



Summer in Ireland is a strange thing; full of solid belief that the sun will shine the locals wander round in shorts and t-shirts, buy summer swimwear and discuss holding barbecues - all the time while sitting around a fire cradling a glass of guinness and wondering when the rain will stop.

As Cork Week approached and the arrival of the crew was imminent the Irish temperature rarely strayed above 15 degrees and the howling westerlies prohibited all but the most foolhardy from going sailing. But true to form as the first boats started to arrive and the australians stepped off the plane, the sun peeked out and it looked like the Irish Summer was going to be kind to us.

Saturday July 12th, the crews all here, the boats ready and we were raring to go! We attracted a lot of attention at Cork Week because as we discovered when we arrived there we were the first ever Australian Entry at Cork Week. We were surprised to hear this but although many Australian crews have raced at Cork - we entered as sailing on behalf of our home club Manly Yacht Club so we were officially the first Australian team to enter and Manly Yacht Club is therefore officially the first Australian club to have an entry at Cork Week.

As a result we featured in four national newspapers and on national radio!

Sailing as Blackheart on a Jeanneau SO42 we had mixed results all week but everyone was thrilled with the whole event and the variety and quality of racing.

Overall conditions were light with just one day (Day 2) of strongish winds. What winds there were, however were generally westerly which come straight off the Atlantic and can be pretty cold, so the crew were rugged up more than they would have been for a winter's day racing in Sydney.

Weather conditions aside there were absolutely no complaints about the quality of the racing. There are five days of racing from Monday to Friday and each division is assigned to a different course on each day. So we knew in advance what course we were due to sail. These courses ranged from the trapezoid, to the harbour course with windward/leewards, olympic and slalom courses in between.

The favourite of these amongst the crew was the slalom course, which involved a long work to windward and then a zigzag of sorts. We had never sailed a course like this and loved it for its intricacy. The course had its detractors amongst some

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President's Report

The Annual General Meeting on 28 June 08 saw the departure of Keith Woodward and Patrick Lynch from the Board. We thank you both for the time and effort you put into the Club. Keith will be remembered for his unique ability to obtain grants and for the hard physical work he put into a variety of projects, like the deck and pontoon. Fortunately neither of them is leaving the Club. We welcome Ivana McAlpine (sponsorship) and Al Thomson (shop/kitchen) to the Board. Candace Christensen will fill the role of Club Architect although she is not on the Board and Christabel has Jenny Wilson to take the Minutes. I am pleased to see all the old and new faces and I know that the Club has an excellent team for the new season.

The first meeting of the new Board took place on 5 August 08 and it looks like it will have some weighty issues to consider.

You will all have received your Club Handbook by now and noted, I hope, the splendid quality of the publication. Every year it gets better thanks to Maz with the help of Ivana and Robert Fagin. The Annual Report too was looking very crisp this year thanks to Margaret Lucas and her splendid photograph.

Bruce Davis, our Boats and Equipment Director, made a very successful trip to the Boat Show. Robbie R now sports a brand new 50hp Suzuki, 4 stroke, very quiet outboard engine. It is so smooth and it uses about half the fuel of the old one.

The Working Bee, organised by Candace Christensen, which took place on 9 Aug. saw a huge clear out of the equipment room and store. A ute and trailer load of rubbish was removed to the tip by Colin Cameron. So much stuff was removed from the store room that the buckle in the floor, which has been there for as long as I can remember, has been flattened. The handrail outside the shop has received more paint and some repairs as has the ceiling in the hall. The kitchen window, which would not shut, has been removed for fixing. And the temporary security fence has been screwed down until such time as the permanent one can be erected. Many thanks to all the volunteers who carried out the work.

It has been suggested that the Club hold a 'Swap Meet' the sort of maritime equivalent of a car boot sale where everyone brings along their surplus sailing gear and rents a table from the Club for a modest fee. I think it's a good idea well worth developing. Watch this space.

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Honary Secretary & Members of the MYC Board 2008- 2009

JOURNAL OF MANLY YACHT CLUB

P.O. Box 22 Manly NSW 1655
Tel: 02 9977 4949 Fax: 02 9977 3573
Email: myclub@tpg.com.au
www.myc.org.au



Christabel Casimir



Brian Wilson



Ian Dennewald



David Lewis



Maz Theaker



Jim Nixon



David Fairclough



Howard Sullivan



Peter Hamilton



Sorrell Lambie



Helen Ebling



Bruce Davis



Al Thomson



Ivana McAlpine

Simrad Winter Series Races 3, 4, & 5

The Good The Bad & The Ugly

The Good. Another Winter Series is over, which means only one thing...it's time to count your safety pins and PFD's because equipment audits, and Spring are almost upon us.

The Bad. Nothing bad ever happens at Manly Yacht Club it just made for a good headline.

The Ugly. A Winter Series with torn sails, rain, hail, 30 plus knots and uncontrollable rodents.

Race 3 saw unpredicted winds of well over 30 knots hit the Harbour resulting in a few retirements from the race, plenty of sail changes, and some running for cover.

Barry Miffin sailing Cheap Thrills, a boat better suited to calm days was tired of getting flattened in the wind gusts so sailed over half the race under headsail alone but was determined to finish and did.

Not long after the start Ratty Tooley lost it's steering on the lee shore at Little Manly. We found we had limited steerage without the rudder utilising the main, engine and wave motion, but were sailing away from our mooring. Luckily at about the time we were going to call for help a Waterways boat passed and helped us back to calmer waters with nothing but our pride dented and texts arriving renaming the boat Ratty Towey.....thanks guys!

The Spinnaker Division saw Chris Dawe in Polaris of Belmont collect the silverware, with Ten Sixty and Dances With Waves in second and third. The Non Spinnaker Division saw Murray Bailes sailing Sip Ahoy in first, Lautrec and Jai- Dee in second and third. Pensive was the winner of the closest to their start time prize.

Race 4 was a much better days sailing with sunshine and moderate winds prevailing.

This means that there is not much for me to mention other than the Division 1 boat which won Division 2, only to return to the club to collect their prizes and realise that they had sailed the wrong course.....the Division 2 course (check the results?).

The smaller boats prevailed in Division 1 with Bokarra, Colin Cameron and Margaret Lucas in first, Okavanga Delta in second, and Melody in third. Sip Ahoy again won Division 2, with J Curve, and Lautrec following. Beausoleil was closest to their start time.

Race 5 saw pretty much everything thrown at us including plenty of wind, hail, and even a whale.

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SIMRAD Winter Series - Race 5										
Sail No	Yacht Name	Helm	Yacht Class	Div	Start Time	Actual Start	Finish	Elapsed	Place	
1255	Melody	Ivana McAlpine	Swanson Dart	1	12:06:00	12:06:02	14:07:38	2:01:38	1	
MYC1	Aussie Rules	Gene Scott	Cavalier 975	1	12:12:00	12:12:08	14:09:06	1:57:06	2	
KA55	Atalanta	David Harris	J24	1	12:17:00	12:17:08	14:11:49	1:54:49	3	
1152	Bokarra	Colin Cameron/Margaret Lucas	Santana 22	1	12:06:00	12:06:07	14:12:10	2:06:10	4	
MYC9	Beausoleil	Bill Spence/Al Thomson	Cavalier 28	1	12:16:00	12:16:37	14:14:18	1:58:18	5	
4863	Two Can	David Lewis	Masram 920	1	12:35:00	12:35:08	14:17:04	1:42:04	6	
MYC7	Ten Sixty	Phil Vidler	Radford 10.6	1	12:41:00	12:41:32	14:19:14	1:38:14	7	
557	Occum's Razor	David Fairclough	Dunconson OS 30	1	12:28:00	12:28:14	14:20:22	1:52:22	8	
M366	Windy Point	Kathy Brown	Adams 8	1	12:38:00	12:39:13	14:21:11	1:43:11	9	
5830	Cheap Thrills	Barry Miffin	Ross 820	1	12:27:00	12:27:30	14:21:43	1:54:43	10	
MYC100	Shear Magic	Howard Sullivan/Xavier Decomp	Adams 10	1	12:40:00	12:40:49	14:22:58	1:42:58	11	
A73	Top Odds (cas)	Karen Peterson	Northshore 27	1	12:00:00	DNC				
MYC820	Good Intent	Peter Bennell	Clansman 30	1	12:09:00	DNC				
MYC5	Eos	Brian Wilson	Brittany Sloop 33	1	12:19:00	DNC				
MYC3	Big Blue 01	Craig Rosevear/Sorell Lambie	S80	1	12:25:00	DNC				
127	Carinya IV	Jim Nixon	Swanson Carmen	1	12:26:00	DNC				
AUS147	Okavanga Delta	Emma Reid/Julian McPherson	J24	1	12:29:00	DNC				
6295	Ratty Tooley	Ian Dennewald/Steve Tucker	Northshore 34	1	12:30:00	DNC				
5527	Polaris of Belmont	Chris Dawe	Cole 43	1	12:36:00	DNC				
AUS16	PAM	Peter Mac	5.5	1	12:38:00	DNC				
MYC375	Out There	Greg James	Cavalier 375	1	12:44:00	DNC				
MYC12	San Toy	Graham Radford	Radford 12	1	12:47:00	DNC				
MYC10	Pensive	Bruce Davis	NSX 38	1	12:49:00	DNC				
6689	Copernicus	Greg Zyner	Radford 12	1	12:51:00	DNC				
6776	D/W/Waves	Jim Thomas	Beneteau 40.7	1	12:55:00	DNC				
1236	Local Hero	Peter Mosely	Sydney 36	1	12:56:00	DNC				
6719	Cmist	Troy Dillon	Beneteau 44.7	1	12:58:00	DNC				
Div 2										
MH56	Jai-Dee	Peter Hunt/Neil Simpson	Bavaria 41	2	12:35:00	12:35:15	13:56:47	1:21:47	1	
5797	Sip Ahoy	Murray Bailes	Northshore 34	2	12:31:00	12:31:35	14:01:18	1:30:18	2	
MYC33	Lautrec	Helen Ebeling	Passage 33	2	12:30:00	12:30:17	14:01:57	1:31:57	3	
M313	Minder	Tim Stewart	Triton 24	2	11:58:00	12:00:30	DNF			
MYC24	J Curve (cas)	Jack Morrison	J24	2	12:29:00	12:29:53	DNF			
MYC202	Isea II	Matt Collis	Bulebird	2	11:58:00	DNC				
MYC157	Lady Canasta	Edward van Oort-Pleek	Catalina 30	2	12:00:00	DNC				
AUS102	Flying Carpet	Nick Chatham	J24	2	12:25:00	DNC				
6467	Selene (cas)	John Baker	Hanse 34	2	12:32:00	DNC				
MYC99	Jabiru	Ann Webber	Bavaria 42	2	12:34:00	DNC				
6407	Picaron	Bruce Hitchman	Stewart 34	2	12:36:00	DNC				



SIMRAD Winter Series - Race 3										
Sail No	Yacht Name	Helm	Yacht Class	Div	Start Time	Actual Start	Finish	Elapsed	Place	
5527	Polaris of Belmont	Chris Dawe	Cole 43	1	12:32:00	12:33:07	14:32:10	1:59:03	1	
MYC7	Ten Sixty	Phil Vidler	Radford 10.6	1	12:39:00	12:39:33	14:32:18	1:52:45	2	
6776	D/W/Waves	Jim Thomas	Beneteau 40.7	1	12:53:00	12:53:43	14:37:28	1:43:45	3	
MYC10	Pensive	Bruce Davis	NSX 38	1	12:51:00	12:51:08	14:38:02	1:46:54	4	
MYC375	Out There	Greg James	Cavalier 375	1	12:44:00	12:44:29	14:40:53	1:56:24	5	
MYC99	Beausoleil	Bill Spence/Al Thomson	Cavalier 28	1	12:18:00	12:20:12	14:41:46	2:21:34	6	
6689	Copernicus	Greg Zyner	Radford 12	1	12:51:00	12:48:42	14:42:40	1:53:58	7	
MYC1	Aussie Rules	Gene Scott	Cavalier 975	1	12:14:00	12:14:34	14:43:07	2:28:33	8	
KA55	Atalanta	David Harris	J24	1	12:21:00	12:21:06	14:45:34	2:24:28	9	
4863	Two Can	David Lewis	Masram 920	1	12:39:00	12:43:32	14:49:38	2:06:06	10	
MYC820	Good Intent	Peter Bennell	Clansman 30	1	12:11:00	12:11:11	14:51:28	2:39:17	11	
M366	Windy Point	Kathy Brown	Adams 8	1	12:40:00	12:41:57	14:51:28	2:09:31	12	
MYC5	Eos	Brian Wilson	Brittany Sloop 33	1	12:21:00	12:20:45	14:55:00	2:34:15	13	
5830	Cheap Thrills	Barry Miffin	Ross 820	1	12:29:00	12:29:58	15:47:15	3:17:17	14	
A73	Top Odds (cas)	Karen Peterson	Northshore 27	1	12:00:00	11:58:46	DNF			
1152	Bokarra	Colin Cameron/Margaret Lucas	Santana 22	1	12:00:00	12:01:22	DNF			
6295	Ratty Tooley	Ian Dennewald/Steve Tucker	Northshore 34	1	12:30:00	12:33:08	DNF			
Div 2										
5797	Sip Ahoy	Murray Bailes	Northshore 34	2	12:19:00	12:19:21	14:10:20	1:50:59	1	
MYC33	Lautrec	Helen Ebeling	Passage 33	2	12:24:00	12:29:01	14:23:09	1:54:08	2	
MH56	Jai-Dee	Peter Hunt/Neil Simpson	Bavaria 41	2	12:35:00	12:35:15	14:25:27	1:50:12	3	
6467	Selene (cas)	John Baker	Hanse 34	2	12:32:00	12:32:40	14:31:55	1:59:15	4	
MYC3	Big Blue 01	Craig Rosevear/Sorell Lambie	S80	1	12:25:00	DNC				
1255	Melody	Ivana McAlpine	Swanson Dart	1	12:04:00	DNC				
AUS147	Okavanga Delta	Emma Reid/Julian McPherson	J24	1	12:25:00	DNC				
127	Carinya IV	Jim Nixon	Swanson Carmen	1	12:26:00	DNC				
MYC100	Shear Magic	Howard Sullivan/Xavier Decomp	Adams 10	1	12:42:00	DNC				
MYC12	San Toy	Graham Radford	Radford 12	1	12:49:00	DNC				
1236	Local Hero	Peter Mosely	Sydney 36	1	12:56:00	DNC				
6719	Cmist	Troy Dillon	Beneteau 44.7	1	12:58:00	DNC				
MYC202	Isea II	Matt Collis	Bulebird	2	11:58:00	DNC				
M313	Minder	Tim Stewart	Triton 24	2	11:58:00	DNC				
MYC157	Lady Canasta	Edward van Oort-Pleek	Catalina 30	2	12:00:00	DNC				
MYC25	J Curve (cas)	Jack Morrison	J24	2	12:25:00	DNC				
AUS102	Flying Carpet	Nick Chatham	J24	2	12:27:00	DNC				
MYC99	Jabiru	Ann Webber	Bavaria 42	2	12:34:00	DNC				
6407	Picaron	Bruce Hitchman	Stewart 34	2	12:36:00	DNC				



SIMRAD Winter Series - Race 4										
Sail No	Yacht Name	Helm	Yacht Class	Div	Start Time	Actual Start	Finish	Elapsed	Place	
1152	Bokarra	Colin Cameron/Margaret Lucas	Santana 22	1	12:00:00	12:00:39	14:30:34	2:29:55	1	
AUS147	Okavanga Delta	Emma Reid/Julian McPherson	J24	1	12:25:00	12:25:30	14:30:38	2:05:08	2	
1255	Melody	Ivana McAlpine	Swanson Dart	1	12:04:00	12:03:56	14:33:49	2:29:53	3	
M366	Windy Point	Kathy Brown	Adams 8	1	12:38:00	12:38:48	14:35:01	1:56:13	4	
MYC3	Big Blue 01	Craig Rosevear/Sorell Lambie	S80	1	12:25:00	12:25:15	14:35:51	2:10:36	5	
AUS16	PAM	Peter Mac	5.5	1	12:38:00	12:38:08	14:36:15	1:58:07	6	
MYC375	Out There	Greg James	Cavalier 375	1	12:44:00	12:45:04	14:36:42	1:51:38	7	
6689	Copernicus	Greg Zyner	Radford 12	1	12:51:00	12:52:07	14:37:27	1:45:20	8	
MYC1	Aussie Rules	Gene Scott	Cavalier 975	1	12:12:00	12:10:30	14:39:48	2:29:18	9	
KA55	Atalanta	David Harris	J24	1	12:19:00	12:22:49	14:40:32	2:17:43	10	
MYC10	Pensive	Bruce Davis	NSX 38	1	12:51:00	12:51:53	14:42:09	1:50:16	11	
4863	Two Can	David Lewis	Masram 920	1	12:37:00	12:37:38	14:43:36	2:05:58	12	
5527	Polaris of Belmont	Chris Dawe	Cole 43	1	12:38:00	12:39:15	14:43:36	2:04:21	13	
MYC7	Ten Sixty	Phil Vidler	Radford 10.6	1	12:43:00	12:44:16	14:44:08	1:59:52	14	
MYC9	Beausoleil	Bill Spence/Al Thomson	Cavalier 28	1	12:18:00	12:18:05	14:45:18	2:27:13	15	
MYC12	San Toy	Graham Radford	Radford 12	1	12:49:00	12:49:45	14:46:07	1:56:22	16	
MYC100	Shear Magic	Howard Sullivan/Xavier Decomp	Adams 10	1	12:42:00	12:42:17	14:46:10	2:03:53	17	
557	Occum's Razor	David Fairclough	Dunconson OS 30	1	12:30:00	12:30:09	14:49:02	2:18:53	18	
MYC5	Eos	Brian Wilson	Brittany Sloop 33	1	12:19:00	12:19:35	14:49:02	2:18:53	19	
A73	Top Odds (cas)	Karen Peterson	Northshore 27	1	12:00:00	DNC				
MYC820	Good Intent	Peter Bennell	Clansman 30	1	12:09:00	DNC				
127	Carinya IV	Jim Nixon	Swanson Carmen	1	12:26:00	DNC				
5830	Cheap Thrills	Barry Miffin	Ross 820	1	12:27:00	DNC				
6295	Ratty Tooley	Ian Dennewald/Steve Tucker	Northshore 34	1	12:30:00	DNC				
6776	D/W/Waves	Jim Thomas	Beneteau 40.7	1	12:55:00	DNC			</	

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J Curve lost their main early in the race and retired, Cheap Thrills tried sailing this one with their main only....their headsail did reappear later, Two Can and Ten Sixty got up close and personal with South Head, nobody would admit how close they actually got but unconfirmed reports say they may have recorded finish times in the City to Surf.

Another day for the smaller boats with Ivana McAlpine in Melody taking out the Spinnaker (Div 1) honours, Aussie Rules in second, and Atlanta in third. Peter Hunt and Neil Simpson won the day in the Non Spinnaker (Div 2) division onboard Jai- Dee, Sip Ahoy in second, and Lautrec in third. Melody won the closest to their start time prize.

The major Simrad prizes were won by Two Can (Simrad Wind Instruments) Shear Magic (Simrad Combi System) and Sip Ahoy (Simrad Compass) all of whom have either had new instruments fitted in the last couple of months or don't have a battery. Aussie Rules on the other hand will be serving fresh flat whites and cappuccinos thanks to Danes Coffee after wiring the Danes coffee machine.

The overall Winter Series point score was taken out by Beau Soleil in the Spinnaker Division and Sip Ahoy in the Non Spinnaker Division.

Thanks must go to the people who work behind the scene to keep us on the water. Robyn, Judy, and Mary for starting and finishing us each week, Pam Davis for keeping the start boat and kitchen maned, Ken Terrens for the web site up dates, the volunteers for their time standing by in case we need to shorten course, and everyone else who gives so freely of their time to keep these series going.

Now bring on summer. Ian Dennewald. 

SIMRAD Winter Series - POINTSCORE									
DIV 1		Race 1	Race 2	Race 3	Race 4	Race 5	total	less drop	
1	Beausoleil	Bill Spence/Al Thomson	4	2	6	15	5	32	17
2	Ten Sixty	Phil Vidler	7	5	2	14	7	35	21
3	Aussie Rules	Gene Scott	5	13	8	9	2	37	24
4	Atalanta	David Harris	3	17	9	10	3	42	25
5	Pensive	Bruce Davis	8	3	4	11	24	50	26
6	Windy Point	Kathy Brown	11	11	12	4	9	47	35
7	Polaris of Belmont	Chris Dawe	17	8	1	13	24	63	39
8	Copernicus	Greg Zyner	13	12	7	8	24	64	40
9	Good Intent	Peter Bennell	2	4	11	24	24	65	41
10	Out There	Greg James	24	9	5	7	24	69	45
11	Bokarra	Colin Cameron/Margaret Lucas	24	24	18	1	4	71	47
12	Melody	Ivana McAlpine	24	24	24	3	1	76	52
13	Two Can	David Lewis	24	24	10	12	6	76	52
14	Shear Magic	Howard Sullivan/Xavier Decomp	14	10	24	17	11	76	52
15	Ratty Tooley	Ian Dennewald/Steve Tucker	6	6	18	24	24	78	54
16	San Toy	Graham Radford	10	7	24	16	24	81	57
17	Eos	Brian Wilson	24	1	13	20	24	82	58
18	Big Blue 01	Craig Rosevear/Sorrell Lambie	16	24	5	24	85	61	
19	Okavanga Delta	Emma Reid/Julian McPherson	12	24	2	24	86	62	
20	Carinya IV	Jim Nixon	1	15	24	24	24	88	64
21	Cmist	Troy Dillon	9	14	24	24	24	95	71
22	Cheap Thrills	Barry Miffin	24	24	14	24	10	96	72
23	Local Hero	Peter Moseley	24	24	24	24	24	120	96
	D/W/Waves (cas)	Jim Thomas			3			3	
	Occum's Razor (cas)	David Fairclough				18		18	
	Top Odds (cas)	Karen Peterson	15		18			33	
	PAM (cas)	Peter Mac			6			6	
DIV 2		Race 1	Race 2	Race 3	Race 4	Race 5	total	less drop	
1	Sip Ahoy	Murray Bailes	1	2	1	1	2	7	5
2	Jai-Dee	Peter Hunt/Neil Simpson	9	3	3	5	1	21	12
3	Lautrec	Helen Ebeling	9	7	2	3	3	24	15
4	Picaron	Bruce Hitchman	2	1	9	9	9	30	21
5	Minder	Tim Stewart	5	9	9	4	6	33	24
6	Lady Canasta	Edward van Oort-Pieck	7	5	9	9	9	39	30
7	Flying Carpet	Nick Chatham	9	8	9	6	9	41	32
8	Jabiru	Ann Webber	6	9	9	9	9	42	33
	Isea II (cas)	Matt Collis		6				6	
	Selene (cas)	John Baker	4	4	4			12	
	J Curve (cas)	Jack Morrison	3			2		5	

Manly Yacht Club 2008-2009 Sailing Season Launch and BBQ Sunday 31st August 12.00 - 16.00

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

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

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

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

Please RSVP to: Jill Madden emailjillmadden@optusnet.com.au
so we know how many to feed 

It's that time again... 'Melody' is already in hot pursuit for racing in the 2008/2009 sailing season. All Melodstar admirers are welcome to join in and help us plan her race allocation, maintenance and usage guidelines in readiness.

- A meeting has been scheduled for next Monday 18th August at 19:30 at the Skiff Club.




Ivana, Jane and Dee on Melody taking out the Spinnaker (Div 1) honours Race 5 Simrad winter series

Try Dinghy Sailing Day

After a week of cold and rainy winter weather, the weather gods took pity on our small centreboard group and provided for a fantastic winter sailing day. So it came as no surprise that the Try Dinghy Sailing Day lured out some interested guests as well as some well known club members to give it a try on a sailing dinghy. Al came to the club to let us know that he was too sick and could not go out today, but then could not resist and had a great time on the club Laser Kookaburra. Will and Kristy rigged the club Tasar Shack Elton and disappeared somewhere in the harbour seeking wind. Murray introduced the boys to Tasar sailing and bailing on Golden Syrup ...Well, after the boat was on reef beach and "dry", a wooden stick was transformed into a bung and they all wre towed back to the club. No harm done and the boys had a great time capsizing.

As for the rest of us, we met at Reef Beach YA for the start of our little race. Blue in the Finn and Adrian on the club Laser Zapp took the lead and had a good close race between them. Al on Kookaburra and myself on Gumbaru were a bit slower over the start line and had some good first leg towards 40 Baskets. The wind then soon dropped and we all went very slowly. Geoff Gus and friend on Cod-zilla took full advantage of their weight and zoomed past Gumbaru and almost caught up with Kookaburra.

When John in the support boat pointed out the storm front coming in, the race was abandoned and we all headed back to the club. We made it in time to put away all the boats and gear before the weather gods decided it was enough for one winters day and let loose on wind, thunder and hail.

Our Try Dinghy Sailing Day was a great success and a big thank you to everyone for making it possible. Especially to John who gave up a beautiful Sunday afternoon to take over the support boat and to Véronique who was there to help with rigging the boats, rescuing the Golden Syrup and generally keeping everything under control. Hopefully we inspired enough people to come and join us regularly in the race series starting on 7th September. For more information meet me at the MYC BBQ day on 31 August or call me. **Roland Beck- 0414 301 223** 



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crews (particularly one design fleets) who felt that there was no opportunity for making big gains on long legs. We disagreed however, we felt that it was a nice change to have a course where the accuracy of the combined crew work and skill was put to the test due to having several gybes on each round. The crews who didn't make any mistakes made the gains. Needless to say the Blackheart crew executed all of their gybes perfectly and in silence, a rare achievement on a racing yacht!!!

The harbour course also proved challenging due to strong tides as we raced up a narrow channel in light winds. Three boats ran aground on a sandbank and had to retire.

Off the racecourse, the race village, which is set up for the duration of the week, has to be seen to be believed. It is a tented village containing no less than five huge bars, food and retail outlets, a supermarket, chandlery and a large arena where a concert was held every night. With over 5000 sailors and 10,000 locals partying in the tented village every evening there was something for everyone! And as one would expect the Blackheart crew represented MYC well in their attendance of every party.


The crew made up of Jane Roberts, Susan Strath, Jackie Morgan, Rebecca Sadleir, Laura Thomas, Paul Goodyer, David Parle and Anne Hogan and skippered by Chris Stockdale enjoyed themselves thoroughly and have already vowed to make a return trip in 2010.

The team was sponsored by Blackheart Adventure Industries and Suunto Watches and are very grateful for the support they received

The trip was organised by Manly Sailing which is owned and operated by Anne Hogan and Chris Stockdale. Manly Sailing is planning on attending Antigua Race Week next year and Cork Week in 2010 so anyone who is interested can get in touch with us on www.manlysailing.com.au

But in the meantime we'll be racing at Airlie Beach Race Week and Hamilton Island Race Week on Manly boat Copernicus with it's owner and skipper Greg Zyner and more Manly Yacht Club Crew, so we hope to have some great results to report on from there.

The Airlie Beach Regatta Crew are: Greg Zyner, Chris Stockdale, Penny Meakin, Sally Stone, Al Thomson, Helen Buckland: all MYC members The Hamilton Island Race Week Crew are: Greg Zyner, Leanne Zyner, Chris Stockdale, Jim Nixon, Rebecca Sadleir, Donna Bruce, Ian Dennewald, Stephen Teudt, Anne Hogan: again all MYC members.

We still have some space for delivery crew on the return leg to Sydney if anyone wants to get the sea miles up. We intend to leave August 31st and hope to arrive back in Sydney in or around Sept. 15th, you can join us for all or some of the trip. **Call Anne on 0414 209269 for more info.** 



AUDIT COMPLIANCE DAY SATURDAY 6th SEPTEMBER

(This has been changed from 30th August as advertised in the MYC handbook)

Please take note of this date change. All other arrangements remain the same so make sure you have your boat in shape and ready for inspection from 9.am. The first race for the season will be held on the day after so no room for non compliance or missing bits.

2008 - 2009 Compliance

By now you will have received your new MYC Handbook and enclosed with it compliance forms to be filled in ready for the audits on Saturday 6th September. Please make sure you read carefully and take note of the accompanying instructions plus pages 32 - 33 of the new handbook then complete the two relevant Category forms and return them to the MYC office, at the latest Saturday 30th August.

Special arrangements might be available for boats returning from the regattas at Hamilton Island etc.

The June Newsletter carried an article outlining some of the things to be aware of before presenting with the boat to be checked.

On the forms for this season you will note there is provision for Maritime requirements and also some MYC sailing committee requirements. Make sure you have these covered.

Fire extinguishers usually need to be tested annually and must be 'in date' (fire extinguishers can be checked by: Better Fire Protection, Unit 15 / 9 Dymnna Street Cromer, ph 9939 7807. Annual inspection \$10 +gst). 10BE type is generally the minimum. Note that if you are entering the Twilight series races you will need to carry basic (stern, port and starbord) navigation lights. A means of communication, mobile phone or VHF radio, is another requirement. An Air Horn is also necessary.

Category 3 & 4 check that your EPIRBS are 406 Mhz type.

The regulations are for the benefit of owners and crews so it is essential every one on board is familiar with all the equipment, where it is stored and how it is used.

If there are any queries you may have please contact one of the auditors (see Handbook page 9) early so you have no hassles or waste time on Saturday morning.

Safe and enjoyable sailing to all 

BLACK HEART, BRIGHT FUTURE

Adventure Racing and MYC Yacht Racing,
a new dynamic partnership.

MYC is proud and excited to announce our new
Gold sponsor for the 2008-09 sailing season.

Black Heart Industries are coming aboard to put their support behind the all new Summer Series, the Marathon, the Xmas Race and next year's Winter Series. It's a strong commitment that will benefit MYC and deserves the support of all club members. And it means there will be some fabulous prizes to the value of \$5,500 to be won.

Black Heart have already been part of the successful team from MYC who took on Cork week and survived. Many of you have been keeping up to date with the competitive racing at Cork and supported the team led by Chris Stockdale and Ann Hogan. What kind of dark mystery is this **Black Heart**?

Founded in 2007 by CEO Kyle Arnold, who is the driving force behind this unique brand of ecommerce and Black Heart Adventure Racing Teams.

Their mission statement is...

**BLACK HEART WILL RACE EXPLORE AND CONQUER
EVERY MOUNTAIN, DESERT AND OCEAN
THE WORLD HAS TO OFFER.**

The website will be going live in a month's time and members from MYC will be able to purchase unique products based on sport and fitness. The Black Heart ecommerce site will sell brands such as Suunto wrist-top computers and watches, Salomon outdoor sportswear and Wilson tennis and golf gear. There is also Work Out World gym and fitness equipment, Borel marine kayaks and accessories and more to come, all heavily discounted to club members.

Black Heart Adventure Racing Teams successfully compete world wide, testing and refining the equipment they sell.

Ivana McAlpine - Sponsorship Director 

Countdown to Summer fun

So you love Twilight racing but aren't too enamoured with round-the-buoys duelling, or maybe you do like the cut and thrust of hard racing but also prefer countdown starts and don't want to hoist a spinnaker?

Well, your hard-working Sailing Committee has been beaver away to create a race series that fills all the gaps and ticks all the boxes, and it's called the MYC Summer Series. Essentially, it's not too different from MYC's extremely successful Winter Series, although the courses are new, ranging from 7 miles for the shortest non-spinnaker Div 2 route to over 16 miles for the marathon Div 1 spinnaker journey.

An eight-race series (four before Xmas and four after), the Summer Series is designed for sailors who want a more social day out on the water or even those who may want to sail short-handed. All the races will be handicap starts - with the first boats off at around 12.30pm - from a starting line near Manly Wharf, with six races constituting a series.

New sponsors **Black Heart Industries**, who have come on board at MYC as a major sponsor and are eager to play their part, will be providing some fabulous prizes. And at a mere \$60 for eight races it's got to be the cheapest day's fun on the Harbour anywhere.

See the club's website www.myc.org.au for more information and entry forms.

See the following websites:

www.sail-world.com/Australia/Cork-Week-Day-5---The-Aussie-View/46629
www.sail-world.com/Australia/Cork-Week-Day-4---The-Aussie-View/46605
www.sail-world.com/Australia/Cork-week-Day-2---the-Aussie-View/46498
www.sail-world.com/Australia/Cork-Week-2008-Day-1,-the-Aussie-view/46458

The working bee on 9 August was a big success proving that less is more - with less clutter we now have much more space for sailing equipment and our club tools are readily accessible for future working bees!

Peter Hamilton and John O'Connor (Sailability), Colin Cameron and I tackled the hard yakka of clearing out the equipment and storage rooms which finished with a trip to the tip. Nik Trevallyn-Jones (Manly Juniors) checked in to clear and organized his division's area. Helen Kettelby headed up the on going painting of the veranda handrail and column bases - great help from Al Thomson, Maria Jarman, and Sally Stone. Brian Wilson tended to the kitchen window and clubroom ceiling. Matt McKenzie gets the 'golden hammer' award for fixing the timber floor in the maintenance store room which had been buckled since the Club moved into the building in 1974. Bec Sadler lent a hand in getting the equipment room back in order. David Fairclough improved our security fencing around our deck.

Thank you to all of these volunteers for your time and effort!

**Candace Christensen -
Club Architect** 



President's Report Continued from page 1

Last Sunday, as the last on the Winter Series Races was underway, the James Craig was heading out to sea bearing the ashes of Bruce Hitchman. His daughters sprinkled the ashes over the leeward side and as the yards were squared away we were hit by a squall which the skipper estimated at 50 knots. The James Craig took off listing before the wind. We were heading for New Zealand. The crew scrambled aloft to reduce sail. His departure was almost as exiting as his life. I found out later that Picaron had won a prize in the draw at the Winter Series prize giving, but sadly, Bruce was not there to collect it.

Brian Wilson: President 

www.shf.org.au/SpecEv/Hitchman.pdf

The James Craig crew scrambled aloft to reduce sail



Commodore's Report *Welcome to the new Sailing Season.*

You should have all received your current handbook by now and be deciding on what racing lies ahead for you and your crew. Thanks again to all involved in producing, proof reading and distributing the handbook - another job well done!

Please take a moment to browse through the handbook and note the subtleties between the standardised layouts of the Notice of Race and Sailing Instructions for the various series. We have a new summer series with a fabulous new sponsor, and a Christmas Race, as well as the popular Mini Regattas and the Marathon, which will be conducted as a separate race, along with everyone's favourite Twilight series again sponsored by Zilzie, the Club Championships and the Offshore Series.

I'd like to draw your attention to the first few pages of the handbook and to section 6.10 and remind you of the new NSW Maritime fines that come into play - particularly the need for navigation lights between sunset and sunrise. Is it worth risking a \$5,000.00 fine when all it takes is a \$40.00 purchase from Whitworths? Navigation lights are required if you intend to enter the Twilight Series - see 17.3 of the Twilights SI. Check out the training courses that are available in 4.10.

Boat owners will have received a second copy of the handbook in readiness for the compliance checking. **Please note that the inspection date has been changed to Saturday 6th September 2008!** As this is the day before the first Club Championship race PLEASE ensure that all your gear is up to date.

Because the compliance date has changed, we will be accepting entry forms, with updated certificates of currency for insurance but without the completed compliance equipment forms attached prior to the inspection day and will match up the compliance forms after the inspections. This is so that the handicapper has sufficient time to allocate appropriate handicaps for the Club Championships.

Your sailing committee has kept most of the same familiar faces. We welcome Cary Budd who will be looking after training; Roland Beck leads the centreboards and Nik Trevallyn-Jones will be kick starting the juniors this year.

As always, MYC is looking for members to make up the Race Committee so that we can conduct our racing and this year we have mailed out a Race Committee Roster with the handbook, which we hope you will complete and send back in the next few weeks. We have also started an advertising campaign to enlist new members specifically for the task of race management, so if you know of anyone who would like to assist, on or off the water, please contact Pam Davis.

To start this sailing season off, your sailing committee will again be holding an opening season BBQ on Sunday, 31st August. For those of you who attended last year, you will recall the fun of the day, and will no doubt be honing your skills as you attempt to build a better paper plane.

On a final note, your President and Commodore, representing Manly Yacht Club, farewelled Bruce Hitchman, along with family and many friends, on his last journey out to sea on Sunday, 10th August 2008 on the James Craig. An albatross greeted us as we made our way out the Heads on a bright blue winter's day. And as the last of his ashes were scattered and the sails on the James Craig were again set, a squall scooted us out to sea - Bruce giving us a final farewell? Let's all hope for fair weather this season.

See you on the water ... **Maz- Commodore**

Sailability had their Annual General Meeting on Wednesday, 6th August.

The committee has changed slightly:

President: John O'Connor. **Maintenance:** Jan Jensen.
Treasurer: Patrick Alexander. **Publicity:** **Promotions:** Judy Cole.
Secretary: Eli Demeny. **Inter-club Liason:** Judy Cole.
Membership Secretary: Peter Singer.
Social Secretary: Jill Madden.
Volunteer Coordinator: Evelyn Shervington.
Commodore, Manly Yacht Club
Sailing Committee: Peter Hamilton.
Committee: Maria Jarman, Helen Hendry, Frances Hendry.

Sailing days in Winter have been very well-attended. Wednesday, 11th June saw three groups from various schools and activity centres using the facilities of Manly Yacht Club to have a wonderful morning sailing. We had so many clients today, we asked Craig Rosevear from Big Blue to help us, and were very grateful when he agreed.

Saturday, 21st June was also booked out completely, and our helpers were kept very busy, partly because of the very strong south westerly that sprang up, and partly because of the large numbers of people who had decided to take advantage of the sunny day to go for a sail.

Wednesday, 9th July again saw us on the water. This was the coldest day of the year so far, and we were pleased with the hot drinks being served between sailing sessions, and very thankful to our helpers and carers for keeping their people warm.

Saturday, 19th July dawned with very strong winds that eased off during the day. Most of our 'sailors' elected for a run on Charlie's Chariot, the Safety Boat, as the wind and chop were a little off-putting. Just as we got the boats completely away, the wind decided to drop, a little too late for our guests.

Wednesday, 6th August. A very special day for us, because the Manly Daily photographer was down on the pontoon waiting for us for a publicity shot to thank Manly Sunrise Rotary for their wonderful donation which will pay for the Royal Far West School's sailing for the next 12 months, and also pay for some new sails, and repairs to some sails that need it. We also had a wonderful sailing morning with Royal Far West students, children from Fisher Rd Special School and MAPS Forestville branch. We were a little short of helpers, which made team-work essential, but we all came away extremely satisfied knowing that 19 people had had a really amazingly enjoyable time on the waters of Manly Cove. (See photo: Manly Daily, Friday, 8th August, 2008)

Friday evening, 8th August. We want to thank the people from Manly Yacht Club who came to our fund-raiser at St Andrew's Church. We all had a wonderful evening being entertained by our friends from Loosely Woven, and collected funds for Interchange and Allowah Children's Hospital.

For photos and more details on all these dates, please see our web-site; www.manlysailability.com.au

We will be sailing on 16th August and from there, every 2nd Saturday until May, 2009. Wednesday sailings remain once monthly, usually the 2nd Wednesday of the month. If anyone in the Yacht Club has some free time, it would be lovely to see you there, to help or just to observe.

We are going to hold an Orientation Day on Saturday 30th August at 9.30 a.m. at the club, so please come along and find out more, as well as have an enjoyable time on the water in our little boats with the coloured sails.

Eli Demeny

SAIL RECYCLING

Give your sail a second life.
Any retired sail (esp spinnaker!) gladly accepted.
Contact Candace 0424798136
Candacechristensen@gmail.com



A warm welcome to our new members

FAMILY: Rebecca Sadleir and Matt McKenzie

SENIOR: Sam Hayles
JUNIOR: Aiden Hemaridis-Smith



“One day”

Is there somewhere nearby that you have always wanted to go but never got around to it? A place I'll get to “one day”. The Pittwater Youth Hostel has been on my must do list for years, but at 47 I thought I might be in danger of losing my “youth” qualification. Lucky for me youth hostels don't live up to their name and everyone is welcome no matter how old.

The YHA Internet site shows a classic old building sitting on a hillside on the western foreshores with stunning views of Pittwater. The accommodation is not luxurious with up to 6 bunk beds to a room but the price is spectacularly cheap at just \$28 a night.

So after searching for that good excuse to visit my “one day” destination I finally had it all worked out. I love sailing and the YHA looked like the perfect base for a mid winter sailing getaway. It's above Morning Bay or as it was known Towlers Bay, which looked like a good protected anchorage.

I had recently bought a small yacht known as an “etchell” with a friend Simon. You don't have to be rich to get into sailing and for a few thousand dollars each we had the perfect “twilight racer”. Our yacht “Nickel” had been modified to safely travel offshore as a normal etchell has an open cockpit that could be swamped in a heavy sea. She has a small cabin for storage and the cockpit area is sealed and self drains. The rig had been strengthened and an outboard engine fitted in the centre of the boat. It is pushed down a “well” to power the boat along in the roughest of seas. My 3 year old daughter upon first seeing the hole in the middle of the boat thought it very kind of me to put a swimming pool in just for her.

We'd been told a father and son sailed the small boat from Perth across the top of Australia to the Whitsundays. A few years ago a Sydney helicopter pilot brought her and shipped her back to Sydney. We thought we'd be a little less ambitious with our first trip and test the waters so to speak with the 20 nautical mile voyage to Pittwater. Mind you it was mid winter!

Our first call to Michael and Sarah who manage the youth hostel revealed Michael was a mad sailor as well and very keen to see our converted etchell. He'd never really had many yachts call in but could see no reason why it couldn't be done. Sarah did caution us to travel light and bring a backpack for we had to bring all our own food and clothes and hike for 20 minutes up a steep hill.

Every great adventure though has to have at least one disaster... otherwise it would just be too boring. We just didn't expect it to happen so soon. We'd loaded our supplies onboard from a leaky dinghy we keep stored at 40 baskets beach and as we headed under motor to the jetty on the baths... the motor would not get out of gear and straight into the heavy hardwood dock we went. A few unprintable words later and accusations of what the hell are you doing and we discovered the recently serviced outboard was strangely in 2 pieces. “It's not supposed to be like that is it?”

Well I thought that was it, my “one day” trip was over before it had begun but Simon persuaded me to rush it back to the mechanics as it must be their fault. The senior mechanic was on duty and he recognised my desperation and dropped everything to put the 5 hp outboard back together. It took a couple of hours and while I won't mention the outboard company's name the mechanic was terrific, apologised and the outboard hasn't missed a beat since.

The only problem now was it was mid afternoon and we had a long trip ahead of us straight into the building northeasterly wind. Everyone who has done the trip to Pittwater knows it can be heaven or hell. We could either spend hours tacking straight out to sea and then working our way back in or as they say “hoist the iron mainsail”. In layman's terms that means turning the engine on.

The recently reassembled 5hp engine would at least get a good run. Powering us along at 5 and half knots we would get there in the dark but not too late. The etchell is very low in the water and it doesn't take long before the waves are coming over the bow. We are prepared and all the wet weather gear goes on as we work out way north hugging the coast. The wind swings to the west and we can sail for a while but as soon as our speed drops below 5 knots we power up again. A few whales and dolphins later we are rounding Barrenjoey lighthouse at dusk and the welcoming flat water of Pittwater is all that separates us from the comforts of the YHA.

It's a pitch-black night and we've never been to Morning Bay so it takes us a while to find it. We motor close to shore looking for a mooring and I ask Simon what the writing is on one buoy. He replies “shallow water”. We eventually find the public wharf and drop anchor nearby. We have an inflatable dinghy onboard to get ashore and begin the trek up hill. It's nearly 8pm the cut-off time for checking in but puffing and panting we make it to the top.

Michael greets us and is keen to test sail our boat the next day. The bunks look like heaven after an afternoon at sea and even better is the roaring fire. Dinner is quickly put in the oven and a bottle of red unscrewed by the fire. It's not a very busy time of year for the hostel with the only others staying a family from Goulburn and some workmen building a tennis court.

The Youth Hostel was built in the 1920s and the good thing about being hard to get to ...the lazy yobbo backpacker element just couldn't be bothered. Many of Sydney's youth Hostels were booked out for World Youth Day but Pittwater was considered just too far away. It's one of those places you don't really want too many people to know about because it is just so perfect in its isolation. Please don't tell any of your friends about it!!!

The other great thing about a youth hostel is that everyone is so friendly. Now I'm not just talking about the brush-tailed possums, the rock wallabies and the cockatoos. It's not long before we find ourselves booked up for sailing tours the next day with the family from Goulburn and Michael the manager going for a spin on the stunning waters of Pittwater. We even managed a brief spinnaker duel back from Lion Island with a group of older sailors on a classic Huon pine sloop. The much bigger yacht was fascinated as to what the mini speedster behind them was. They'd had a few bets and I doubt if any of them picked her as an etchell.

After all the sailing we couldn't wait to get back to the comforts of the youth hostel and some spectacular bush walks on sunset. The views are incredible from the ridges above the hostel and I've heard they're even better at sunrise. Over dinner that night it was a chance to learn more about the hostel and meet a whole new group of people., including a family from Manly West school where my kids go.

Michael Doherty and Sarah Polomka have been managing the hostel since 2002 after answering an add in the Manly daily. The house was built by Charles Hall as a family home in the 1920's. YHA activist Ebena Isle bought it in the 1950's to replace the hostel on the other side of Morning Bay, which had been closed. The hose is still in excellent condition and the surrounding bushland relatively unspoiled, most likely due to the water only access. There's plenty of things to do. Michael has a 10 metre yacht and takes guests sailing, while you can also kayak, bushwalk or just hang out and enjoy the view. Mid week is easy to get a bed but you need to book weekends.


We were planning to sail back the next day and a Tamar Wallace ... a 25 year old woman from America's mid west, jumped at the chance to sail back and hopefully see some whales.

It was a freezing morning though and with no heating in the rooms last night had been “double doonas” all round. Everyone also took to wearing blankets for breakfast. We looked like a group of monks sitting on the balcony. The wind was picking up, but Michael was able to check the latest weather for us on the internet before we set off. It had been a great idea to stay at the youth hostel and it had lived up to all my expectations. My “one day” destination was now in my “must do that again” file.

Now as to the dangerous part of the trip... getting home again. The westerly winds strengthened as we rounded Barrenjoey doing 8 knots on a great reach. Two humpback whales just about ran head long into us, flicking their tails as we passed going opposite directions. Tamar couldn't believe her luck as the winter wildlife show unfolded as we raced down the coast.

Penguins and dolphins said g'day but most important of all was the presence of the sailor's best friend. The great wandering birds of the southern ocean “the albatross” were everywhere. I've heard they travel up to the waters off Sydney and Wollongong from the Antarctic like the whales to meet other birds and breed. They certainly were good luck for us as even though the wind had turned more southerly and we were beating into it, we made it back to Manly cold wet and not too tired in about 3 hours.

One day hopefully won't be so long away next time.

Michael Troy 



FINN MASTERS IN HOLLAND

After sailing in the OK World Championship in Poland last year (see my report in an earlier MYC Newsletter) I had great plans to also make a return to the Finn Class after an absence of about 8 years and sail in the Finn Gold Cup (the Finn World Championship) in Melbourne in January 2008. A badly torn triceps tendon put an end to that plan (as well as the OK and Finn National Championships over the Christmas break). So I thought I would do what I had always wanted to do when I was sailing Finns before and go to the Finn Masters World Championship. This year, in May, it was held in Medemblik, Holland. Medemblik is a very well established venue on the international sailing scene. The Holland Regatta (previously known as the Spa Regatta) was to be held just after the Masters and late in the week of the Masters regatta I ran into Anthony Nossiter (see below) who had come early for a bit of extra training.

Medemblik has shallow water - less than the height of a Finn mast - so a capsizement is not recommended as Finns turn rapidly upside-down. Another consequence is that with a fresh breeze there is a short, steep chop. This is not a problem if one is used to sailing, for example, on Port Phillip Bay but can be different and exciting (or even unpleasant) for those used to sailing on lakes. Because the Dutch have closed off part of the Zuider Zee (the Southern Sea) the water is quite fresh but it is an unattractive brown colour which lacks the sparkle and brilliance we are used to on a sunny day. There are wind generators visible everywhere. Some of them are in the water just off the sailing course. You certainly know you are not sailing in Australia.

A word about the Finn. It is the heavyweight single-handed men's dinghy for the Olympic Games. It was designed especially for the Olympic Games by Rickard Sarby in 1949 as part of a competition to introduce a new design. The Finn won, was first used in the 1952 Olympic Games at Helsinki and has been used in every Olympic Games since. It is known for its demands on physical capacity. At the 1956 Olympic Games in Melbourne the Gold Medal was won by Paul Elvstrom (as well as in 1952 and 1960). John Bertrand won a bronze medal in 1976. In 1992 Australia was represented by Glenn Bourke (previously three times consecutive World Laser Champion), in 1996 by Paul McKenzie (previously A-class Catamaran World Champion) and in 2000 and 2004 by Anthony Nossiter (Nocka) who will also go to Qingdao this year for his third Olympic Games in the Finn.

The Master's fleet is divided into age groups - Masters (40-50), Grand Masters (50-60), Great Grand Masters (60-70, including me) and Legends (70 and over). A world championship for Finn Masters (all those over 40 in the year of the event) was first held in 1970 with 18 boats. This year, at Medemblik in Holland, there were 229 entries. That represents the biggest number of entries ever for the Finn Masters, the largest number of entries in any single class regatta held in Holland and the largest fleet in a world championship for any single Olympic class.

Joelle and I arrived early - a week before the regatta. The weather was beautiful and, so the locals said, unseasonal. It was sunny and warm with light winds. We rented bikes, went into Amsterdam by train and generally relaxed. I had arranged to charter a boat and took only two sails with me, as well as my sailing gear. The charter boats arrived on Thursday, giving a couple of days for some light wind training. The charter boats were good quality. That is a major issue at most regattas of this kind but it did not present any problems here. The weather stayed good for two weeks until the last day of the regatta when the weather returned to normal, the temperature dropped to 12°C and it began to rain.

To manage a fleet of over 200 boats special arrangements are necessary and a lot depends on the competence of the race officers. Competitors were divided into 4 groups, which raced each other twice (in two fleets) over six races as a qualifying series. Then gold and silver fleets were created for the final race. The course was a trapezoid with two parallel windward/leeward legs joined by a reach from the first windward mark. The first fleet to start sailed across to the outer loop after the first windward mark and then sailed leeward/windward/leeward then a further short reach to the finish. The second fleet sailed a windward/leeward/windward course, then a reach to the outer loop, a downwind leg and the short reach to the finish. In all, each fleet sailed two beats, two square runs and two short reaches. There was a gate at the end of each downward leg which minimised (but did not eliminate) mark rounding problems.

I am not a great fan of the trapezoid course but it worked well. As the second fleet started at least 15 minutes after the first fleet there was good separation. Not surprisingly general recalls were frequent and the black flag got some use. There was an on-water jury which kept itself busy by annoying the competitors and stopping them from pumping, rocking and ooching - all the things that might make a boat go faster when there is not enough wind to plane or catch waves.

There are special problems sailing in large fleets. The starting lines need to be long and any bias creates a big advantage in the distance to the first mark from the biased end. On the other hand, overcrowding at the favoured end means that all but the few who get good starts have to struggle through confused air for the first part of the beat. Sometimes it is better to have clear air and sail a little further. After the start finding lanes of clear air is a major priority. Staying out of trouble at mark roundings is not always easy. The worst place to establish your right to room at the buoy is in the protest room so a little common sense goes a long way. It also keeps boats undamaged.

There were three Australians at the regatta. The other two chaps (both Masters) had unlucky regattas and did not make the Gold Fleet for the final race. The patchy and generally light conditions did some funny things to the progressive results for most of the fleet. Another confusing aspect was that any result in the qualifying series was effectively doubled in the overall scores. So, for example, after Day 1 (the first two races) with placings of 41 and 43 I was 80th overall. After Day 2 (the next two races) with placings of 18 and 36 in a bit more breeze I was 52nd because, at this stage, a lot of the fleet was carrying a bad result in one of the first few races. Because my bow number was 52, when I checked the results just before sailing out to the start for the third day at first I thought I had been looking at my bow number, not my place overall, and I was probably still in the 70's. When I checked again later I found that, in fact, I was 52nd place in boat number 52. With a 24th in race 5 I expected my placing to improve but instead, because everybody could now drop their worst result, I slid out to 64th. Obviously there were people dropping worse than 43rd place (my worst result to that point). Race 6 produced a 15th place and I improved to 54th place overall before the final day. At least I was comfortably in the Gold Fleet (the first 115 boats). My last race was a shocker. Light winds, no boat speed, no concentration - 94th place, but I was in the company of some very good sailors who were also saving their 'drop' until last race and I still beat 20 boats sailing in the top half of the overall fleet. Despite the poor result I improved in the overall standing, to 52nd again - the same as my bow number. That made me 8th out of 56 Grand Grand Masters and well out of the prizes (for the first 10 overall and the first three in each division).

Apart from a couple of races in 10-15 knots it was a light weather regatta. In Australia it is generally believed that one needs to be 90kg or heavier and quite strong to sail a Finn successfully. That maybe the result of our frequent wind strength of 15-20 knots or more. In Europe, with its frequent lighter conditions and lake sailing there is a different approach and the Finn is hugely popular.

The oldest competitor was Didier Poissant who represented France at the Olympic Games in Melbourne in 1956. He is now 84 years old and weighs only 64 kg but he certainly knows how to sail. Despite his advice to me to stay off the port tack lay line on the approach to the windward mark, because it can be difficult with so many boats to get around the mark cleanly, I saw him there frequently. He was fourth out of 10 Legends and finished 169 out of 229 overall even though he did not sail the last race and had to carry a disqualification from the fourth (the result of an overzealous application of the requirement to sign off after sailing - he was one minute late but the Dutch official would not make an exception!). I spent some time with Didier during the week of the regatta. He has sailed in every Finn Masters World Championship in the last 12 years, after retiring at the age of 72. Last year he bought a new boat. Didier was enthusiastic about next year's event at Maubisson in France.

Although we only had time to go to Holland for two weeks, just to do the regatta and then come home, I had a good time. There were 29 countries represented and a very good and friendly feeling to the whole regatta. Finn Masters are serious about their sailing but most of them (there is always the odd exception in any group) were pretty relaxed. France next year sounds attractive. I suppose I should go.

Bob Buchanan "Sipstream" MYC 200 

The main Finn site is at <http://www.finnclass.org/>

From there, there is a link to the Masters site and the site for the regatta itself.

One shot of Bob and one showing a start (DSC3503.JPG and DSC1756.JPG)

www.finn-masters.nl/Pictures/Album-mon/index2.html





70 foot Volvo Ocean Race yacht, launched by McConaghy boats. Formidable.

THE MCCONAGHY - REICHEL/ PUGH RELATIONSHIP HAS BEEN A HIGHLY PRODUCTIVE ONE.

Consider just three of their projects. Rambler, Alfa Romeo 2 and Wild Oats X1. Complex? Understandably. Strong? Undeniably. Fast? Unbelievably...

Talk to any crew member from one of these boats after an ocean race, and you know they have been wrestling with a rocket. The slender Reichel/ Pugh designs keeps racking up the Rolex's, breaking records, and winning. And winning is what the Galway based Green Team have their eyes on, with their R/P Volvo 70 heading out the door of McConaghy's Chinese factory in early May.

It is pretty impressive sitting in the cockpit of the Green Team Volvo 70 - it just reeks of speed. With the boat and fittings wrapped up for transport to the UK, you sense the boat is restless and just wants to get on with the job. "The Job" starts with the In-Port race in Alicante on October 4th. After that, it's on.

This is a tight and tidy boat. White and heavily chined, strong (for strong read VERY strong) where it needs to be, and cleverly designed and constructed for Reichel/ Pugh's first foray into the Volvo Ocean race. Two - time Volvo Bowman Tom Braidwood is build project manager for the team, the role he held on Neville Crichtons 30m Alfa Romeo, built at McConaghy's in 2005. Tom knows boats, and he knows how to get things done, a skill he honed during his Mini Transat project. Green Team skipper Ian Walker made a smart move selecting Tommy.

Construction was originally planned for McConaghy's Sydney factory, but when all the build slots were filled, McConaghy's Mark Evans and Jono Morris flew to meet the Green Team management at a TP 52 regatta. The China facility was confirmed, and construction commenced in November. In mid - December McConaghy's started on the keel area. At the end of April it was just being completed. That time and detail gives the hull a breaking load well in excess of 300 tons. Having held a piece of immensely strong section from the keel area in my hands, I won't argue with those figures.

The main bulkhead looks straightforward, which is deceiving. Carbon C plate links the rams from one side of the boat to the other. This structure works over the hull Dillet, incorporating the Trunions and keel bolt holes, with core and Nomex all tapered and spliced to fit seamlessly together. Beautiful work. McConaghy's have continued with trusted relationships, using hydraulics and rams from Greg Waters, and machinery and plumbing installed by JH, from Darkhorse yachting.

The Volvo 70, apart from very lightweight items such as pipe cots, galley, heads and the engine box, is all structure. Hull, deck and bulkheads are engineer stipulated, and weigh what they weigh. You can choose to use a different resin content on the pre-preg, and go lighter on the glues - but that could put the structure at risk, so McConaghy's have looked very hard at all the secondary bonding, doing a lot of research on the weights of the glues involved. The other area heavily scrutinized was paint and fairing. There is no topcoat anywhere. A light sealer coat on the interior carbon, with undercoat on the deck and topsides has reduced paint weight to the minimum. McConaghy production manager Mark Morris agrees the project offered up some challenges.

'The Volvo 70 presents some challenges where ever you build it! But clearly we have had a lot of support from the design team and of course from the Green Team guys - they have been fantastic, a

huge effort from Tom and his team. Our history with Reichel/Pugh means they understand our capabilities, and know what we can do. Any complex areas or problems they listen to us - that is vital, and they trust us.'

The boat is built to within a couple of mm of max length and beam allowed in the Volvo rule. Deck layout (unlike radical approaches with other teams) is conventional, a decision taken by Walker due to limited time. Subtle differences to previous boats include moving Code Zero lines closer to the cockpit, for easier handling.

Down below on the last generation Volvo 70's was as black as the inside of a cow. The rule for this race requires 90% of the exposed surfaces of the deck head, floorboards, hull inner skin and engine boxes, situated between Aft Bulkhead, and 2m forward of Mid Freeboard Station, shall be covered with paint, vinyl, decals or a combination of the three - to increase the light for filming. As you step down through the Green Team companionway, one of the first thing you notice are the large white panels lining the interior.

Climbing around inside a Volvo 70 you don't hit your head that often - once will do. When it comes to Carbon v.'s Cranium there is no contest. But big winches need gearing and substantial supporting brackets down below. These "head catchers" will be painted bright orange, but the paint won't soften the blow if you forget where they are. I can see navigators and on board media wearing thermal hats for padding.

This project has not had the luxury of time other Volvo builds have enjoyed, but it is what it is. When I asked Braidwood what he was most proud of, his answer was revealing about the spirit inside the Green Team.

"The guys working on the floor. The McConaghy's guys and the Green Team guys. I know the massive effort they have thrown at the project. Everyone is putting in extra hours for us, and I have huge respect for that."

The Green Team is a lean team. Nothing flashy or excessive here, just a well built, fast boat, and a team led by a double Olympic medalist who commands respect in spades. Walker has the ability as sailor and coach, to fine tune such diverse boats as the A/C class, TP 52's, Yngling and Star's to the highest level - and he can't wait to get his hands on this boat and make it roar around the planet.

It is great news that the Green Team from Galway are on track for the Volvo Ocean race. If I were to sum up Walker and his team, I would use the Chinese phrase ...Li hai...**Formidable.**

Blue Robinson 



DIARY DATES

- Sat 16 Aug** Sailability General, Hornsby Lifestyles
- Mon 25 Aug** Sailing Committee Meeting
- Sat 30 Aug** 2 x Compliance Forms MYC Office
- Sat 30 Aug** Sailability Volunteer Day
- Sun 31 Aug** Season Launch and BBQ
all members welcome
- Tue 2 Sep** Board Meeting
- Wed 3 Sep** Sailability - RFW MAPS Forestville, Aranounbai
- Sat 6 Sep** AUDIT COMPLIANCE DAY
- Sun 7 Sep** Yachts - CC-1
- Sun 7 Sep** Centreboards SPS-1/CC-1
- Sun 7 Sep** Junior BBS Coaching
- Sat 13 Sep** Yachts - Lion Island OS-1
- Sat 13 Sep** Sailability BIRDS/General
- Sun 14 Sep** Junior BBS Coaching
- Tue 16 Sep** Race Management Course
- Sat 20 Sep** Power Boat Practical
- Sun 21 Sep** Yachts SS-1
Centreboards SPS-2
- Sun 21 Sep** Juniors BBS Coaching
- Tue 23** Racing Rules of sailing 2009
- Sat 27 Sept** Sailability General Hornsby Lifestyle
- Sun 28 Sep** Yachts - CC-2
Centreboards SPS-3 CC-2
- Sun 28 Sep** Juniors BBS Coaching
- Mon 29 Sep** Juniors BBS Camp
- Mon 29 Sep** Sailing Committee Meeting
- Tue 30 Sep** Juniors BBS Camp
- Wed 1 Oct** Juniors BBS Camp
- Sun 5 Oct** Daylight Saving starts
- Sun 5 Oct** Juniors BBS Coaching
- Mon 6 Oct** Labour Day

Please check the 2008- 2009 Handbook

DUTY ROSTER CREW CONTACT:

Pam Davis: bpdavis@bigpond.net.au

REMEMBER, REMEMBER

2 Compliance Forms returned by Saturday 30th August to the MYC office!

Sip Ahoy!
Congratulations
Paul Duncan and Kate were married at the Manly Yacht Club in June.



THE FOLLOWING COURSES HAVE BEEN ARRANGED FOR 2008

The following Courses at Manly Yacht Club recommence in September

STCW95 Safety Training Week For International Super Yacht Crew - **Sept 22-27**

RYA RADAR OPERATIONS - **Sept 30**

MARINE RADIO COURSE.HF and VHF - **October 1**

DIESEL ENGINE MAINTANANCE - **Sept 2**

SEA SAFETY AND SURVIVAL - **Sept 4 and 5**

MARINE FIRST AID - **Sept 24**

Please contact Gerry's web site for details relating to time and costs:

www.marinetraining.com.au

Mobile: 0428 749 166

Email: gerry@marinetraining.com.au

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



September, the start of spring and a bumper month for skills training. Have a look in the **calendar (and the above)** for all the training opportunities being held for owners, crew and racing teams. The new **MYC Handbook** also has more training dates over the year to help you manage your diary.

Cary Budd - Training Coordinator

The 2008/2009 MYC Offshore Series kicks off with the Lion Island OS 1 - 13th September

For further details or if you are short of crew or would like to crew please contact:

Greg Zyner 0425 322079
gzyner@yahoo.com



New Boats for the MYC Fleet

Those of you who have been in and around the yacht club over the past few weeks may have noticed our new boat, "**Runaway TAXI**" on the club mooring in Manly Cove. Being bright yellow with a big TAXI sign across the side, she is not hard to spot!

TAXI is a 7m/23ft custom design yacht, built in 1994. She has been at Lake Macquarie for the last few years, and before that was racing on the JOG (junior offshore group) circuit out of Pittwater. She is a very light boat and, as we discovered during our first sail on Sydney Harbour to watch the start of the Sydney to Gold Coast race, can be quite a handful with a spinnaker up and a bit of breeze behind her. She definitely has some 'get up and go', and we are looking forward to racing her with the MYC fleet this summer. Watch out all you bigger boats, we'll be right up there with you (but don't tell the handicapper!).

On a more serious note, we don't know who designed the boat and are keen to find out a bit more about her origins. If there is anyone out there who was involved in JOG racing and knows anything about TAXI's pedigree, or knows someone who might, we would love to hear from you.

Bec Sadleir and Matt McKenzie

MYC22 - Celestial III (was Cuckoo's Nest)

Sam Haynes

MYC157 Our new **Lady Canasta**, replacing the previous Lady Canasta, is a Catalina 380. I took delivery in late June. The poor old lady had been somewhat neglected by her previous owner, so we are working hard to bring her back to her former glory! Hopefully we will be ready for the equipment audit end August, so we can participate in the Summer Series and Twilights. With a displacement of well over 8,500kg she will not be the most nimble boat around the cans, but if we finish last we will at least do so in comfort, although our first impressions are that with a bit of wind and chop she sails really nicely.

Edward Pieck

