

Main Sheet

Vol No 16 Issue No 1 Month April 2007

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COMMODORE:	John Cronly	SECRETARY:	Basil Riegels
VICE COMMODORE:	Norm Tolliday	TREASURER:	Neil Steinhardt
REAR COMMODORE:	Paul Hrones	CRUISE CAPTAIN:	Philip Best
REGISTRAR:	Jim Murphy	SOCIAL SECRETARY:	John Thomson
EDITOR:	Ian Lavis	NEW MEMBER SECRETARY:	Derek Howie
		WEBMASTER:	Sandie Tolliday



View from the top of the waterfall
in Refuge Bay, Easter 2007
photo taken by Zdenka

IN THIS ISSUE...

Page	Article	Page	Article
2	Letter from the Editors	11	Member's Articles
3	Commodore's Corner	14	Notices
4	Minutes	15	A Bit of Humour
8	Trip Reports		

Letter from the Editors

As our time as Editors draws to a close, we would like to thank all members who contributed articles, trip reports & photos over the last 2 years. In particular, JVB & Paul who could always be relied upon to put pen to paper and produce an interesting article for all to enjoy.

Our successors, Ken and Sue will be publishing the next edition of the Mainsheet so please continue to support them as generously as you have us.

Fair winds,

Val and Ian

PHIL BEST'S RETIREMENT SURPRISE PARTY

I was SURPRISED on Friday night and thoroughly enjoyed your company.

I did not know the night was for me until I drove into John's drive way so it really was a big surprise.

This is the 2nd week and last week was just a blur I do not know how I had time to go to work but I do not miss the travel on the trains, buses and the traffic driving to the hospital with Cathy to catch the train.

Thank you all for coming and hope to see you all in the near future.

Regards,
Phil & Cathy
Serafim

Commodore's Corner

One of the problems faced by many clubs including our own is that too much is done by too few and the few are becoming fewer.

In an attempt to change this we have been trying to increase our membership and our efforts have been helped by a fantastic web site, a New Member Secretary and regular advertising in the Afloat.

Once we have a new member we try and make sure they are made welcome but in addition we need to try and immediately involve them in the club's activities. To this end it was agreed at the last Meeting that we would reinstate the previous position of Committee Member and that this position would be reserved for a new member. Hopefully this will encourage and equip the new member to accept another position in the following year.

Currently our club runs a small surplus, in addition we have funds which are invested and the income subsidises club activities such as the Anniversary Weekend, Christmas Party etc. However we are open to other suggestions as to how we can use this gradually increasing surplus for the benefit of the club. If you have any ideas please speak to a Committee Member.

Warm!!! Sailing to you all.

John

Treasurer's Report

Small Yacht Cruising Club of Pittwater Inc.

A copy of the Balance Sheet, P&L & Bills will be emailed/mailed to members.

Minutes

SYCC General Meeting.

Date: 16th April 2007.

Held at: 19 Higgins Place, Westleigh

Attendance:

Neil Steinhardt, John Thomson, John Cronly, John & Rosalie Neef, Ken & Sue Johnston, Sandy & Norm Tolliday, Phil Best, Ian Lavis, Val Wilson, Paul & Judy Hrones, Keith & Carol Brown, Grahame & Carolyn Simpson and Stephen Stubbs

Apologies:

John & Ann Gilligan, Basil & Jenny Reigels, Mike and Avril Pollard, John & Zdenka Van den Bosch, Derek & Cathy Howie, Cathy Best and Lynne Stubbs

The Commodore opened the meeting at 2000 with a warm welcome to potential members Grahame & Carolyn Simpson

Previous Minutes:

As published in the last Mainsheet.

Matters Arising:

There were no matters arising.

Accepted: Sandie Tolliday

Seconded: Phil Best

Carried

Correspondence:

No correspondence to report.

Treasurer's Report:

Payments for the servicing of moorings amounting to approximately \$3000 will be payable within next six weeks.

Discussion on the purchase on a new mooring and/or new equipment. Commodore deferred further discussion till next meeting.

Treasurer stated that the interest currently being earned was used to subsidise social nights out.

The full balance sheet will be included in the Mainsheet.

Accepted: Neil Steinhardt

Seconded: Stephen Stubbs

Carried

Cruise Report:

The Cruise Captain reported that the Easter Cruise was again affected by wet weather.

Discussion on incoming committee vacancy for Cruise Captain. Keith Brown expressed some interest in the position and his interest was accepted warmly.

Accepted: Val Wilson

Seconded: Judy Hrones

Carried

Registrar's Report:

No report.

Social Secretary's Report:

Reported that the 21 people who attended dinner at the Flying Fox Café all had a good time.

Suggestion for Christmas in July was discussed and the Browns indicated interest in organising this again.

Accepted: Keith Brown

Seconded: Phil Best

Carried.

Editor's Report:

Last Newsletter was a combined effort by current editor and incoming editor. Transition going well.

Request for contributions, these do not necessarily need to be cruising related but can be of a general interest nature.

Accepted: Sandie Tolliday

Seconded: Judy Hrones

Carried.

Web Master's Report:

We haven't experienced any problems with the web since my last report.

Routine uploads since my last report includes:

31 Jan 07	Amend Events Calendar to reflect change of trip leader
2 Feb 07	Amend Events Calendar to reflect change of General Meeting Venue
3 Feb 07	Create and upload Photo Gallery of Christmas Holidays (Shikari/Wandjina)
5 Feb 07	Create and upload Photo Gallery of Winner of Fishing Competition Event
15 Feb 07	Create code and upload Events Calendar
20 Feb 07	Remove outdated link StickyBeek Webcam
25 Feb 07	Upload Mainsheet
4 Mar 07	Create and upload Photo Gallery of Mexican Weekend
19 Mar 07	Create and upload Photo Gallery of Explorer's Weekend (Flying Fox)
25 Mar 07	Amend Events Calendar to reflect change of trip leaders

New Member Secretary:

The new member secretary was unable to attend so his report was read by the acting secretary.

We had a few requests for joining SYCC from

1. Graham & Carolyn Simpson
2. Adam Rhodes
3. Bob Bayliss

A reply has been sent to all the above with attached SYCC information sheet and an application for membership, one request was from Afloat, one was from Norm & Sandie Tolliday re Graham & Carolyn Simpson and the other was from the son of a past member Ted Rhodes.

I have had a lot of phone calls and I can not tell if they are related to SYCC as a lot do not leave any details on the answer phone, as of today all requests have been followed up and I wait for their replies.

Discussion on burgee and it was decided to include a burgee in the new member's package.

Discussion on new membership forms being available on website. These were previously removed due to them containing information on committee members. New Members Forms to have any personal data removed and replaced on website.

Graham & Carolyn Simpson have attended two cruises and they are also in attendance at this meeting, they had completed their requirement for membership and the Commodore asked that the meeting consider accepting Graham & Carolyn as full members.

This request was received with acclamation, and Graham & Carolyn were declared full members of the club and introduced to the treasurer!

Accepted: Sue Johnston

Seconded: Val Wilson

Carried

General Business:

Discussion on subscription for next year - agreed to remain the same. Commodore requested payment be made before end of July to allow prompt printing and distribution Register of Members.

Burgees have been made by John Cronly and his sister-in-law Anne Marie. If we run short John can cut more and have sewn here or posted to Anne Marie for sewing. Discussion on who should be responsible for burgees. It was agreed that the New Member Secretary would keep stock of the burgees and issue them. It was further agreed that new members would receive a burgee free of charge as part of their joining kit. Members would be charged \$15 when requiring a replacement.

Discussion on reinstatement of the role of Committee Member. A new member could be a likely candidate as this would allow them to participate in club policy without the specific duties.

It was proposed to reinstate the position of Committee Member and that this position be reserved for a new member.

Proposed: Val Wilson

Seconded: Paul Hrones

Carried

John Cronly read excerpts from the *Committee Meeting of Pittwater User Group*.

"Mooring NSWMS were following up instances where moorings had broken loose in a recent storm and had issued \$550 penalties where moorings had not been serviced."

Steve Black NSWMS regional manager agreed to arrange for the Regulations pertaining to club moorings to be placed on the NSWMS web site. Two months later this has yet to happen.

A copy of NSWMS Club Moorings- Temporary Rafting Policy had been obtained from Alan Thomson of the Salt Pan /Refuge Cove Co-op. One item was singled out for mention:

"An adult person capable of moving the vessel, if required, must be available to move each rafted vessel at all times."

An item on a NSWMS notice stated,

"It is an offence to secure to the following:

1.....

2.

3. Any club mooring (unless the vessel to be attached to the mooring is owned by the relevant club and is authorised by the club to use that mooring).

There is an Incident Report available which can be used to report illegal raftings to NSWMS. John would endeavour to obtain a copies as well as copies of the Club Rafting Policy.

Discussion of future mooring to be held over to next meeting.

Election of Committee. In view of the fact that there is normally only one nomination for each post the formality of the election will as last time be conducted via the Internet.

The meeting was closed at 2115 with a vote of thanks to Ken and Sue for their hospitality in hosting the meeting.

The next meeting will be held at John Cronly's home, 5 Finchley Place, Turramurra on Monday 30th July 2007 at 2000.

Trip Reports

Trip: *Mexican Night, Hallets Bch*

Date: *2, 3 & 4th March 2007*

This was a longer trip than usual as it started for the more fortunate on Friday night with a night cruise to Refuge. There was not enough wind for the more fickle of us but the moon eventually appeared so even motoring became most enjoyable. The lucky ones this night were Phantasm, Passing Cloud and Aequus, there might have been another but my night vision is not what it used to be.

The Mexican part of the trip started in earnest on Hallets Beach as the "sun set in the West". It was not long before we all had a real Mexican ambience, not difficult with JVDB sporting an incredibly large sombrero, a Mexican Akubra!!!! Soon lashings of delicious Mexican tucker was being handed out in earnest, some of it hot in temperature as well as flavour, courtesy of the Johnston's beach cooker.

To sooth our parched throats and help us keep our cool Zdenka and Paul were generously pouring us oodles of great tasting Mexican concoctions. All this was too much for the resident goanna who not only decided to investigate but felt entitled to sample the fare himself. No amount of discouragement would make him leave. Fortunately he only managed to feast on food flavoured paper towels which I suppose was an acceptable way of recycling them.

Towards the end of the evening another goanna appeared from the other end of the beach but he was more easily discouraged.

An additional attraction of Hallets in the hot afternoon was quite a large cool water hole which Cathy and Anne Marie made good use of.

At the end of festivities some spent the night anchored off Hallets and the others returned to Refuge

Those participating:

Phantasm, Castaway, Vaudois, Aequus, Sacre Bleu, Serafim, Passing Cloud.

Scribed by Aequus

Trip: *Explorers Cruise*

Date: *17, 18th March 2007*

On Saturday morning Phantasm found Wandjina- parked on the Towlers outer mooring and went to the inner mooring for a solid 2 hr underwater scrub- down. This together with the 1.5 hrs at Hallett's on the Mexican weekend resulted in (after many deep breaths, leaking snorkel, lots of Vaseline, sore toes from the flippers and swallowed salt water) all of the prop, rudder, bilges, water line and most of the hull bar about $\frac{1}{4}$ of the keel-reasonably clean of growth and most of its antifouling for the Easter weekend.

Meantime Shikari and John & Karen (future in laws of Val's daughter-Melanie) with their 130 HP outboard powered fishing boat had hitched along side Wandjina.

Just after midday Phantasm went to collect Denka who had farewelled Anna, over a coffee, before her return to Germany. Back in Towlers a lazy lunch was had with the weather closing in and a strengthening Southerly. Pass Time had gone past and wisely installed herself with Casablanca and Kirin in Coasters to sit out the Southerly. Subsequently the proposed walk to "the top of the bay" was cancelled.

Great hospitality was enjoyed in Wandjina's cockpit where the word "ABATING" took on a whole new meaning and was used very frequently. Meantime powerboat John showed the "rag and stick people" how you can get a good meal of fish in Towlers by catching one after another of what some of us considered pan size fish. But he kissed them and threw

them back, something they obviously liked because they kept coming back (or were they really other ones?) he finished up keeping the biggest flathead I have seen any body catch in Towlers and a couple of good sized leather jackets as well.



Those on the water may have thought that the Southerly cooked up a storm. WRONG, it was Ian the chef, Val the supply staff, Keith the barman and Karen the bottle washer who together cooked up a storm in the shape of a sumptuous meal enjoyed by 8 snuggled comfortably below on Wandjina. The rains and winds came and went but a reasonable night was had by most.



On Sunday morning Pass Time popped into the bay to check the goings on. After Wandjina (with other commitments) and Shikari (to catch the tide) set sail for home, Phantasm and Pass Time motor sailed to Coasters to join Casablanca and Kirin in the bay. Casablanca later joined the PAC contingent, as it was a PAC weekend as well. After coffee, Roman and Phil of Kirin, Neil and Karen of Pass Time and ourselves joined John and Karen and were shown what 130 HP can really do as a fast ferry to Mackerel beach where we had a most enjoyable walk through its interesting hamlet.

After returning to our yachts, Roman and Phil may have just beaten the next shower coming through on the way to Kirin, with the rest of us down below on Phantasm enjoying lunch.

Much later in the afternoon everyone headed for home and our thanks for another enjoyable weekend go to the participants: Casablanca (for a very short time), Kirin, Wandjina and their friends, John & Karen on PB130HP, Shikari and Pass Time

Good Sailing, Phantasm

Trip: *Easter Cruise*

Date: 6, 7, 8 & 9th April 2007

What EASTER ??? Was it that big rain cloud which passed between Friday morning and Monday midday? Oh yes, sorry, we did see some sunrays on Friday afternoon and again on Sunday morning-in fact enough to sail to Refuge on Friday and have breakfast at Cottage Point on Sunday.

However lets start at the beginning of the (no I won't use the word Clayton again) proposed Harbour trip (I agree with Phil Best who suggested that the xxxxxxxx trips are jinxed and ought be given another name to fool the weather patterns) so from now on we'll cal them cruises to Tootgarook bay.

Four yachts had signed on well before the weekend and 4 yachts cancelled out on the Friday for various reasons. I feel certain that the strong wind warnings issued by the bureau and the forecast for continuing rain with the 25 to 30 knot Southerlies had a lot to do with it, so we turned left at the Joey. Thus at the end of day 1 we had Sally flanked by Masquerade and Phantasm and Serafim along side Jade.

As the Saturday's seas were still trying to get over the top of Lion Island a fifth keen participant for the trip South was "persuaded"? to join the rest of the offshore sailors in Refuge Bay resulting in Northern Star, Aequus and Pass Time all joining up.

There were a number of crew members in various stages of the dreaded flu and with the continuing rain the inter-raft mixing and after fives became very much restricted to one's own raft.

Seven crew were efficiently ferried on Pass Time right on to Café's mooring at Cottage Point where a very leisurely breakfast was enjoyed in wait for it-"sunshine." Shortly after our return to the rafts Jade followed by Masquerade departed for other commitments and were soon replaced by Wandjina (those Thai people) and Shikari bringing the total again to 8 vessels.

On Monday Northern Star, Aequus, Sally, Phantasm, Serafim and Pass Time all made their moves leaving Wandjina and Shikari to linger a bit longer. Maybe the 'Phuket' boat driver was a bit slow finding the start button due to jetlag.

All in all with all the rain and time spent under covers and inside it certainly was not a dry?? weekend. It was still good to be on our boats with friends, thanks to:

Jade, Northern Star, Sally, Aequus, Masquerade, Wandjina, Serafim, Shikari, Pass Time.

Good Sailing, Phantasm.



View from the top of the waterfall
in Refuge Bay

photo taken by Zdenka

Articles

TRIP NORTH MARCH 2007

Contributed by Paul Hrones, Sacre Bleu

The culmination of a dream, which started some 20 years ago, after the third visit to the Barrier Reef, came with the purchase of our Scanyacht. This was the yacht, which fitted our specifications, and could become our home for an extended period, while we explored the reef.

First was the ease of sailing a yacht with a self tacking headsail. Second was the solid quality of the build. Next, came the comfort down below, in particular a decent double bunk. The layout of the galley was also important. An airy saloon with plenty of natural light. A cockpit, in which one can spend time, in reasonable comfort, whether sailing or on the anchor. So we had the yacht, but not the time. For 9 years that dream, was on hold. With retirement, the time factor was resolved. However 9 years use of a yacht, necessitates, some maintenance and replacements.

For the whole month of February and part of March, there were some jobs being performed. It is almost incomprehensible, but most of the tradesmen, could not organise their way out of a wet paper bag. Mostly, they waited until the last minute, after many urging requests. We set an official departure date of 23rd March 2007. As if we could change the weather, we studied all sources of information, SYCC website link to the Bureau, Foxtel weather channel, and isobaric maps from the computer. On Thursday 22nd the southerly was perfect, but our navigator was not available. Friday the wind veered to the North. Ah well, the old superstition about not leaving port on a Friday, was not tested. While not ideal, Saturdays' weather still from the North, made our 0630 departure better, than in no wind, as the early offshore North Wester provided some help to the motor.

Fully provisioned, with frozen precooked meals, a dozen eggs, lots of bacon and other tasty delights, my son in law Greig, my mate Werner

and I set out on our little journey to deliver "Sacre Bleu" to Urangan Marina in Hervey Bay, hopefully on or before 1st April. Our daughter Tania and the two grandkids, Marnie and Hugh were to arrive there then

The first port was to be Newcastle. Having motor sailed to close vicinity, we listened on VHF, for more details of the strong wind warning of a Southerly. When we turned for Port Stephens, in bright sunshine, we had heard from the Coastal Patrol that the Southerly had arrived in Port Kembla. Half way up Stockton Bight, out of nowhere, without warning, came a westerly storm. We knew we had our work cut out for us, when wind strengths of 35 to 40 knots were indicated. Navigation became more than ever important as the sheets of rain came down making visibility beyond 100 meters, a lucky guess. My mate Werner was not at all happy and in fact, looked decidedly green. With a lot of effort and excellent navigation, we made the more sheltered waters of Port Stephens. At 2230 we picked up the public mooring outside the marina walls at Nelson Bay. The weather did not improve, the next day, so we checked into D'Albora Marina, and enjoyed the expensive private bathrooms, after refuelling. Then it was our turn to also refuel, and we enjoyed a seafood lunch, near the marina. A healing type deep sleep, prepared us for an early start for Coffs Harbour. The wind was NE and ENE, allowing us to sail. In the afternoon it swung around to the SE at 15 to 20 knots. Perfect for a relaxing reaching sail. After nightfall the wind increased to 25 knots, and started to veer from SE to SW. Not good, especially when a couple of involuntary jibes, put a strain on the boom vang. Inevitably close to Coffs, the 12 rivets, holding the vang worked loose, and the vang popped out. A marina berth was booked ahead and we ate a hearty big breakfast at the marina coffee shop. We all rocked from side to side in the showers

The new bilge pump had been malfunctioning, after our beat coming into Port Stephens. For some reason, it seemed to be siphoning with

each hit near the outlet valve. Immediate solution was to shut the valve. We repaired that, or more correctly Werner, ever the practical engineer, dismantled the pump, and upon assembly it worked. That night, beers at the Yacht Club tasted well, and the Italian Restaurant on the Jetty, fed us authentically. The repair to the vang required the use of a large rivet gun. However, when you are in Coffs, you are on their time. So we had to wait for the riveter, who said he would come at 0830 the next morning and turned up at 1400. By 1430 we were on our way, but now we had missed the tide for the Yamba/Iluka bar. Southport was our next option, with an overnight, and most of the day. Of course we arrived at 1730, too late to refuel. The Southport Pond was our anchorage for the night. The new cockpit fridge provided some nicely chilled beer, and after dinner on board, we slept well, in the sheltered Pond.

The forecast promised an afternoon South East wind. The tide was flowing out, so we moved away from the channel and waited for the change, which arrived about 1300. A course for Mooloolaba was fairly straight forward at 000, until the wind strength increased to 18 to 22 knots and eventually settled at 20 to 25 knots from the South East, this time the preventer in place... Great sailing, with the Mars Bar going to Greig for 13.7 knots, riding down a wave. My thrill was 11.7 knots and Werner achieved 10.3 knots. With a clear moonlit night, we arrived at the Mooloolaba channel, spot on 0200, as predicted by Greig. In fact, almost everywhere, his ETA's were as predicted. The new navigation disc which our friend Derek Howie suggested we borrow was absolutely magnificent. In fact, Greig liked it so much, he bought one.

Judy and I own a marina berth at Kawana Waters, and had organised our stay there. Werner, who lives in Noosa, about 25 minutes drive from the marina, promised us all sorts of victualling and culinary delights. We were picked up by Dorit at 1100, had a swim, a fantastic lunch, and after a study of the weather on the computer, we went for a short drive to inspect the ocean, at Sunshine Beach. The Bureaus' forecast strong winds were

nowhere to be seen. However, the isobars indicated the possibility of a storm within 24 hours. Instead of enjoying a night on land, it was a bit of a rush back to the marina, and a quick departure.

Again the broad reaching was good and we flew up to the Double Island light in very quick time, so much so, that we were too early to cross the bar, having arrived at 0130 at Double Island Light, about 5 miles from the bar. The Coast Guard informed us, that nobody had crossed the bar in the previous 24 hours, but with caution it was doable. So we dropped the anchor under the light, at what is known as the ocean anchorage, to wait for high tide at 0700. I took on the anchor watch, while the crew slept, if it can be called that. The rolling and pitching and 27 knots of wind combined, to make the wait unpleasant. At 0500 I awoke the two sleepers, and we battened down everything that could move. Harnessed with lifejackets, we set out to conquer the infamous Wide Bay Bar, with Greig down below monitoring charts, GPS's, way points and courses. Those who have crossed the bar know it's a challenge at the best of times. Now with a high tide, we had a maximum of 6 meters. Our draft is just under 2 meters, and the waves were certainly up to 3 meters. Not much of a safety margin, and a 25 knot beam wind, just to make it a bit more difficult. All the horror stories I had heard, flashed in my mind.

With a rush of adrenaline, and fantastic continuous navigation advice from Greig, I found some reserves of stamina, because I had not slept since the previous night. The first shallow part East to West was interesting. Going from deep water over the first bar, we were lucky, as the waves were not as high as before. Turning South, to follow the leads, became an exercise in constant adjustment of the course. Werner would call the corrections - port 10, starboard 15 and so on. The rollers on the port side, were a constant reminder, not to lose concentration. At last, the last way point was crossed, and we could see the calming waters ahead, between Inskip Point and Fraser Island, and no more the threat of the rollers over the shallows. Greig to his credit had navigated very well.

Now, before collapsing on my bunk, I needed food, not having eaten properly since lunch the previous day. Greig prepared the last of the bacon and eggs, and it tasted like a feast. Collapsing on the bunk, I had a couple of hours of catch up sleep. By 1330 we were in the Great Sandy Straits Marina, where Tania and the grandkids awaited. A last deep exhausted sleep that night, and after 8 days, the most arduous part of the trip was over. Werner caught a bus home, and I was on an early Jetstar flight home.

The high cost of preparing the boat for the trip, was vindicated within the first 24 hours. The 9 years old standing rigging may not have stood up to the storms. The new cockpit cushions avoided, or at least delayed the inevitable gunnel bum. Having a functioning cockpit drinks fridge is well worth the expense. I set up a battery charging system, with a Durst 3 stage charger, which worked extremely well in each of the marinas. The main fridge could operate from the batteries without interruption, as could the cockpit fridge. The laptop computer was operated from a small inverter, when under way, so the 3 batteries had to be efficiently charged. The security in having the latest Zodiac liferaft, was reassuring... For some reason, we always lose the onboard torches. So we now have some 5 new torches. The list goes on, but these items mentioned above became important, as did the new set of flares.

Despite some of the anxiety moments of the delivery trip, I am already excited at the prospect of picking up our pride and joy in Laguna Quays or Mackay, in a months' time and exploring the reef for a couple of months, in a way, which no charter boat can, and thus finally achieving the dream.

Paul and Judy, Sacre Bleu 03/04/07

THE STORY OF A STUNNING STUNT

It seems like such a funny thing, this invasion
of a heart
I thought Id given mine to you and not a total
stranger
Believed my heart true and strong,
With love it only danger

But then

Young Brendan Gunalingam made me stop
pretending
The damn thing's just a muscle!
To boot without nerve endings
So the invasion goes unnoticed bar for a
platelet here or two
But there no match for Cangelor a champion
drug
That's new.

So I lay here with a plaster fixed firmly on my
groin
Amid monitors and wires that say I'm doing fine
Its dark by now, I'm alone, but the nurse keeps
popping in
To check those little metal bits stay where the
plaque has been.

A hospital's a noisy place to try your hand at
sleeping. A man has barley drifted off
When something starts up beeping
Still not to fret its discharge day, unless I
wake up bleeding.
A nurse called in from rehab, to see where this
was leading.

Take your pills, get exercise, and try to eat less
fat, manage pain and handle stress
This should ensure just that
You never pass this way again at least not in a
hurry.
So change your life
Love your stent and try hard not to worry

Contributed by Keith Brown 21/12/07

Notices

Could any member who has a manual / instruction book on a Yanmar 8hp diesel please forward a copy to me, as I have misplaced mine.

Either a hard copy by snail mail or a scanned copy by emailed. My details can be obtained from the Members Register.

I am hoping with a manual and my ability to distinguish between a screwdriver and a spanner I can again fill the air, around my mooring, with pungent scent of diesel fumes.

Requested by Stephen Stubbs

Michael Lieberman, a long standing member of the SYCC and son of Braham Lieberman, Life Member, is an accredited Marine Surveyor.

His work is mainly with insurance companies but he has confirmed that he is happy to work with /advise members. This offer is strictly for SYCC members only.

If you need any survey work done or would like some advice on a marine matter you will find Michael a fantastic help.

Contributed by John Cronly

Hi friends,

For those interested: Colin's friend Michael (the navy diver) is interested in having a go at underwater hull wipes. At this stage he is depending on water transport or pickup by the skippers and has not as yet worked out any rates but I am certain he will be very competitive.

Therefore, if skippers are in need of a hull clean (in between yearly slipping) please contact Michael on 9960 7881 or 0418 652 774. He can also take photos of any suspect problems whilst underwater.

Contributed by John van den Bosch

A Little Bit of Humour ...

01. Never, under any circumstances, take a sleeping pill and a laxative on the same night.
02. Don't worry about what people think, they don't do it very often.
03. Going to church doesn't make you a Christian anymore than standing in a garage makes you a car.
04. Artificial intelligence is no match for natural stupidity.
05. If you must choose between two evils, pick the one you've never tried before.
06. My idea of housework is to sweep the room with a glance.
07. Not one shred of evidence supports the notion that life is serious.
08. It is easier to get forgiveness than permission.
09. For every action, there is an equal and opposite government program.
10. If you look like your passport picture, you probably need the trip.
11. Bills travel through the mail at twice the speed of cheques.
12. A conscience is what hurts when all of your other parts feel so good.
13. Eat well, stay fit, die anyway.
14. Men are from earth. Women are from earth. Deal with it.
15. No man has ever been shot while doing the dishes.
16. A balanced diet is a cookie in each hand.
17. Middle age is when broadness of the mind and narrowness of the waist change places.
18. Opportunities always look bigger going than coming.
19. Junk is something you've kept for years and throw away three weeks before you need it.
20. There is always one more imbecile than you counted on.
21. Experience is a wonderful thing. It enables you to recognize a mistake when you make it again.
22. By the time you can make ends meet, they move the ends.
23. Thou shalt not weigh more than thy refrigerator.
24. Someone who thinks logically provides a nice contrast to the real world.
25. It ain't the jeans that make your butt look fat.
26. If you had to identify, in one word, the reason why the human race has not achieved, & never will achieve, its full potential, that word would be "meetings."
27. There is a very fine line between "hobby" and "mental illness."
28. People who want to share their religious views with you almost never want you to share yours with them.
29. You should not confuse your career with your life.
30. Nobody cares if you can't dance well. Just get up and dance.
31. Never lick a steak knife.
32. The most destructive force in the universe is gossip.
33. You will never find anybody who can give you a clear and compelling reason why we observe daylight savings time.
34. You should never say anything to a woman that even remotely suggests that you think she's pregnant unless you can see an actual baby emerging from her at that moment.
35. There comes a time when you should stop expecting other people to make a big deal about your birthday. That time is age eleven.
36. The one thing that unites all human beings, regardless of age, gender, religion, economic status or ethnic background, is that, deep down inside, we ALL believe that we are above average drivers.
37. A person, who is nice to you, but rude to the waiter, is not a nice person. (This is very important. Pay attention. It never fails.)
39. Thought for the day: Never be afraid to try something new. Remember that a lone amateur built the Ark. A large group of professionals built the Titanic

Contributed by Paul Hrones

BRAVO to the Seniors!
A SENIOR MOMENT

A very self-important college student attending a recent rugby game, took it upon himself to explain to a senior citizen sitting next to him why it was impossible for the older generation to understand his generation.

"You grew up in a different world, actually an almost primitive one," the student said, loud enough for many of those nearby to hear. "The young people of today grew up with television, jet planes, space travel, man walking on the moon, our spaceships have visited Mars. We have nuclear energy, electric and hydrogen cars, computers with light-speed processing and..." pausing to take another drink of beer.

The Senior took advantage of the break in the student's litany and said, "You're right, son. We didn't have those things when we were young so we invented them. Now, you arrogant little fart, what are you doing for the next generation?"

The applause was resounding...

I know that we the more "senior" types are all concerned with keeping in shape. I came across these simple exercises recently and thought I should share them with you. The article suggested doing it three times a week.

1. Begin by standing on a comfortable surface, where you have plenty of room at each side. With a 2kg potato sack in each hand, extend your arms straight out from your sides and hold them there as long as you can. Try to reach a full minute, and then relax.
2. Each day, you'll find that you can hold this position for just a bit longer. After a couple of weeks, move up to 5kg potato sacks.

Then 25kg potato sacks and then eventually try to get to where you can lift a 50kg potato sack in each hand and hold your arms straight for more than a full minute (I'm at this level).

3. After you feel confident at that level, put a potato in each of the sacks.

The guys were all at deer camp. They had to bunk two to a room. No one wanted to room with Daryl because he snored so badly. They decided it wasn't fair to make one of them stay with him the whole time, so they voted to take turns.

The first guy slept with Daryl and comes to breakfast the next morning with his hair a mess and his eyes all bloodshot. They said, "Man, what happened to you?" He said, "Daryl snored so loudly, I just sat up and watched him all night. "

The next night it was a different guy's turn. In the morning, same thing - hair all standing up, eyes all blood-shot. They said, "Man, what happened to you? You look awful!" He said, "Man, that Daryl shakes the roof. I watched him all night."

The third night was Frank's turn. Frank was a big burly ex-football player; a man's man. The next morning he came to breakfast bright eyed and bushy tailed. "Good morning," he said. They couldn't believe it! They said, "Man, what happened?" He said, "Well, we got ready for bed. I went and tucked Daryl into bed and kissed him good night. He sat up and watched me all night long!"

Contributed by Paul Hrones

Witch Bank finally arrives at Lake Macquarie!

After 3 long years at Port Macquarie, Tom is finally back on the water and completing Witch Bank's fitout at the Lake in preparation for cruising.

Cheryl accompanied Tom from Pt Stephens in an overnight sail to arrive at Swansea for an early morning bridge opening.

