



MYCT Newsletter

March and April 2004



FROM THE COMMODORES DESK

Dear Members

It would be inappropriate of me at this time to discuss the petition that has recently been circulated around the club. However what is necessary is that all members of the MYCT are made fully aware that some statements made by certain people at that time which relate to the financial standing of the club are completely false. Statements such as "the club is currently in such severe financial difficulties and if something is not done immediately the club will be bankrupt within 3 months" and "the committee is going to impose additional levies on members to make up the short fall in the accounts".

These statements are a complete fabrication and untrue.

That small group of people responsible for the fabrication and circulating of these and other false and malicious rumors need to hang their head in shame, because it is their actions that has sullied the good name and reputation of the MYCT not only around the MYCT but also in the boardrooms and bars of other boat clubs on the river. I can assure all members that the club is in a very stable and sound financial position. The interim nett operating profit as at the end of March was just \$820.00 below the same period last year. This is a good indicator that the final audited nett profit at the end of June for this financial year will be only marginally behind last year's excellent result. Further to the above it is also relevant that the clubs combined trading and investment accounts that were tabled at the Finance Committee Meeting on the 15th March had a credit balance in excess of \$52000.00. The club currently also has an unused overdraft facility of \$50000.00 at its disposal. **The current committee has not at any time discussed the issue of imposing any further levies on its members.**

If any member has any concerns regarding the operation and management of the club please feel free to contact either myself or a Flag Officer or Committee Member of the club and discuss it with them.

Thursday night meals are now proving very popular, our caterers Peter and Gail Fazackerley are offering a good menu and the result has been that over the last few weeks we have seen the Dining Room almost full to capacity. The Members Jackpot sponsored by the Barbers Shop, Lindisfarne is now approaching \$900.00, but you must be present at the time of the draw to claim the prize. Ray Worbey, Mick Bingley and Paul Wignall are just a few of the people that missed out on the jackpot in recent weeks.

The big event for this month was the Formula 1 series which was held at the Domain the weekend before last. This unfortunately lost a lot of its appeal due to the atrocious weather conditions which necessitated the shortening of the course. However congratulations got to Rod Mansfield who finished a very creditable 4th place on the day.

Best regards and safe boating to all

Bryan Rumley COMMODORE

EASTER CRUISE

The club Cruise in Company over the Easter break to the Lune River and Recherche Bay areas was a great success. Friday night was a bit fragmented with some members staying in Dover, we spent the night at Partridge Island while a couple of others decided to stay in the Deep Hole at Southport. Some 5 dinghies made the trip up the Lune River on the Saturday in what could be described as calm but quite bitter conditions. There were plenty of groundings on the mud flats on the way up and Friza was unlucky enough to hit a rock approaching the bridge and broke a shear pin in his outboard, he had to be towed back. The only other hiccup was yours truly who had a fuel blockage in the outboard soon after starting and had to return back to the boat and change motors.

Saturday night was spent at Cockle Creek where a raft up of members boats created what I would say was "a sound foundation for a party" There was so many people in the cockpit of Cassida at one stage that water was starting to come in under the transom door.

Sunday morning saw Cassida head down to Pedra Branca for a bit of tuna fishing while some others decided to start heading north. On the way back up the channel the weather conditions were very calm but at times very wet; we did try to trip up a couta or two on the way but unfortunately had no success.

After a very quiet night in Apollo Bay we awoke to find the entire bay and upper channel area enveloped in thick fog which made for a very cautious trip up to Dennes Point where many of us stopped to do a bit of flathead fishing prior to completing

the trip home.

The cruise was enjoyed by all those that participated as was the previous cruise in company that was arranged for the Australia Day weekend which went to Nubeena.

Our next event will be the Campfire weekend at the Duckpond, there is still plenty of room left for all members to come along and enjoy this one.

Remember these events are organized for your benefit.

Bryan Rumley

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E- MAIL

If you are not on the clubs e-mail list and would like to receive notices and newsletters direct please either e-mail the club at myct@austar.net.au or simply phone them on 6243 9021.

BON VOYAGE CHRIS DEBNAM

Last Sunday a farewell party was held at the club for Chris and Kay Debnam who are moving to Queensland to live. Chris is a Past Commodore and Life Member of the MYCT. Commodore Bryan Rumley thanked Chris for the tremendous contributions he has made to the club during his 25 years as a member. This was followed by a presentation to Chris and Kay by our Patron Ralph King. Many thanks to the ladies who brought a plate.

OFFSHORE POWERBOATS COME TO HOBART

The inaugural Derwent Dash staged in Tasmania proved to be one of the most successful Offshore Powerboat events yet staged in Australia. Forming the third round of the Club Marine Powerboat Series, the Derwent Dash proved to be a race of high speed and high drama.

With the three big Class 1 boats matched against one another on the long flat reaches of the Derwent River, this was to be a flat water race where outright speed and a racers steely nerves would hold sway.

Favourite for the event Maritimo Offshore were forced to switch boats in the weeks leading up to the event. The white hull Maritimo boat powered by dual diesel engines that won the opening round was found to have a split fuel tank. For the Derwent Dash, the Maritimo team took the wraps off their 'European' boat, the rig that utilises dual Lamborghini race engines.

Reigning Australian Class 1 champion Steve and Andrew Searle in Acme Fibreglass, still smarting from the defeat at Geelong, had been working in their induction system of their rig to squeeze even more power from the engines.

The Acme team arrived at Hobart confident that their boat was running faster. Their race plan was to push the Maritimo rig hard hoping that they could actually outrace Bill Barry-Cotter and Peter McGrath, or at least force them into error or mechanical failure.



Tony Low and Simon Isherwood in Smorgon Steel, similarly had made significant alterations to their rig for this, their second outing. Most notable was to change the rotation of the props so that they spun inwards. The outcome was a faster rig with

better handling. There was an air of opportunity within the Smorgon camp too.

With a crack field of 19 boats rolling down the Derwent River for a mass start, the three big Class 1 boats surged to the front. Within the first two kilometres of the race the race pattern emerged. Maritimo was ahead, just, of Acme. Smorgon while running well was off the pace.

For three laps the Searle brothers were giving it absolutely everything they could. The big 5 tonne boat was hanging high on the back of the sponsons like a Formula 1 tunnel hull. Up ahead, Bill Barry-Cotter was feeling the heat of battle, likewise having to hang the hull high to keep ahead.

At speeds of 250 km/h, the dice was intense and fierce for the first three laps. On the banks of the Derwent, tens of thousands of spectators were in awe of the monster race boats. On the water, a fleet of three hundred spectator craft got to see the battle up close and personal.

On board both Maritimo and Acme, technical problems were emerging. Maritimo lost all telemetry in the cockpit, forcing Bill Barry-Cotter and Peter McGrath to drive by the seat of their pants. With electrical malfunctions lighting the dash up like a Christmas tree, the defining moment arrived when the oil pressure light came on.

"That's a \$160,000 rebuild when you lose oil pressure in a Lamborghini," said Peter McGrath. "Bill looked at the light and chose to ignore it. That shows to me that he's a true racer!"

Acme went into the race with suspect pistons. When the engine went off song, the Acme crew knew that their race was over, but continued to keep circulating to pick up valuable points for the Club Marine Powerboat Series.

Smorgon Steel had worse luck dropping valves in one engine. They posted a DNF but won the admiration of fellow competitors for the way in which they have made the step so professionally from Class 2 to Class 1.

As a new round on the national circuit, Hobart proved to be an outstanding success. The massive interest from the television networks and daily newspaper ensured a huge crowd. "We've never experienced anything like this before," said Russell Embleton of the AOPC. "In fact experienced offshore campaigners claimed the Hobart event was the equal of the best offshore venues and events staged anywhere in the world."

The race came to a close when the Class 3 Shifty crew of Paul Gibbs and Paul Fowlds completed their required 7 laps before the Class 1 boats completed their regulation 13 laps. The Shifty race boat, rumoured to have new owners soon, is an outstanding piece of race equipment. They finished around two minutes of second place getter in Class 2, Spirit of the Mountain driven by Mike Biel and Steve Jellick. Colonel Racing (Steve and Matt Kelly) came home third.

Class 2 was dominated by Spilts Fibreglass Damien Palisi and Stuart Adam. Formerly raced as Rumler Racing, the triple rig cat hull was going the best ever, according to throttleman Stuart Adam. Second in the Class was Revetec Racing (Jason Boyd & Andrew Rudd), barely a minute astern. Global Racing (Mark Gilbert & Leigh Trevaskis) finished third.

National A continues to be an entertaining and competitive class. Thycon (Simon Thomas and Antony DeFina) ran a superb race to again take line honours ahead of Slick (Craig Purton & David Strucelj). Eye of the Tiger (Nigel Craven & Douglas Craven) was third.

National A is proving to be a genuine class where racers can compete in genuine offshore hulls and have a heap of fun without the expense associated with some of the bigger rigs.

Have you considered the MOTOR YACHT CLUB OF TASMANIA for your next function?

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Diver can be arranged. Servicing Channel area every 4 to 6 weeks.

TO ALL MEMBERS

There have been Trailer Boats and Vehicles stolen as well as acts of vandalism on the Marina Walkways and Car Park For your security we ask that the Marina Gates be kept closed at all times and Car Park Boom Gates be kept closed after the Club House is closed.

Please report any suspicious activities.

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Members Notice Board

The Main Jetty and Floating Pontoon are for pick up and drop off only unless a booking has been made and entered into the Jetty Book which is available at the Club House bar. Charges of \$12 per night will apply for stays in excess of one night

Environmental Regulations do not allow Batteries or Oils to be disposed of in the Collex Waste Bin. It is the members responsibility to dispose of these items.

MEMBERSHIP

The Club would like to welcome the following new members:

February 2004 – Full Members David Harper, Robert Walker, John Smith, Timothy D'Emden.

Country Members Kelvin Griffith. **Social Members** Yvonne Griffith, Craig Cole, Raymond Massie, Lee Swinton, Mervyn George, William Bell, Mark Sunderland.

March 2004 – Full Members Mark Daft, Allen Sewell, Ken Baldock, David Creese, Simon Johns. **Social Members** Darren Delaney, John Rhyan.

RESULTS

Road Runners Twilight Series

The final race of the Twilight Series was held on 19th March. A very special thanks to David Bean and Road Runners

Transport for his support. Thanks also to the Lindisfarne Sailing Club and Race Co-ordinator Graeme Foale for the excellent presentation of the Series.

Overall Winners were: Line Honours – 1st Blue Chip (C.Denny). 2nd Watershed (A.Shaw). 3rd Kaos (K.Roberts). Handicap Honours – 1st Mishima (J.Nibbs). 2nd Kaos (K.Roberts). 3rd Watershed (A.Shaw)

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Mon-Fri. 9.00-6.30 Sat. 9.30-3.30 Sun. 9.30-12.30

MYCT ON THE WEB

We are up and running. You can go to www.motoryachtclub.org to read your newsletter and get caught up on happenings at the clubhouse. By reading the newsletter on the web you can save your club the expense of printing and mailing.

TASCON CONSTRUCTIONS Twilight Fun Run

Saturday May 15th Briefing 1.30pm Start 2pm

CRAYBAKE AT THE MYCT

Saturday May 15th

\$35 per head (includes pre dinner nibbles, ½ cray + salads and sweets. Chicken will be available as an alternative to crayfish)

BOOKINGS ARE ESSENTIAL. DEPOSIT MUST BE PAID TO CONFIRM BOOKINGS.

MYCT BRIDGE TO BRIDGE

Sunday May 30th

Sponsored by Maynes Marine

Due to popular demand the Bridge to Bridge has been reinstated on the Club calendar
Entry Forms available at the Club House.