



MYC NEWS

Issue No.9 November 2009
2009 Season



'give sailing a go' MYC Open Day/Try Sailing 2009

*Abi and Poppy Troy enjoying the
Treasure Hunt and Colouring in.*

We invited people to 'give sailing a go' at Try Sailing Day on Sunday November 1 and that's just what they did. A gorgeous day saw over 260 visitors from Wood St to the UK turn up at MYC for a sail on one of our five yachts, Sailability dinghies and Big Blue's Optimists.

Fifty MYC and Sailability volunteers turned out in force to make the day a great success. The boats did endless rounds on North Harbour and those in the clubhouse and on the wharf kept our visitors refreshed and enthused! We're extremely grateful to everyone who helped.

Yachts included Aussie Rules (Gene Scott), Ratty Tooley (Ian Dennewald), Topaz (John Malins), Kaotic (Arthur Crothers and crew) and one of the Big Blue boats thanks Craig and crew!

From Sailability, we had Peter and Shelley Singer, Judy Cole, Helen Cregan, Greg Hyde, Jan Jensen, Eli and Ivan Demeny, Helen Hendry, Allan Bimson, Lawrence and Alex Jervis, Charles Kelly, Patrick Alexander, Evelyn Shervington, Peter and Jill Hamilton, and David Niehaus.

From MYC, we had Greg Wilkins, Christabel Casimir, Bill Spence, Margo Lucas, Kees van Lamoen, Mark Bode, Judy Richardson, Simon Grosser, David Lewis, Michael Quirk, Britta Huttell, Donna Bruce, Jennifer (Donna's mum), Greg Paine, Patrick Lynch, Peter Burton, Laura Thomas, Maria Jarman, David Goldner, Nathalie Gochel, Vicki Walsh, Margaret Malins, Maz Theaker, Veronique Morgansmith, Roland Beck, Michael Troy, Louise Tofts, Steve Pile, Chris Stockdale and Tim Yendell.

Peter Burton and Laura Thomas prepared fabulous a BBQ of fajitas, chicken wings, chickpea burgers and sausage sandwiches, and Greg Paine, slaved tirelessly with Peter over a hot plate all day to keep our visitors well fed.

Thanks to those who helped in the lead up to the day, including Margo, Maz, Sue Strath, Helen Ebeling and Ken Terrens.

We received brief mentions in the SMH Metro and Spectrum sections, Simon Marney's ABC radio program on the day and listings in local What's On websites.

Apologies to anyone whose name has been missed here.

Helen Buckland 

President's Report

I recently attended an afternoon tea at Manly Council to accept a \$750 Community Grant on behalf of the Yacht Club and was reminded of what it is that makes Manly Yacht Club that little bit different from other Yacht Clubs, and what I hope it is that attracts the membership we have. It was great to see the Yacht Club recognised along side local charities, community and cultural groups.

Over the last couple of weeks we have had a working bee at the club and the Try Sailing Day. Both days were a great success and very well attended, the organization that went into both days was outstanding. Thanks to Brian Wilson and Helen Buckland for their organisational efforts. It was great to see so many members giving some of their time and skills on these days.

The twilights are off to a roaring start with record numbers entered at the start of the season and more boats joining every week.

The clubs hall and foyer have had a new coat of paint and are looking great, new blinds will be hung shortly and then it will look as good as new. Thanks to Sorrell and Brian for their efforts here.

Congratulations must go to Judy Cole & Greg Hyde for their Silver and Gold medals in the recent masters games. They both sailed in the access 303 dingy class, I heard a rumour Greg may now have the Para Olympics in his sights, we wish him every success in his efforts.

Another great result and more congratulations to Greg Zyner and his mostly MYC crew on Copernicus, they have achieved third place in the Hemple Paints, Lord How Island race.

The issue of members being paid by the club has resulted in Sorrell Lambie standing down from the board after many years of service to the club and to the board. I would hope this is only a temporary situation until we as a club can formulate some guidelines on what services can and can't be provided by members on a professional basis.

Continued on P 2

JOURNAL OF MANLY YACHT CLUB

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*Oct 29th Alan Bimson and Jean Hay.
Handover of Sailability grant from Manly Council
towards running the Sailability support boat.*



Continued from page 1

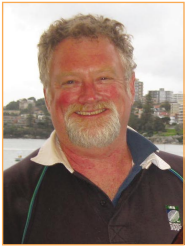
A committee headed by David Lewis is looking into the options available and as always members constructive feed back is welcome.

I would like to wish Keith Woodward, Greg James and Helen Ebeling a speedy recovery after some recent surgery, maybe MYC can organise a loyalty discount scheme with the local hospital.

Lastly, as the clubs Commodore gets to hold a picnic day each year I feel it only fit the President should get a raft up. The 5th of December has been put down as the date and Sugarloaf Bay the place, boats racing on the Sunday can get the 1000 Spit Bridge opening and be back in plenty of time to start. Some of us have shiny new paint on the boats so we may raft near. This will be a very informal get together so please fill

your boats with crew and come along and join me.

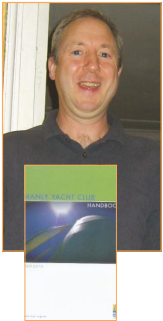
More details as I think of them.



Ian Dennewald - President

MYSTERY PHOTOGRAPHER APPEARS.

Many apologies go to Simon Grosser.



The MYC COVER photo was incorrectly credited to Blue Robinson (sorry Blue WHAT A BLUE!!!)

Thank you Simon for a Graphically interesting shot.

Signed (red faced designer)

Ivana Gattegno



A warm welcome to our new members

- Associate: **Christian Mathis**
- Associate: **Philip Markham**
- Associate: **Mike cassidy**
- Associate: **Carole Orbell**
- Associate: **Margaret Parkes**
- Senior: **Susannah Mitton**
- Jnr/Stu: **Katerina Zidkova**
- Jnr/Stu: **Jan Slader**
- Nthn Beaches Dragon Boat Club: **Jo McCorkingdale**

Commodore's Report:

Wow! What a fantastic Try Sailing Day. We had great weather, many willing hands, great food, sailability boats; dinghies on the beach; yachts coping with the less than desirable tide...and...in excess of 260 people visiting the club. That's got to be a record. Thank you Helen, for organising such a great day. And thank you to all who helped to make it the success that it was. I've emailed all the boat owners and everyone who expressed an interest in doing more sailing and with the help of our crew co-ordinator Jo, people and boats will get together and we can have a few more boats racing. So for those MYC yachts who use the excuse of no crew, please email myccrew@hotmail.com and let's get more people participating in our sport.

The club is hopeful that a few of the younger members of the community who participated in Try Sailing Day will translate into a junior fleet this year. A subcommittee has been formed with the aim of getting youngsters out having fun and being confident on the water, sailing on the weekends. If you know of anyone interested please contact me - I'm in the handbook!

And while I'm mentioning the handbook...do you know that there is some interesting reading, not just the sailing instructions. For example, do you know about the club lasers and tasers...or which way the club burgee should be flown? It's all in the handbook and if there is something that you want to know about your club that is not in the handbook, please let me know.

We have been contacted by Sydney Ferries to remind club members of their responsibilities around ferries. In summary, these are...be aware of your responsibilities under the law (see also 6.10 and 6.11 of the MYC handbook); make sure you can be properly seen in poor visibility e.g. nav lights; make sure you maintain a proper lookout for other vessels; and make sure you know what action to take to avoid dangerous situations. The International Regulations for Preventing Collisions at Sea (Colregs) apply to all vessels on Sydney Harbour and your attention is directed to Colregs 2(a), 5, 9(a) and 9(b). Condition 100 of the MYC Aquatic Licence states that..."all competitors must keep 200m from the bow and at least 30m from the sides/stern of any ship or ferry underway".

Do you know what Yachting Australia does for you? Find out about their new initiatives; future direction of the sport, strategic planning, training and participation initiatives at the Yachting Australia Road Show NSW on 1st December 7:30 at CYCA. Register on line www.yachting.org.au. As a member of Manly Yacht Club you are also a member of YA.

Before I sign off...congratulations to Judy Cole and Greg Hyde for winning Silver and Gold in their respective age divisions at the recently held World Masters. Congratulations too, for a couple of 3rd places, to Greg Zyner and crew of Copernicus on IRC; and Chris Dawe and crew of Polaris of Belmont on PHS in the recently completed Gosford to Lord Howe Is Race.

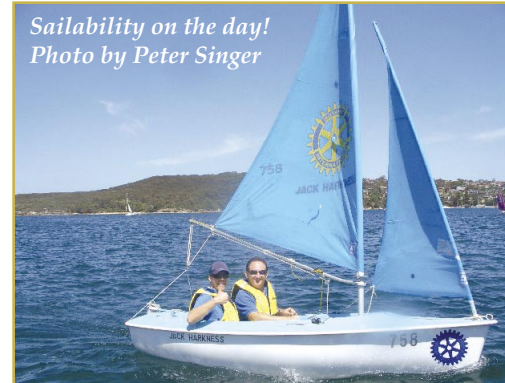
Also, thank you to the members of this club who make up the Race Committees each week. From those of us who race, we really appreciate the job you do, and may I encourage those competitors who don't come out when it's wet or miserable, to think again. We won't have Race Committees if we don't support them.

See you on the water ... Maz

Just a few of the huge number of volunteers it takes to organsie our Open Day/Try Sailing Day



Donna and Helen



Sailability on the day!
Photo by Peter Singer



Peter, Judy and Jill



Greg and Peter



Maz and Greg Wilkins



Robert Luttrell



The Manly Junior Association is celebrating the 50th anniversary of the Manly Junior on 14th November 2009.

Craig Baker has donated a 50 year-old Mark 1 Manly Junior to the Manly Yacht Club in perpetuity so that she can be displayed for everyone to see. The original plans for this boat as well as the original sails have been located. Over the last 12 months Robert Luttrell has been busy faithfully restoring the boat and the spars to top class condition. Not satisfied with just restoring the look, Rob has succeeded in relaunching a fully functioning sailing boat.

When we picked the boat up to bring it home many of the metal and wooden parts had been removed and put in plastic bags during earlier attempts to repair her. Unfortunately, many parts have been lost - some can never be replaced. Some of the wood had rotted leaving big defects. Before even touching the boat Rob did months of research in order to discover what materials were available in 1959 so that he could buy or manufacture replacements. Rob and I talked to those older sailors like Bruce Davis and Ian Perdriau who had time to discuss with us how the Mark 1 boats were rigged and sailed. I sailed a Mark 2 Manly Junior so I was only helpful up to a point. Bruce Davis was able to find some real brass sash hooks at his marina to replace the ones that had been lost. The boat would not work without hooks but the only hooks available now looked wrong - too modern.

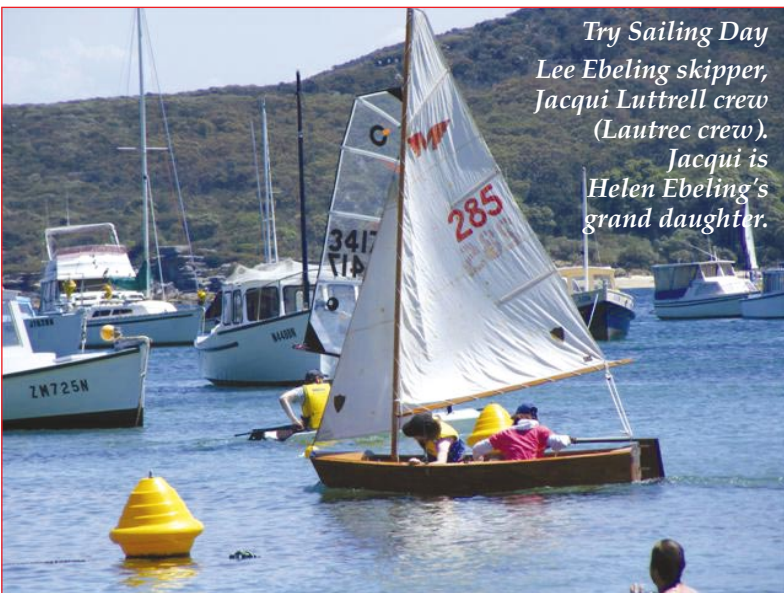
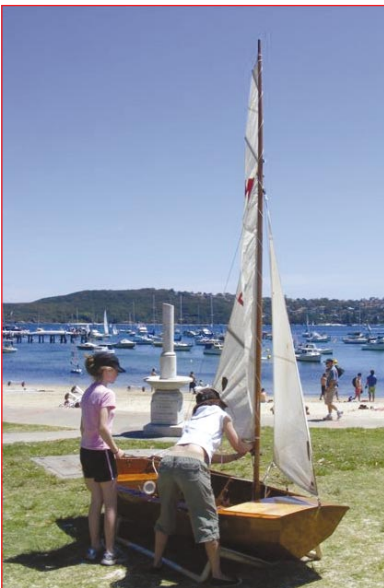
Authenticity is paramount. Only the specifications from the original plan have been used.

In his research on the right style of varnish Rob contacted Cameron Handley from Hempel Australia in Queensland for help. When Cameron, an old MJ sailor, was told about the Manly Junior he was not only keen to help but was interested in establishing a grassroots presence in Sydney for Hempel by sponsoring a local volunteer club. After hearing about the twilight, summer and winter series as well as our big events such as the Women's Challenge at MYC he was keen to be put in touch with Ivana McAlpine via Helen Ebeling. The Hempel Favourites varnish which was used was chosen because it has a red coloured UV protectant which gives the wood a rich deep colour.

Rob also visited the Sydney Heritage Fleet to see MJ 1 as well as getting in contact with Peter Tinworth from the MJ Association.

Rob's father Dudley Luttrell a retired Industrial Arts teacher remembers building Manly Juniors and Sabots with his year 10 students in the 1960's. He still had the 50 year-old timber shorts and nails of the time which are no longer commercially available and made these available for the restoration.

MJ 285 was relaunched on 1st November under the name "Emjay". We tried to find out her original name but the owners told us that they used to just call her "the MJ". She not only floated (which was fortunate because I forgot to take a bailing bucket) but was surprisingly sweet to sail being balanced and agile. Fortunately Jacqui Luttrell (her first time sailing a racing dinghy) and I were both small enough to fit in to the MJ and put her through her paces in front of the MYC on Try Sailing Day.



Try Sailing Day
Lee Ebeling skipper,
Jacqui Luttrell crew
(Lautrec crew).
Jacqui is
Helen Ebeling's
grand daughter.



285 will be on display at MYC, come and have a look.

Lee Ebeling





Manly Sailability
World Masters Games medal winners.
Gold for Greg (45+ open solo)
Silver for Jude (55+ open solo).

In a tough seven race Regatta held at Dobroyd Aquatic Club (behind the Iron Cove Bridge, Five Dock) Greg and Jude's Masters Campaign was rewarded with Gold and Silver medals respectively.

When we started training in June we were determined to give ourselves every possibility of a podium finish. This meant putting in time on the water, practicing our technique and strategy, and learning how to make the 303s go fast.

Greg already had the sailing skills, he needed to build his stamina and concentration. I have raced as crew on bigger boats, but never helmed a dinghy in a serious racing regatta.

Manly Sailability got behind us with the usual enthusiasm! Eli, Jan, Ralph, Peter and Alan were regulars on the start/finish boat, with Crosbie, Ivan, Wayne, Jill, and David G chipping in, and sometimes joining us on the course. All the hard work paid off.

Here's my experience of the 5 day regatta:.

Day 1: Mon 12th Oct: Registration and practice race day:

We drove over the beautiful Anzac Bridge in light wind and early morning sunshine and were greeted at Dobroyd Aquatic by gaily flapping flags and helpful volunteers in distinctive uniforms giving an air of expectancy and excitement.

After registering ourselves, we had to go through the vigorous measuring formalities that are the pre-requisite to racing one design dinghies in World class regattas.

David Webb had towed the dinghies to the venue and helped unload and prepare them. More than 30 seemingly identical boats and centreboards were swung from scales. Sails, centerboards and rudders were meticulously measured by Terry Peak, the Race Director and his team. Both Jade and Woody were within the parameters and passed the scrutiny. Only then could we affix our racing numbers on the hull - 13 for Jude (Jade) and 14 for Greg (Woody).

At the Competitors Briefing we were able to size up the competition, go over the Sailing Instructions, and discover the likely course lay out. There were a few tingling nerves, and lots of friendly banter, with wonderful volunteers providing refreshment and encouragement in their well equipped club house.

Downstairs the neat rows of Access dinghies fully rigged in their bright sails, looked like show ponies waiting proudly in the collecting ring.

One by one they were launched, centerboards and rudders lowered and sails unfurled ready for the skippers to jump in from the jetty, gather the sheets and joystick, and sail off. In this very organized and efficient manner, which became more and more slick everyday, we were soon all out on the water testing the light puffs and ripples around Rodd Point.

The Practice Race in a light NE wind was enjoyable, with lots of friendly banter around the track, but was to have no bearing on the regatta that was to unfold!.

Day 2: Tues 13th Oct : Races 1 and 2

All our members know that we don't go sailing in winds over 20 knots! Well nobody told the Race Committee! As feared, the forecast for strong gusty winds was correct. The flags on top of the Harbour Bridge told the story, and many of us turned up to the daily race briefing expecting to be told that racing would be abandoned for the day, or at least suspended until conditions improved. Not so. .

We were instructed that it was up to each of us to decide if we could handle the strong conditions, and to rig our boats accordingly, but Race 1 would take place, in 20 + knots WNW gusting over 30! This was to disadvantage several less able-bodied sailors who felt they'd be putting themselves and their boats in danger, and decided not to venture out.

Never having sailed in these conditions Greg and I felt we'd give it a go, and believed we'd rigged conservatively, with 75% main and a little room for more reefing, but out of the comparative shelter of the clubhouse, we were immediately overwhelmed, and fighting to keep the boats upright. .

We reefed as much as we could in the shelter of Rodd Island, but still carried too much sail for the building gusty wind conditions. Nevertheless, we were on the start line when the gun went off, and a ragged line of partly out of control boats barely made it across on starboard tack, and by luck more than skill, managed to narrowly avoid a big pile up at the pin end!.

In a series of rushes, swoops and dunks, sailing on headsail alone with the main loosely flapping, and only slightly bringing it on between gusts, I noticed we'd both made it to the top mark relatively unscathed in a thinning fleet. The short reach to the second mark was a chance to bail like crazy the half boat load of water you inevitably collected up wind, and make a mental note to get a bigger bailer next race!.

The run downwind to the 3rd mark was exhilarating surf in white water, with sails winged on each side of the boat, and holding the jib out nearly pulled your arm off. Those who hadn't managed to bail out their boats were being swamped by waves from behind, and sub-marineing in an interesting way! Safety craft were darting in and out of the fleet towing the semi sinkers off the course and bailing them out with buckets!.

As the downwind mark loomed, the gybe and mark rounding was a daunting thought! In front I saw Greg go over, and come up wrestling (one handed!) to put his boom back on the mast. He had the presence to limp off to the shelter behind Rodd Island to complete this task and rejoin and complete the race.

By now gusts were the norm, and after taking the inevitable dunking as I rounded the mark and came on the wind with half a boat full of water, it certainly crossed my mind to head back to the dock which was full of retirees! But I'd been through a big learning curve, and reasoned that if I stopped trying to race, and just concentrated on keeping out of trouble, I could finish the race within the time limit. Unpleasant and frustrating as it was, giving up was not an option, so with sincere apologies to Jade, who was giving it her heart and soul (as boats do) I managed to take the chequered flag (after another complete circuit and work to the finish) with only 2 more dunkings, and no incidents with a diminishing number of boats. By now the wind was a building 25 knots gusting over 35 and racing was sensibly abandoned for the day. *Continued on p 5*

I expected to witness carnage as I thankfully battered my way back to the dock, and wondered why there were funny round markers in the water? It was only when one of the markers grabbed my boat, I realized the volunteers were standing up to their necks in the freezing choppy water, grabbing boats before they could crash into the pontoon, and guiding them to safety.

My admiration for boat designer Chris Mitchell and the Access 303s and the way they handled themselves in the outrageous conditions is immense. Chris was on site to watch over his colourful brood, with mixed feelings of pride and anxiety I'm sure! I later saw him assisting in numerous repairs, all minor or cosmetic.

Greg and I took a while to get our land legs, wash the salt off our faces, and get feeling back into our hands and fingers. Layers of wet weather gear were stripped off to reveal even soggy garments underneath. I retrieved a splash jacket I'd ripped off during the race from under the seat, and discovered it had got wrapped around the steering mechanism, which explained why I'd had difficulty tacking! .

Greg was pretty exhausted, and disgusted for coming 3rd in his age group, while I was ecstatic to discover I was also lying 3rd in mine! After bedding the salt encrusted boats down for what was predicted to be a very windy night, we eased our aching limbs into the car in order to beat the rush hour traffic over the Harbour Bridge.

It seemed surreal that while all these office workers had been keeping the wheels of the economy turning in sanitised air-conditioned environments, totally oblivious to the weather outside, within easy view of the Centrepoint Tower we'd been battling the elements in all their fury!.

Day 2: Wed 14th Oct: Races 2 & 3

Seeing the flags atop the Harbour Bridge again indicating wind in excess of 20 knots from the West, and with white caps skipping across the choppy water, we steeled ourselves to another day sailing in survival mode.

The stalwart team of volunteers again launched and led our obedient little craft to the pontoon, and held them fore and aft steadying them as each skipper lowered themselves in, and took up their position. Like bull riders in a rodeo, we picked up the strings, clung to the joystick, adjusted our hats, and nodded when ready to be released. With a push of the bow and a kick in the stern, all hell was let loose as we felt the full power of the wind in our sails, and the surging of the swells beneath our bucking hulls.

The difference was that today we were prepared. We'd reefed the mains to half, with the capability of taking in even more, and our strategy was to keep out of trouble and complete the course. Easier said than done, but I managed a couple of 3rds, and Greg rose to the occasion with a 1st and 3rd. . .

We were pretty proud of ourselves, especially when we heard Prince Frederick sailing in Lasers had taken a dunking at Woollahra, and all racing there had been abandoned earlier with many experienced international sailors rescued from Shark Island.

Our only casualty had been one of the safety craft, a rubber ducky that had flipped and sunk on a rescue mission when a rain squall came through, it's driver treated for hypothermia by the attendant First Aid Officer.

Day 3: Thurs 15th Oct: Races 4 & 5.

Halleluia! At last the unusual succession of westerlies had eased to a manageable 15 - 20 knots, and we were able to sail with some control and skill!.

Out came the reefs, and you could tell the boat was enjoying herself at last, so was the skipper who seemed to do no wrong, giving Greg a run for his money, pirouetting around the marks with ease, picking the wind shifts, getting in the zone and loving every moment.

It was tangible how the confidence gained by completing the course on the previous 2 days had lifted me to another level!.

The scoreboard showed two firsts for me and a 2nd & 1st for Greg. Now we were in contention, and thinking about a podium finish!.

Day 4: Fri 16th Oct: Races 6 & 7 .

The tell tale flags on the Harbour Bridge indicated a gusty SW wind, and the forecast was for it to build, and drop in the afternoon. .

We arrived to find the cheerful Race Committee clustered around the wind gauge reading 18 knots with gusts to 25. A lovely day for racing!.

So it was back to reefs and survival mode. The main difference today was that the wind veering to the SW was coming of the recently dumped snow, and was freezing!.

Our little craft were looking a bit forlorn as they were reluctantly led to water and I thought I saw Jade shiver as she hit the water!

This was how the skipper was feeling too, but once under way we set about preparing for the last 2 or 3 races. Covering the competition meant we didn't sail our normal assertive way, which didn't feel natural, but got us a 1st by a couple of boat lengths.

Greg had hit his straps by now, and his natural sailing ability and improved techniques with the Access 303 gained over the past few days were showing dividends. He'd crossed the line well ahead of his nearest competitor.

By my reckoning I also needed to win the next race, as others had higher discards than me! I'd discovered that 6 races constituted a regatta, and that after that you could discard one of your worst races.

I decided to go back to sailing the course and not my competitors, but by now the wind had picked up again and the boat was on her ear, making it very difficult, especially reefed, to make good headway towards the windward mark and remain upright. Back to survival mode!.

A clean start but one bad tactical error late in this race saw me trapped on the wrong side of a wind shift, and when I did manage to duck out, I was well back in the fleet, and playing catch up, which with my weight in that wind was unlikely! Still I managed 2nd and was relieved when a possible 3rd race was called off and we could head back to the pontoon.

Greg had again managed the conditions well and secured the gold medal with another win. I knew I'd let mine slip through my fingers, finishing equal first on points, but losing on the last race count back. On reflection I was excited about being on the podium, and proud of myself for keeping going when the going got tough.

What have I learnt from the World Masters Games experience?

1. Volunteers are the heroes of these events.

Especially the volunteers at Dobroyd who are mainly Sailability Volunteers.

Where else would you find people prepared to take their turn, standing up to their neck in cold muddy water, launching, catching, and swimming after boats so that others can compete?

2. Your fellow competitors make it very special.

The people you meet and befriend, the unstinting help and advice, the camaraderie and sincere congratulations when you do well, even at their expense, restores your faith in human nature.

3. You never lose your competitive streak.


Whatever your chronological age, if you have a competitive streak, it will always be with you, pushing you to be the best you can be at whatever you tackle, but also causing you to put pressure on yourself!

4. It's never too late to learn something new.

As a late comer to sailing, and only a recent dinghy sailor with Sailability, it's never too late to learn a new skill, and compete with your peers whatever gender or age!

5. Winning feels just as good at 55+

So I didn't get gold, but silver's the "in" bling and I'm proud to have represented myself and my club at a "World" event.

You've got to be in it to win it! Jude. 

Ben Lexcen and the America's Cup

MYC members may have seen stories in the national and international media (including the front page of the Sydney Morning Herald) that Ben Lexcen was not responsible for the design of the keel on Australia II. Claims that Ben Lexcen did not design the 12 metre Australia II have been cropping up for 26 years, but Peter van Oossanen, who worked for Ben at the Dutch testing tank, made some very specific comments which I thought were worth responding to. First, a bit of background.

Early in 2006 I met with two members of the America's Cup hall of fame selection committee (American) Elizabeth Meyer, and (Frenchman) Bruno Trouble'. They had been lobbying for years for Lexcen to be included, were furious this was being blocked and threatened to resign if this wasn't put right. In October 2006, Ben Lexcen was inducted into the America's Cup hall of fame. To remind people of Ben's achievements, after interviewing skipper and crew of Australia II John Bertrand and John "Chink" Longley, plus Ben's lifelong friend and Olympic sailor Carl Ryves, I wrote a piece for Seahorse magazine which was featured in the August 2007 magazine. There, I felt sure the questioning of Ben's ability (mostly by Americans) would end. Not so.

Recently in the Sydney Morning Herald and Times Online, Peter van Oossanen claims ' Ben 'had a flair for shapes, but he wasn't a scientist and he wasn't able to understand the full physics of what was going on', and later adds ' Ben did things by feel and intuition, but in the America's Cup, that will get you nowhere. It is a very scientific thing.'

These claims are simply inaccurate,

Firstly, way back in 1958, Ben (then know as Bob Miller) was working on the problems of tip vortex, so he fitted small wings on the 18 foot skiff Taipan's centerboard and rudder (also on his 5.5 metre, Catamaran and Moth). His designs included the Contender single-handed dinghy, Admiral's cup yachts Apollo II, Ginkgo, and Mercedes III (best individual boat in the 1967 Admiral's cup), plus Ballyhoo which beat Kialoa in the California Cup and San Francisco perpetual trophy races. The America's cup yachts began with Alan Bond's Southern Cross in 1974, then co-designed Australia in 1977, which also raced (modified) in 1980, Challenge 12 and Australia II in 1983, and Australia III and IV in 1987. Clearly he had a feel for what was going on in a hydro and aerodynamic sense.

What van Oossanen didn't say, was that Ben noticed the carriage system that was presented to him at the Netherlands ship basin in Holland didn't give the refinement that was required in lift and drag, so surrounded by dozens of PHD engineers who had worked there for years, Ben redesigned the towing tank facility for his testing program, so the towing point was the centre of effort on the sail plan.

Secondly, as late as the 1995 America's Cup (according to Team New Zealand syndicate head Sir Peter Blake) Kiwi Designer Laurie Davidson was still adjusting and refining their yachts designs with hand and eye. Throughout the history of the America's Cup, both beautiful and brilliant yachts were designed and constructed using experience, feel and intuition.

One of the most common quotes that crops up about Ben Lexcen is how could he have designed Australia II without a formal education. The highly successful yacht designer Bruce Farr (much to his headmasters annoyance) left school at 16, and the maestro himself Olin Stephens left MIT after one term (due to yellow fever) choosing not to return. Olin Stephens designed the winners of a total of eight of the nine America's Cup matches between 1937 and 1980. Nobody questions these brilliant individuals natural ability.

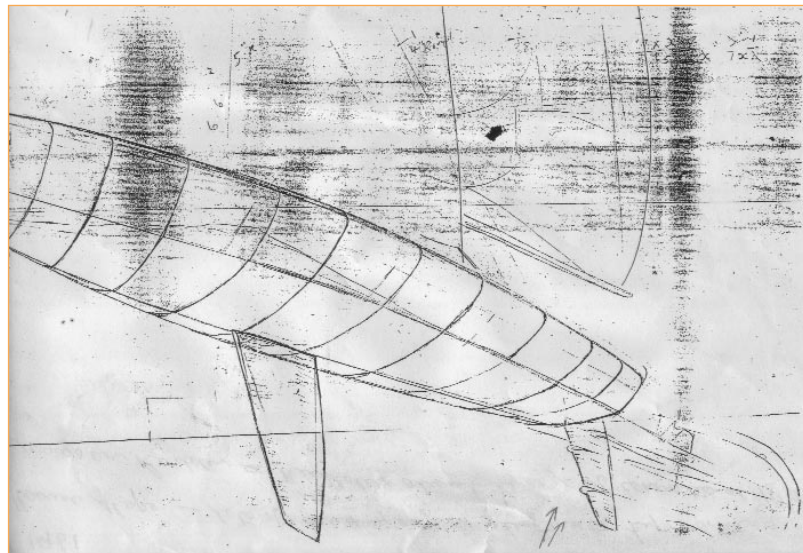
As Lexcen died of a heart attack in 1988, John Bertrand, Alan Bond and Carl Ryves spoke to the media dismissing van Oossanen's claims, John Longley further demolished these claims, providing written records of Lexcens design notes, and the Seahorse article I wrote listing Ben's many achievements was re-published online. If any club members are interested in this article, I can forward it in a PDF format. My email is: blue@utarzan.com

It was a strange claim for Peter van Oossanen to make, particularly after he has always been recognized as part of the team that assisted Lexcen. Perhaps he thinks the older he gets the better he was.

Blue Robinson
blue@utarzan.com

An early sketch of the 18 footer Taipan

Ben Lexcen penned in 1958, note the wings on the rudder.



Join us at the 16th Ocean Care Day Festival.

Celebrating 'International Year of Astronomy' - Tidelines. Bring family and friends to the Ocean Care Day Festival featuring the famous penguin waddle, 40+ eco exhibitors, live music, kids activities, the Penguin Pavilion, the MEC Lab, the Artists Tent. The Manly Yacht Club Championship race will be held and 'Artists with Easels' will be capturing the day around the harbour and along the beach.

**When: Sunday 6th December 2009,
11am - 5pm, Manly Beachfront**

Contact: Manly Environment Centre (02) 9976 2842,
mec@manly.nsw.gov.au www.mec.org.au



ZILZIE WINES TWILIGHT SERIES 23 Oct 09 RESULTS - RACE 1

Sail No	Place	Yacht Name	Owner/Helm	Yacht Type	Finish Times
AUS147	1	Okavango Delta	Emma Reid/Julian McPherson	J24	19:34:22
MH125	2	Topaz	John Malins	Holland 24	19:34:42
MYC5	3	Eos	Brian Wilson	Brittany Sloop 33	19:36:20
557	4	Occum's Razor	David Fairclough/Stephen Garmsen	Duncanson Offshore 30	19:38:04
MYC12	5	San Toy	Graham Radford/Maz Theaker	Radford 12	19:38:36
AU135	6	Boudicca	Jonathon Sinton	J24	19:39:15
MYC7	7	Ten Sixty	Phil Vidler	Radford 10.6	19:39:23
6689	8	Copernicus	Greg Zyner/Leanne Zyner	Radford 12	19:40:31
6776	9	Dances W/Waves	Jim Thomas	Beneteau First 40.7	19:40:34
MYC100	10	Shear Magic	Robert Steffens	Adams 10	19:41:29
MYC37	11	Moonraker	Tomas Kliman/Muir Watson	Beneteau Oceanis 37	19:43:08
AUS102	12	Flying Carpet	Nick Chatham	J24	19:43:27
KA55	13	Atalanta	David Harris	J24	19:44:20
6295	14	Ratty Tooye	Ian Dennewald	Northshore 340	19:44:30
MYC79	15	Pompadi	Steve Frith/John O'Brien	Catalina 309	19:45:02
MYC24	16	J Curve	Jack Morrison/ Alan McKay	J24	19:46:30
MYC157	17	Lady Canasta	Edward Pieck	Catalina 380	19:46:45
MYC375	18	Out There	Gabrielle James	Cavalier 375	19:47:44
MYC820	19	Good Intent	Peter Bennell	Clansman 30	19:48:00
MYC9	20	Beausoleil	Spence/Thomson/Donnelly	Cavalier 28	19:48:40
MYC33	21	Lautrec	Helen Ebeling	Passage 33	19:49:13
4863	22	TwoCan	Stephen Teudt/David Lewis	Masram 920	19:51:04
MYC27	23	Esra Tew	Jackie Morgan	Northshore 27	19:51:37
MYC28	24	Kestrel II	Jeff Lea	Herreshoff 28	19:52:24
1152	25	Bokarra	Iain Cameron	Santana 22	19:54:47
M313	26	Minder	Tim Stewart	Triton 24	20:03:46
KA355	27	Nickel	Michael Troy/Simon Grosse	Modified Etchells 22	DNF
A73		Top Odds	Karen Petersen	Northshore 27	DNC
MYC1		Aussie Rules	Gene Scott	Cavalier 975	DNC
MYC34		Sip Ahoy	Paul Duncan/Murray Bailes	Northshore 340	DNC
5216		Starship	Peter Richter	Hudson 34	DNC
KA16		Pam	Matt Walker	International 5.5	DNC
MYC10		Pensive	Pam Davis	NSX38	DNC
1236		Local Hero	Peter Mosely	Sydney 36	DNC
6499		Supernova	David Bates	Sydney 36	DNC
NH555		Gramarye	Andrew Morrison	Top Hat Mk III	DNC
5393		Runaway Taxi	Matt McKenzie/Rebecca Sadleir	Custom Jog Racer 23	DNC

ZILZIE WINES TWILIGHT SERIES 30 Oct 09 RESULTS - RACE 2

Sail No	Pics	Yacht Name	Owner/Helm	Yacht Type	S/Time	Act/S/Time	Fin/Times	Ela/Times
MYC37	1	Moonraker	Tomas Kliman/Muir Watson	Beneteau Oceanis 37	18:15:00	18:15:03	19:32:15	01:17:12
KA355	2	Nickel	Michael Troy/Simon Grosse	Modified Etchells 22	18:16:00	18:16:05	19:33:26	01:17:21
AUS102	3	Flying Carpet	Nick Chatham	J24	18:17:00	18:17:17	19:36:21	01:19:04
NH555	4	Gramarye	Andrew Morrison	Top Hat Mk III	18:02:00	18:02:31	19:36:59	01:24:28
6510	5	Poets Day			18:30:00	18:30:31	19:37:47	01:07:16
AU135	6	Boudicca	Jonathon Sinton	J24	18:20:00	18:21:07	19:37:50	01:16:43
MYC820	7	Good Intent	Peter Bennell	Clansman 30	18:05:00	18:05:03	19:37:54	01:32:51
MYC157	8	Lady Canasta	Edward Pieck	Catalina 380	18:14:00	18:13:58	19:38:01	01:24:03
MYC7	9	Ten Sixty	Phil Vidler	Radford 10.6	18:29:00	18:29:32	19:38:04	01:08:32
MYC9	10	Beausoleil	Spence/Thomson/Donnelly	Cavalier 28	18:14:00	18:14:14	19:39:00	01:24:46
MYC1	11	Aussie Rules	Gene Scott	Cavalier 975	18:13:00	18:13:35	19:39:12	01:25:37
MYC375	12	D/With Waves	Jim Thomas	Beneteau First 40.7	18:34:00	18:34:49	19:39:22	01:04:33
6295	13	Ratty Tooye	Ian Dennewald	Northshore 340	18:20:00	18:20:24	19:39:49	01:19:25
557	14	Occum's Razor	David Fairclough/Stephen Garmsen	Duncanson Offshore 30	18:20:00	18:21:08	19:40:26	01:19:18
MYC27	15	Esra Tew	Jackie Morgan	Northshore 27	18:04:00	18:04:37	19:41:05	01:36:28
MYC12	16	San Toy	Graham Radford/Maz Theaker	Radford 12	18:33:00	18:33:14	19:41:40	01:08:26
MYC375	17	Out There	Gabrielle James	Cavalier 375	18:29:00	18:30:54	19:42:10	01:11:16
MH125	18	Topaz	John Malins	Holland 24	18:08:00	18:08:45	19:42:51	01:34:06
KA55	19	Atalanta	David Harris	J24	18:12:00	18:12:16	19:42:51	01:30:35
MYC34	20	Sip Ahoy	Paul Duncan/Murray Bailes	Northshore 340	18:21:00	18:21:09	19:42:51	01:21:42
MYC5	21	Eos	Brian Wilson	Brittany Sloop 33	18:15:00	18:15:43	19:42:53	01:27:10
AUS147	22	Okavango Delta	Emma Reid/Julian McPherson	J24	18:27:00	18:27:21	19:45:00	01:17:39
A73	23	Top Odds	Karen Petersen	Northshore 27	18:09:00	18:09:29	19:45:54	01:36:25
4863	24	TwoCan	Stephen Teudt/David Lewis	Masram 920	18:25:00	18:25:52	19:46:24	01:20:32
MYC79	25	Pompadi	Steve Frith/John O'Brien	Catalina 309	18:07:00	18:07:57	19:46:42	01:38:45
MYC24	26	J Curve	Jack Morrison/ Alan McKay	J24	18:17:00	18:17:23	19:46:54	01:29:31
5393	27	Runaway Taxi	Matt McKenzie/Rebecca Sadleir	Custom Jog Racer 23	18:06:00	18:07:20	19:48:34	01:41:14
M313	28	Minder	Tim Stewart	Triton 24	17:53:00	17:54:31	19:50:45	01:56:14
1152	29	Bokarra	Iain Cameron	Santana 22	18:04:00	18:15:03	19:52:10	01:37:07
MYC28		Kestrel II	Jeff Lea	Herreshoff 28	17:53:00	DNC		
MYC33		Lautrec	Helen Ebeling	Passage 33	18:15:00	DNC		
NH14		Hagar IV	Chris Cope	Endeavor 30	18:19:00	DNC		
5216		Starship	Peter Richter	Hudson 34	18:26:00	DNC		
MYC100		Shear Magic	Robert Steffens	Adams 10	18:29:00	DNC		
KA16		Pam	Matt Walker	International 5.5	18:29:00	DNC		
MYC10		Pensive	Pam Davis	NSX38	18:32:00	DNC		
6689		Copernicus	Greg Zyner/Leanne Zyner	Radford 12	18:34:00	DNC		
1236		Local Hero	Peter Mosely	Sydney 36	18:35:00	DNC		
6499		Supernova	David Bates	Sydney 36	18:36:00	DNC		

ZILZIE WINES TWILIGHT SERIES 6 nov 09 RESULTS - RACE 3

PI	Sail No	Yacht Name	Owner/Helm	Yacht Type	S/Time	Ac/S/Time	Fin/Times	Ela/Times	C/To	s/rt
1	MYC79	Pompadi	Steve Frith/John O'Brien	Catalina 309	18:05:00	18:05:20	19:13:01	01:07:41	00:00:20	
2	MYC28	Kestrel II	Jeff Lea	Herreshoff 28	17:53:00	17:58:12	19:13:06	01:14:54	00:05:12	
3	MH125	Topaz	John Malins	Holland 24	18:07:00	18:07:17	19:14:06	01:06:49	00:00:17	
4	MYC9	Beausoleil	Spence/Thomson/Donnelly	Cavalier 28	18:14:00	18:14:10	19:14:52	01:00:42	00:00:10	
5	MYC157	Lady Canasta	Edward Pieck	Catalina 380	18:14:00	18:14:02	19:14:57	01:00:55	00:00:02	
6	MYC1	Aussie Rules	Gene Scott	Cavalier 975	18:13:00	18:13:08	19:15:45	01:02:37	00:00:08	
7	KA355	Nickel	Michael Troy/Simon Grosse	Modified Etchells 22	18:22:00	18:22:17	19:16:02	00:53:45	00:00:17	
8	MYC5	Eos	Brian Wilson	Brittany Sloop 33	18:15:00	18:15:25	19:16:18	01:00:53	00:00:25	
9	KA55	Atalanta	David Harris	J24	18:11:00	18:11:00	19:18:13	01:07:13	00:00:00	
10	MYC24	J Curve	Jack Morrison/ Alan McKay	J24	18:15:00	18:15:10	19:18:35	01:03:25	00:00:10	
11	6510	Poets Day			18:30:00	18:30:24	19:18:41	00:48:17	00:00:24	
12	MYC820	Good Intent	Peter Bennell	Clansman 30	18:05:00	18:05:10	19:19:25	01:14:15	00:00:10	
13	6295	Ratty Tooye	Ian Dennewald	Northshore 340	18:19:00	18:19:09	19:19:29	01:00:20	00:00:09	
14	AUS147	Okavango Delta	Emma Reid/Julian McPherson	J24	18:25:00	18:25:15	19:19:44	00:54:29	00:00:15	
15	MYC7	Ten Sixty	Phil Vidler	Radford 10.6	18:29:00	18:28:58	19:19:52	00:50:54		
16	MYC34	Sip Ahoy	Paul Duncan/Murray Bailes	Northshore 340	18:20:00	18:20:10	19:20:03	00:59:53	00:00:10	
17	MYC12	San Toy	Graham Radford/Maz Theaker	Radford 12	18:32:00	18:32:22	19:20:17	00:47:55	00:00:22	
18	6776	D/W/Waves	Jim Thomas	Beneteau First 40.7	18:34:00	18:34:40	19:20:29	00:45:49	00:00:40	
19	AUS102	Flying Carpet	Nick Chatham	J24	18:21:00	18:21:14	19:20:34	00:59:20	00:00:14	
20	MYC100	Shear Magic	Robert Steffens	Adams 10	18:29:00	18:29:08	19:21:30	00:52:22	00:00:08	
21	MYC27	Esra Tew	Jackie Morgan	Northshore 27	18:03:00	18:03:47	19:21:42	01:17:55	00:00:47	
22	MYC10	Pensive	Pam Davis	NSX38	18:32:00	18:32:25	19:21:54	00:49:29	00:00:25	
23	MYC37	Moonraker	Tomas Kliman/Muir Watson	Beneteau Oceanis 37	18:23:00	18:23:03	19:22:19	00:59:16	00:00:03	
24	4863	TwoCan	Stephen Teudt/David Lewis	Masram 920	18:23:00	18:23:07	19:22:52	00:59:45	00:00:07	
25	KA16	Pam	Matt Walker	International 5.5	18:29:00	18:30:16	19:27:02	00:56:46	00:01:16	
26	5393	Runaway Taxi	Matt McKenzie/Rebecca Sadleir	Custom Jog Racer 23	18:04:00	18:05:39	19:29:50	01:24:11	00:01:39	



Above: Race Committee and Barrel Boy Michael Ridley with Margie 'Ten Sixty'
Peter Wilkins Starters Prize
 Top L: Barrel Girl Steve with Maz - 'San Toy' - Race 1
 Left: Jill - 'Lady Canaster' - Race 3
 Barrel Boy Chris and Race Director Anne Stockdale



Al on 'Beausoleil' Zilzie Twilight Race 2 with the MYC burgee right way up!

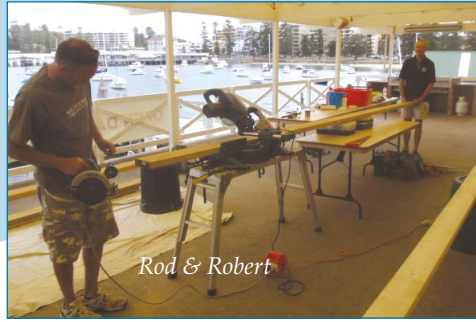
DIARY DATES

- Fri 13 Nov **Zilzie Twilight - 4**
Sat 14 Nov **MJ 50th Anniversary**
Sat 14 Nov Sailability - BIRDS General
Sun 15 Nov Yachts OS-2 Botany Bay race
Fri 20 Nov **Zilzie Twilight - 5**
Sun 22 Nov Yachts CC-4
Centreboards SPS-7/CC-4
BBS Fun Day
Fri 27 Nov **Zilzie Twilight - 6**
Sat 28 Nov Sailability
Hornsby Lifestyle/General
Sun 29 Nov Yachts - SS - 4
Centrboards - SPS-4
Mon 30 Nov Sailing Committee Meeting
Fri 4 Dec **Zilzie Twilight - 7**
Sat 5 Dec **Sailability - International Day of Disabled People**
Sun 6 Dec **OCEAN CARE DAY**
Yachts - CC-5
Centrboards - SPS-9/CC-5
BBS Fun day
Tue 8 Dec Board Meeting
Wed 9 Dec Sailability - RFW, Truscott St,
MAPS Turramurra
Fri 11 Dec **Zilzie Twilight - 8**
Sat 12 Dec Sailability
Picnic and Race Day
Fri 18 Dec **Zilzie Twilight - 9**
Sat 19 Dec Sailability - Family Fun day
Sun 20 Dec **MYC Christmas Race and BBQ**

Please check the 2009- 2010 Handbook

DUTY ROSTER CREW CONTACT:

Pam Davis: pensive@iinet.net.au



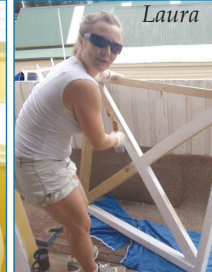
Rod & Robert



Ian, Peter & Michael



Peter & Britta



Laura



Blue

Working Bee:

The Working Bee on Saturday, 24th October was a great success. A group of skilled and enthusiastic volunteers assembled at 9.00am and got stuck into the projects which had been circulated by email.

- 1) The Club Honour Boards, 15 of them, were replaced on the eastern wall.
- 2) The fire extinguisher has been relocated so that it does not interfere with the use of the hall.
- 3) The top rail to the balcony balustrade was 95% completed and it is primed. Since then Robert Steffens and Jeff Lea have completed it.
- 4) The pilaster in the vestibule is painted in the appropriate colours and so are all the blue diamonds along the facade of the building. What blue diamonds I hear you ask?
- 5) The public address system has its own shelf and no longer sits on top of the fridge. The speakers have been reinstalled.
- 6) The tap washers in the ladies toilet have been replaced.
- 7) The balustrade to the office door at the old fire escape has been installed and primed.
- 8) General tidy up complete and items destined for the tip identified.
- 9) The sticking window in the hall has been rehung and now shuts properly.

The volunteers who made it all possible were:- Britta Huttel, Blue Robinson, Robert Steffens, Matt McKenzie, Helen Ketelby, Candace Christensen, Laura Thomas, Peter Burton, Peter Hamilton, Michael Quirk, Rod Williams (without his tools and skill the toprail would not have proceeded so quickly), Megan Williams, Ian Dennewald, Jeff Lea, Simon Grosser, Robert Stevens and Penny Meakin (catering).

My sincere thanks to all these people and if I have left anyone out I apologise.

Director- Buildings Maintenance

Brian Wilson 

Thanks for the thankless tasks

We all try to say thanks to the people with visible tasks around the yacht club but occasionally we should consider. Who does keep the gas bottles filled? Who actually puts in the hours on the web page? Who fills the fridges with drinks? How did our new BBQ happen? Who are those people who see a thing that is broken and just go ahead and fix it? Who checks to see if there is toilet paper and hand towels in the ladies and gents? Who is the oven fairy at the club? I know who some of you are and I really appreciate what you do. On behalf of Manly Yacht Club - a VERY BIG THANK YOU!

Why not ask what you can do for your club?

Maz 




Congratulations and Best Wishes

to Louise and John on their Wedding Day.

Joining them to celebrate, Louise's Mother and father,
Heather and John from the UK.

AN EARLY Deadline for the December issue, Friday 4th December.

Thank you for your contributions of stories and photos:

H: 9977 1611 M: 0447654100
margaretlucas@bigpond.com 



MARK YOUR DIARY: Manly Yacht Clubs Christmas Race and Christmas Party December 20th 2009

More details in the December issue

