



## THANK YOU RACE COMMITTEES

The Summer Sailing Season has commenced at Manly Yacht Club starting with the Marathon, Summer Series and Club Championships for the Yachts, a Mini Regatta for the Juniors and Lasers along with their Spring Point Scores and Club Championships. None of these races would have been run without your contribution to the Race Committees.

Thank you to all teams so far. But the season has only just begun, and the Twilight racing is almost upon us, so we need your help to keep the momentum going.

### Here is what you can do to help ...

1. Check out the Race Committee/RSA Roster at [www.myc.org.au](http://www.myc.org.au);
2. find a spot that you can fill;
3. contact [dutyroster@myc.org.au](mailto:dutyroster@myc.org.au)

If you are only entered in one Sunday series, encourage your crew to volunteer for the Sunday you aren't racing. Or how about getting your family involved during the twilight racing period? Do you or a friend or relative need to get your boating hours up?

If you can't race because you are rostered on as race committee; average points is your reward.

We are particularly looking to unburden our hard working Commodore, cum Twilight Race Director, who also features heavily in the Race Committee rosters, so how about giving him a helping hand?

Don't think you have the ability? Think again! We will match you with experienced club members.

View the training section on the webpage for how to handle our support boats and look out for the Race Management sessions run by our PRO, Peter Bennell.

IT'S YOUR CLUB  
PLEASE HELP



### SUNDAY 14<sup>TH</sup> SEPTEMBER

#### MARATHON 1

Peter Bennell  
Natalie Bennell  
Bob Allan  
Beverly Wilkins

### SUNDAY 21<sup>ST</sup> SEPTEMBER SS1 & SPS1/SPS2

Meredith Trevallyn-Jones  
Janette Syme  
Lee Ebeling  
Matt Miles  
Iain Cameron  
Helen Thomson  
Helen Ebeling

### SUNDAY 28<sup>TH</sup> SEPTEMBER CC1 & CC1/SPS3

Peter Bennell  
Tim Yendell  
Graham Millar  
Ben Leatherday  
Richard James  
Barb Jones



Apologies to the juniors parents. I don't have access to your roster, but your efforts are greatly appreciated – thank you!

### SATURDAY 13<sup>TH</sup> SEPTEMBER LMR & MR

Stephen Teudt  
Iain Cameron  
Colin Cameron  
and a host of junior parents



### Little 'Hoot' plays 'Little Toot'.

Whilst oiling the sheaves, blocks and hooks on the 'Robbie R' davits, my enthusiastic assistant, Hamish Cameron, metamorphosed our trusty support boat into that anthropomorphic tugboat, 'Little Toot'. How proud grandad was to see the vital relish, with which he enjoyed his experience and somehow spanned the years from past President Robbie Richardson to the present. May we always nurture and encourage that zest for life.

Colin Cameron.



(Sorry  
Hamish – just a bit too  
young to volunteer  
just yet! ...Ed)



Like us on Facebook, share experiences and help promote club events like Women's Challenge + Mini Regatta.  
[www.facebook.com/ManlyYachtClub](http://www.facebook.com/ManlyYachtClub)



## JOURNAL OF MANLY YACHT CLUB

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# COMMODORE'S REPORT



**The twilights are back** and this season we have made some changes on and off the water to improve the series for all.

**On the water**, we are running the same handicap system as last year, which was successful at getting 33 of the 44 boats onto the podium at least once during the season. However, to increase competition at the front of the fleet, we are changing the scoring system to award bonus points to the first 5 boats, so when you overtake the boat ahead, you may get hit with a 1 minute handicap stick, but we'll now also give you a carrot for your series score! The first place boat will have their race scores reduced by 5 points in addition to the normal point score for their place. This reduces down to a single bonus point for 5th place.

**Back at the club**, we now have a web form to take bookings for a table plus junior and vegetarian meals. This form will be linked from the twilight page on the website or can be accessed directly at <http://myc.org.au/racing/twilight/table-booking.shtml>. Using the form will ensure you get the seat you want and will help Alfonso prepare right number of meals so nobody goes hungry. The bar is well stocked with the great product from our sponsor Pepper Tree Wines, so nobody need go thirsty either!



**This year** we will be looking to get the juniors and junior parents more involved with twilights. We are considering if child minding or kids activities can be put on at the club during/after the races so they don't get so bored. If this is something you'd be interested in or that would help you get out on a twilight, then please contact [commodore@myc.org.au](mailto:commodore@myc.org.au).

**The juniors** will be running our meat tray raffle this season and will be using the proceeds to continue growing their fleet.



Greg Wilkins 

**Fairlight  
Gourmet  
Meats  
& Cafe**

THANK YOU



Tom and Neil



Wahoo the sun is out and the days are longer... That means **the Twilights are back!!!** The only thing better than sitting on the Manly Wharf at sunset gazing at the beautiful sight of all the MYC boats making their way home is... to be on one of the boats!!!

Alfonso and his fun bunch of caterers and bar staff enjoyed the MYC experience so much so last year that they are back to serve up their fresh, healthy blend of flavours and variety again this year.... Trish has also done some wonders and added some of her most favourite wines to this year's wardrobe too! Me... I snuck in some Magners Dry Cider... 4 Pines Stout and a nice and summery Gin & Tonic pre-mix for the girls!!



A little note... If you would like a vegetarian or a kiddies meal...

Alfonso is very happy to whisk something up... but be sure to sms me on 0402 772 123 no later than the Wednesday before the Twilight.

I hope to see you all back on deck smiling ... chatting and doing that all too familiar aerial karate as you describe that perfect tack. Not to mention... hungry, thirsty and ready to sample this year's delights!

Deanna Smyth 



Contact Alfonso for your next function at: <http://foodfriendsfun.com>



PEPPER TREE WINES

**TWILIGHT RACE 5 – 14<sup>TH</sup> NOVEMBER  
SAVE THIS DATE!!**

**Dates  
to  
Remember**

**PEPPER TREE WINE TASTING  
AT COMPLETION OF RACING  
SO GET BACK TO THE CLUB  
AS FAST AS YOU CAN!!**







## MYC LASER FLEET RESULTS



The 2014/15 Laser Fleet season kicked off in fine form on Saturday the 13th with the first four heats of the Mini Regatta Series being contested. A welcome addition to the season calendar with new well curated courses architected by Iain Cameron saw some tight sailing with all races seeing places decided by inches in the end by several boats.

After the first four heats were completed it was Philip Reid that recorded 4 "guns" to make his mark on that silverware, sporting a new mainsail again this season. Not far behind was Ian Saunders recording three 2nd's and a 4th. The rest of the fleet all sailed quite consistently and the points table is tight.

Iain Cameron being our fleet leader took it on himself to administer the Mini Regatta and the first two heats of the Spring Point Score meaning he missed the races and will collect average points. With Phil Reid away in Ireland for the season opener Club Championship, Iain pounced and grabbed the double in a gusty 20kn Nor'easter. Don't we all miss the Nor'easter! The Spring Point Score after three heats sees Iain Cameron leading with Geoff Reid & Cameron Wall equal 2nd followed by Ian Saunders a single point back. Then follows Ed Wray, Garth Riley, Sean O'Dwyer, Roland Beck and Philip Reid yet to get a start.

This season has seen the addition of two new trophies that have been incorporated into the Laser fleet, the first is the "Laser Winners Cap" which is awarded to the winner on handicap after each PS/CC heat throughout the season. The award also comes with its own set of published rules such as the holder having to wear the cap at the Club at all times until it's awarded to another sailor. Ian Saunders was the inaugural victor with Iain Cameron taking it home after the first heat of the CC.

The second trophy is "The Catering Award" presented at the end of the season for the best effort in providing post sailing snacks and refreshments, which is a roster system throughout the season. The fleet is growing nicely with 3 new boats at least joining soon, which will bring the total fleet to 14 registered boats.

The Laser fleet would also like to welcome and thank Richard James for offering to help us out with on-water start and course administration during the season. Lastly big thanks to the committee on supporting the fleet as it grows each season, which can only be great for the Club and Manly in general.

Cameron Wall



2014-2015 Laser Mini Regatta										
Date:	13/09/2014	Course:	1	Wind:	E 5-8 kn	Race 1				Race 1
Sail No	Laser	Skipper	Start	Finish	Elapsed	Scratch	VY	VY Cor.		Cor. Place
179391	Sin Sceal Eile	P.Reid	13:53:00	14:03:14	0:10:14	1	113	0:09:03		1
202741	Sirjje	I.Saunders	13:53:00	14:03:34	0:10:34	2	113	0:09:21		2
156769	Grampage	G.Reid	13:53:00	14:03:50	0:10:50	3	113	0:09:35		3
184668	Tequila	E.Wray	13:53:00	14:04:04	0:11:04	4	113	0:09:48		4
168137	Cheeky	G.Riley	13:53:00	14:04:20	0:11:20	5	113	0:10:02		5
148665	SqWall	C.Wall	13:53:00	14:04:45	0:11:45	6	113	0:10:24		6
168154	Twocando	S.O'Dwyer	13:53:00	14:04:55	0:11:55	7	113	0:10:33		7
Date:	13/09/2014	Course:	1	Wind:	E 5-8 kn	Race 2				Race 2
Sail No	Laser	Skipper	Start	Finish	Elapsed	Scratch	VY	VY Cor.		Cor. Place
179391	Sin Sceal Eile	P.Reid	14:13:00	14:22:49	0:09:49	1	113	0:08:41		1
202741	Sirjje	I.Saunders	14:13:00	14:22:56	0:09:56	2	113	0:08:47		2
184668	Tequila	E.Wray	14:13:00	14:23:38	0:10:38	3	113	0:09:25		3
148665	SqWall	C.Wall	14:13:00	14:23:51	0:10:51	4	113	0:09:36		4
156769	Grampage	G.Reid	14:13:00	14:23:54	0:10:54	5	113	0:09:39		5
168154	Twocando	S.O'Dwyer	14:13:00	14:24:11	0:11:11	6	113	0:09:54		6
168137	Cheeky	G.Riley	14:13:00	14:24:14	0:11:14	7	113	0:09:56		7
Date:	13/09/2014	Course:	1	Wind:	E 5-8 kn	Race 3				Race 3
Sail No	Laser	Skipper	Start	Finish	Elapsed	Scratch	VY	VY Cor.		Cor. Place
179391	Sin Sceal Eile	P.Reid	14:38:00	14:48:33	0:10:33	1	113	0:09:20		1
184668	Tequila	E.Wray	14:38:00	14:48:36	0:10:36	2	113	0:09:23		2
168154	Twocando	S.O'Dwyer	14:38:00	14:48:59	0:10:59	3	113	0:09:43		3
202741	Sirjje	I.Saunders	14:38:00	14:49:15	0:11:15	4	113	0:09:57		4
156769	Grampage	G.Reid	14:38:00	14:49:24	0:11:24	5	113	0:10:05		5
148665	SqWall	C.Wall	14:38:00	14:49:42	0:11:42	6	113	0:10:21		6
168137	Cheeky	G.Riley	14:38:00	14:50:12	0:12:12	7	113	0:10:48		7
Date:	13/09/2014	Course:	1	Wind:	NE 8-10 kn	Race 4				Race 4
Sail No	Laser	Skipper	Start	Finish	Elapsed	Scratch	VY	VY Cor.		Cor. Place
179391	Sin Sceal Eile	P.Reid	15:18:00	15:37:35	0:19:35	1	113	0:17:20		1
202741	Sirjje	I.Saunders	15:18:00	15:39:12	0:21:12	2	113	0:18:46		2
156769	Grampage	G.Reid	15:18:00	15:39:22	0:21:22	3	113	0:18:55		3
184668	Tequila	E.Wray	15:18:00	15:39:44	0:21:44	4	113	0:19:14		4
148665	SqWall	C.Wall	15:18:00	15:40:03	0:22:03	5	113	0:19:31		5
168137	Cheeky	G.Riley	15:18:00	15:40:58	0:22:58	6	113	0:20:19		6
168154	Twocando	S.O'Dwyer	15:18:00	15:41:39	0:23:39	7	113	0:20:56		7



More results on Page 9





# PEPPER TREE WINES



## PEPPER TREE WINES CLUB CHAMPIONSHIP SERIES

Let's hope the opening race of the 2014-2015 Club Championship was a glimpse of things to come this sailing season. The stonking NNE seabreeze touched 24 knots on the BOM's weather station atop the Wedding Cake and the two fleets had some great spinnaker rides down the harbour from the turning mark at the ferry wharf to Balmoral, and then the run from Cannae Point YA to the Taylors Bay buoy.

With a few boats dropping back to Div 2 so they can make it back through the 4:30pm Spit Bridge opening, Div 1 is a little thin this year but the competition was still fierce.



Wild Life and Esprit

The little boats had just as much fun in their larger fleet of seven, with *Sip Ahoy* blasting out of the blocks with the two J-24s nearby. The real test came during the gybes at the bommie marks and *Kaotic* needed nearly the whole leg to Rocky Point to tame its errant extra.



Sip Ahoy



*Okavango Delta* had its own spinnaker meltdown at Balmoral with its "bag of death" refusing to come down due to a jammed halyard. *Aida* played it safe and poled out a heady while hot on *Melody's* heels, and *Bella* did a tour of the harbour at 100 knots under her assy. *Old Habits ND* sailed the angles and powered off on the upwind leg to Cannae and then on to Taylors. The wind really kicked in for the beat home to Manly and for once the eastern side of the harbour seemed the calmest path to take. *Old Habits* held on to pip *Sip Ahoy* for the gun but the latter took the handicap honours. *Aida* sailed a safe race to claim second on handicap with *OHND* taking third spot.



Thank you Race Committee, especially Ben who assisted on Robbie R, until relieved by Richard, assisted Barb on deck, bought the snags that weren't delivered and then cooked them as well!



Bella

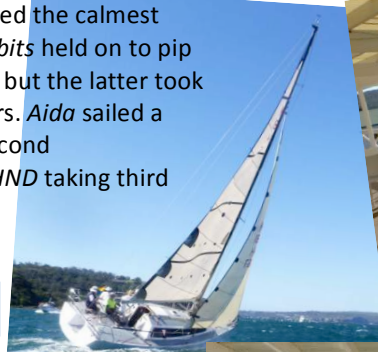


Wildlife

*Wild Life* with Ivan Fitz-Gerald on the tiller in Bruce Davis's absence took control at the front of the race and was never passed, claiming the gun and second place on handicap. "I was too scared to look up," crew member Dominique Winn said later when asked if she had enjoyed the race. She was still "finding new bruises" two days after the race. Ivan claimed that the ride from the gybe mark at the Eastern Channel YA was one of his most memorable in ages. *Shear Magic* recovered from a wonky gybe during that very leg to score the handicap win, with *Esprit* taking third place.

Jim Nixon

See Results on Page 10



Old Habits Never Die



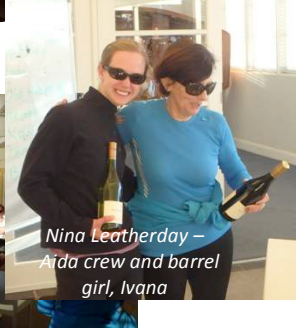
Ben Leatherday on BBQ



Shear Magic



Back on Deck

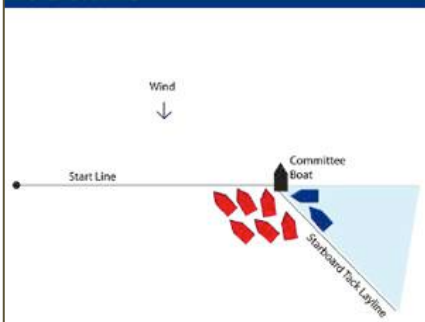


Nina Leatherday - Aida crew and barrel girl, Ivana



Div 2 - pre start

### NO BARGING

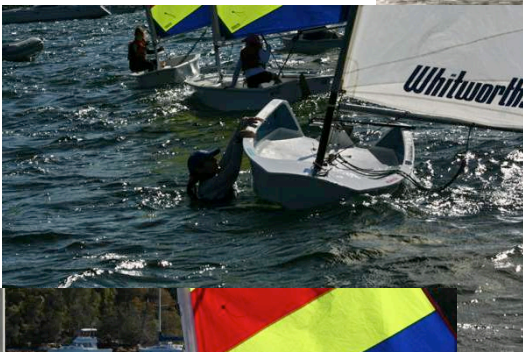






## IMAGES FROM MR1 AND SPS1/SPS2

By Iain Cameron and contributors on <http://mycjuniors.teamsnap.com/>



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

All kids from 7 to 15 years are welcome. More information: <http://myc.org.au/racing/juniors/juniors.shtml>

For further information and to register interest for your child/children please **email** [juniors@myc.org.au](mailto:juniors@myc.org.au) or call 0412 426 584 and talk to Greg Taranto





# MARATHON RACE 1



The first Marathon race has been run and won! It was a success albeit we were thin on Division 1 boats.

It was as a bit of a scramble for some boats to make the start line with some late safety audits and one very late race entry. Thanks to the auditors and race committee for making all this come together on the day.

Whilst the light winds mixed up the fleet, the handicap start made for a close run finish for the Division 2 pack. Getting through the Sound was a challenging and required more than the normal quota of patience, just ask Ian on Ratty Tooley.

Congratulations to Shear Magic winning Division 1 by 5 minutes from a Esprit and closely followed by fast finishing Copernicus.

And congratulations to Eos winning Division 2 by over 6 minutes from Old Habits Never Die and Lady Canasta.

I look forward to a bigger fleet when the season is in full swing for the race 2, the Nigel Holman in March.

Scott McCarthy



**THANK YOU  
TEUSNER WINES  
FOR SPONSORING THIS RACE**



Thank You race committee...  
Peter and Natalie Bennell,  
Bob Allan and Bev Wilkins



RattyTooley



Old Habits Never Die  
and Sip Ahoy



Melody



Concentrate Jan ...



Div 2 winners collect their prizes from "barrel girl" Jan  
Brian from Eos  
Janette from Lautrec  
(jackpot)



Jim from Melody  
(jackpot)



Runaway Taxi

## 2014-2015 Marathon Series Race 1 - 14 September 2014

Division 1											
PLACE	BOAT	SAIL	DESIGN	SKIPPER	START	STARTED	FINISH	CODE	LATE	ELAPSED	POINTS
1	SHEAR MAGIC	MYC100	Adams 10	Robert Steffens	12:01:00	12:02:06	15:36:07		1:06	3:35:07	1.0
2	ESPRIT	MYC32	Archambault 32	Jan Bartel	12:17:00	12:17:41	15:41:07		0:41	3:24:07	2.0
3	COPERNICUS	6689	Radford12	Leanne & Greg Zyner	12:17:00	12:17:12	15:41:20		0:12	3:24:20	3.0
	SAN TOY	MYC12	Radford 12	Graham Radford	12:18:00			DNC			
	TWILIGHT EXPRESS	2306	Adams 10	Xavier Decomps	12:06:00			DNC			
Division 2											
PLACE	BOAT	SAIL	DESIGN	SKIPPER	START	STARTED	FINISH	CODE	LATE	ELAPSED	POINTS
1	EOS	MYC5	Brittany Sloop	Brian Wilson	11:49:00	11:49:07	14:57:01		0:07	3:08:01	1.0
2	OLDHABITS NEVER DIE	MH167	B Richie Ritual 30	Brian Shilland	12:08:00	12:08:31	15:03:17		0:31	2:55:17	2.0
3	LADY CANASTA	MYC157	Catalina 380	Edward Van Oort-Pieck	11:56:00	11:56:50	15:05:11		0:50	3:09:11	3.0
4	KAOTIC	AUS4770	J24	Brett Hudson	12:13:00	12:13:17	15:06:11		0:17	2:53:11	4.0
5	BOKARRA	1152	Santana 22	Colin Cameron	11:30:00	11:30:24	15:06:48		0:24	3:36:48	5.0
6	LAUTREC	MYC33	Passage 33	Janette Syme	11:55:00	11:55:04	15:09:34		0:04	3:14:34	6.0
7	MELODY	1255	Swanson Dart	Dominique Winn	12:03:00	12:03:09	15:09:59		0:09	3:06:59	7.0
8	POMPADI	MYC79	Catalina 309	Steve Frith	11:33:00	11:33:11	15:15:27		0:11	3:42:27	8.0
9	RUNAWAY TAXI	5393	Custom Jog 23	Matthew McKenzie	11:38:00	11:39:38	15:16:20		1:38	3:38:20	9.0
10	SIP AHOY	MYC34	Northshore 340	Murray Bailes	12:04:00	12:04:06	15:22:33		0:06	3:18:33	10.0
11	BELLA	8081	Js8	Scott McCarthy	12:08:00	12:08:07	15:29:51		0:07	3:21:51	11.0
12	OKAVANGO DELTA	4436	J24	Andrew/Julian Watt/Mcpherson	12:15:00	12:15:08	15:52:17		0:08	3:37:17	12.0
13	RATTY TOOY	6295	Northshore 340	Ian Dennewald Steve Tucker	12:05:00	12:05:29	15:54:54		0:29	3:49:54	13.0
14	AIDA	MYC6	S80	B Spence A Thomson	11:56:00	11:56:17	16:02:36		0:17	4:06:36	14.0
	MIM	AUS855	Etechells	Robert Allan	12:05:00			AVG			





# SUMMER SERIES RACE 1



The day started cloudy – few showers and cool – those on the race committee were preparing with wet weather gear. But by the time the race started the sun was shining and a southerly 5-8knot breeze had settled in. Spring had sprung! *Twilight Express* was chaffing at the bit, out early practicing there tacks and jibes – making sure of there start time. And the only other Div 1 boat competing (it was school holidays) was *Copernicus* with a star-studded crew I might add. The course was to head up to Rose Bay and the islands and back – which turned out to be the right choice by our trusty Race Officer Meredith – especially from our end of the harbour (I believe it was a little testy at the other end).

We had 8 Div 2 boats compete of which the famous *Eos* emerged victorious. They had a close battle with *Lady Canasta* for most of the race but snuck in winners at the end. Third was *Runaway Taxi* – great to have them back in the SS again!

Div 1 was won convincingly by *Twilight Express* who were never headed throughout the race. *Copernicus 2<sup>nd</sup>*, with too many chiefs but all smiling from a lovely sail on the harbour.

A nice start to our Summer Series. **Big Thanks to our sponsors Quay Marine and United Cinemas** and of course the Race Committee Matt Miles, Ian Cameron and the Lautrec crew. Most enjoyable day – looking forward to many more this season!!

Janette Syme



## 2014-2015 Summer Series Race 1 - 21 September 2014

Division 1											
PLACE	BOAT	SAIL	DESIGN	SKIPPER	START	STARTED	FINISH	CODE	LATE	ELAPSED	POINTS
1	TWILIGHT EXPRESS	2306	Adams 10	Xavier Decomps	12:57:00	12:57:06	15:37:44		0:06	2:40:44	1.0
2	COPERNICUS	6689	Radford12	Leanne & Greg Zyner	13:07:00	13:07:08	15:45:50		0:08	2:38:50	2.0
	SAN TOY	MYC12	Radford 12	Graham Radford	13:10:00			DNC			6.0
	SHEAR MAGIC	MYC100	Adams 10	Robert Steffens	12:55:00			DNC			6.0
	TWOCAN	4863	Masrm 920	Stephen Teudt	12:56:00			DNC			6.0
Division 2											
PLACE	BOAT	SAIL	DESIGN	SKIPPER	START	STARTED	FINISH	CODE	LATE	ELAPSED	POINTS
1	EOS	MYC5	Brittany Sloop	Brian Wilson	12:59:00	13:00:08	15:27:05		1:08	2:28:05	1.0
2	LADY CANASTA	MYC157	Catalina 380	Edward Van Oort-Pieck	13:00:00	13:00:22	15:30:06		0:22	2:30:06	2.0
3	RUNAWAY TAXI	5393	Custom Jog 23	M Mc Kenzie & B Jones	12:46:00	12:47:21	15:34:19		1:21	2:48:19	3.0
4	MISKY	6479	Northshore 340	Peter Bennell	13:03:00	13:03:38	15:36:12		0:38	2:33:12	4.0
5	AIDA	MYC6	S80	B Spence A Thomson	13:01:00	13:01:06	15:37:31		0:06	2:36:31	5.0
6	BOKARRA	1152	Santana 22	Colin Cameron	12:43:00	12:43:12	15:38:11		0:12	2:55:11	6.0
7	MELODY	1255	Swanson Dart	Ivana Gattegno	13:02:00	13:02:06	15:40:43		0:06	2:38:43	7.0
8	OCCAMS RAZOR	557	Duncanson Offshore 30	Stephen Garmston	12:54:00	12:54:08	15:54:47		0:08	3:00:47	8.0
	CINCINATTI KID	MR24	Marauder 24	Deanna Smyth	12:34:00			DNC			13.0
	KESTRELL II	MYC28	Herreshoff 28	Jeffery Lea	12:30:00			DNC			13.0
	POMPADI	MYC79	Catalina 309	Steve Frith	12:48:00			DNC			13.0
	LAUTREC	MYC33	Passage 33	Janette Syme	12:58:00			AVG			AVG



## HISTORY - "WE ARE RUDDERLESS BUT SAILING FOR A FINISH"



Bruce Hitchman and Brian Wilson competed in the 1994 Shorthanded Sailing Association of Australia Race from Pittwater to Lord Howe Island in Bruce's far travelled Farr 11.6 yacht, *Pacific Breeze*. Prior to the race each yacht was issued with a sea anchor / drogue made by Australian Para Anchors. The manufacturers were looking for feedback on the performance of the drogue and this was forthcoming sooner than expected.



Bruce, competitive as always, wanted to win line honours and handicap honours as well. The race started on Sunday 2nd October on what proved to be a wild ride with winds varying from 0 to 45 knots all through Monday. Tuesday saw the wind coming in from the South West and freshening. *Pacific Breeze* changed down to a storm kite and extended her lead amongst the mono hulls to 36 miles. Tuesday night to be a hard one on the *Breeze*.



During the night the storm kite had a major wrap up and no amount of coaxing, heaving or jibing would persuade it to come free. So we set another one and for some time we charged towards the finish line, gradually extending our lead. Then the unexpected happened, the storm kite disentangled itself and fouled the second spinnaker. Together they wrapped themselves around the forestay in a rock solid mass. Bruce decided the only way out of this mess was to go up the mast, cut the heads of the spinnakers and unwind them from the top. This feat was to be performed in a fresh breeze on a rolling yacht.

With a great deal of effort I slowly winched him up the mast in a bosuns chair and sent up my sharp open blade knife on a spare halyard. He grabbed the knife and a few seconds later there were blood splatters over the deck. Such was the adrenaline generated by the situation he did not notice the bad cut on his hand. Nevertheless he succeeded in cutting the tops off both spinnakers but by then the Gemini track, which had been ripped from the forestay, was waving around in the air. The end of it caught in the back of the bosuns chair and he was trapped. He could not twist round to reach it and free himself. Eventually he lost his grip on the forestay and swung out to the port side. This wrenched the track out of bosuns chair but left Bruce pendulumming wildly in the wind sometimes banging into the mast but always with his back and he was unable to grasp it. By this time he was exhausted and I was desperately trying to think of a plan to get him down in one piece.

The plan that eventuated was to drop him in the water alongside the hull (this would stop him gyrating around in space), catch him with a boathook and fix a line to him. Then I would try to winch him up above the lifeline and drag him inboard with the line and drop him on the deck. And all the while *Pacific Breeze* is charging through the night on the auto helm surfing down one wave and burying her bow in the next. However this drastic plan was never put into action because, eventually, he succeeded in grasping the mast and I was able to lower him down onto the deck.

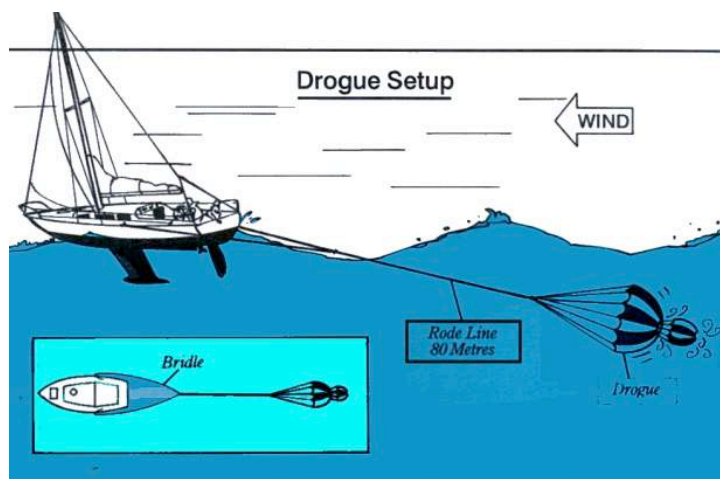
I got him below, bandaged his cut, passed a bottle of rum across his lips and within ten minutes he was standing on top of the pulpit wrestling with the spinnakers. I had tried to free them myself by standing on the pulpit but with solid water coming over the bow I thought it was too risky.

After a while, in a combined effort, we did succeed in clearing the spinnakers and prising off the remains of the Gemini track. We set a No.3 jib and tied it to the forestay with rope hanks.

Around this time I noticed the steering was becoming stiff.

It was 3.00am and we were 13 miles from the finish when suddenly the wheel became completely loose and spun in my hands. *The Breeze* rounded up and lay ahull with the sails flapping. We thought the rudder had fallen

off. The main was dropped and we set about rigging an emergency steering device centred on the drogue. The spinnaker pole was lashed across the stern and a bridle was set up with the ends passed through the parrot beaks and leading to the primary sheet winches. A swivel was fixed to the centre of the bridle. The drogue was attached to about 80m of strong line with the other end attached to the swivel. With the drogue payed out over the stern, the No.3 jib set and a fresh south-westerly blowing we were able to make 3 knots in the right direction. Steering was effected by winching the drogue from one side of the yacht to the other.



There was no such thing as being on watch or off watch. It was just all go.

By this time Bruce had given up on winning handicap honours but he was still determined to win line honours. *Conundrum*, behind us, was doing 8 knots to our 3 knots. Would she catch up before the finish? We had only one chance of crossing the finish line. There was no way we could change course by more than a few degrees so it was imperative that we line up the finish line from a distance.

Bruce sat below with a GPS and a chart calling out minor variations to the course. I stood between the winches winding and easing as necessary.

*Continued on Page 11...*



# SAILABILITY NEWS



Our training day for new volunteers was held early in September and this has given us some brand new volunteers who were already very skilled, as well as giving us the opportunity for some more formal training of our existing volunteers. This gives us a nice little pool of extra drivers for Charlie's Chariot, and some very skilled sailors.



Jordan with teacher David

Students from Freshwater High Support Group enjoying their sailing lesson 8.10.14

We've presented at the Community Club of Warringah Mall, resulting in some extra participants, as well as the possibility of some regular funding. This week also, we will be participating in the Return to Sport Expo at Olympic Park, publicising our activity among people who have been injured or are looking for a sport as they enter a different stage of their lives.



Emily with teacher Brian



Philip, free and solo

Part of our regular sailing days this term will be taken up with a sail-training course for the Intellectual Support Group at Freshwater High Campus. This will culminate in a Regatta for these students in early December.

## MYC LASER FLEET RESULTS ...continued from page 3

2014-2015 Laser Results - SPS1										
Date:	21/09/2014			Course:	3		Wind:	SE 5-8 kn		
Sail No	Laser	Skipper	Handicap	Start	Finish	Place	Elapsed	Scratch	Percent	
168154	Twocando	S.O'Dwyer	0:04:00	14:04:03	14:54:42	1	0:50:39	1	0.00%	
156769	Grampage	G.Reid	0:03:30	14:03:33	14:54:56	2	0:51:23	2	1.45%	
168137	Cheeky	G.Riley	0:01:30	14:01:35	14:56:10	3	0:54:35	5	7.77%	
148665	SqWall	C.Wall	0:02:30	14:03:10	14:56:17	4	0:53:07	3	4.87%	
202741	Sirjje	I.Saunders	0:04:00	14:04:11	14:57:53	5	0:53:42	4	6.02%	
184668	Tequila	E.Wray	0:04:00	14:04:02	14:59:43	6	0:55:41	6	9.94%	
123247	Gumbaru	R.Beck	0:00:00	14:00:30	15:02:22	7	1:01:52	7	22.15%	
101475	Freytivant	V.Morgan-Smith	0:00:30			#N/A		#N/A	-100.00%	
103623	Kookaburra		0:00:00			#N/A		#N/A	-100.00%	
156731	Seanile	I.Cameron	0:05:30			#N/A		#N/A	-100.00%	
179154	Juliana	J.Prell	0:00:30			#N/A		#N/A	-100.00%	
179391	Sin Sceal Eile	P.Reid	0:05:30			#N/A		#N/A	-100.00%	



Sean - Twocando



2014-2015 - Laser Results - SPS2												
Date:	21/09/2014			Course:	3		Wind:	SE 5-8 kn				
Sail No	Laser	Skipper	Handicap	Start	Finish	Place	Elapsed	Scratch	Percent			
202741	Sirjje	I.Saunders	0:04:00	15:14:03	16:08:02	1	0:53:59	1	0.00%			
184668	Tequila	E.Wray	0:04:00	15:14:01	16:08:21	2	0:54:20	3	0.65%			
148665	SqWall	C.Wall	0:02:30	15:12:34	16:08:36	3	0:56:02	4	3.80%			
156769	Grampage	G.Reid	0:04:30	15:14:30	16:08:38	4	0:54:08	2	0.28%			
168137	Cheeky	G.Riley	0:02:00	15:12:15	16:09:40	5	0:57:25	5	6.36%			
168154	Twocando	S.O'Dwyer	0:05:30	14:15:32	16:09:52	6	1:54:20	7	111.79%			
123247	Gumbaru	R.Beck	-0:00:30	15:09:37	16:13:05	7	1:03:28	6	17.57%			
101475	Freytivant	V.Morgan-Smith	0:00:30			#N/A		#N/A	-100.00%			
103623	Kookaburra		0:00:00			#N/A		#N/A	-100.00%			
156731	Seanile	I.Cameron	0:05:30			#N/A		#N/A	-100.00%			
179154	Juliana	J.Prell	0:00:30			#N/A		#N/A	-100.00%			
179391	Sin Sceal Eile	P.Reid	0:05:30			#N/A		#N/A	-100.00%			



Ian - Sirjje

2014-2015 Laser Results - SPS3 - CC1														
Date:	28/09/2014			Course:	1		Wind:	NE 15-20kn						
Sail No	Laser	Skipper	Handicap	Start	Finish	Adj. Finish	Place	Elapsed	Scratch	VY	VY Cor.	Cor. Place	Percent	
156731	Seanile	I.Cameron	0:13:00	14:00:00	15:01:26	15:14:26	1	1:01:26	1	113	0:54:22	1	0.00%	
148665	SqWall	C.Wall	0:08:00	14:00:00	15:08:08	15:16:08	2	1:08:08	5	113	1:00:18	5	10.91%	
156769	Grampage	G.Reid	0:11:00	14:00:00	15:05:38	15:16:38	3	1:05:38	4	113	0:58:05	4	6.84%	
202741	Sirjje	I.Saunders	0:13:00	14:00:00	15:03:49	15:16:49	4	1:03:49	2	113	0:56:28	2	3.88%	
184668	Tequila	E.Wray	0:12:00	14:00:00	15:05:05	15:17:05	5	1:05:05	3	113	0:57:36	3	5.94%	
168137	Cheeky	G.Riley	0:06:00	14:00:00	15:16:29	15:22:29	6	1:16:29	6	113	1:07:41	6	24.50%	
101475	Freytivant	V.Morgan-Smith	0:03:00				#N/A		#N/A	113		#N/A	-100.00%	
103623	Kookaburra		0:00:00				#N/A		#N/A	113		#N/A	-100.00%	
123247	Gumbaru	R.Beck	0:00:00				#N/A		#N/A	113		#N/A	-100.00%	
168154	Twocando	S.O'Dwyer	0:13:00				#N/A		#N/A	113		#N/A	-100.00%	
179154	Juliana	J.Prell	0:03:00				#N/A		#N/A	113		#N/A	-100.00%	
179391	Sin Sceal Eile	P.Reid	0:13:00				#N/A		#N/A	113		#N/A	-100.00%	





2014-2015 Club Championship Race 1 - 28 September 2014

Division 1												
PLACE	BOAT	SAIL	DESIGN	SKIPPER	CLUB	FINISH	CODE	ELAPSED	PHS	HC TIME	CHC	POINTS
1	SHEAR MAGIC	MYC100	Adams 10	Robert Steffens	MYC	15:20:47		2:20:47	0.870	2:02:29	0.880	1.0
2	WILDLIFE	AUS1161	Etchells	Ivan Fitz-Gerald	MYC	15:08:38		2:08:38	0.980	2:06:04	0.984	2.0
3	ESPRIT	MYC32	Archambault 32	Greg/Jan Wilkins/Bartel	MYC	15:12:04		2:12:04	0.971	2:08:14	0.971	3.0
4	TWOCAN	4863	Masrm 920	Stephen Teudt	MYC	15:26:54		2:26:54	0.880	2:09:16	0.878	4.0
5	TENSIXTY	MYC7	Radford 10.6	Ian Green	MYC	15:15:45		2:15:45	0.954	2:09:30	0.952	5.0
6	PAM	KA16	5.5 Metre Class	Peter McDonald	MYC	15:24:55		2:24:55	0.900	2:10:26	0.896	6.0
	SAN TOY	MYC12	Radford 12	Graham Radford	MYC		DNC		0.988		0.988	8.0
Division 2												
PLACE	BOAT	SAIL	DESIGN	SKIPPER	CLUB	FINISH	CODE	ELAPSED	PHS	HC TIME	CHC	POINTS
1	SIP AHOY	MYC34	Northshore 340	Murray Bailes	MYC	14:49:31		1:59:31	0.771	1:32:09	0.776	1.0
2	AIDA	MYC6	S80	B Spence A Thomson	MYC	14:54:37		2:04:37	0.747	1:33:05	0.750	2.0
3	OLDHABITS NEVER DIE	MH167	B Richie Ritual 30	Brian Shilland	MHYC	14:49:02		1:59:02	0.795	1:34:38	0.795	3.0
4	MELODY	1255	Swanson Dart	Sorrell Lambie	MYC	14:58:44		2:08:44	0.781	1:40:32	0.776	4.0
5	KAOTIC	AUS4770	J24	Ivana Gattegno	MYC	14:53:34		2:03:34	0.831	1:42:41	0.826	5.0
6	OKAVANGO DELTA	4436	J24	Andrew/Julian Watt/Mcpherson	MYC	14:54:39		2:04:39	0.831	1:43:35	0.826	6.0
7	BELLA	8081	Js8	Scott McCarthy	MYC	15:00:09		2:10:09	0.799	1:43:59	0.794	7.0
	BOKARRA	1152	Santana 22	Colin Cameron	MYC		DNC		0.692		0.692	13.0
	CHEAP THRILLS	5830	Ross 830	Barry Mifflin	SMSC		DNC		0.810		0.810	13.0
	MANHATTAN	7888	Beneteau Oceanis 37	Stephen Coleman	MYC		DNC		0.815		0.815	13.0
	RATTY TOOEEY	6295	Northshore 340	Ian Dennewald/ Steve Tucker	MYC		DNC		0.786		0.786	13.0
	RUNAWAY TAXI	5393	Custom Jog 23	Matthew McKenzie	MYC		AVG		0.722		0.722	AVG



PEPPER TREE WINES

CHECK OUT THE  
PEPPER TREE WINE OFFER TO  
MANLY YACHT CLUB MEMBERS  
IN THE NEWSLETTER AND  
ON THE WEB PAGE



**GENTLE REMINDER**

**DON'T FORGET...**

MYC is an all-volunteer club. We need to clean up after ourselves at meetings and sailing events and leave the club as we would like to find it.

Please wipe down tables and leave the venue tidy.

There are cleaning materials in the kitchen and bar as well as a dustpan and brush for crumbs on the carpet.

**THANK YOU FOR YOUR CO-OPERATION**

**ADAMS 10 - For SALE**  
(partial share also available on demand)



Get ready to race... *in the fast lane and at a fraction of the cost of similar boats with the same turn of speed.*

*In very good condition, well looked after, a great day sailor with huge cockpit for leisure.*

- 10 metre, 32.8 feet Monohull, 1982
- Dacron Main, Pentex No.1, Dacron No.2 and No.3 plus two spinnakers
- Tohatsu 8 hp outboard motor
- Anti-foul Feb 2014. All safety gear to meet cat 7.

*On NSW Maritime mooring in Manly Cove, Twilight Express races most MYC races (Div.1 Winter Series winner in 2014).*

**\$24,000 ono (share on demand)**


Call Xavier on 0414 672 876 or Mike on 0400 321 168 for inspection.

**MESSAGE FROM THE CLUB CAPTAIN**

All boats and equipment stored at MYC must be

- clearly identified,
- paid the relevant storage fee and
- be approved for storage by the Club Captain.

Any articles which do not meet that criteria will be removed or sold to recover fees.

Any queries should be made to:  
The MYC Club Captain  
Colin Cameron. 

Contact:  
Mob 0412 391 035 or  
Email: [ccds@bigpond.net.au](mailto:ccds@bigpond.net.au)





## HISTORY - "WE ARE RUDDERLESS BUT SAILING FOR A FINISH"

...continued from Page 8



At one point we had to jibe and it took about three miles to complete it. With the drogue hard over to port and hauling on the sail by hand she eventually swung onto the other tack. The island was growing ever closer and so was *Conundrum*.

"I think we have crossed the line", said Bruce as he climbed into the cockpit and looked around. We had, and, we won line honours.

There was a launch waiting to tow us into the lagoon and we were told that the rudder was still there with the stock jammed in the bottom bearing.

Tim Cowdrey, sailing on *Conundrum*, wrote an account of the race for the SSAA journal. He is quoted as follows;

*At the 0200 safety sched Pacific Breeze enjoyed a 36 mile lead over Conundrum and advised a finish time of around 0500 on Wednesday morning. It came as a shock when Pacific Breeze gave a position at 0635 instead of a finish time. An even greater shock were the words,*

**"We are rudderless but sailing for the finish".**

*They had 13 miles to go. If nothing else, Bruce Hitchman and crew Brian Wilson, were determined to finish and claim what they could. Moneyspinner III was 2 miles behind Conundrum and it seemed a three-way tussle was just beginning for line honours. The breeze shifted to the southwest early in the morning and freshened to around 30 knots. Conundrum sailed with one reef in the main and a poled out No. 3. For four consecutive hours we surfed off the clock in wild seas. On a wave top it was like sitting at the top of a grandstand. The view was panoramic as Lord Howe Island loomed into view. Spray shot up on both sides as we launched ourselves down waves.*

*(On Wednesday 5th October) Pacific Breeze claimed line honours at 0958, an outstanding display of seamanship and determination against all odds.*

After the finish *Conundrum* and *Moneyspinner* were told that entering the lagoon was too dicey and they should anchor at Middle Beach. On the Friday they were told to enter the lagoon via the north passage. Gusts of 55 knots were recorded and *Pacific Breeze* was dragging her anchor but without a rudder there was little we could do. Fortunately she did not drag far enough to run aground. *Conundrum* had dragged as well and made excruciating noises on the coral at low tide. Apparently it sounded worse than it actually was, the only damage being some shallow scratches.

Once the weather settled we had to remove the rudder. I jumped into the water, took a deep breath and grasped the rudder firmly. I waggled it violently to and fro while Bruce banged down on the broken stock with a boat hook. Out it came without warning and being buoyant it immediately turned upside down and came to the surface so that all you could see was the tip of the rudder blade and my feet (much to the amusement of Bruce).

The rudder was carried up to the workshop of Gower Wilson (named after the highest peak on the island). He was the bare foot welder who patched up the rudder sufficient for light duties only.

At this point I had to return to the Mainland. I had a proper job. Bruce recruited Sam as crew for the return voyage.

Tim Cowdrey takes up the story again.

*The short handed fleet and the Brisbane fleet were becoming a little stir crazy after 3 days trapped in the lagoon. By Monday 10 October conditions had moderated and there was a mass exodus.*

*"Motor sailing was the order of the day as the wind had died away. Bruce Hitchman had managed to jury repair Pacific Breeze's rudder and sailed with reduced canvas in close company with Conundrum. We kept radio contact so that we knew of each other's intentions and our courses would not diverge. During Monday a north westerly breeze sprang up which gradually strengthened and backed to the west. By noon on Tuesday it was blowing 25 to 35 knots directly from the west. Conditions were extremely uncomfortable with a very confused sea. Conundrum crossed tacks with Pacific Breeze around 12.30. We were just north of Taupo Seamount. At 03.30 the long awaited south westerly change could be seen as a cloudbank stretching across the horizon. We tacked and headed south directly to it. It hit us around 1500hours and blew at 30 to 40 knots. We dropped the no.3 and sailed under a double reefed main and staysail at about 45 degrees apparent. We managed to average 6 knots in a sea that had no pattern. The Coursemaster had been mastered and we drove through on autopilot. More than once, as Pete and I studied the chart, we took off. The quietness as we sailed through the air was most disturbing. During our first flight Pete and I looked at each other, both of us hoping the other could explain where all the noise had gone. The subsequent crash landing quickly answered the question.*

*At the 1635 Penta Comstat sched all Sydney bound yachts sailing from Lord Howe Island reported lousy conditions.*

*At the 2200 safety sched between the returning yachts, XL2 reported that she was lying under sea anchor and would resume when conditions moderated. Pacific Breeze reported they had dropped their main and were continuing under a No.4. Conundrum hadn't fallen to bits so we continued under autopilot, double reefed main and stay sail, washboard in and hatches closed. Just before the watch change at 0200the VHF crackled:*

BH: "Conundrum, Conundrum, This is Pacific Breeze, over"

*A sixth sense told me this was not a courtesy call.*

TC: "Pacific Breeze, this is Conundrum".

BH: "Tim, we have lost our rudder and taking water"

*Bruce's voice was calm and controlled. He explained that his newly acquired crew, Sam, was bailing with a bucket but they were unsure if they were reducing the water level. Bruce had also let off a flare that I did not see because of our intermittent watch keeping. Bruce had also attempted to contact us on 2524 but our HF set was off. I informed him that we were on our way to stand by and offer any assistance we could.*

*I woke Pete and told him the news. It took a few minutes for us to change into wet weather gear.*

Continued next page...



## HISTORY - "WE ARE RUDDERLESS BUT SAILING FOR A FINISH"

...continued from previous page

*I checked our position in relation to Pacific Breeze. They were about 3 miles astern on our port quarter. Every now and then we spotted their masthead light. Pete and I struggled into the cockpit. It was bloody wet and windy. We attempted to tack but ended up in irons each time. The seas by now were up to about 7 or 8 metres and breaking. The donk was starting to push us around. Sheets eased and away we went, surfing and careering along in a wild state of abandon. Well, that's how it felt.*

*As we closed on Pacific Breeze I handed the helm to Pete, went below and called Bruce on VHF.*

BH: "Is that you Tim?" came the reply.

*I'm not sure who Bruce was expecting. Here we were more or less half way between Sydney and Lord Howe, not the busiest place on earth and not noted for its nightlife, even around 0230. I was lost for words.*

TC: "Who were you expecting Bruce?"

BH: "Oh, I though you would have come from behind, I didn't know you had passed us".

*No doubt about this man Hitchman, once a contest, always a contest! We kept a safe distance and attempted to heave to. We ended sailing away from Pacific Breeze at about 3 knots.*

*We gave advice and suggestions. There was no way any transfers could be made between the yachts and a tow would have endangered both of us. It was blowing 30 to 40 knots in a well-developed sea. Although the seas were huge they had at least become regular.*

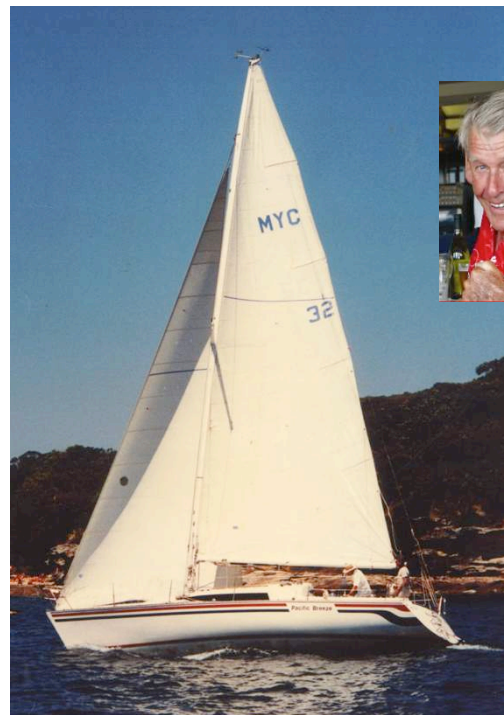
*At about 0330 I figured we could sail back to Pacific Breeze to reach them about daybreak. They required confirmation that their rudder had broken free and was not dangling in the bottom bearing. It was the dangling that had opened up the hull causing a leak. We had lost sight of them and an updated position was given. I fed this into our GPS as a waypoint and we set sail once again. Modern navigation aids have seen the erosion of basic skills but in this situation the GPS was marvellous. A little past 0415 Pacific Breeze appeared on our bow. They were streaming the drogue from their bow and were sitting bow into the wind. We sailed as close as we dared to their stern. Fortunately their rudder was not to be seen.*

*Bruce asked what our intentions were. I advised that if there was any danger to life or Pacific Breeze then we would stand by indefinitely. In the prevailing conditions this was our only course of action. Bruce advised that the leak was now under control, and they were confident of making way under emergency steering. He thanked us for our assistance. I have never felt so powerless. We were close at hand but all we could offer was moral support. The lack of tangible assistance was intensely frustrating. During the day, conditions eased. By 1300 we were under power. We would motor for the next 22 hours to our mooring at Newport.*

The rudderstock had broken for the second time about 160 miles from Port Stephens but by using the drogue jury

steering system once again they managed to make a fair course towards Port Stephens.

Fellow SSAA member Peter Lambert met *Pacific Breeze* when just 65 miles out in his powerful motor vessel, *Yakaba*, and the *Breeze* was towed into Soldiers Point Marina.



### FOOTNOTES:

1. *Pacific Breeze* was eventually towed to her mooring in North Harbour. Bruce built a completely new rudder in his garage, professionally designed to improve performance. Then, borrowing *Eos* as his tug, he towed the *Breeze* with the now famous drogue still trailing behind to the RSYS on his own. I watched him slowly motor out of North Harbour and worried about my precious *Eos*. The new rudder was fitted at RSYS. But in the meantime all the offshore equipment required for a Cat.1 Certificate had been removed from the *Breeze* and installed on *Eos* in time for her to compete in the 1994 Sydney Hobart Race.
2. Australian Para Anchors got their feedback, an A plus.
3. Bruce and I wrote an illustrated article on how to steer with a drogue, which was published.



# MYC ADOPTS A BOAT FOR THE 70<sup>TH</sup> SYDNEY TO HOBART YACHT RACE

**Manly Yacht Club** has a proud tradition of both MYC yachts & members competing in the Sydney to Hobart Yacht Race. From *Eos* to *Copernicus* with many hardy sailors in between Manly Yacht Club has been well represented through the years.



**This year for the 70th Sydney to Hobart** in a campaign put together by Manly Sailing, the Sydney 60 *Eureka II* will be racing under the Manly Yacht Club Burgee with 17 crew on board 11 of which are current Manly Yacht Club Members. We believe this will be the highest representation of Manly Yacht Club Members in a single Sydney to Hobart race and we are asking everyone in the club to get behind the crew and cheer them on.



**This is also** the single biggest representation MYC will have had on a single boat, possibly ever.



**The crew are all regular racers** at MYC who love their sport and have set themselves the challenge of a tilt at the Tattersalls Cup. The crew has committed to a rigorous training program and everyone believes that they can achieve the goal. These are people who have regular jobs, families and busy schedules - it's going to be a tough few months for them and that's before they get to the start line.

***Eureka II* is a modified Sydney 60**, purpose built for the Sydney to Hobart in 2000 based on a track record of heavy weather. She has been engineered specifically for Ocean Racing in a harsh environment but also to maximise all racing conditions.



***Eureka II* has placed 5<sup>th</sup>** in the Sydney to Hobart, 1<sup>st</sup> in the Lord Howe Ocean Race, held the record for the Dent to Dunk Offshore Race for three years. Since her last appearance in the 60th race she has been based in Airlie Beach and mainly involved in Sail Training from beginners up to Yachtmaster Ocean.



**A refitted, freshened, tweaked *Eureka II*** arrives in Sydney on November 1st and will be based out of Treharne's Boatshed in North Harbour for the remainder of the summer in order to proudly race under the MYC banner. The crew has already decided that she has to be entered in at least one MYC Twilight race - wonder what start time the handicapper will give?



**The crew will be providing regular updates** on the training program, progress in lead up races and during the race itself through Manly Sailing's Facebook Page. It is really important to them to get our community behind them and feel their support as they get ready for the race of their lives.

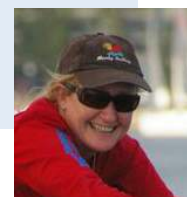


**If you are on Facebook then please like the Manly Sailing Facebook Page or if you prefer Twitter, you can follow @manlysailing.**



**To put together a campaign** like this is a huge and expensive task and budgets are running tight at the moment. All our funds are going into the boat with no spare budget for non essential items but the crew wants to look the part as well so we are seeking a local sponsor who would consider providing our crew shirts in return for their logo/details on the shirt, on the boat and many, many mentions in our social media campaigns and press releases.

**If you know someone who could help – please ask them to contact [anne@manlysailing.com.au](mailto:anne@manlysailing.com.au)**



## TRAINING UPDATE

**Racing Rules – Lister Hughes  
Tuesday, 11<sup>th</sup> November, 7pm, MYC**

Lister Hughes will get us all back up to speed on racing rules whilst we're still at the beginning of the racing season. Lister is an International Judge, Race Officer, Umpire and a renowned rules expert. All skippers are strongly encouraged to attend. We need a good turn out to ensure that everybody understands the rules. So please make an effort to turn up with as many of your crew as possible.

**Please join us for our next race training seminar on Tuesday 11 November at 7pm.**

Cost: \$15 adults, \$5 juniors  
RSVP: [training@myc.org.au](mailto:training@myc.org.au)

### INTRODUCING THE MYC CREW



Peter Bennell | Xavier Decomps | Tim Yendell | Rebecca McKenzie | Joanne Huggins | Steven McKeogh | John Daly | Stephen Teudt | Deana Henn | Chris Stockdale | Anne Stockdale |









## PEPPER TREE WINES

Pepper Tree Wines, founded in 1991 has been developed as one of the showplaces of Hunter Valley wine country. The popular Cellar Door is a must visit destination in the tourism arena and continues to grow its core business. In late 2012, Contango Espresso-Roasters was opened to complement the existing wine business model and give visitors a value added experience when visiting.

Owner, Dr John Davis, a former oil geologist used his geographical knowledge to purchase select vineyards in four of Australia's premium grape growing regions Hunter, Orange, Coonawarra and Wrattontully. John's objective of merging together his own vineyards with a high quality boutique winery in 2002 was to offer a diverse range of grape varieties and products which would guarantee quality maintained on yearly basis.

Pepper Tree staff are friendly, knowledgeable and passionate about the brand and the local Hunter region, pride themselves on quality service and strive to achieve helpful educated assistance in all facets of the business. The team, led by Chief Winemaker, Scott Comyns who is respected by his industry peers for his winemaking skills and knowledge inspires the Pepper Tree staff on a daily basis. This is reflected through the constant recognition of awards and accolades received each year.

## MANLY YACHT CLUB WINE OFFER



Interested in trying some of Pepper Tree boutique wines? Why not try our Manly Yacht Club tasting pack includes a bottle of the following wines...

- 2013 Varietal Semillon Sauvignon Blanc
- 2013 Varietal Chardonnay
- 2013 Varietal Cabernet Sauvignon
- 2013 Varietal Shiraz

Total \$58 - RRP \$84, saving \$26 - Tasting notes and freight included. See order form on previous page.

For all enquires please contact Elly Higgins.

Email: [ellyh@peppertreewines.com.au](mailto:ellyh@peppertreewines.com.au)  
Phone: 02 4909 7100



## PEPPER TREE WINES



### ANCHORS AWAY!

Here is a timely reminder for the start of the sailing season, to **stow those anchors while racing.**

It will be the perfect tack or the exceptional spinnaker drop that will win you the race, **NOT** that extra 20 or 30cm protruding from your bow.

For reasons of safety, and because it's in your sailing instructions, please make sure you comply.

**Otherwise, you may not like the consequences!**



### WHERE'S THE FERRY? ... OR CRUISE LINER?

Be aware of ferry timetables and shipping movements on race days.

**IT'S YOUR RESPONSIBILITY**

to keep your distance and keep a clear lookout

## WELCOME NEW MEMBERS!

### SENIOR MEMBERSHIP

Bevan McKavanagh – Lasers  
Brett Hudson – J24 – “Wild Fire”

### ASSOCIATE MEMBERSHIP

Catherine Roff  
Elle Meredith

### HONORARY

Richard James

## WHO WANTS CREW? WHO'S LOOKING TO CREW?

CHECK OUT THE CREW LINKS  
AT THE END OF EACH NEWSLETTER  
Call 0400 269 148

*“If you don't stop slimming,  
I'll have to look for fresh crew”*

Register at  
<http://www.myc.org.au/crewlink.shtml>





PLEASE THANK OUR SPONSORS BY SUPPORTING THEM



PEPPER TREE WINES



GET PUBLISHED!!! PLEASE SEND SUBMISSIONS FOR THE NEXT NEWSLETTER BY 10<sup>th</sup> NOVEMBER TO... newsletter@myc.org.au

CREW LOOKING FOR BOAT

Name: Mark Maxwell
Email: mark.maxwell@macquarie.com
Phone: 0417 312 929
Experience: No experience as of yet but planning to complete a sailing course in November and very enthusiastic about learning. 22 and physically active.



Name: Darren
Email: seruleanblue@hotmail.com
Phone: 0423 397 899
Experience: skippered 40ft Whitsundays and moderate sailing experience in Annapolis, MD USA.



Name: Mark Dilweg
Email: info@dilweg-energy.com
Phone: 0402 699 214
Experience: I am interesting in crewing with a MC38 team. I'm based out of MHYC, Mosman NSW, and also race out of the Royal Sydney Squadron and REP Singapore YC. +15yr Sail Racing - ONSHORE/OFFSHORE, Hamilton RW as Crew and Sponsor (42 Beneteau/Defour/ Sydney38/various volvo60 designs). Raced in USA and AUS. +20yr Offshore Powerboat racing - USA/AUS - MT Climbing. 58yr old - Grinder/foredec. Look forward in hearing from you. PS: Also interested in your possible SYD-HOBART/HAMO campaigns.



Name: Lynn
Email: lynn.wales@gmx.de
Phone: 0422 949 960
Experience: I have only been sailing in the Mediterranean for 7 days, but only as a casual crew member without experience. Although this was 10 years ago and my only "real" sailing trip, I really enjoyed this and would like to ask for the possibility to join a crew on a boat and learn more about sailing. I have also been on 2 tall ships, one of hem on a 3 day trip around the Whitsundays and this re-awakened my interest in sailing. I will be in Sydney and free from 15th to 21st November, maybe an opportunity will come up during this time? thanks a lot!!!



Name: Jakob Wikefeldt
Email: wikefeldt@gmail.com
Phone: 0432 912 910
Experience: My name is Jakob Wikefeldt, 28 year old from Sweden. I'm a management consultant by trade and in Sydney on a professional exchange until January. Been sailing small and big boats since a young age and would love to help out/crew regularly during my time in Sydney.

Sailing resume:
-Skipper in major one-design class back home (21 feet keelboat similar to J24)
-Charter boat skipper for 40-50 ft boats in Mediterranean and in Sweden
-Big boat racing experience include offshore crew on past-Whitbread boat (Rothmans) for Gotland Runt (Sweden's Sydney-Hobart) and 60 ft multi-hull Available for:

- Inshore and offshore races, weekends
-Grinder/bowman/trimmer
-Available from today until mid-January



Call our Crew Coordinator, Lyn
On the crew link number 0400 269 148

DISCLAIMER: All results published in the newsletter are as published on the Manly Yacht Club website at the time of going to press. All results are provisional until ratified by the individual Race Director and/or Sailing Committee.

If you are receiving a printed black and white copy of this newsletter and would rather receive an email in glorious technicolour please let us know at info@myc.org.au