



TELLTALES

Newsletter of The Metung Yacht Club Inc eIssue #29 Issued

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WHAT'S ON AT THE CLUB

CLOSED DUE TO LEVEL 3 RESTRICTIONS BEING REINSTATED

SAILS RESTAURANT - CLOSED

Due to ongoing restrictions Sails Restaurant is no longer open. We shall update you as soon as this changes.

COMMODORE'S COLUMN

Dear Members,

There is a sense of deja vu as once again the Club is forced to close under State COVID-19 restrictions. My sincere thanks to those members who had been supporting the Club for the period we were able to operate. My thoughts go out to our members in Melbourne who are facing tougher restrictions than those of us based in Metung. I am sure it will be for the better in the long term for everyone. We hope to see you soon.

The Committee continues to meet fortnightly via Zoom. This has proved useful and has allowed us to keep momentum on many issues that face the Club and plan for the next sailing season.

Some 60% of members have already renewed their membership which is better renewal rate than previous years at the same time. It gives the Committee some confidence in the current economic climate to plan for the future and maintain some cash flow. I urge members to re-join promptly in our time of need and take advantage of our member discount which will apply till the end of September. We want your support more than ever.

I have already sent out a note relating to our inability to hold the AGM while meeting the COVID rules and at the same time satisfy our Club Rules. We need to be able to hold a small physical meeting and use proxies to vote on the areas requiring a decision. Our rules do not allow postal voting. My note about the AGM is reprinted elsewhere in this edition of Telltales if you missed it. We will hold an AGM at the first opportunity.

Our caterer is experiencing limited demand during Stage 3 restrictions given he can only supply takeaway meals. He has decided to close until demand increases to higher levels. The Club has, in the past, closed its restaurant for a month over winter. The bar remains closed. Our accounts have been audited and show a surplus of around \$30,000 for 2019-20. This is a good result given the shutdowns and disruption to business we experienced. In addition we have been able to spend some \$27,000 on the new beer system and the goods lift as well as some \$14,000 on club boat repairs. Our infrastructure had been allowed to run down and we are now playing catch-up. We know our air-conditioners need replacement along with some of the fridges. The Committee is working on prioritising a long term plan for Clubhouse improvements.

We expect to hold a number of Victorian State Titles next season including Etchells and 420's. Other events are planned for the Dragons. It is likely that the International Cadets will hold their Nationals in Metung during March. Let's also hope we can hold the normal Easter Regatta and re-schedule the postponed Bushfire Relief Regatta. Our Club racing is being rearranged to give Melbourne based competitors a better chance of participating competitively in the Club Championship – this will probably mean fewer races evenly spread across the season. We continue to negotiate with the Council to reduce our rent to compare more favourably to that of other similar sports bodies and intend to re-new discussions shortly about our lease which expires in 2024. The respective valuers are to meet in an effort to agree on a Rent Determination. A copy of our letter to Council is included later in this newsletter.

Let's all be positive and look forward to getting together and enjoying our boating on the Lake soon.

Yours in sailing ,

Peter Harvey , Commodore ,

CLUB NEWS

NEW MEMBERS

Welcome to our new members

David Cameron

Bill Darmody

Michele Dennett

Michele & Brett Donnelly

Lyn Meredith

Laurie Tagg

Peter Williams

ANNUAL GENERAL MEETING POSTPONEMENT

The reintroduction of COVID-19 Stage 3 Restrictions has impacted on our plans to conduct our AGM at the end of August. They conflict with our Club Rules.

Planning had been underway to hold our Annual General Meeting on August 29th to meet the requirement to hold the meeting within 2 months of the end of our financial year. The Notice of Meeting was about to be sent to members. The tightening of COVID-19 restrictions has meant that a physical meeting of members cannot now take place.

[CLICK HERE](#) for advice to members.

MEMBERSHIP SUBSCRIPTIONS

Thanks to those members who have paid their fees and helped support the Club in this difficult time.

Those who are yet to pay, please note that the 25% discount on the \$350 Full Membership fee expires on 30th September 2020 - no exceptions.

HONORARY LIFE MEMBER NOMINATIONS

The Club's General Committee has endorsed the nominations for Honorary Life Membership received for the following deserving members. Unfortunately the postponement of the AGM has meant voting cannot be carried out at this time.

Jenny Russell has been associated with the Metung Yacht Club (then Metung Sailing Club) since it first existed, therefore around some incredible 65 years. Something few, if any have done.

Jenny (along with her husband Ken) has been an instrumental and enthusiastic supporter of the club at both sailing and social events. Her generosity has in part been, and still is, the continued use of their magnificent motor yacht East Wind. History tells you the boat has been the utilized every year since 1963 for the New Year's Day Sail Past, that means around 57 years in a row.



East Wind was also used as the Start/Finish vessel for several State and National Hood 23 Championships as well as other regattas during that time. Jenny along with Jenny Herbert started the Classic Wooden Boats, something that has become a major part of the sailing at the Metung Yacht Club and continues to this day.



Ken Russell has been associated with the Metung Yacht Club since it first existed, therefore around some incredible 65 years. Something few, if any have done.

Ken (along with his wife Jenny) has been an instrumental and enthusiastic supporter of the club at both sailing and social events over all that time. His generosity has in part been, and still is, the continued use of the magnificent motor yacht East Wind.

History tells you the boat has been the utilized every year since 1963 for the New Year's Day Sail Past. That means around 57 years in a row.

East Wind was also used as the Start/Finish vessel for several State and National Hood 23 Championships and several other regattas during that time.

David (L.D) Bull has been associated with Metung Yacht Club for 60 years. He joined the Metung Yacht club as a junior (then the Metung sailing club) in 1962. David has spent many years serving the Metung yacht club on various Committees. This included, four years as Secretary, four years on the Sailing Committee, and one year as Treasurer.



David represented the Metung Yacht Club at National and State Championship level, most notably in the Hood 23 class, winning the State championship on three occasions. He has been MYC Club Champion on five occasions. David has been a great supporter and mentor of the juniors. He taught the juniors well and due to his guidance many have gone on to be very successful sailors. On many occasions David would also invite crew to sail with him who had not sailed before and initiate them into the world of yachting.

Another attribute of David has been his interest in helping instill the rules of sailing in MYC Junior Members not forgetting the help he has always provided to maintain and repair the yacht Club Juniors Boat Fleet to keep all their boats in good sailing condition over many years.



Peter Bull has been associated with the Metung Yacht Club for some 60 years, joining the Metung Yacht Club as a junior in 1963 (then the Metung Sailing Club).

Peter served as Commodore from 2001 to 2002, as well as serving on the General Committee from 1981 to 1988.

Peter has been, and still is active collecting, preserving and restoring Metung Yacht Club's early history. Following on from his father (former Commodore David Bull), Peter has been instrumental for over twelve years promoting and collecting donations for Legacy (Dave Borthwick Memorial - Around the Island race). Through this, the Metung Yacht Club members have raised thousands of dollars for an extremely important charity. Peter has also over time donated several half models as championship trophies. Notably the Hood 23 National & State Championship, the Etchells, Graves Leathlean, SouWester and A.B Perkins to name a few.

Peter was also involved with the juniors over the years building and modifying numerous International cadets, masts centreboards etc. Peter has won MYC Club Championships and his name features on many sailing trophies.

COMMUNITY NEWS

VALE LIAM McCARTHY

Liam, passed away after a 20 month illness and is survived by his children Caeylen and Niamh. On moving to Metung he joined Metung Yacht Club and served on the General Committee in 2016, utilizing his risk management & OH&S skills.

He was twice married and lived in Kinglake before being burnt out by the Black Saturday fires. He parted ways with his second wife before moving to Metung where he lived in a house he loved looking over Bancroft Bay and the Yacht Club.



Liam owned a motor launch in Metung with Club member David Vendy. He had a Gwen 12 dingy when he was younger and owned a cruising keel boat, sailing out of Royal Brighton. He cruised this boat from Melbourne to Cooktown, much of it single handed.

He loved his time in Metung and is remembered fondly at Metung Yacht Club. His connection to Metung will remain as his ashes will be scattered off Shaving Point

OUR WEBMASTER

For the last three years Ross Pavey has worked behind the scenes as our Webmaster. He coordinated our website's redesign and since then has kept it's content up to date - a neverending task.

Ross has had to relinquish this role due to personal reasons and we thank him for the effort he has put in to make the site such a useful Club resource.

Our challenge to find a replacement with the right skill set was quickly resolved by new member David Dickson. An IT professional, he has not missed a beat. Thanks for saving our bacon David.

LAVINA RESCUED

The gaffer Lavina was recently seen drifting with no crew. Her mooring had parted and thanks to David Strange's quick response she was saved from damage.

Dave Bull organised for her grateful owner, a Club member to be notified.



The Club's boat and member registers were a key factor in contacting the owner. Making sure we have your current email address, phone numbers and emergency contact details in our records is important. Not only does this ensure you get our notices and newsletters, but accurate information is essential in an emergency.

If you think we may not have your current details please contact Tony Owens on 0418 343 134 or metungyachtclub.membership@gmail.com

CLUB RACING - Ken Barlow

Australian Sailing ran a webinar training course to help prepare sailors in taking on the role of Race Officer in their clubs. Fred Van de Velde and I were on-line for the course which ran from 6.00 pm to 9.30 pm on Tuesday 11th August, 2020. We are now accredited club race officers. For more information on the course [CLICK HERE](#).

SAILING TIPS - from Sailing To Win

<https://sailingtowin.com/welcome-page>

Moose McClintock learned that twings down on a spinnaker sheet or guy is similar to applying vang tension on a mainsail; it closes the leech and stabilizes the kite. He taught this while sailing on Farr 40s with the kite up in big breeze and waves.

Jonathan McKee The farther away the jib clew is from the lead, the more you have to move it to make a change. An Etchells jib clew almost touches its lead; therefore, small changes make a big difference. On the other hand, a Melges 20 jib clew and lead are much farther apart, so your range of jib-lead movement is greater from light to heavy air.

Dave Ullman explains that raking your mast forward will give you more power because the wind flows over your sails closer to a 90-degree angle. It also closes your leeches. Raking back generates more up-flow, from front to back, decreasing power.

It also twists the sails and effectively moves the jib lead aft (because your jib clew lowers toward the lead), which also decreases power.

Buddy Melges says to practice tacks and jibes because they can provide massive gains in short amounts of time especially if you are practicing by yourself, spend a lot of time on both.

Vince Brun's lesson was that while sailing upwind in flat water you can pinch and get away with it because nothing is disturbing the flow over your sails and blades. But as the chop increases, you have to put the bow down to keep speed. The choppier it is, the lower you have to sail.

Chop throws the boat around and makes it pitch fore and aft, causing everything to easily stall, especially when you slam into waves. Make sure you ease your sails to increase the twist and decrease helm load this bow-down twisty mode is more forgiving and keeps the boat moving fast.

Skip Whyte, coach of the University of Rhode Island sailing team knows a lot about sailing dinghies. He preaches sitting upright with good posture so that you can better see the wind and the sails. When you need to scoot in, slide your butt and hips in first. Doing so keeps your head outboard, again helping visibility. Slouching in toward the boom is uncomfortable and less effective.

OUR MEMBERS - Tony Owens - MYC Committee Member

Tony and wife Shelley retired to Metung four years ago as their "escape to the country".

Tony started sailing in sea scouts in the early 60s and subsequently built a Rainbow dingy and raced it at Brighton & Seacliff Yacht club in Adelaide.



The family has lived in WA, SA and Canada as a result of Tony's work as a mining engineer. During their 10 years in Canada they owned a Mirage 24 then an Alberg 29 which they sailed on Lake Ontario. On returning to Australia, Tony joined Hobsons Bay Yacht Club in Williamstown and raced twice a week on his friend's Northshore 34 plus in several Melbourne to Launceston races. The Geelong Regatta was a particular attraction each year.

Tony has owned Moontide, an Arends 33 cruising yacht, since 2008. He has sailed it from Sydney to Melbourne, around Tasmania, and from Tasmania to Metung. He has also sailed several voyages on a friend's yacht providing optical & medical services to the islands of Vanuatu.

Now in his second year on the MYC General Committee, Tony acts as Membership Coordinator. He has also been involved in Club communications & Telltales, sailing records, the membership survey, strategic planning and modernizing Club records,



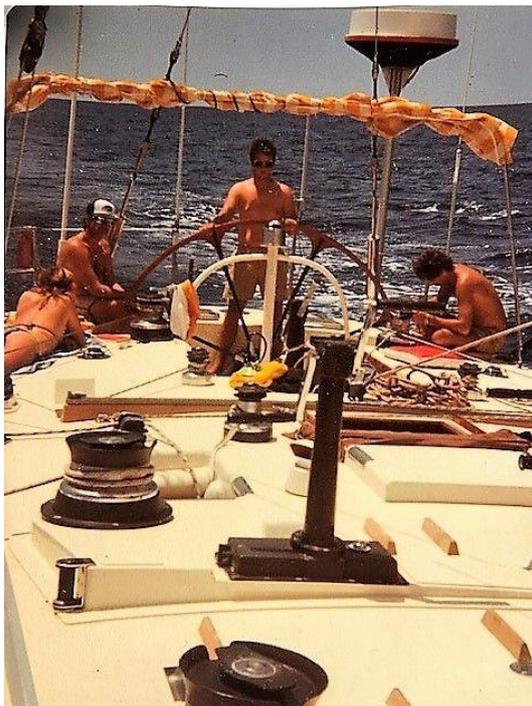
LOOKING BACK - Jeff Rose

Like so many others with the COVID-19 restrictions in place, cleaning out the shed has finally risen to the top of things to do, as much as I had tried to avoid it. And like many, I found old photo albums with memories of the past that gave time to reflect on what had been.

Two things immediately hit me. The first being how swiftly the passage of time had gone by, the second being more about the decisions you made back then and how they have since influenced your life.

One thing I always wonder about is had I made the right choice back in 1981 to be a bit cavalier by buying a one-way ticket to America with only a thousand dollars in my pocket to pursue my dream of sailing in some of the most prestigious yachting events in the world? Like many things back then, if you wanted to make the big time you had to go to America because that was where the biggest and best racing yachts and yachtsmen were.

As it turned out I was lucky and ended up fulfilling that dream of sailing against and with some of the best. But what I didn't consider at the time were three other factors that would stay with me and influence me for the rest of my life.



The first was the travel. I don't mean endless hours on planes and airports that over the years I have seen way too much of, but the opportunity to cruise through areas and other countries. Most sailors I know who do it for the racing aspect and make very poor cruising sailors because the mentality of getting there as soon as possible is never far from your mind. But back in the 1980s to get the larger yachts from regatta to regatta you had generally do it on their own bottom. These days boats are a lot lighter and moving them is often done by ship or even plane.

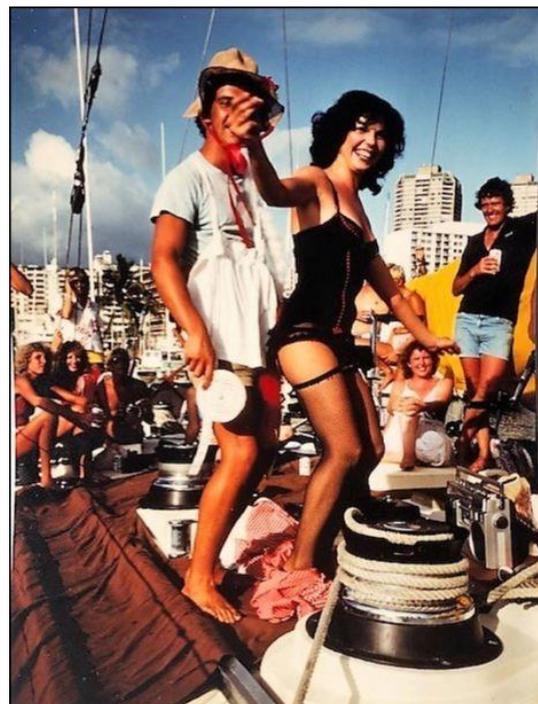
So after I finished my first major regatta in Florida on the East Coast of America, the next regatta scheduled for Condor was on the West Coast in Long Beach California, followed by the Pan Am Clipper Cup in Hawaii, back to San Francisco for the Big Boat series, and then down to Los Angeles for the California Cup.

Notwithstanding that was some of the best racing I have participated in my life, it also meant some 10,000 nautical miles of boat delivery. This trip started in Fort Lauderdale Florida, down through the Bahama Islands, past Cuba and Jamaica before transiting the Panama Canal into the Pacific Ocean. We then sailed North up to Mexico stopping in at Acapulco and Cabo San Lucas before having to pull into San Diego to clear customs and eventually to LA. From there it was over to Hawaii and back.

So what does a then 20-year-old learn on trips like this? Well you learn that from Florida to Panama that drug trafficking is very real, that pirates do exist (all be it modern day type) that the building of the Panama Canal was an amazing feat when you see it with your own eyes, and when in Mexico, don't drink the water as Montezuma's revenge will get you. That is not a fun thing when you have seven days of headwinds and lumpy seas ahead of you.

In regard to the pirate side of things, I was skeptical and oblivious to how real it was back then. Both the owner and skipper of Condor had no such doubts. Radio calls were scheduled and had to be made at certain times and code words were put in place in the event we were boarded. They even had on board an AK47 assault rifle that looking back would have been problematic, because initially no one had any training to use it. It wasn't until we had nothing to do one day and already in the Pacific Ocean when we decided to fire it at an old one-gallon milk bottle we towed on a long rope behind the boat. This only reinforced how much of a lousy shot we all were.

Neil Harvey was the skipper and had done this trip several times before so when we arrived in a port such as Acapulco, Mexico, he knew where the best restaurants and bars were - and I don't mean Five Star hotels - the best one was operated out of an old caravan on a vacant lot with deck chairs, wooden crates as tables and chickens running around loose.



The second thing was that you had to learn to think outside the square and learn new skills. The thing with racing yachts is they are built as light as possible and generally complicated, so you feel like you are forever making repairs on the run. When boats like Condor are built, so many components are custom built that they are not something you can just go down to the local Bunnings and buy.



And when they break and you're at sea you have no alternative but find a way of fixing it. Sounds easy until

you break the rudder stock 400 nautical miles north of Hawaii in 30 knots winds and big seas that threaten to rip a hole in the bottom of the boat.

The third thing was when you spend that amount of time on an 84-foot boat, you soon learn that you have to learn how to get along with people. In this aspect I was extremely fortunate and made lifelong friends on that trip, people I still correspond to this day even though they are spread around the world.

All those memories from one old photo Album.

ISO Entertainment



AUSTRALIA THE HARD WAY

In the late 60's David Pyle sailed from UK to Australia in an open 18ft boat. A fascinating story. [CLICK HERE](#).



America's Cup - Team New Zealand's Te Aihe

Training in July 2020

[CLICK HERE](#)



America's Cup - The first challenger to arrive in NZ - American Magic's Defiant.

[CLICK HERE](#)

RENT REVIEW

With the ongoing negotiations with Council regarding MYC rent review we have included below our recent letter to East Gippsland Shire to keep our members fully informed of the current position.



Metung Yacht Club Inc

ABN 25 719 516 922
Address: 113 Metung Road, Metung
Mail to: PO Box 60, Metung, Vic. 3904.
Tel: 03 51562315

9 July 2020

Ms Lou Wigg
Senior Property Officer
East Gippsland Shire Council
PO Box 1618
BAIRNSDALE VIC 3875

Metung Yacht Club – Rent Review

Dear Lou,

The Club and its representatives, after negotiating with the Council on behalf the Metung Yacht Club for two and a half years, are disappointed where we are at today with our rent negotiations.

We request a face to face meeting (as occurred previously) to resolve the rent issue.

Background:

1. The Metung Yacht Club ('MYC') employs one person, (a part time barperson) whereas the East Gippsland Shire Council ('EGSC') is a \$100 million dollar business and employs 516 people as at June 30, 2019.
2. The MYC is a not for profit sporting club, not a commercial body. If it was a commercial body, it could not be incorporated under the Associations Incorporation Act.
3. The MYC rent was increased by 400% between 2003 and 2015 when Australia's inflation rate was only 38%. The rent decreased to \$5,500 at the 2016 rent review.
4. You have had four valuers in the last two and half years, none of whom, in our opinion, has addressed the rent review correctly.
5. Three of those valuations have not been released to us under confidentiality claims.
6. In **Schedule B** of our lease it says - **Method of Determination point G- The rental valuation is required to take into consideration "the rental of comparable properties"**.
7. To our knowledge, the rent for not for profit clubs has ever been referred to in the EGS valuations.
8. The Arbitration Award by Mr Mark Derham, QC (which involved two yacht clubs in Williamstown and Parks Victoria) recognised the community position and the need for a lower rent for not for profit community based associations. The principle enunciated by the Arbitrator has been adopted and followed by Parks Victoria and other Crown Land Managers around Victoria.
9. The most recent valuation report prepared for the EGSC compares a not for profit Sporting Club with truly commercial premises, e.g. a caravan park and also the premises leased by Spotlight (a billion dollar company) in Wood Street Bairnsdale. These are not relevant comparisons.
10. On page 13 of the current valuation the valuer states that they are not going to release information on **the Gippsland Lakes Yacht Club which is the most relevant comparable evidence**.
11. At the time of the previous rent review (which was only concluded in August 2019) the principles surrounding the assessment of rent were debated and agreed to by not only the Council's valuer but the EGSC Property representative.
12. The Shires process has cost the MYC a significant dollar amount in the last two and a half years. We believe it is a deliberate tactic by Council to discourage appeals.



Metung Yacht Club Inc

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14. At the previous rent review, the EGSC would not release any information about any other community based not for profit associations, citing confidentiality.
15. A proper rent review and valuation proceeds on the basis of the parties being fully informed – a party which is not fully informed is put at a significant disadvantage. **The system crushes the MYC.**
16. The current valuation does not address Point G in the lease and for some reason keeps referring to the Retail Leases Act 2003 ('RLA') – the Act does not apply.
17. The RLA provides for a full disclosure of lease transactions in situations where a landlord owns a building where there are a number of tenancies, adjacent to the premises for which the rent is being reviewed e.g. a shopping centre.
18. The EGSC is in a similar position but appears not to follow the spirit of the Act to which its valuation refers. At **Attachment A** is a copy of our solicitor's letter to the CEO of 6 March 2018 addressing this point. **Therefore, we regard your most recent valuation as incorrect.**

Valuation History:

1. **At the time of the 2016 rent review, the first EGSC valuer made a valuation of \$16,000 and a second EGS valuer assessed a rent of \$12,000.**
2. **For the same 2016 rent review, the MYC valuer assessed a valuation of \$4,000 and the MYC agreed to a figure of \$5,500 as proposed by both the EGSC's 3rd valuer and the MYC valuer.**
3. The MYC valuation for the 2019 rent review is \$5,000 plus GST whereas the EGSC valuation by its 4th valuer is \$10,300 plus GST. The EGSC has now offered to settle the rent review at \$7,500 p.a. plus GST

Where to from here?

Like many regional organisations the Club is facing additional challenges associated with an aging membership and falling numbers. The rent we pay directly affects the Club's long term viability.

It seems unconscionable to propose increasing the rent on a small community organisation which has already suffered from bushfire evacuations, loss of events, forced shutdowns and Covid 19 number restrictions this year. While we appreciate the reduced rent offer, it is not enough for the reasons outlined above. The MYC proposes a meeting with the EGSC and our respective valuers to agree on a binding process to set a final rent review figure. Please let me know a time that would be suitable. I can be contacted on 0439486651.

Yours sincerely

Peter Harvey
(Commodore)

BECOMING A MYC MEMBER

Do you know how to help somebody if they ask you how to become a Club member? An explanation of the processes is available through the following link. [Click Here](#). If you have any queries call our Membership Coordinator, Tony Owens on 0418 343 134 or metungyachtclub.membership@gmail.com

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Call Graeme and Elise Bryan at
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Useful Links

Our Website [click here](#)

Membership Survey Report [click here](#)

Club Fees [click here](#)

Club & Committee contacts [click here](#)

Membership Application Form [click here](#)

Sailing Calendar [click here](#)

Junior Membership Application Form [click here](#)

Annual Report 2018-19 [click here](#)

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