

# MYC NEWS

OCTOBER 2016



The following article is an amazing account of what was achieved by Keith Woodward and the MYC Volunteers during the time Keith Woodward joined the MYC in 1996 and while Gene Scott was President and Keith then took the helm in 2002.

I recommend Members **Old and New** to glance through, the early editions of the MYC Newsletter on the MYC website from 2004.

A quote from Keith Woodward in the MYC April 2004 Edition, still applies today with Volunteering at Manly Yacht Club.

**“The construction of the pontoon and the repair of the wharf have been a catalyst for creating a better culture in Manly Yacht Club. The volunteers who have worked together on these projects have forged strong friendships, and we now not only have better facilities but we also have a better sense of community within the Club”.**



**Keith Woodward**  
MYC President 2002 - 2005

*Keith will not be renewing his membership as he is unable to sail his yacht due to back problems and has moved from Manly to Avalon.*

***I enjoyed my years with the club, met a lot of great people and I am very proud of my achievements with the club.***

I joined MYC in 1996 and became a Director soon after.

The club was very different in those days and the first task that I was asked to do by the then President, Gene Scott, was to get a membership list together. There was no list of members!

The next project was to install a master-key system as it seemed like a large percentage of the Manly population had a copy of the key to the clubhouse.

I joined the “Towards 2000” committee chaired by Gene Scott and became familiar with the great plans that Gene and others had prepared for the development of the club. These plans included an extensive rigging deck and pontoon with an estimate of cost of around \$500,000.

The lower level of the club below the office area was a storage area that had seen better days. I got involved with the clean up of this area and the creation of a sailing office.

*Continued on Page 2*



## PRESIDENT'S REPORT

### *Looking back, looking forward.*

The last month has seen huge efforts by individuals to help us get back into shape after the fire.

Liaising with the council's insurer's builder has helped ensure that repair works have not had huge impact on our hall hire customers. Individuals like Barry Mifflin, our club manager, who for example demolished our brick barbecue as well as jumping into paint new works so that the builder could progress and finish before a major members' Family wedding event.


I have seen members collectively pitch in to help remove the barbecue rubble from the deck by the yachties and centreboarders after the race presentations last Sunday.

### *Looking forward.*

Our Twilight series starts about the time this newsletter is issued and I am looking forward to greater participation and comradery after the race back at the club with our new caterer (Brazilian spit barbecue of Balgowlah and their scrumptious buffet).

Again a number of key individuals jumped in to support the organisation of the State O'pen BIC Regatta. We are hosting this event. There is still room for more volunteers so look for contact details elsewhere in this newsletter. This is not just about helping our club as a volunteer but you may get the opportunity to attend a panel session comprising of who many consider as Australia's three greatest sailors.

We are also preparing for the lead up to Christmas and I recommend that you share the news that with a number of vacancies caused by low hire bookings that deals could be had in hiring our venue for Christmas functions. Contact Sorrell Lambie our venue hire manager.

*Cary Budd - President* 



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## JOURNAL OF MANLY YACHT CLUB

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With some planning advice from Brian Wilson, an accessible toilet and shower was planned for the remaining storage area. I sourced a sewage tank and pump system and installed this below the south end of what is now the accessible toilet area to allow the later installation of the toilet and shower.

The Council pointed out that our kitchen did not meet Code requirements and so I was involved with the installation of a new kitchen floor prior to the upgrade of the kitchen.

After taking over from Gene as President, my major achievement was the delivery of the pontoon and rigging deck. The club had \$10,000 seed funding put allocated to this project and had tried unsuccessfully to secure significant grant funding. Whilst this project had merit, particularly in the way that it would help Sailability operate more effectively and serve more disabled sailors, I did not believe that a large grant of up to \$500,000 would be given to people who could be perceived as "rich yacht owners" for political reasons.

I reviewed the grants given for this type of projects over the past 10 years and decided to submit applications to both the Department of Sport and Recreation and the then Maritime Services Board for grants in the amounts of 90% of the maximum grant given over the past decade. Again, my view was that "rich yacht owners" would not set new records in grant funding.

I was successful with both organisations and secured \$78,000 in funding. This amount was nowhere near enough to deliver the project as envisaged so the scale was reduced.

The available funds were not sufficient for even the reduced scale project so I proposed that we deliver the project using volunteer labour rather than contractors.

The grant funding was given on a dollar-for-dollar basis but I was able to negotiate our dollars to be in labour rather than hard cash.

One of our members, Phil Vidler operated a business that constructed exhaust systems including saw-duct exhaust systems and his company had just completed a project with A Relf and Sons, saw-millers from Bulladeelah.

Relfs agreed to provide tallowwood timber to MYC at their selling price as long as we purchased a whole semi-trailer load. We actually purchased six semi-trailer loads to complete the works!

To avoid traffic, the deliveries from Relfs arrived at 5 am. The day before each delivery, we blocked off parking spaces

outside the club to allow the truck to pull in to the kerb. We had no crane so the timber was manually unloaded by hand in the early hours of the morning. The new council walkway had not been constructed so we were able to stack the timber on the flat area below the road until it was later slid down the hillside to the access road turning circle before being stacked on the club wharf.

This timber was heavy. It was so dense that it did not float. The largest beams were 300mm x 150 mm x 8 metres long – around 400 kg each!

Bruce Davis had had a naval architect do a concept design of the pontoon and carry out the required stability calculations required for MSB approval. I used this concept to make construction drawings of the pontoon and ramp.

A contractor was engaged to replace some timber wharf piles and to drive the two steel piles for the pontoon. I had given the contractor a drawing that located the piles but he required me to be responsible for actual location. I made a timber 'jig' that set the distance between the piles and they ended up in the required positions.

The pontoon itself weighed many tonnes and we could not afford to hire a crane. Tallowwood planks were placed on a section of the wharf to spread the load. Additional transverse planks were placed on top with 50 mm galvanised pipe rollers on top of the transverse planks. These pipes were secured by wedges to prevent them rolling, more planks were placed on the pipes and the pontoon was constructed above.

I managed the construction and Chris Shead managed the labour force.

The Manly Sunshine Rotary Club, a big supporter of Sailability, also wanted to help and provided a significant part of the workforce.

Most of the volunteers had no trade or construction skills so one of the biggest tasks was dividing the work into small tasks that could be carried out by people without any experience in this type of work.

Safety was another major issue. We did have a few injuries. I fell through a rotted wharf plank and caused some damage to a pre-existing back injury. A ladder slipped and Chris Shead damaged his shoulder. A volunteer squashed his thumb between some very heavy timbers and an enthusiastic left handed volunteer (with trade experience) was using an angle grinder with a right handed handle when the sparks set his jumper on fire. In his haste to stop the burning he cut his arm with the still spinning grinder.

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On one cold August evening with a very high tide, wedges were removed from the pipe rollers, the Davis Marine workboat tugged and volunteers pushed and much to the surprise of the gathered croud, the pontoon splashed gracefully into the harbour. I bolted the roller sections around both piles and the pontoon has withstood wind, waves, weather and tide ever since.

The ramp section to join the pontoon to the wharf was constructed upside down and back to front on the wharf. Installing it was dangerous so I asked Colin Cameron to assist and we carried it out on a weekday when there were few people around. We slid the ramp towards the pontoon and let one end fall to the bottom of the harbour. I then moved onto the pontoon and with ropes and a chain block pulled the 'dry' end of the ramp towards the pontoon. Colin remained on the wharf to keep the ramp under control with ropes. As we had the ramp almost vertical, Doug Ebling came along laughing and said to Colin:

"Only a Scot could think of that – tossing the caber". We lowered the dry end onto the pontoon, I moved back to the wharf and attached the chain block to a beam placed across the two wharf piles. We used the chain block to lift the submerged end of the ramp up to the wharf level until we could slip in the stainless steel hinge pins in place. This all worked as planned

Unfortunately, that was not the end of the work. The existing deck planking was not only in poor condition but the gaps between planks ran lengthways on the wharf causing a hazard for wheelchair bound sailors. More timber was ordered and we continued with wharf repairs and new decking.

The project was completed in two years. I spent every Saturday except two for these two years working at the Club with a great team of volunteers. The two Saturdays that I had off were due to east coast lows pressure systems that caused the work to be cancelled due to weather.

After completion of this project I submitted an entry into the 2003 NAB Australian Volunteer Awards. There were over 2,700 entries received and it was very humbling when Manly Yacht Club won this national award. Our project was a great example of what volunteers can do when they work together but there were so many great projects that I was so surprised that we won. The \$10,000 prize went to assist with funding the rigging deck. This work was carried out by a contractor – the volunteers were all worn out!

I wanted to do something for Sailability so I decided to buy them a new Access Dinghy. I put up half the funds and asked some companies that I had worked with to provide the other half of the funding. I often get a thrill when I see "Woody" with the blue sails being sailed by a Sailability sailor.

I have some photos of the pontoon and wharf work and the original drawings that I will give to the Club, probably via Brain Wilson.

I would be pleased if I could continue to receive an emailed version of the Manly Newsletter. I enjoy keeping in touch with what is going on at the Club.

Finally, I would like to acknowledge the ongoing and often unnoticed work of Colin Cameron. Without Colin's skill and extremely hard work, the wharf would have deteriorated beyond repair many years ago. It was not until I started working on the wharf repairs that the extent of Colin's work became evident. I still am amazed at how he carried out the replacement of piles and headstock beams on his own.

Keith Woodward



*Thank You Keith from  
Old and New Members,  
hope to see you real soon,  
jump aboard a yacht  
for a Twilight sail and back  
at the MYC deck for a  
Brazilian BBQ.*

*May 2004 edition Keith on the  
job with the kitchen upgrade*







**CLUB MANAGER**

*Barry Miflin*



*New Peppertree banners*



*BBQ coming down*

**Progress Week 1 with the Club rebuild.** New eaves, guttering and fascia boards built. All burnt bearers and joists removed and replaced - all new timber is up.

**Week 2:** plan is to have all the new timber work painted and plastic roof installed. As you can appreciate the builders are working around Hall bookings and Public holidays but have made great progress.

**Folks,**

**End of Week 2** of the Club rebuild with great progress being made - good reason to fly the new Peppertree Banners

**Main things achieved this week:**

External Plumbing, external timber work painted, new plastic sheeting roof installed outside, new ceiling installed in the Ladies Loo and the Balustrade rebuilt.

More work still to be done : the deck resurfacing, gyprocking the Ladies Loo ceiling, scrape back and paint all fire affected areas inside and out, installing the new window (5-6 weeks) and also electrical and communication stuff (new cameras etc).

I will be meeting with Proline (the builders) and a rep from Council sometime next week on a timetable - will discuss the possibility of installing guttering - according to the builders on site it is not a difficult job and requires the hire of a scissor lift for a day

With the BBQ coming down, we can well and truly say we are open for business

The photo that looks like three snooker cue carry bags are new Peppertree banners which should be put out for each Twilight and Club Champ Race sponsored by Peppertree (and are contained in a long box downstairs on top of the old steel built cupboard). Peppertree have also supplied flags for the boats sailing in the Twilight

*That's it from me ... Barry*

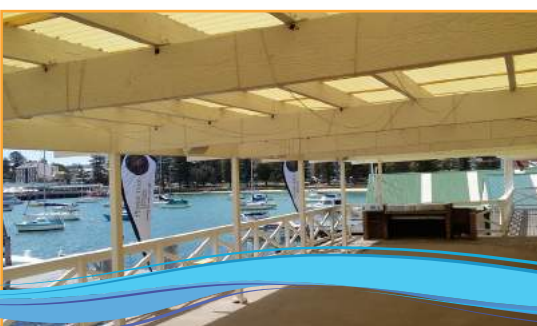
***Thank you Barry ... Fantastic, the work in progress so far by you and ALL the MYC volunteers.***



*Barry going above and beyond*



*Photos by Barry and Greg Wilkins*







## Club Championship RESULTS

Shari Hooper

Race 2 of the MYC Club Championships on 25 September was a bit of a crazy one. Ian Dennewald gives us Ratty Tooley's view of the race: **"Start...not much wind...rain...lots of rain...no wind...sunshine...lots and lots of wind...lots and lots of rain...no sunshine...no wind...more rain...even less wind...a bit more rain...Did I mention the rain and lack of wind?...But we finished."**

2016-2017 Club Championship Race 2 - 25 September 2016												
Division: 1												
PLACE	SAIL	BOAT	DESIGN	SKIPPER	FINISH	CODE	ELAPSED	PHS	HC TIME	BCH	CHC	POINTS
1	WILDLIFE	AUS1161	Etchells	Bruce Davis	16:30:05		3:40:05	0.956	3:30:24	0.981	0.968	1
2	PAM	KA16	5.5 Metre Class	Peter McDonald	16:49:54		3:59:54	0.9	3:35:54	0.9	0.9	2
3	TENSIXTY	MYC7	Radford 10.6	David Ashton	16:49:23		3:59:23	0.915	3:39:02	0.902	0.909	3
4	ESPRIT	MYC32	Archambault 32	Greg/Jan Wilkins/Bartel	16:42:27		3:52:27	0.992	3:50:36	0.929	0.98	4
6	LOST HORIZON	1919	Archambault 32	Brett Hudson		DNF	17:10:25 cut-off time was 17:00:05				0.935	7
6	TWOCAN	4863	Masrm 920	Stephen Teudt		DNF	17:10:25 cut-off time was 17:00:05				0.859	7
	BULLET	9006	Bull 9000	Michael Rowe		DNC					0.988	12
	COURTESY BUS	6227	Hick 30	Scott McCarthy		DNC					0.918	12
	ETRE JEUNE	G445	Hanse 445	Nick Polin		DNC					0.881	12
	SHEAR MAGIC	MYC100	Adams 10	M.Evans H.Sullivan		DNC					0.866	12
	TWILIGHT EXPRESS	2306	Adams 10	Mark Stacey		DNC					0.886	12
Division: 2												
PLACE	SAIL	BOAT	DESIGN	SKIPPER	FINISH	CODE	ELAPSED	PHS	HC TIME	BCH	CHC	POINTS
1	CHEAP THRILLS	5830	Ross 830	Barry Mifflin	15:57:12		2:57:12	0.793	2:20:31	0.866	0.813	1.0
2	MELODY	1255	Swanson Dart	Jim Nixon	16:14:15		3:14:15	0.790	2:33:27	0.790	0.790	2.0
3	RATTY TOOY	6295	Northshore 340	Ian Dennewald Nicola Reade	16:37:57		3:37:57	0.736	2:40:24	0.704	0.727	3.0
4	BOKARRA	1152	Santana 22	Colin Cameron		DNF	RETIRED EARLY	0.663			0.663	5.0
	CZECH MATE	6361	Beneteau 361	Phil Dressler		DNC		0.742			0.742	7.0
	KAOTIC	AUS4770	J24	Matthew Miles		DNC		0.825			0.825	7.0



PEPPER TREE WINES

Cheap Thrills had some fun out there as well, "Interesting thing happened when the rain squalls approached, the 2 heavy guys (me and another crew member), stayed outside to keep the boat flat and got drenched, while the 2 lighter guys went below to get into the wet weather gear. This ritual was maintained when each rain front approached." So, on Cheap Thrills, if you weigh less, you stay dry!

Looks like we're all still getting used to the boat-or-triangles finish line. Barry from Cheap Thrills expresses the experience many of us are having, albeit not always from lead position, "In heat 1 we were leading and went for the Triangles Finish which was incorrect and then went for the Boat Finish which was correct. In heat 2 leading again, went for the boat finish (which wasn't) and then went to the Triangles finish which was correct. By Heat 3 the "on board" navigator should have it worked out - either that or we will just cross every finish line we can find."

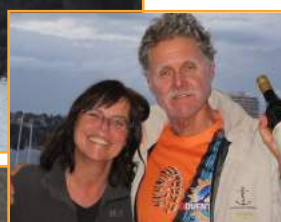
Wildlife won the day, followed by PAM in second and Ten Sixty in third. Twilight Express got an AVG score for providing volunteers instead of racing and BULLET was out of it altogether as well, waiting for new rigging to be completed. Courtesy Bus, Etre Jeune and Shear Magic didn't start (hope you were warm and dry somewhere). Sadly, in the horrific conditions, and with no opportunity for the course to be shortened, two boats didn't make it across the finish line before the cut-off time. Lost Horizon and Twocan, our hearts go out to all aboard.

**Let's all look forward to better conditions for Race 3!**

Shari Hooper 



Shari Presenting the winners LtoR Ian, Bruce, Jan, Jim, Robbie R volunteers, finish line Wild Life, & Cheap Thrills







We are Celebrating our 25th Anniversary

*It's all good fun for volunteers to work on the Race Committees for the early part of the season however there are still volunteers required.*



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To order please contact 1800 655 965 or email [ptwclub@peppertreewines.com.au](mailto:ptwclub@peppertreewines.com.au)

There has been a great response to requests for volunteers to work on Race Committees for the early part of the season however there are still volunteers required to support racing through November to the end of the season. All yachts are required to provide Race Committee participants and can be seconded to do so, but it is a much better situation if Skippers and members choose an event that suits them best and advise [dutyroster@myc.org.au](mailto:dutyroster@myc.org.au)

A big thanks to those Skippers and members that have taken the initiative to volunteer their crews or themselves to date. To those that have not please check the roster on the MYC website and email [dutyroster@myc.org.au](mailto:dutyroster@myc.org.au) with your preferred duty date. No racing is possible without volunteers for the Race Committee so please consider your part in making the 2016/17 racing season a great one.

**Shane Kelly**   
Duty Roster Co-ordinator  
[dutyroster@myc.org.au](mailto:dutyroster@myc.org.au) M: 0408 107 174



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## Put yourself in this picture over Xmas or New Year

The Pittwater YHA has dates available to book out the whole of the hostel for an extended family or friends get-together over this time. Stunning views over Pittwater. Bushwalks in the Ku-ring-gai Chase National Park. Abundant wildlife. Kayak around the bays...  
**Or do absolutely nothing.**



Please contact Sarah or Michael for more details.  
P:9999 5748 E: [pittwater@yha.com.au](mailto:pittwater@yha.com.au)







# Summer Series RESULTS

Janette Syme

A new season is upon us-this year has flown and we have barely had time to rinse out the sailing gear between Summers!

A slow start to the Summer Series with a wet and light wind day for race one. Nine boats turned up and tried hard to be enthusiastic in the dreary weather -only one retirement Esre Tew, dripping wet -the fun factor had gone. The rest of the fleet managed to get around the track in reasonably good time-great course choice by Al Thomo and the race committee, perfect for the day.

Winners Division one: Copernicus with Leanne also snaring the starters prize-well done! Second the very consistent Twilight Express from Etre Jeune in third.

Division two winners: Melody from Czech Mate then Eos

Race Two was quite a contrast to the first with sunny skies and plenty of wind. 15-20knots NE perfect! Hector Lambie led the race committee and set course 5 for the yachts -again a great choice. Allegro was off to a flying start and hoisted a beautifully set sideways spinnaker-spectacular! They didn't lose an inch of speed and gracefully carried on to Cannai as if it was all meant to be. Our casual entry Fantail picked off boats with incredible speed having started well behind and appeared to enjoy the challenge. Bokarra and Allegro had their own derby won by the mighty Bokarra in the end, as did Czech Mate and Eos jostling for pole position. Occams Razer had a fabulous race but just couldn't hang on for line honours as the ever persistent Melody sailed beautifully by Sorrell this week( showing off to husband Hector) stormed through on the last leg to win.

Div one only had three boats which saw Shear Magic never headed, winning convincingly over Twilight Express, Copernicus retired after breakage and throwing the commodore overboard, Greg hurt his pinky and will have to rest from his illustrious guitar playing career (at least for this week Jan!) Leanne in Copernicus managed to win the starters prize again (3 secs) though she was closely contested by Melody and Fantail (4 secs).

**All in all lots of fun -looking forward to the next race!** Janette Syme

## 2016-2017 Summer Series Race 1 - 18 September 2016 - PurHC Full Results

Division: 1											
PLACE	BOAT	SAIL	DESIGN	SKIPPER	START	STARTED	LATE	FINISH	ELAPSED	CODE	POINTS
1	COPERNICUS	6689	Radford12	Leanne / Greg Zyner	13:04:00	13:04:08	0:08	16:03:04	2:59:04		1.0
2	TWILIGHT EXPRESS	2306	Adams 10	Mark Stacey	12:57:00	12:57:12	0:12	16:13:11	3:16:11		2.0
3	ETRE JEUNE	G445	HANSE 445	Nick Polin	12:55:00	12:55:14	0:14	16:20:42	3:25:42		3.0
4	SHEAR MAGIC	MYC100	Adams 10	M.Evans H.Sullivan	12:54:00	12:54:11	0:11	16:24:53	3:30:53		4.0
	TENSIXTY	MYC7	RADFORD 10.6	David Ashton	13:00:00					DNC	6.0

Division: 2											
PLACE	BOAT	SAIL	DESIGN	SKIPPER	START	STARTED	LATE	FINISH	ELAPSED	CODE	POINTS
1	MELODY	1255	Swanson Dart	Jim Nixon	12:56:00	12:58:27	2:27	15:52:16	2:56:16		1.0
2	CZECH MATE	6361	Beneteau 361	Phil Dressler	12:51	12:51:30	1:24:00	15:54:50	3:03:50		2.0
3	EOS	MYC5	Brittany Sloop	Brian Wilson	12:50:00	12:51:24	1:24	16:08:45	3:18:45		3.0
4	ALLEGRO	2626	Folkboat	Tom McGuire	12:30:00	12:31:11	1:11	16:08:45	3:54:41		4.0
	BOKARRA	1152	Santana 22	Colin Cameron	12:36:00					DNC	9.0
	LAUTREC	MYC33	Passage 33	Janette Syme	12:55:00					DNC	9.0
	OCCAMS RAZOR	557	Duncanson Offshore 30	Stephen Garmston	12:44:00					DNC	9.0
	CINCINATTI KID	MR24	Marauder 24	Deanna Smyth	12:30:00					DNC	9.0
	ESRA TEW	MYC27	Northshore 27	Jackie Morgan	12:42:00					RET	6.0



SS1 (Top L) Maz, Peter, Janette, Shear Magic crew, Howard, Santo (MJ) Leanne Copernicus, Eos, Greg, Start Div1, Barry showing how the bar is run!

## 2016-2017 Summer Series Race 2 - 9 October 2016 - PurHC Full Results

Division: 1											
PLACE	BOAT	SAIL	DESIGN	SKIPPER	START	STARTED	LATE	FINISH	ELAPSED	CODE	POINTS
1	SHEAR MAGIC	MYC100	Adams 10	M.Evans H.Sullivan	12:48:00	12:48:10	0:10	15:12:08	2:24:08		1.0
2	TWILIGHT EXPRESS	2306	Adams 10	Mark Stacey	12:57:00	12:57:07	0:07	15:22:01	2:25:01		2.0
	COPERNICUS	6689	Radford12	Leanne / Greg Zyner	13:09:00	13:09:03	0:03			RET	4.0
	ETRE JEUNE	G445	HANSE 445	Nick Polin						DNC	6.0
	TENSIXTY	MYC7	RADFORD 10.6	David Ashton	13:00:00					DNC	6.0

Division: 2											
PLACE	BOAT	SAIL	DESIGN	SKIPPER	START	STARTED	LATE	FINISH	ELAPSED	CODE	POINTS
1	MELODY	1255	Swanson Dart	Jim Nixon	12:57:00	12:57:04	0:04	14:54:49	1:57:49		1.0
2	OCCAMS RAZOR	557	Duncanson Offshore 30	Stephen Garmston	12:44:00	12:44:08	0:08	14:59:05	2:15:05		2.0
3	CZECH MATE	6361	Beneteau 361	Phil Dressler	12:51:00	12:51:18	0:18	15:01:50	2:10:50		3.0
4	FANTALE	7105	Bakewell-White 6.4	Simon Edgar	13:05:00	13:05:04	0:04	15:02:18	1:57:18		
5	EOS	MYC5	Brittany Sloop	Brian Wilson	12:43:00	12:43:46	0:46	15:03:30	2:20:30		4.0
6	BOKARRA	1152	Santana 22	Colin Cameron	12:36:00	12:36:40	0:40	15:10:54	2:34:54		5.0
7	ALLEGRO	2626	Folkboat	Tom McGuire	2:30:00	12:31:26	1:26	15:22:45	2:52:45		6.0
	ESRA TEW	MYC27	Northshore 27	Jackie Morgan						DNC	9.0
	LAUTREC	MYC33	Passage 33	Janette Syme						DNC	9.0



SS2 (top) Ivana on Melody Photos by Jim & Hector more pics on page??







## Sunday 23 October 2016 The great day is nearly upon us.

Day 1 of MYC's Mini Regatta series is a most auspicious date on the yachting calendar; the highlight of all discerning able bodied sailors. For some it's more important than Xmas, even a good reason to miss the birth of your first child, the list goes on.

### *So what is all this fuss about, I hear you say?*

- 4 to 5 races a day (weather permitting)
- Short windward/leeward courses in Manly Cove (straight up and straight down)
- Race times of approx 30 to 40 minutes

**Pittwater YHA's grand prize of 2 nights' accommodation**

There are many added benefits of this style of racing. If you blow a start, you have another chance in 40 minutes at the next start. This racing really gives you and your crew great lessons in tactics and rules.

Fordeckies will curse your name after you have called for the 8th kite set and 10th jibe, but it sure will tighten up the crew-work none the less. Luckily kites are not compulsory and often slower, so it's your choice – choose your weapon.

So to all MYC's smaller boats, head to the club web site today and enter. For those who came last year, now is the time to settle old scores and prove your worth.

Mad Dog



(top) DIV 1 Melody Sorrell, Leanne Janette, Leanne, Steve, Phil and Leanne  
Photos by Colin and Phil

## Brazilian Barbecue Catering

*Let the Twilights begin, the Pepper Tree Wines flags are flying  
The Jetty is bussing with yachts and crew  
and the starters are ready.*

**Check the MYC web site for Race 1 - TWL Results**

### BOAT LOOKING FOR TWILIGHT CREW

I am looking for at least one to two crew members to race at least every second Friday Twilights. There must be some laser sailors looking to do more sailing.

**Current Crew:** Bryan Grayson and Peter Grayson (my son)

**Yacht:** Whiplash - 9.5m MASRM - Access via Davis Marina runabout service

**Email:** bgrayson@tpg.com.au

**Phone:** 0419 656 005



PEPPER TREE WINES





Format: Point Score Racing / Adventure Freestyle Racing  
 Extra's: Charter's available  
 Contact: BIC Sport / 02 9949 1322 / openbic@bicsport.com.au

Manly Yacht Club  
 East Esplanade, Manly, NSW 2095  
[www.myc.org.au](http://www.myc.org.au)

**BIC Sport**  
[www.openbic.org.au](http://www.openbic.org.au)

**On the weekend of 12th & 13th November, MYC is hosting the NSW O'pen Cup, the state championships for the O'pen BIC class.**

**We're aiming to be the largest BIC State champs ever in Australia with 60 sailors attending.**

If you would like to get involved, we're looking for volunteers in two key areas:

- Deck Captains: available across four shifts – Saturday & Sunday, morning and afternoon. Do one or do them all.
- Bar RSAs: Saturday evening from 4:30ish till 8:00ish

The great news is that if you volunteer, you're able to register for dinner on Saturday night (\$30 adults, \$15 kids) which, in addition to a gourmet Blue Salt buffet, you'll get to hear from Sir Russell Coutts, Tom Burton and Lisa Darmanin. That's three Olympic medalists, 5 America's Cup wins and more world championships than you can poke a spinnaker pole at. So join in, have some fun and support MYC in our first major Junior regatta for over 10 years.

Register as a volunteer and book your dinner for Saturday night via Register Now under NSW Open Cup.

<https://www.registernow.com.au/secure/Register.aspx?E=21046>

Cheers ... Dutchy, Hamish & Charmaine



*Rainbows, pretty special harbour we sail on! thanks Hector and Jim.*







# LASER RESULTS

Cameron Wall



*Ian Saunders & Santo, soaked after being on Caryle & a good BBQ is always appreciated after racing, thanks Richard Lacey*

### MYC LASER RACE 3

SP3 - 18/09/16			COURSE: 2		START:	14:05:00	WIND: NNE 5 kn		
Sail No	Hcp	VY	Laser	Skipper	Finish	Hcp Pl	Elapsed	VY Cor	VY Pl
202 964	0:09:00	114	serenity now	Ed Wray	3:17:51	1	13:03:51	14:24:25	1
210 201	0:06:30	114	2cheeks	Garth Riley	3:17:59	2	13:06:29	14:28:43	2
203 758	0:06:00	114	Newman	Richard Lacey	3:18:29	3	13:07:29	14:27:36	4
176 158	0:05:00	114	Deluge	Tim Docker	3:18:43	4	13:08:43	14:28:41	5
208 331	0:07:30	114	Fragile	Gordon Lacey	3:19:33	5	13:07:03	14:27:13	3
169 708	0:00:30	118.5		Nick Docker	3:19:48	6	13:14:18	14:55:05	10
178 626	0:01:00	114	Po	Andrew Williams	3:21:42	7	13:15:42	14:34:48	8
156 769	0:06:30	114	Grampage	Geoff Reid	3:25:36	8	13:14:06	14:33:24	7
179 391	0:11:30	114	Sin Sceal Eile	Phil Reid	3:25:48	9	13:09:18	14:29:12	6
123 247	0:02:00	114	Gumbaru	Roland Beck	3:27:00	10	13:20:00	14:38:35	9
148 665	0:05:30	114	SqWall	Cameron Wall	DUTY				
206 751	0:09:30	114	Salty Dog	Ian Saunders	DUTY				
101 475	0:01:30	118.5	Freytivant	Veronique Morgan-Smith					
121 000	0:05:00	114	Sam	Sam Jackson					
156 731	0:09:00	114	Seanile	Iain Cameron					
166 818	0:00:30	114	Tom Yum	David Holland					
168 137	0:04:00	114	Cheeky	David Thompson					
168 154	0:07:30	114	Twocando	Sean O'Dwyer					
184 668	0:06:00	114	Tequila	Ben Thompson					
199 391	0:09:30	114		Marcus James					
203 756	0:06:30	114		Dave Smith					
206 399	0:02:00	118.5	SIRJJE	Romy Saunders					
208 331	0:05:30	114	Little Miss Giggles	Peter Bremner					

### MYC LASER RACE 5

SP5 - 25/09/16			COURSE: 2		START:	14:21:00	WIND: SE 2-8 kn		
Sail No	Hcp	VY	Laser	Skipper	Finish	Hcp Pl	Elapsed	VY Cor	VY Pl
206 751	0:09:30	114	Salty Dog	Ian Saunders	15:05:40	1	0:35:10	0:30:51	1
208 331	0:07:30	114	Fragile	Gordon Lacey	15:06:52	2	0:38:22	0:33:39	5
156 731	0:09:00	114	Seanile	Iain Cameron	15:07:22	3	0:37:22	0:32:47	4
210 201	0:07:00	114	2cheeks	Garth Riley	15:07:35	4	0:39:35	0:34:43	6
202 964	0:10:00	114	serenity now	Ed Wray	15:07:38	5	0:36:38	0:32:08	2
199 391	0:09:30	114		Marcus James	15:07:48	6	0:37:18	0:32:43	3
156 769	0:06:00	114	Grampage	Geoff Reid	15:08:26	7	0:41:26	0:36:21	8
203 758	0:06:30	114	Newman	Richard Lacey	15:08:32	8	0:41:02	0:36:00	7
176 158	0:05:00	114	Deluge	Tim Docker	15:09:00	9	0:43:00	0:37:43	9
148 665	0:05:30	114	SqWall	Cameron Wall	15:09:40	10	0:43:10	0:37:52	10
178 626	0:01:00	114	Po	Andrew Williams	15:10:50	11	0:48:50	0:42:50	12
206 399	0:02:00	118.5	SIRJJE	Romy Saunders	15:10:54	12	0:47:54	0:40:25	11
166 818	0:00:30	114	Tom Yum	David Holland	15:11:05	13	0:49:35	0:43:30	14
101 475	0:01:30	118.5	Freytivant	Veronique Morgan-Smith	15:13:29	14	0:50:59	0:43:01	13
123 247	0:01:00	114	Gumbaru	Roland Beck	DNS				
179 391	0:11:00	114	Sin Sceal Eile	Phil Reid	DUTY				
121 000	0:05:00	114	Sam	Sam Jackson					
168 137	0:04:00	114	Cheeky	David Thompson					
168 154	0:07:30	114	Twocando	Sean O'Dwyer					
169 708	0:00:30	118.5		Nick Docker					
184 668	0:06:00	114	Tequila	Ben Thompson					
203 756	0:06:30	114		Dave Smith					
208 331	0:05:30	114	Little Miss Giggles	Peter Bremner					

The 2016/17 season couldn't of come quick enough for some of the crew in the Laser Fleet. With an off season that consisted of new racing course design, logistical brainstorming around boat storage and if course a Class Gold in the Olympics for the second games in a row by a local sailor. There are already various fittings, sails and spars littered throughout the fleet that were used to get Tom the Gold so they say.

The season opener on Sunday 11th was a cracker with 15 starters and another 3 on duty so really well contested. Most sailors arrived early to get a spot on the deck or maybe to see if things worked the way they should or at least did last season. With people all geared up at 12:45pm, conversation's began about the new course...which way do we round the gates? Is the other top mark a clearing mark etc.

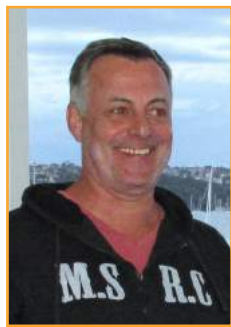
The new format calls for two Olympic course configurations with around 1,000m each lap and two gate markers at the bottom. This configuration basically eliminates the usual follow the leader reaching that we have been accustomed to. It all seems to have been well accepted by the sailors except Phil Reid.

Anyway the opening day of racing was bearable with light conditions yet the following Sunday was hopeless with what ever wind that did turn up came from different directions. We managed to complete a Point Score race and abandoned any hope of completing Heat 2 of the Club Championship.

After three days racing and only 2 heats completed for the Club Championship the top ten is quite different in structure than normal with Phil Reid holding off a determined Marcus James by 1 point. Closely followed by Ian Saunders, Ed Wray, Garth Riley and Iain Cameron.

The Spring Point Score is looking quite interesting so far after 5 heats from possible 6 with Garth Riley clear in front by 5 points with only a single bullet. Andy Williams has decided to through his weight in this season and sits in 2nd followed by yours truly and then Marcus James, Gordon Lacey and Phil Reid. Nice to see Romy Saunders pick up a 6th in the last heat also, starting to come good.

We now have 23 registered Lasers with at least 3 more to join soon including two girls which will be great for the fleet.



PEPPER TREE WINES

Continued on P11





Continued from P10

The Spring Point Score is looking quite interesting so far after 5 heats from possible 6 with Garth Riley clear in front by 5 points with only a single bullet. Andy Williams has decided to through his weight in this season and sits in 2nd followed by yours truly and then Marcus James, Gordon Lacey and Phil Reid. Nice to see Romy Saunders pick up a 6th in the last heat also, starting to come good.

We now have 23 registered Lasers with at least 3 more to join soon including two girls which will be great for the fleet.

Cameron Wall



As you can see we could do with some breeze.

Garth Riley 2 cheeks



Photos by  
Phil Dressler  
&  
Colin Cameron



(top) Marcus & Phil,  
Ed Wray presenting L to R  
Ian Saunders & Iain Cameron,  
Nicole Butcher,  
David Holland & Gordon Lacey,  
with their awards.

MYC LASER RACE 6										
CC3SP6 - 25/09/16										
COURSE: 2				START:	15:35:00	WIND:			S 6-7 kn	
Sail No	Hcp	VY	Laser	Skipper	Finish	Hcp Cor	Hcp PI	Elapsed	VY Cor	VY PI
166 818	-0:00:30	114	Tom Yum	David Holland	16:17:45	16:17:15	1	0:42:45	0:37:30	13
178 626	0:00:30	114	Po	Andrew Williams	16:16:50	16:17:20	2	0:41:50	0:36:42	12
148 665	0:05:30	114	SqWall	Cameron Wall	16:13:26	16:18:56	3	0:38:26	0:33:43	7
210 201	0:07:30	114	2cheeks	Garth Riley	16:11:36	16:19:06	4	0:36:36	0:32:06	4
176 158	0:05:00	114	Deluge	Tim Docker	16:14:35	16:19:35	5	0:39:35	0:34:43	8
206 399	0:01:30	118.5	SIRJJE	Romy Saunders	16:18:29	16:19:59	6	0:43:29	0:36:42	11
199 391	0:09:30	114		Marcus James	16:10:55	16:20:25	7	0:35:55	0:31:30	1
156 769	0:06:00	114	Grampage	Geoff Reid	16:14:49	16:20:49	8	0:39:49	0:34:56	10
156 731	0:09:30	114	Seanile	Iain Cameron	16:11:39	16:21:09	9	0:36:39	0:32:09	5
203 758	0:06:30	114	Newman	Richard Lacey	16:14:46	16:21:16	10	0:39:46	0:34:53	9
208 331	0:08:30	114	Fragile	Gordon Lacey	16:12:59	16:21:29	11	0:37:59	0:33:19	6
202 964	0:10:00	114	serenity now	Ed Wray	16:11:34	16:21:34	12	0:36:34	0:32:05	3
206 751	0:10:30	114	Salty Dog	Ian Saunders	16:11:15	16:21:45	13	0:36:15	0:31:48	2
101 475	0:00:30	118.5	Freytivant	Veronique Morgan-Smith	DNF					
123 247	0:01:00	114	Gumbaru	Roland Beck	DNF					
179 391	0:11:00	114	Sin Sceal Eile	Phil Reid	DUTY					
121 000	0:05:00	114	Sam	Sam Jackson						
168 137	0:04:00	114	Cheeky	David Thompson						
168 154	0:07:30	114	Twocando	Sean O'Dwyer						
169 708	0:00:30	118.5		Nick Docker						
184 668	0:06:00	114	Tequila	Ben Thompson						
203 756	0:06:30	114		Dave Smith						
208 331	0:05:30	114	Little Miss Giggles	Peter Bremner						

MYC LASER RACE 7										
SP7 - 09/10/16										
COURSE: 3				START:	14:00:00	WIND:			NE 12-18 kn	
Sail No	Hcp	VY	Laser	Skipper	Finish	Hcp Cor	Hcp PI	Elapsed	VY Cor	VY PI
166 818	0:00:30	114	Tom Yum	David Holland	14:34:57	1	0:34:27	0:30:13	11	
156 769	0:06:00	114	Grampage	Geoff Reid	14:36:53	2	0:30:53	0:27:05	2	
121 000	0:05:00	114	Sam		14:37:41	3	0:32:41	0:28:40	5	
176 158	0:05:00	114	Deluge	Tim Docker	14:38:00	4	0:33:00	0:28:57	6	
184 668	0:06:00	114	Tequila	Ben Thompson	14:39:21	5	0:33:21	0:29:15	9	
156 731	0:09:30	114	Seanile	Iain Cameron	14:39:29	6	0:29:59	0:26:18	1	
148 665	0:06:00	114	SqWall	Cameron Wall	14:40:20	7	0:34:20	0:30:07	10	
210 201	0:08:00	114	2cheeks	Garth Riley	14:40:27	8	0:32:27	0:28:26	4	
206 751	0:09:30	114	Salty Dog	Ian Saunders	14:40:35	9	0:31:05	0:27:16	3	
168 154	0:07:30	114	Twocando	Sean O'Dwyer	14:40:40	10	0:33:10	0:29:06	7	
203 756	0:06:30	114		Dave Smith	14:41:09	11	0:34:39	0:30:24	12	
199 391	0:09:30	114		Marcus James	14:42:40	12	0:33:10	0:29:06	7	
194 960	0:02:00	118.5	Aeolus	Nicole Butcher	14:42:45	13	0:40:45	0:34:23	16	
203 758	0:06:00	114	Newman	Richard Lacey	14:43:15	14	0:37:15	0:32:41	13	
208 331	0:05:30	114	Little Miss Giggles	Peter Bremner	14:43:22	15	0:37:52	0:33:13	14	
179 391	0:11:00	114	Sin Sceal Eile	Phil Reid	14:49:15	16	0:38:15	0:33:33	15	
179 012	0:01:30	114	Po	Andrew Williams	DNF					
208 331	0:08:00	114	Fragile	Gordon Lacey	DUTY					
202 964	0:09:00	114	serenity now	Ed Wray	DUTY					
101 475	0:00:30	118.5	Freytivant	Veronique Morgan-Smith						
169 708	0:00:30	118.5		Nick Docker						
123 247	0:01:00	114	Gumbaru	Roland Beck						
206 399	0:01:30	118.5	SIRJJE	Romy Saunders						
176 894	0:02:00	118.5		Stephanie Burke						





## Commodore

*Greg Wilkins*

From the Commodore:

Apologies, due to work commitments there will be no October Report. I'm sure the members will be relieved.



*Tracey's photos from the Commodores Picnic at Bantry Bay*



## SAILABILITY

*Eli Demeny*



Our Training Day held on Saturday, 10th September was greatly successful for a number of reasons:

Ken took us through the Operations Manual, simplifying and explaining the rules and the reasons for them

Craig Berry gave us a wonderful lesson in minimising injury and effort to do the lifting tasks we need to do in order to make our operation successful, and how to cooperate in lifts.

Just before a delicious lunch, we drew the Raffle of the Lynette Gould Painting. The bottle of wine went to Col Gregan, one of our regular volunteers, the model boat went to Ally O'Neill, a volunteer at Middle Harbour Sailability, and the main prize of the painting went to Damian Ryan, a friend of Lynette. Congratulations all.

We are right back into sailing for Spring, Summer and Autumn, and will be using the facilities of Manly Yacht Club for a few extra mornings as we fit in our Special Groups who come down to sail as an end of year treat.

We also visited the Transplant Games in Penrith to help with the sailing session. 49 people who have had transplants were at this session.

*Eli Demeny*











## AN OPEN INVITE TO ALL MANLY YACHT CLUB MEMBERS

At Teusner wines, we've got nothing against cellar doors, but they can be fairly busy and (sometimes) impersonal places. So in the interests of keeping it relaxed and personal, we've said 'no' to opening a cellar door and 'yes' to establishing "THE RIGHTEOUS SOCIETY" where we offer our top Teusner drinkers plenty of exclusive privileges.

### VISITING PRIVILEGES

Make a call ahead of your trip to the Barossa to arrange a private tasting at the winery...a members only privilege!

### SOCIETY CELLAR PRIVILEGES

Each year we'll release older vintage wines from our cellar only for sale to members of the Society

### SHOPPING PRIVILEGES

Receive a 20% discount on all on line and winery purchases and take advantage of free freight anywhere in Australia for purchases over \$250

### DINING PRIVILEGES

Exclusive invites to our annual Society dinners...awesome nights of wine and food and more wine!

### PLAYGROUND PRIVILEGES

Be first in line for our Playground wines...small lots of interesting 'things', available only to members of The Righteous Society

So if you're keen to become a member of **THE RIGHTEOUS SOCIETY**, head to [www.teusner.com.au/the-righteous-society](http://www.teusner.com.au/the-righteous-society) and sign up on line

TEUSNER WINES, 95 SAMUEL RD, NURIOOTPA SA 5355  
E: info@teusner.com.au





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**CALENDAR FOR ALL**  
**UPCOMING EVENTS**

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**BY SUPPORTING THEM**



**PEPPER TREE WINES**



**ALTITUDE**  
 THE LODGE SMIGGINS



**IceRays**



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**CREW LOOKING FOR BOAT**

**Name:** Lisa Parsons  
**Email:** lisaland20@gmail.com  
**Phone:** 0415206913  
**Experience:** I'm keen to crew on a boat. I have no experience but I'm a strong swimmer and I love being on the water. Keen to learn.

**Name:** Walter Guan  
**Email:** walterguan@live.com  
**Experience:** Interested in joining as crew for racing, or some weekend off-coast cruising. I have qualified as a RYA competent crew, am completing RYA Day skipper at the moment.

**Name:** Madoc Collins  
**Email:** madoc.collins@gmail.com  
**Phone:** 0410105923  
**Experience:** Laser, 470 skipper, Cherub skipper. No experience in yachts.

**Name:** Frederic (Freddy) Chanut  
**Email:** frederic@inmarketingwetrust.com.au  
**Phone:** 0438371981  
**Experience:** Interested in joining the fleet for Twilight on Fridays or race on Sundays. I sail regularly (weekly) around Sydney harbour. Avg experience, always keen to learn. Boats sailed on: hobbie cat (various), J24, Holland 30, Beneteau 36 to 45.1,

Typical position: Main, Pit, Mast. Main skill: Strength, 6"2, 120kg, ex-rugby looking bloke (you don't want me at the bow. Qual: RYA coastal skipper, Radio license, Survival at Sea, Senior First Aid Previously sailed on Sip Ahoy with Murray Bales and Martin Nix. Also have 2 friends (mid-30's) looking for some exposure and training. Handy if a boat has room for extra ballast.

**Name:** Murray Dickson  
**Email:** murray\_dickson@outlook.com  
**Phone:** 0426574871  
**Experience:** Did a competent crew course through CYC about 20 years ago, haven't been on a boat since so forgotten some of it, happy to learn, do as told, I'm reasonably fit with plenty of spare time to get involved. Strong swimmer if skipper is a bit suspect. I'm a young 50 year old Scot with a dry sense of humour.

Call our Crew Coordinator  
 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.

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