage - more of that later.

*Continues on next page*



*View from the trough*



## Getting there and back

The boats (8 were sent from Australia - one boat was chartered in Poland) went in a 40ft container from Melbourne at the end of May. The sailors went more rapidly by airplane. Various routes and connections were possible. In my case I left Sydney at 5pm on a Sunday afternoon and then flew to Bangkok, London, Copenhagen and Gdansk to be met by fellow Australian, Andre Blasse, and driven to Leba - total voyage time about 32 hours.

Coming home I took two trains (Leba to Lebork, Lebork to Gdansk) and then a taxi 15 kms to the airport before retracing the air routes - total voyage time about 38 hours.

## What, no boats?

The plan was to sail in a three day warm-up regatta in the week before the World Championships to get used to the conditions. This was little enough - the New Zealanders (8 of them and all fast) had been in Europe for weeks and had just sailed the German Nationals in Warnemunde. Imagine our pleasure at discovering that the container was not at the marina when we arrived. At that point it had already missed 2 feeder ships to Gdansk and was still in Hamburg. It was held up by German customs because the paperwork (the carnet) had been misplaced. Fortunately Andre's business sends a lot of stuff backwards and forwards to Europe and his shipping agents were looking after general arrangements. Some emails, phone calls and a fair bit of anxiety later and it was decided to send a truck to Hamburg. Who pays - who knows - work it out back in Australia. German customs agree to release the container to Polish customs. The container goes to Slupsk. The container has at least got that far. We can see it and touch it but not open it. I arrived on Monday. It is now Thursday. The warm-up regatta started yesterday. Andre and I drive to Slupsk. The truck driver speaks no English but he smiles a lot and seems to know what he is doing. He takes us from office to office. We don't understand what is being said but we think he is showing the customs officials that there are two real Australians who have come a long way and would like to go sailing. We watch two Polish customs officers break the seal, open the container and do a lot of head scratching. We try to stay calm.

By early afternoon Polish customs have agreed to release the container on condition that one of the event organisers goes personally to Slupsk the next day to vouch for us. By late afternoon the container is at Leba and we unpack. No damage, everything is OK (to coin a phrase) but it is too late to go sailing.

We decide we should not interfere with the fleet on the last day of the warm-up regatta but a few of us get on the water for a couple of hours. Conditions are nice - 8 - 10 knots, small waves, not too cold. Things are looking up but a couple of Australians have not been able to get through the channel against the current in the light winds. After 45 minutes they give up in disgust and go for a beer.

## Measuring

Verifying compliance with class rules before a major international event is a tiresome and tedious exercise but normal. One and a half days are set aside, followed by a practice race before the World Championships commence. Fortunately, the organisers decide to deal with countries alphabetically. Australia is the first group at 8am on Saturday.

The great unknown is what will be measured. The official 'jig' for measuring hull shape and compliance is there. It is a time consuming business if problems start to emerge. There are 119 boats. The organisers have started to measure the local boats on Thursday and Friday to get a head start. We think they are putting some through the jig but it may not be a part of official measuring. Perhaps it became clear it was too time consuming, perhaps some problems were revealed in the local fleet which were not performance affecting but involved technical non-compliance with the rules. Whatever the reason, to everybody's delight, when official measuring started the jig stayed in the corner.

So what were they going to measure - hull weight, mast weight and balance point, black bands, sails. OK - no problem. Rudder and centreboards also - but this time not size and shape, only thickness - 20mm maximum. My centreboard and rudder have come from New Zealand. They are new and shiny. Rudder - no problem - just squeaks through but you want it out to the tolerances don't you? What about the centreboard - too thick!

Sanding, sanding, sanding - by hand - then somebody found a power sander - going backwards and forwards to the measurement shed to try it again. At least I am not the only one. Is the template accurate - the measurers say so and everybody is subject to the same requirements. I love measuring almost as much as protests. More sanding - through the paint, through the resin until the fibreglass matting is exposed on both sides of the thickest point. That feels a bit rough - I wonder if it is fast. One last visit to the measuring station. Force it through under the forgiving gaze of the measurer. At least I didn't swear at them - others were less patient - 'this equipment has been passed at every world championships in the modern millennium - what the ..... are you people doing - the template must be wrong, it certainly can't be me'. But it is all so futile - measurers are gods - they must be obeyed - or else you pack up and go home. Anyway, practice race tomorrow. I put the boat together again and try to forget that the centreboard is no longer shiny and has rough spots on both sides.

## Racing Program

The regatta program is for two races a day for five days. At an estimated 1 hour 10 minutes for the fastest boats each race should see us on the water for about 5 hours each day (3 hrs racing (including 20 minutes to finish after the first boat), leaving an



hour before the start and 30 minutes each between the races and to get home). Racing is due to start at 12.00 each day.

The courses will be a triangle, windward/leeward with a beat to the finish - the old Olympic format - except that there is to be a gate at the end of the run which can be rounded either way.

## Practice Race

We know the forecast is bad when the local dredge comes in from the canal and moors in the marina. No practice race - gale force winds. So - straight into it tomorrow!

*Continues on next page*

### Day One

The winds have moderated - to a little over 30 knots. The waves are coming from the north-east directly into the mouth of the canal. Most of the fleet would struggle to avoid damage just getting to the open sea. Although the winds moderate further during the day the canal entrance remains marginal and the PRO decides there is still plenty of time. No racing. Start time tomorrow - 10am with 3 races, to catch up.

### Day Two

Light winds, flat seas. We go early (8.30am) to get out to the course - we scull and rock down the channel - luckily the current is going out.

5 - 8 knots - attempted start - general recall - another start - general recall - we know what is coming - code flag I (round the ends) and then the black flag (automatic disqualification from the race and all restarts). The wind drops - the answering pennant goes up - the wind comes in from the opposite direction - it drops - it shifts - it drops. At 4pm no races have been started and racing is abandoned for the day. After 7\_ hours on the water the whole fleet is towed home by whatever rubber ducks motor boats are available.

There will be 10am starts now for the rest of the week.

### Day Three

The wind is westerly about 15-18 knots and forecast to build. The canal entrance is fine - out we go. Race 1 starts in about 20 knots. It is hard work without any lead-up sailing. We know that PRO's plan is to get 2 races in before the wind builds too much and try and get a start in the third race before the class limit is exceeded. Those who feel not up to it will have to go home. The wind is stronger in Race 2 and stronger again in Race 3. By the end of Race 3 the wind is just under 30 knots.

The waves by now are big and steep. Sailing downwind is a challenge. There are many retirements. Still, we (the Australians) finish all three (but the 20 minute cut-off is cruel and some are scored DNF). That night we are tired and sore but the regatta is behind schedule so it is three races tomorrow.

### Day Four

Three races in about 15 knots. Better conditions and more manageable seas. Hard work after yesterday but not so exhausting. The competition is stiff. There is little room for error in a fleet of this size and quality. The zones of disturbed air on the start line are considerable. At the starboard lay line at the first mark it is important to be sufficiently above it to still clear the mark after passing through the area of worst disturbance as the whole fleet converges on a single point. Approaching the mark on port tack is a precarious business. Tacking underneath boats approaching from starboard (if there is room) risks being completely blanketed. Finding a slot to pass through and then tack is far from certain in such a big fleet.

In the second race of the day (Race 5) I seem to be in about 10th place going up the first beat. I decide I can stay off the starboard lay line and come in fairly late on port. However, my margin over other boats is slim. The starboard tackers are lined up. As I come across on port I cannot see a slot. I leave it as late as I dare and tack underneath them. I lose all momentum as they roll over me and have no power to get around the mark. I fall below it. I cannot tack back onto port and am forced to gybe around inside the mark and try again.



*Nick Craig World Champ*

Now there are even more boats and still no slot. One of the New Zealanders is also on port, just underneath me. He tells me we can lay the mark. I take his word for it and tack. He was wrong. Another boat coming in on port (a former world champion) is having the same trouble as me - he T-bones a British boat - words are exchanged. I have to gybe around inside the mark for a second time. This time I am able to cross the pack, tack and clear the mark on my third attempt. However, I impeded one of the starboard tackers as I crossed and the rules and my own conscience suggest I should do a 720. So I do when I have cleared the mark and other boats. I am still in the first half of the fleet but by this time I have lost about 40 positions and finish 53rd.

### Day Five

We have six races completed. We know the PRO will be happy with two today - giving 8 for the regatta. The forecast is promising - winds building but peaking at about 20 knots. We start the first race in about 15 knots. The pressure is on - there is a general recall and the black flag comes out.

Up the first beat the increased wind arrives - but 25 knots rather than 20. The race is hard work. I capsize at the gybe mark - another bad result but I am in good company - capsizes were frequent. As the race finishes the wind eases back to 20 knots. We start the second race - the wind builds - we now have a little over 30 knots and the seas are up again. Not many of the fleet gybe in these conditions. A hard race to finish a generally hard regatta, made more difficult by sailing the races in a compressed fashion.

### Aftermath

The best Australian, Andre, finishes 9th overall. I finish second Australian in 35th (dropping from 23rd at the end of the first day) and have run out of strength in my legs. David O'Donnell from Wangi SC is the first junior and becomes World Junior Champion. Overall, Australians finished 9th, 35th, 46th, 57th, 61st, 62nd, 63rd, 96th and 103rd.

It is 9 years since I sailed at this level and I had forgotten how gruelling it can be but there really is nothing like sailing amongst the best in the world.

**The World Championships next year are in Germany - maybe I'll go.**