

MYC NEWS

SEPTEMBER 2014



LATTICE INSTALLATION 101 MYC FATHER'S DAY WORKING BEE 7TH SEPT 2014



FROM THIS...



Almost all off



*Resident graffitist, Jim
freshens up the triangles*



Measure twice ...



*There's always a
foreman or two*



... cut once

*MYC chorus line ...
Thanks Greg, Pete, Jim and Colin
for finishing off*



... TO THIS!

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



JOURNAL OF MANLY YACHT CLUB

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PRESIDENT'S REPORT

This month it is my sad duty to report the passing of two people who have been very involved with Manly Yacht Club.

David Parle, cousin of Stephen Teudt, died suddenly in his sleep. He was 58 years old. David was known to many members as the Offshore Series race director and earlier in his sailing career as a dedicated Soling sailor.

Alan Thomson, father of the current Summer Series and Mini Regatta Race Director Janette Syme, died last month at age 82. Alan became associated with the club some 50 years ago, supporting his children sailing MJ's Manly Graduates and Flying 11's. He was active in the club for many years.

You will find a Vale for David and for Alan later in this newsletter.

To other matters and the long awaited renovations to the bar will commence shortly. Those who are observant will have seen new fridges and glass washer still in their wrappings.

At the same time we will be replacing the lighting system in the hall. This has been a problem area for many years with the lights flickering and sometimes failing at crucial times.

Also we have discovered that our security key system needs refreshing. With 100 master keys out we have reached the limits of the system. Other key categories are also near exhaustion.

Unfortunately we do not have a good register of key holders, so we will be refreshing the system and bringing in some innovations to make managing the security of the club an easier task for all. Key access for those needing them will also be simplified.

And our new RIB, the Nigel Holman, will be launched some time in late September, adding to our on-water capabilities and supporting the growth of our junior sailing fleet.

By the time you receive this, safety audit day will have come and gone, so I trust you all passed with flying colours. The importance of our safety audits, even for those not regularly racing, was demonstrated during last year's Easter race to Pittwater when one club member went overboard due to faulty lifelines.

So, nearly time for the racing to start again. Look forward to seeing you on the water and back in the clubhouse to enjoy the new facilities.



David Lewis
President

WORKING BEE THANK YOU

Sunday, 7th September saw a dedicated band of club members (you might call them "the usual suspects") volunteer for a working bee to replace the lattice work on the boat shed and to spruce up the kitchen, hall and boat room in readiness for the start of the sailing season.



Taking a well earned break ...

L to R: Ed Wray, Jim Nixon, Marike Koppenol, Greg Wilkins, Sorrell Lambie, Lisa Callahan, Peter McDonald, Garth Riley, Peter Robinson (standing), Colin Cameron, Cleveland Rose, Maz Radford – Marg Lucas behind the camera. Not pictured Greg Taranto, Peter and Hanna Grasse who tidied the juniors shed.



Sorrell, Marg and Maz in the hall

Marike, Lisa, Marg and Maz tackled the kitchen.

AUDIT DAY

FIRSTLY WE SHOULD OFFER A BIG THANK YOU TO THE VOLUNTEERS who turned up on Saturday 6th September to carry out their duties as auditors and prepare the MYC boats for the coming sailing season.

It was a miserable day for the job but never the less they managed to carry out inspections on **35 boats**. This was done by a depleted team as several of the auditors were either away traveling or indisposed because of the dreaded flu. I think a few more members could offer to do the auditors course so that we don't end up short handed in the future and it is also a good way to learn about the different types of equipment.

The use of Robbie R with our erstwhile commodore was also a great help.

Nearly all boats passed and, had handed in their audit forms to the Office prior to the day, as requested, but there was still the odd few who don't seem to understand that with a little of their help and self pre-organization the job of the auditors is made so much easier. One boat turned up without any forms filled in and absolutely no idea of what equipment was required. Not good enough lads!

The idea now is to make sure all the gear is kept on the boat, in date and in good condition throughout the season and until next year's audit. Make sure that everyone on board is familiar with all equipment and its use and, as well, has knowledge of man overboard techniques.

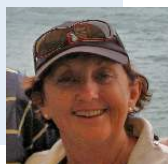
Good sailing and good luck!



*Bill Spence
Chief Auditor*

THANK YOU, PAST MYC NEWSLETTER EDITOR MARGARET LUCAS, FOR STANDING IN WHILE I TOOK A SUBSTANTIAL BREAK. YOU DEFINITELY HAVEN'T LOST YOUR TOUCH!

ANYONE ELSE WANT TO HAVE A GO?
Contact: newsletter@myc.org.au



VALE ALAN THOMSON 1931-2014

Long time member and supporter of Manly Yacht Club Alan Thomson died last month aged 82 and is sadly missed by many old time friends and members of Manly Yacht Club .



Alan first became associated with the Club some 50 years ago when his eldest son Ron started sailing Manly Juniors. Ron was quickly followed by brother Greg and sister Janette. Ron and Greg moved on to become keen sailors in the Manly Graduate Division and Janette moved on to Flying Elevens and now yachts. All the while Alan provided all the support to his children and to the Club by manning the Starter and Rescue boats and of course by helping transport boats and people to races and regattas around the country.

Alan became a keen and valuable member of the Board and was a key man when the old Yacht Club was demolished and the move made into the Old Baths Building which is now home to our Club. Alan put in a massive effort in this move. Apart from the many hours spent in manual labour Alan also helped organise several large and very successful fundraising events so that the Club had funds to undertake the work on the Baths Building. Some of you may remember the "100 Club" events held at what was then the large Chinese Restaurant opposite the wharf.

Alan is survived by wife Helen, children Ron, Greg, Janette and partners, many grandchildren and a host of friends and acquaintances who will all miss his wonderfully cheerful demeanour and unflinching desire to offer a helping hand whenever needed. Manly Yacht Club is in his debt.

MJM
4/9/14

(MYC Life Member Mike Mellows ... Ed)

**I'm sure you can work out
who is under that hat!**

(answer below ...)

*Shame on you if you didn't
recognise our hard working
club captain - at it again!*



COMMODORE'S REPORT

Manly Yacht Club members have been sailing away over the off-season. It was great to hear of an impromptu gathering at Airlie Beach of nearly 20 MYC members, complete with an impromptu burgee (what do you mean you don't all travel with a spare burgee just in case???) . I'm sure the Zyners and the Radfords would have been flying the burgee as they were sailing even further away in a rally around the Baltic (which Greg Zyner arrived at via a race to Bermuda!). The Stockdales did their semi regular gig at Cork Week, but that almost doesn't count as sailing away from home for them!

Sailing away is a great part of our sport. You can go sailing as part of a holiday to almost anywhere in the world. Many go on holidays just to go sailing and you can even sail to and from your sailing holiday if you really want to save of flights. You can even sail away when travelling for work: I'll be in San Francisco later this month, and I have always found a boat to sail in when work takes me there. I tried to explain the fun of sailing away to our juniors during my welcome speech to them on their rigging day, but I'm not sure they understood what the strange man was ranting about. However I am sure they will have a great time when they next sail away at some state and national event in the coming season.

While the season for sailing at home has just started again, we have included a few opportunities to sail away in the calendar. As usual we will pause our schedule for the **Sydney Harbour Regatta** in March. SHR organisers are actively soliciting ideas to increase participation and enjoyment of what is already a great regatta. So if you have any thoughts about the SHR, please raise them with me <commodore@myc.org.au>. We've also included the **MHYC Chaos Cup** (31 Jan) as a non-point score part of our marathon series, so marathoners get free entry in this race up the Parramatta river to Bedlam Point and back in a big fleet of boats!

One member who is unfortunately sailing a bit too far away is David Parle, who unexpectedly passed away. David was a long-term member who had sailed with almost every other long-term member I've talked to. Lately he had mostly been sailing away in a J24 at the other end of the harbour, yet he was active at the club as both a Race Officer and Race Director. He will be missed, but am glad that our sport contributed to his full life and that his contributions had contributed to ours.

*Greg Wilkins
MYC Commodore*



Calling ALL members

MYC is a volunteer yacht club and volunteers are still needed for the Summer Series, Club Championship and Twilight race management teams.

For the each of the Sunday races we need ...

- + a Race Officer on Carlyle and at least one assistant
- + a Robbie R driver and mark laying assistant
- + a duty officer at club

Lunch provided.

For each Twilight Race we need 3 people on the deck at MYC to start and finish the races. Dinner provided

No experience is necessary and everyone should plan on volunteering at least once during the season.

Go to https://docs.google.com/spreadsheet/ccc?key=0ApsJ-Kl6IVTkdERBNmw3TGZHcIY2RTBQV0sydndmOUE&usp=sharing_eel#gid=0 to select your preferred dates

Thanks for your assistance!



Attendees at the recent Safety Briefing for skippers and key crew



SEASON START

Well, the start of the MYC Juniors season has gone extremely smoothly. We have been through Registration Day, Rigging Day, first committee meeting and our first sailing day last Saturday. These were all good, successful events.

Our new coaches have started and are impressed with our volunteers workforce. We welcome them to the club:

Senior Coach, Andrew (Dolly) Divola – local dinghy boat builder/repairer who has had his whole life of experience in sailing skiffs at an elite level and coaching many champions to success.

Novice Coach, Penny Kendall – 5 years experience coaching green fleets at other clubs and schools as well as a long, successful history of her own Junior/Youth sailing.

We've had 31 Juniors register in 21 dinghies:

- 5 Opti
- 5 PJ
- 6 MJ
- 5 F11



Mostly renewed members but some new members from other clubs and Manly Sailing. We expect another influx after the school holidays.

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 or call **0412 426 584** and talk to **Greg Taranto**



THANK YOU

Thanks need to go out to the following people for volunteering big-time to enable us to get started:

Our Registrar, Joanne Rees – a lot of work getting all the kids and parents registered and entered onto our portal. Well done Joanne.

Our Ops Manager, David Holland – a god-send in getting all the rosters started up as well as planning and executing the whole of Rigging Day. His hard work is going to ensure the season continues a very smooth ride to the end.

Fleet Captains and Boat Captain – getting the kids setup with boats and crew – well done.

Race Officers, Tim Docker, Stephen Teudt and Phil Reid for getting the NOR/SI/Courses in order as well as a racing guide for parents.

Bruce Davis and Colin Cameron – getting our infrastructure ready for a clean start. We have spare racks for new dinghies and serviced / audited support boats.

Also, we look forward to the long-awaited large club RIB and tender which will be a big boost to our support boat fleet – almost there Bruce.

SAILING

We had a strong 15-20 knot southerly and clouds and rain aplenty for our first training day. The kids learnt a lesson about cold water and cold wind – lots of early retirements but still a valuable session. We look forward to a first for the program – a shared mini-regatta with the Laser fleet this Saturday. We are planning 4 races with an opportunity for the Juniors to witness the big guys going about their starts.

Beyond that is a packed season of training, club racing and regattas. The kids are nearly as excited as the parents so we are anticipating a well-patronised season.

Thanks
Greg Taranto



KAOS RETURNS TO MANLY YACHT CLUB!

In the mid seventies, a couple of kids sailed a boat into MJ history. In 2014 that MJ has returned to Manly Yacht Club.



Janette and Paul displaying their trophies

The story unfolds thus ...

The current owner of KAOS (#1353), Andrew Jones, contacts MYC via Vice Commodore Greg Taranto to offer the MJ to the club as they are moving to WA. The boat has been in Andrew's hands for 30+ years and has been kept in immaculate condition.

Greg then contacts other MJ tragics in the club to garner interest.

Janette Syme (nee Thomson), our Summer Series and Mini Regatta Race Director responds ...

"Well what a blast from the past. I was the crew on KAOS in the mid 70's with skipper Paul Bergamini. We were very competitive and came 3rd in NSW champs and 5th Nationals (broke a mast and all) I would be very excited to have the boat back in the club and would be happy to help out retrieving it. It was funny as I couldn't remember the number of KAOS - I also sailed on ICHABOD (#1868) with my brother Greg and BO-JANGLES (#2046) as a skipper with Kate Mellowes. My Brother Ron remembered the number as being 13 something and when I saw the photo of the boat it looked so very familiar."

Andrew Jones confirmed that he did buy KAOS from the Bergamini family and fills in some of the detail ...

"You're right in your recollection – we did buy Kaos from the Bergamini's. The young man in the photo certainly looks familiar – and I think Janette might even have been at Manly when we went to Manly to learn how to rig the boat."

On that particular day I sailed with Paul in his new boat and my sister (Judy) went with a friend of Paul's (a slightly taller boy) KAOS. It was quite a windy day and they managed to break the boom near the mast end when they were over at the western side of the Manly Cove somewhere near Balgowlah. This holed the floor of the boat – I think opposite the automatic bailer. Fortunately KAOS has the full length batten and Paul's friend was able to sail back by using the strength of the full-length batt as a make-shift boom. The floor was later repaired but I think it still bares the scar on the inside.

If I'm not mistaken, the club considered making it compulsory to be able to lower the mainsheet from within the boat and all mains were to have a full-length batten following this incident. I'm not sure if these were ever passed in the standards – but it was certainly discussed at the time as the full-length batten almost certainly saved the boat from being out of control and being dashed onto the Balgowlah shoreline.

Exciting stuff for a bunch of little kids – and no doubt the parents."

MYC Club Manager, Peter Robinson has taken on the job of keeping KAOS in MYC hands until his 5-year-old grand daughter can learn to sail.



The history of the Manly Junior can be found later in this newsletter (page 11).

For further reading ...

MANLY JUNIOR JOURNALS 1966-1975

can be found at

http://www.foxsportspulse.com/assoc_page.cgi?c=1-10053-0-0-0&sID=324021



School Holiday Sailing Camps

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Ages 7 - 14

\$310

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www.manlysailing.com.au



Soling along with Parley



(above)
David Parle
Jim Nixon
Ivana Gattegno

(right)
Huw Barton
Ivana Gattegno
David Parle



Parley (David Parle) was actively involved in the Soling class between approx 1992 and 2007. He raced with Pam Davis on Sting, Ivana Gattegno (Mcalpine) on Toyboy 1 and 2, and his own boat Nortel with Paul Glaser. He was secretary of the A.I.S.A and a measurer for the Solings in the 2000 Olympics. During these years he was part of crews who won club championships, .Australia Day Regatta, Soling Australian Championship and medals in numerous Soling State titles.

Parley was a sailing committee member of Manly Yacht Club in the capacity of Off Shore Race Director and was planning more sailing and volunteering at MYC in 2014. He will be sadly missed.

Ivana Gattegno 5/9/2014

RSA COURSE October 11

We need volunteers

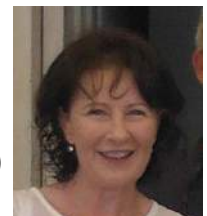
We need you to help serve our thirsty sailors on race days.

It is a fun way to get to know other members and get a free drink! No need to miss out on sailing, just head back to the bar when finished.

The RSA course is scheduled for October 11 for interested members and members' children (over 18). MYC is subsidising 50% of the cost and you will receive **an RSA ID card valid for 5 years**. All we ask in return is to volunteer twice a year. MYC continually strives for solutions to maintain great drinks at great prices to our members.

RSA Course Details are:

Date: October 11 2014
Time: 9.00 am to 1.00 pm
Cost: \$65 (per member includes subsidy)
Where: MYC upstairs main hall



The course will be limited in numbers, so please respond quickly to book your spot with Jackie.

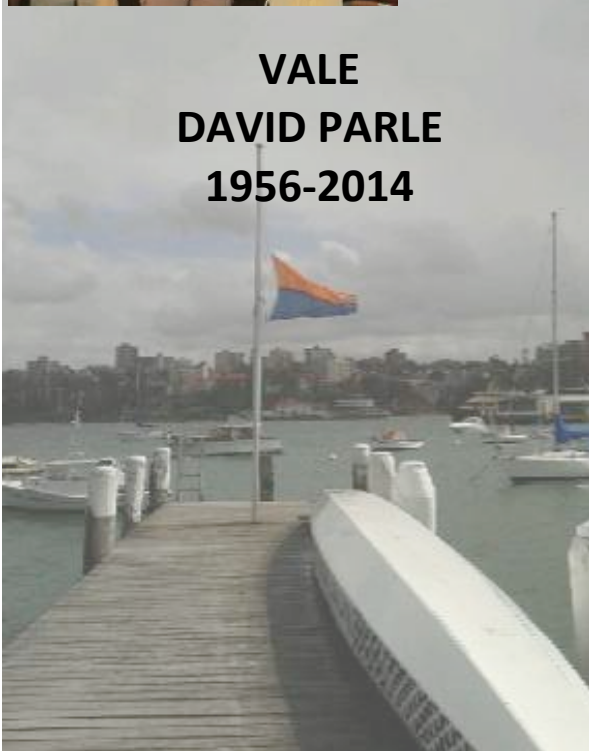
Email: jackiemorgan27@hotmail.com
Phone: 0431 174 017

If you are interested, but cannot make this date, please still talk to Jackie.



Brace, Grish and David
Pittwater Race 2012

**VALE
DAVID PARLE
1956-2014**



HAMILTON ISLAND RACE WEEK – *POHONO'S* PERSPECTIVE

Motoring in to Hammo for race week this year felt quite atmospheric – a bit of low lying cloud covering the hills and misty rain coating the rigging of the boats – freshening them up for the fabulous week ahead.

All the crew from *Pohono*, who battled the Airlie Beach Race week, managed to brush off the salt and bruises and push on through to Hammo. We were joined by an eclectic group of sailors and support crew, makeup ladies and choreographers – lighting and the like. Our Hosts Megan and Andrew had left no stones unturned with the organization of our stay – it was brilliant!

The house we resided in accommodated us all (12) though one of our trusty male crewmembers opted to “mind the boat” on the marina at night. So everyday it was tough decision making as to where to sit and put feet up, which aspect of the incredible view to take and whether or not to take to the pool and risk ruining the hair!

Meanwhile in the background, the sheethand (Orthopaedic Surgeon) was cooking fabulous gourmet meals for us, one of the trimmers (naturopath and nutritionist) was dishing out remedies for everything from coughs and colds, to seasickness and flatulence.

We were put through a tortuous wait for the elusive cheese and bickies (from Bruney Island) but were granted an update of its transport and progress – by camel I believe – through the high tech tracking system, which monitored its travel from its original source (I even think they knew the cows name!). Each day the delivery got closer whilst we sadly looked at the coffee table with only chips and dip - and one day magically it turned up at Hammo Post Office – just in time for afternoon drinkies – well worth the wait I might add.

One of the cheese platter organizers also happened to be a pastry chef in a past life, so we were also supplied with a magnificent desert or two during the week – to keep our strength up of course!

We almost forgot why we were there

– ah yes... the racing!!



So first up every day was Captain Andrew – scanning the island view – feeling the breeze on his face – flexing his forearm muscles ready to prepare the BBQ breakfast (we were starving of course). Discussion of the race, sail choice, tides etc was the breakfast talk. And with the help of the morning briefing input we made our plan of attack each day – “you can’t pick it up here! “. “Turn your instruments off – use transits and go for speed” – words of wisdom from the experts.

So we did, and it was most enjoyable – plenty of competition – choices to make as to whether to push for speed to win, or to race for comfort (with all crew intact). Getting to know *Pohono* and what she really liked to drive her along – so important. We really only had to ask Megan or Andrew who know and love their ‘wee *Pohono*’ with a passion.

And of course the photos and videos flooded in everyday (we were focused!) and instead of the generic TV Race channel exclusive to Hamilton Island, we made our own! So every night we would come home and watch ourselves on the big screen! (so vain).

Other activities for those who didn’t wish to go sailing included the Dent Island Golf day. Megan excelled as per usual as did her best mates and again they were overwhelmed with the beauty and pleasure of the day.

One notable race we found ourselves closing in on the finish line with the one and only ‘*WILDOATS*’. We had our chance to call starboard on them but graciously waved them through (chose not to be headlines!) All the cameras came out as its hard not to be awe inspired by her beauty and speed. Our trimmer was so excited by the event that he managed to take a hold load of selfies by mistake (so vain – I was there!).

All in all we had a fabulous memorable week – great company, great sailing on beautiful *Pohono* with our even greater hosts Megan and Andrew. Just the winter break we all needed!

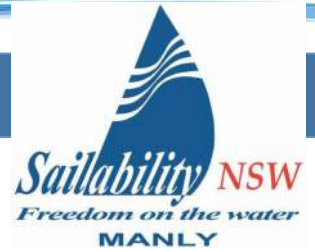
Janette Syme



Janette checking whether we should tack to the finish line and call starboard on wild oats



SAILABILITY NEWS



Sailability's AGM was held in August.

Our Committee stays very much the same, with some new volunteers coming in as Committee Members, so that they will be able to take over management roles in the coming year.

- President:** Brian Guest
- Treasurer:** Patrick Alexander
- Secretary, Sailability NSW Rep, Volunteer Coordinator:** Eli Demeny
- Maintenance:** Barry Newell
- Membership:** Helen Hendry
- MYC Rep:** Jackie Morgan
- Social Secretary:** Sue Gladstone
- Race Organiser:** Helene Francois
- Webmaster:** Alan Bimson
- Webmaster's Apprentice:** Chris McGrory
- Signals Editor:** Lianne McGrory
- Minutes Secretary:** Rob Southam
- NSW Rep:** Denis Linney
- Marketing and Fund-raising:** Kandy Tagg
- Committee:** Peter Hamilton, Ray Rampton, Evelyn Shervington.



ererererer
The horrible weather in August was not conducive to sailing, but we held a pirates sailing day on the only fine Wednesday.



The great news for Sailability is that by entering the Manly Fun Run in May, we swelled our coffers by a substantial amount, and will be able to put new carpet on the floor of Charlie's Chariot, and add some extra shelves to our storage area in the Boat Room.



PLEASE WELCOME OUR NEW SUMMER SERIES SPONSORS...

Race Day Prizes by UNITED CINEMAS Warriewood

who invite you to present this voucher the next time you go to the movies.

End of Series Grand Prizes by THE QUAYS Church Point



UNITED CINEMAS Warriewood

\$10 CHILDS TICKET

Please present voucher at box office to redeem offer. Voucher valid for up to 5 children at \$7 each. \$3 surcharge for 3D films plus \$1 for 3D glasses if needed. Valid until Wednesday, 30th July 2015. Not valid for Grand Recliner Seating. Valid for G or PG films only.
Code: LB0SSWB13 United Cinemas Warriewood

\$8 SENIORS TICKET

Please present this voucher at the box office along with your NSW Seniors Card or Age Pension Card to receive entry to any movie for \$8. Not valid for Grand Seating or 3D movies. Valid for only 1 person per voucher. Valid until Wednesday, 30th July 2015
Code: LB0SSWB13 United Cinemas Warriewood

\$12 MOVIE TICKET

Please present voucher at Box office to redeem offer. Voucher valid for up to 5 people at \$10 each. \$3 surcharge for 3D films plus \$1 for 3D glasses if needed. Valid until Wednesday, 30th July 2015. Not valid for Grand Recliner Seating. Valid for G or PG films only.
Code: LB0SSWB13 United Cinemas Warriewood

FOR SESSION TIMES AND ONLINE TICKET PURCHASE VISIT: www.unitedcinemas.com.au

United Cinemas Warriewood, 4 Vuko Place, Warriewood NSW 2102 Ph: 9913 2800

MY AUSSIE MATE

In 1982 when our 4 children and I decided to learn to sail at the Spit it was an amazing journey. 32 years of owning boats, being an active MYC club member and for the first 2 decades racing almost every Sunday – it was a full and exciting time.

When the training was about to end at the Spit I knew I had to get a boat – all of this new adventure that the children and I thrilled for several weeks, otherwise, would end.

David Treharne, Manly Boat Shed advertised a Julie class 20 footer named *Karen*. She was timber and came with a north harbour mooring which was a great bonus in those days. We had terrific fun in this small boat racing the twilights at MYHC and at MYC Sundays.

I then bought a 24' Endeavour which we named *Sarah*, after our daughter. The Endeavour class boats have been very successful and this 24 footer was perfect for us. We raced it and slept in it and took it to Pittwater a couple of times.

In the 90's there was a big push to get a Soling fleet together and at one stage there were 6 of these fabulous Olympic [at the time] class racers at MYC. My first was a fairly old boat from Lake Macquarie called *Felix*. We had a lot of success with *Felix* getting good places at club and state championships.

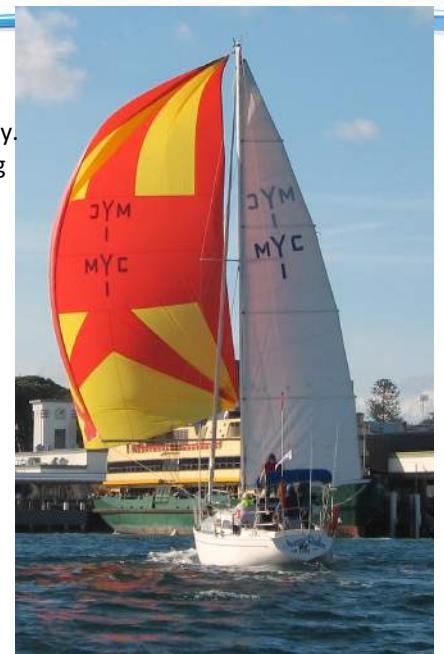
I then sold *Felix* to a club member and bought another Soling, which I named *Tachi*. This boat was more upmarket with fine tuning devices I never really understood – however we had great fun and successes in club and state titles.

When the Solings were deemed to be no longer an Olympics inclusion the excitement of this class waned and our club moved more towards larger yachts.

Tachi was sold to a MYC member and in about 2003 I bought *Aussie Rules*. I had done a fair bit of ocean racing with Bruce Hitchman on *Pacific Breeze* and *Aussie* at 32' and the *Breeze* at 40' I felt at home because there were basic similarities and so began a deep and meaningful love affair with 4 tonne of plastic. I have always loved the true yacht qualities of this boat – always stable, always proud and a true workhorse. Again we won many places over the years and trips to Pittwater were a wonderful adventure. Whilst my wife Helen was not a keen sailor she liked Pittwater – the peace and quiet of Smiths Creek and so many other spots.

I have no record of how many people have joined me as crew over these 3+ decades but there have been many – perhaps 50 to 75 – and having their company and seeing their excitement to be sailing has always been as gratifying as owning and steering the boat. And equally, the increasing use of the yacht socially with family and friends became a constant highlight for us.

I have now decided to sell *Aussie Rules*, MYC1 – hopefully, again, to a club member. *Aussie* has been a great mate and I will miss her and all who sailed with her.



Gene Scott
4/9/14



HISTORY – THE MANLY JUNIORS

The following article was written by the late Doug Ebeling with some additions by Brian Wilson



Ralph Tobias moved from Melbourne to Sydney in 1956 and joined the Manly 14ft. Sailing Club. He brought his 14 foot "Sabre" with him to sail in the 56/57 season. He then built a hard-chine plywood boat with a fibre-glass skin called "Joanne" which was subsequently fitted with a newly approved trapeze and was quite successful. He became a Committee Member (and later Commodore) and when the Committee decided that for its future it should foster a junior boat for the training of young sailors, Ralph was asked to propose a suitable boat. The Sabot and Pelican were not sufficiently challenging without jib and spinnaker and were the only ones available at that time.



Ralph also decided that the boat should be:

1. Buoyant enough to be righted and continue sailing.
2. Be able to be stored on its transom in the clubhouse (the ceiling height was just over 8'6").
3. Have a simple sloop and spinnaker rig.
4. Be simple to make for a home handyman.
5. Have panels small enough to be cut from one sheet of standard marine ply.
6. Be cheap enough to be affordable to the average family.

The plans were approved by the committee in August 1959 and the prototype hit the water in September, 1959. It was demonstrated by Ian Perdrieau and fulfilled all expectations except that, on righting, it could not continue sailing as it was too full of water. Later, a revised version was designed that removed the rear tank/seat and substituted side tanks that eliminated the problem.

Tobias negotiated for a local timber yard to provide a cut-out kit for a price of 80 pounds. Sail maker Laurie Mitchell produced a sail kit of sails, sheets and fittings also for 80 pounds. So apart from glue, screws and a few S/S fittings, the boat could be built for 160 pounds. Several hundred of the originally-designed "Mark 1" Juniors were built, mostly at home, and the first of the revised design was numbered 1400 and was aptly named "Transition".

MYC is fortunate to have on display one of the original Mark 1 Juniors, sail number 285. This example is thought to be the most original in existence because it was never raced and it was never upgraded to keep it competitive. The boat was originally purchased and assembled by Mr. Hoskins for his two younger daughters. It was gifted to Craig Baker for his children and he subsequently donated it as a gift to MYC. Robert Luttrell (husband of Lee Ebeling) a skilled craftsman, undertook a museum standard restoration.

Accompanying the deed of gift from Craig Baker are the original construction drawings dated 20-10-59 in which the Junior is described as a 'Midget Racing Skiff'.

By 1963 the Manly 14ft Sailing Club had a Junior Sailing Committee and the Manly Juniors had their own Newsletter.

Later still came the era of the fibreglass hull, in the early 1970's, from which all Manly Juniors are now constructed, and it was no longer possible for a competitive boat to be home-built. This fibreglass boat went through some early teething troubles. One of the first of these was being sailed on Botany Bay by Scott O'Connor, a member of MYC, who was a previous State champion. It was a warm day and the water was cold – the air in the sealed buoyancy tanks contracted, and the shape of the hull changed radically, making the boat uncompetitive. Also, some vital fittings had a tendency to part company with the hull. After a trip back to the drawing board, the new fibreglass Junior was modified and never looked back.



Before...



...After



Continued next page ...

HISTORY – THE MANLY JUNIORS ... continued from previous page



The final design exceeded the expectations of the club and became so popular around Australia that eventually thousands were built. More importantly from the club's view, it appealed to the parents of Manly who saw sailing as a desirable sport for their children and regarded the club's atmosphere free of the influences of alcohol and gambling, and the voluntary nature of the management of the club, as likewise desirable. These latter aspects have remained an essential part of the club's culture and are inscribed in the current club lease arrangement with the Manly Council. It also encouraged an influx of new members who became benefactors of the club in a variety of ways, such as finance, building construction and repairs, administration and race officials.

By 1969, the club was sailing over 40 MJ's in an "A" and a "B" fleet presided over and trained by the Honorary Secretary, Bon Ogilvie (see below). The "A"s were the skilled children who entered and won National competitions, while the "B"s were the new trainees who required to be taught both sailing and survival skills. However, most kids started by jumping in the boat and floundering around until they got the hang of it - all the time being yelled at by parents from the beach, as well as being roared at by Bon from the rescue boat through a megaphone. Some of the youngsters were quite scared of him.

Bon Ogilvie came to Manly after being the Secretary of the Royal Brighton Yacht Club in Melbourne. He brought with him considerable skills and knowledge as well as his desire to help youngsters learn to sail.

Keen to show off the skills of his charges, Bon organised a trip to Melbourne for about a dozen Manly Junior sailors (circa 1974) to challenge the Brighton juniors in their Cadet Dinghies and be billeted with Brighton parents. They left from Central station all together in a carriage presided over strictly by Bon entirely unaware that cultural history was to be made.

It transpired that the Manly Junior sailors did very well and the overall winner was Lee Ebeling (Doug and Helen Ebeling's daughter) who should have received the prized trophy in the main presentation hall. However this hallowed ground was forbidden to the ladies of Brighton and there were no female members. So Lee received her trophy in the forecourt. According to Lee's great-Aunt, whose husband (John Tucker) was a sailing member of Brighton, this opened a long standing feud and ultimately resulted in female members being admitted and becoming sailors in their own right.

On the way home, Bon bonded firmly with his charges since he was over the moon at the success and the juniors realised that Bon was not an ogre after all.

The following year Brighton came to Manly.

At Easter the Brighton youngsters were here for the return competition. This time the event was sailed in MJ's and Manly won again. The youngsters were staying in the club house chaperoned by Doug Maclean, his wife Julie, and Helen and

Doug Ebeling, who all had to sleep overnight in the Board Room! (One of the party assures us that the Board Room table was not very comfy!). Doug Maclean had taken the MJ sailors out in the rescue boat ("Robbie R") to watch the MG14 and Flying 11 races being sailed from Balmoral Sailing Club, when a 70 knot southerly ran up the bay. All the boats were flattened and Doug Maclean had a near catastrophe when "Robbie R's" steering failed and all vision was lost. He managed to get the boat around into Reef Beach where a large cruiser took all the children on board and gave them hot showers and hot chocolate.

Several MG's and Flying 11's were missing and crews unaccounted for, so there was quite a panic until everyone was rounded up. One group of Flying 11's was found on Washaway Beach in a cave having a party with some adult sailors who had run aground in a Hood 23 and a Hobie, but had saved the rum and coca cola. We assumed the children had coca cola.

It should be noted that on the return challenge to RBYC a year or two later, there was a girl sailing for Brighton. (Jack Hamm was on this trip).

Bon also ran the club by looking after every day problems and even slipping the yachts as required, as well as recording meetings and conducting most correspondence. The small slipway attached to the clubhouse, which was fairly close to the beach, could only accommodate small yachts up to about 26' with relatively shallow draught. Even so, Bon needed to take careful note of the tides when slipping boats.

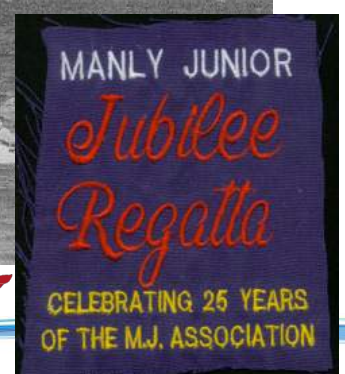
Manly Yacht Club youngsters competed in most MJ National and State Championships and were rewarded in 1976 and 1977 when Scott O'Connor won back-to-back National Championships in "Willie Win 2" and "Willie Again". In 1978 Paul Bergamini and Suzy Ebeling were placed in the State Titles. Suzy narrowly missed coming second but her third place made her the first girl to place in Junior titles. She appeared on the front page of the Manly Daily.



Images extracted from **MANLY JUNIOR JOURNALS 1966-1975** can be found at http://www.foxsportspulse.com/assoc_page.cgi?c=1-10053-0-0-0&SID=324021



Continued on page 15...



HAMILTON ISLAND RACE WEEK ON BOARD CZECH MATE



After what was a blistering tough and damage ridden fleet at the Airlie Beach regatta the week before, the Hamilton Island Race Week suffered from a lack of wind for 2 of the races early in the week where many starters failed to finish in time.

As a first timer at Hamilton race week, *Czech Mate* opted for the non-spinnaker cruising division as 3 of the crew were completely new to the boat and just joined the boat the day before the races.

The atmosphere at the marina dock was frenetic with all of the cruising boats unloading all their excess weight onto the marina – anchors, chain, life rafts, outboards, etc. Then there was the onshore live entertainment where you were bound to find friends around with plenty of MYC members holding up the bar!!! (wouldn't want to dob anyone in...!!!) What a ball...

The 142% genoa on *Czech Mate* worked wonders in the light breeze and the crew were delighted with a 3rd in the first race. Another race had us going between South Mole Island & Denman Is where many boats became becalmed in the light breeze and the tide against them some even going backwards!! After that it became harder as the handicapper sorted out the fleet but we were easily beating boats 12' longer!!



The last race was the best in 15kt breeze and sailing against the current heading south on the western side of Dent Island down to the mark at Isolated Rock. This was a real tactical race and those that kept close in shore tacking continuously ended up with an advantage over those that strayed out into the channel and the current. At one stage we were going backwards on our tracking system with other boats taking us easily but in the end we were lucky to take a better line and achieved a 2nd!

CONGRATULATIONS

To MYC boat
Local Hero
1st Division 3
IRC

*(We will forgive you Peter
for sailing for the Canberra
Club ... this time!)*

By the end of the week *Czech Mate* finished a satisfying 2nd overall (couldn't catch the winner who won or came 2nd in every race!!). All in all, a great regatta.

The events on the water were supplemented by the on shore party atmosphere where other MYC members were out in full force including the formidable Pohono crew who were very hospitable.

All in all a fantastic week of racing and frivolity...
Phil Dressler





JUDY, JUDY, JUDY

Our beloved Judy Richardson has retired from the MYC.

Being her nephew 'twice removed' (long story), I wanted to highlight some of the volunteering Judy has done at our club.

For many years, Judy and her dear friend Mary Peacock WERE the race committee for MYC twilights and in 2003 they were awarded the much-coveted Graeme Cotton Good Citizen Award.

For hours on end, rain, hail or stinking hot Judy and Mary would sit alone on the club deck with their binoculars, keeping track of the time, watching the starts and sometimes well after dark recording the finish. Their commitment is why the Twilights are so successful today.

Judy also attended many working bees with paintbrush and hammer at ready. Judy is actually a skilled woodworker, so she can put her hand to any job.

Judy also played a crucial role behind the scenes ensuring the club was never out of supplies, cleared phone and email messages, continually cleaned up the office, prepared floats for race days, twilights and other events, and kept track of lost and found. Just to mention a few.

Who the heck is going to do all that now? How many volunteers are we going to have to get to replace her... that's my question?

Judy, your smile, your laughter and your 'can do' attitude are inspiring to all of us.

We can't thank you enough!

Peter Mac



Mary, Judy, Maz & Elisabeth
Try Sailing Day



Judy cleaning up in front of the club



Penny, Sally, Judy
Try Sailing Day



Judy and Peter
Another Try Sailing Day



Marg and Judy
Enjoying a twilight sail
On Bokarra

LOST & FOUND

After recently returning from the Hamilton Island Regatta I checked my in box to find a note saying that one of our longest serving volunteers and her yacht racing husband had resigned their roles at MYC, sold their boat, their home and moved away... **LOST**.

I assumed that John & Judy Richardson had retired to the bush, or moved interstate, so I shot Judy an email and had heard nothing for a few days until I received a reply saying they were now happily living in Manly.... **FOUND**.

Many, many years ago Judy and her good friend Mary found a naive lost young... well youngish... man standing on the end of the Yacht Club jetty looking longingly at the yachts and convinced him to join the "Best Yacht Club in Sydney"... They did a pretty good sales job so I signed up. That was some 16 - 17 years ago and in all those years Judy has been involved behind the scenes while John has been overseas working for months at a time, returning whenever he could and sailing Blue Rhino.

You will often hear members talking about the spirit of a volunteer run club that MYC has become. Without the efforts and dedication of a few people like Judy who spend many, many hours each week in the office and doing other tasks around the place, not to mention running the Twilights for a number of years with Mary, MYC couldn't function.

Judy will hate me making a fuss like this so I will just finish by wishing her and John all the best for the future in their new home. Thank her for her past efforts on behalf of all the members she has managed, registered, chased, and befriended over the years in her undefined role as "office manager" and as twilight race officer. Let's hope we see John & Judy standing at the end of the jetty looking for a sail on a Friday night.

Thanks Judy
Ian D.

On Behalf of Manly Yacht Club, Thank You Judy. Please come back and see us.

HISTORY – THE MANLY JUNIORS

... continued from page 12

THE VALVOLINE CUP

At this time an annual event was organised called the "Valvoline Cup". The name was derived from the trophy which was a dilapidated Valvoline grease can mounted on a 300 HP Diesel engine valve and with extravagant copper pipe handles. The race course was around all the boats in Manly Cove and the competitors were restricted to Board Members sailing the Club MJ's. The enjoyment by the juniors could only be gauged by the laughter at the efforts of their seniors especially when they sank, as the club dinghies were not exactly watertight and some of the Board members weren't as slim and agile as they once were.

Bon's technique to stop the old club-owned MJ's from leaking was to prop them up on a couple of saw-horses during the week filled with water. The wood swelled and thus they would float (at least for a while) when popped in the water on a Saturday.

Ken Wray in his "Memories of MYC" stated in relation to Manly Juniors:-

"As the kids improved they bought better boats like *Sorcerer's Apprentice*, *Double's Trouble*, *Ptanyangkipperbang* and *Outrageous*. They then joined the MJ Association series of races, the State and National Titles. We hosted state events on a number of occasions. Graham Cotton took his family and the Bryces to Perth for the Nationals one year. This involved driving across the Nullarbor with their boats. In 1989 we all went to Illawarra for the MJ Nationals, with the whole group camping nearby".

"Probably the best remembered were the novelty events held usually at the end of the season. One I remember was a Pirate Day where everyone turned up in pirate rig and sailed around throwing water bombs at each other. That was until Peter McDonald turned up with Rumpus fitted with a bilge pump as a water cannon so all turned on him. The day finished with a ceremonial walking the plank."

"The MJ's also participated in the yacht's Marathon Race, but the course was shortened to Shark and Clark Islands and back. On one occasion it was too much for the MJ's. The Race started in a gentle northeaster, but by the time they got to the Heads they were capsizing so were brought back."

Note 1 The Manly14ft. Sailing Club held its inaugural Meeting on 28 September 1950. It became the Manly Yacht Club in 1965.

Note 2 Lee Ebeling, representing Manly Yacht Club, won the trophy at Royal Brighton Yacht Club, Victoria, and became the first female to do so. This single event changed the nature of this men only club and changed the course of history for women sailors in Victoria.



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CREW LOOKING FOR BOAT

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

Name: Allanna Skeels
Email: Allanna.skeels@cba.com.au
Phone: 0493 698 136

Experience: I have been racing on a crew out of Alfred's up on Pittwater for the last 18 months on 10.4 Elliot called "High Anxiety". We constantly rotate positions so I have experience on foredeck, in the pit and on runners. I am still learning but would like to join a club a little closer to home for additional practice. Happy to join any crew and take on any position.



Name: Beryl Lorenceau
Email: bloranceau@gmail.com
Phone: 0423 013 343

Experience: Have cruised in France on a 45 ft boat, club regattas (trimmer, pit, mast and foredeck), some offshore sailing, Airlie Beach Race Week. Would like to sail on Sundays and also very interested in doing the offshore races in October. Looking forward to sailing with you.



WELCOME NEW MEMBERS!

FAMILY MEMBERSHIP

- Troy Cortis - Oceanis 343 "Fourplay" and Sondra, Boston and Logan
- David Holland – Laser "Tom Yum" and Anne Catherina, Valentina, Louise and Maximilian

SENIOR MEMBERSHIP

- Peter Bremner – Laser "TBA"

GET PUBLISHED!!! PLEASE SEND SUBMISSIONS FOR THE NEXT NEWSLETTER BY 10th OCTOBER TO... newsletter@myc.org.au

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

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.