



MYC NEWS

Issue No.8 October 2006
2006 Season


MYC OPEN DAY *Incorporating* TRY SAILING DAY

5th November 2006 - 8:30-4:30pm

Try Sailing Day is a national event run by BIA giving inexperienced and experienced sailors the opportunity to Try Sailing. Last year we had 200+ visitors to the club. This is a great opportunity for the club to attract new members and get people interested in sailing.

Manly Yacht Club needs your help!

We need a large number of volunteers to help run our Try Sailing Open Day. Sorrell Lambie will coordinate a roster. If you are able to spare some time please let her know your availability. No experience necessary.




OPEN DAY

Incorporating
**2006 National
Try Sailing Day**

Sunday 5th Nov. 10am-4pm

All Welcome Offering sailing for Juniors, experienced and non experienced sailors, Sailability access, Centreboards, Sailing Courses and the opportunity to join our non sailing activities. Come and find out what Manly Yacht Club can offer you.
Refreshments on the deck

East Esplanade Manly 99774949



If you are able to spare some time please indicate your availability below.

We are looking for volunteers for 2 or 4 hours to do the following:

- Set up (8 people) 8:30 - 10am
- Try Sailing Registry (3 people) 10 - 4:30pm
- Kitchen (2 people) 10 - 4:30pm
- BBQ (2 people) 11 - 2pm
- Roaming Ambassador (3 people) 10 - 4:30pm
- Jetty Duty (3 people) 10 - 4:30pm
- Yachts and Crew (6 people) 10 - 4:30pm
- Manly Juniors (2 people) 10 - 4:30pm
- Sailability (2 people) 10 - 4:30pm
- Centreboards (2 people) 10 - 4:30pm
- The Big Blue Sailing School (2 people) 10 - 4:30pm
- Packing away and clearing up (10 people) 3:30 - 4:30pm

I am available for the following time slots:

- 8:30 - 10 10 - 12
- 12 - 2 2 - 4:30

Name:

Phone:

Email:

Please return this form to Sorrell Lambie, or email Sorrell directly at sorrell@ihsydney.com

Fax to 9977 3573 Mob: 0407 207 114

Please wear your MYC t-shirt and/or hat. These are on sale at the club.

President's Report

Well on Sunday the 8th it blew so hard that the forward hatch on Carlyle was blown away and as far as I know it has not been found. I walked the shoreline from North Harbour Reserve to Delwood Beach at low tide and there was no sign of it. Peter Wilkins wisely abandoned the race although Ratty for one had just dropped the mooring and was heading for the start.

Off shore race No.2 experienced a wet and windy day which meant that Eos' new spinnaker remained firmly in its bag. At the Wedding Cake off Coogee (once we found it) there was a huge break as seas pushed up by strong SE winds squeezed between the island and the mainland. Eos loves to do the big broach and lie down act under these conditions and there was not enough sea room to sort things out. So we grannied around and headed back. Full credit to Dances with Waves for running the gauntlet.

Eos survived without damage but the crew suffered a bit. Penny was berating a crew member for taking a break in the middle of a tack and failed to notice that he was actually throwing up over the side. The flat run up and down the Harbour was a great relief and by the time we reached Davis Marina appetites had been fully restored.

But the big news is NSW Maritime has granted consent to begin construction of the rigging deck. The deck is 8m wide and stretches from the jetty to the Skiff Club ramp and will be a boon to Sailability, the MJs and centre boarders. The way is now clear to call tenders for the work. Director for Building and Construction, Keith Woodward, has the names of firms keen to put in a price. He will be returning to Manly in the near future and will attend the next Board Meeting.

Continued on page 2

JOURNAL OF MANLY YACHT CLUB

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Email: myclub@tpg.com.au
www.myc.org.au



Continued from page 1

Sailability, richer by almost \$20,000 thanks to the Master Builders Golf Day, is pushing hard to complete the accessible toilet and now it has the funds to make it happen. Sailability has set up its own design team to provide a detailed specification for the specialist fittings. Club Captain Robert Steffens is seeking quotes to repair the sea wall and provide additional support for the end wall of the building.

There is a proposal to hold the 2009/10 14 Foot World Championships in Manly with MYC being the race head quarters. Stewart Vickery, the National President of the Australian International 14' Sailing Council Inc. and Kate Cooper, NSW President addressed the Board on 9 October 2006. It seems appropriate that MYC, once known as the 14 ft Sailing Club with the famous Manly Graduate, should host such an international event.

The Board agreed to support the proposal, however, there are a lot of other organisations involved so it is by no means a forgone conclusion.

50th Birthday Party for EOS

When 11 November 2006

Where Davis Marina

Time 12.30 onwards

EOS will be berthed at the workberth and onboard there will be a birthday cake, champagne and photographs of her being built

The Marina BBQ will be available so bring something for lunch. All members of the club are most welcome to inspect the oldest yacht in the Club and enjoy a glass of bubbly.

If you haven't time for a BBQ just drop in anyway



Brian Wilson
President

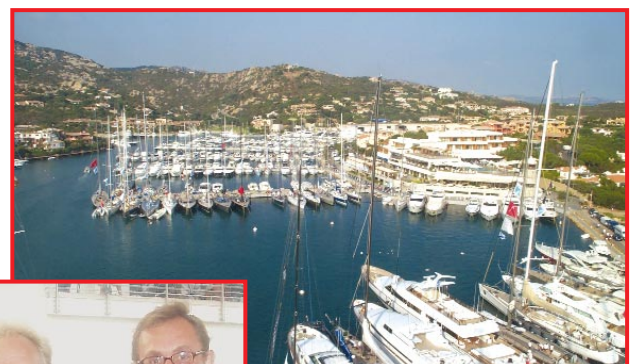


Crossing the finish line on the final day to win the regatta

THE MAXI WORLDS IN SARDINIA were held this year from the 3rd - 9th September. Forty six yachts took part in five classes, and I was lucky enough to be mid bow of the 94 foot Wally yacht Magic Carpet 2. We had nine yachts competing in our class, with lengths ranging from 77 - 120 feet. The first three days of the regatta ran one race per day of roughly 35 miles around the islands north of Porto Cervo, day four was a lay day, day five featured two races, both windward leeward, and day six a final windward leeward of twenty miles to decide the championship. Winds were light and very shifty at the start of the week, growing to seventeen knots on the final day, generating a lot of noise as the fleet lined up on the line luffing to secure their position a minute from the gun. The crew on Magic Carpet were English, Scottish, Italian, Kiwi, French Dutch and Australian, drawn from America's cup and Volvo yachts. Our tactician was the Scot, and as my Father was born in Edinburgh it fell to me to translate the calls & sail changes from the back of the boat to the Italians and French at the mast! Our scorecard read 2, 1, 4, 1, 2, 1, winning the championship well ahead of the opposition. This was a particularly sweet victory for Sir Lindsey Owen Jones the owner and helmsman, as two years ago Magic Carpet was fourth, and last year the rig broke during one of the final races. At the dinner following the prize-giving I thanked the guys on the bow for allowing me to once again "breathe the rarefied air foredeck crew live on", but felt sure they only let me forward of the mast because I reminded them of their grandfather.

More information and photographs
of this class at www.wally.com and www.yccsmaxi.com

Blue



The yacht club at Porto Cervo from the top of Magic Carpet's 120 foot rig

Winner are grinners....Sir Lindsey Owen Jones (owner and helm) Danny Gallichan (Skipper) and ancient foredeck hand (Blue), after the prize giving at the yacht club in Porto Cervo.



Listen carefully to weather forecasts!

Another rough day at the office, for our fleet that competed in the second offshore race on Saturday (30/09/06). A close to a record number of yachts (8) started the race in what looked like great conditions for sailing. The winds were from the S/SE at about 15knots, clear sunny skies and warm temperatures. Unfortunately, the bureau's forecast for that particular day was rather accurate and, as predicted by them, the wind started to build late morning and close to the warning signal, gusting at times to 20knots.

There were a number of problems early on in the race; 5min before the start the shackle holding the mainsheet to the traveler car came undone on Morna; the fix was swift and she just made the start. Crow Bar lost her jib 10min into the race, with the sail detaching itself from the forestay. They quickly resumed racing, after changing down to a smaller one.


The wind was still building and 20min into the race some gusts were reaching 25knots. Dances with Waves took a short detour to change down the headsail and San Toy sailed towards Balmoral, into more sheltered waters to reef her sail.

With the building wind so followed the state of the seas. After sailing across the Sound in choppy but relatively "smooth" water (ignoring the whitecaps), the fleet was met by very confused, steep and quite messy waves just outside the Heads; some waves reaching 3-4m in height. Just about everyone got drenched a number of times even before getting abeam of Macquarie lighthouse.

About 60min into the race most skippers decided that the fun factor for this race was somewhat lower than the desired level and the probability of damage higher than acceptable. As a result the list of yachts retiring started to grow quite quickly.

Two Can and Morna managed about 2.5nm passed the Heads before turning back, San Toy, now with two reefs in her sail, was spotted sailing very smoothly through the swell going out to sea, but they too turned around shortly after.

In the end, only two skippers refused to join the rest of us early in the comfort of a bar or the Davis Marina and battled the elements all the way completing the race; Jim Thomas with his crew on Dances with Waves and, none other than, our fearless president Brian Wilson and his crew on EOS. It took Dances with Waves around 2h to reach the Wedding Cake Island and about half that time to come back. Jim reported reaching close to 11knots on the way back with no kite up. The rounding of the island off Coogee was also a little dicey with steep waves surrounding the island and the boat almost continuously surfing through the relatively narrow channel. Coming back into the harbour seemed like sailing into another dimension, even though the whitecaps were visible just about everywhere.

Again, our handicapper did an outstanding job to get the two yachts, after approximately 4h of racing, to within 3min of each other on corrected times. The final results show Dances with Waves winning the race with EOS coming second; congratulations to Jim, Brian and their respective crews for completing this most challenging race. Thank you also to our started David Parle and Janette for allowing us the use of the Davis Marina before and after the race. See you all on the 14th January 2007 for the next (almost guaranteed to be calm) race in the series. **Greg Zyner** 

Commodore's Report

It's Sunday afternoon after the abandonment of racing of the Cumberland Cup race 1 - what a wild day! Thanks to Peter and the Slangivar crew for setting up the starting line, Mary for manning the radio and new members Michael and Marise; who came with their own support boat - using it as a tender service for those boats at MYC who didn't have the strength to row out to their trusty vessels - you can come again! Michael and Marise are also available as crew for twilights and the odd Sunday race so...get acquainted.

Because the race was cancelled, we didn't get to use the newly painted triangles at the finish line - thank you Bruce Hitchman for giving them a facelift - I believe they are highly visible, even from North Harbour.

Speaking of crewing; elsewhere in this newsletter you'll find some, hopefully, useful hints for finding crew or crew positions.

The windy day put paid to the centreboard fleet racing but gave Iain and I a chance to set up TopYacht so that future results can be loaded directly to the web site.

The Manly Juniors also had a good rollout but again, couldn't take to the water due to the windy conditions - Richard, you're not praying hard enough to the weather gods. Hopefully we'll see an improvement after the school holidays.

NSW Maritime has once again granted us an Aquatic Licence. For those not aware, any activity on the water is governed by NSW Maritime who allow us to use our harbour for an annual fee. Each year, we complete enormous amounts of paperwork, proving who we are; what activities we will be undertaking; when and where. A letter recently sent to the club from NSW Maritime expresses concern with the conduct of sailing vessels competing in races under Aquatic Licences and has directed clubs to inform members of their obligations while racing and the penalties that can be incurred by both the Master of the vessel and the Aquatic Licensee. Excerpts of the letter have been reproduced elsewhere in this news letter. NSW Maritime's main concern is with sailing vessels impeding the passage of large ships and ferries and to this end have included a "Big Ship - Small Boats" video to be shown to all club members. Members are reminded to be aware of ferry timetables when starting/finishing races, particularly the Twilights.

First aid courses are coming up in October, so I'll see some of you there.

Happy sailing, Maz 

Where's the Ferry?

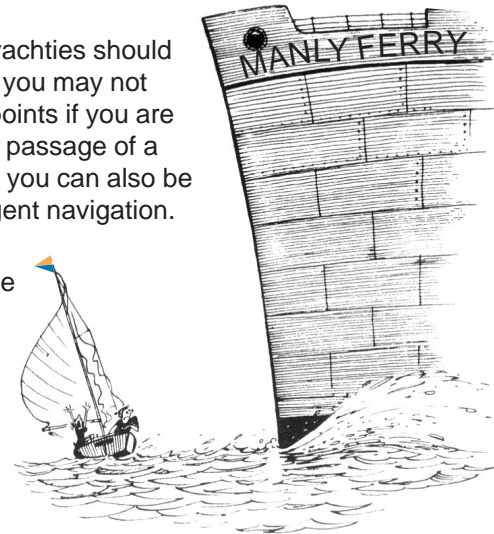
With the incident involving a river cat and a skiff this month and the notification received from NSW Maritime, here is a timely reminder to be aware of ferries and shipping in the harbour.

Large ships are severely restricted in their ability to manoeuvre and are unable to stop quickly. Some are restricted to navigation only within the confines of a narrow navigation channel due to their draft. The Masters of vessels should be aware that the pilot of some larger ships can not see a vessel that is less than one nautical mile ahead of the ship.

The "Big Ships - small boats" video provided by NSW Maritime gives the following advice:

1. Recreational boats both power and sail should keep well clear of large vessels and ferries. They are difficult to manoeuvre.
2. Do not cross ahead of large vessels or ferries unless well ahead.
3. Do not cross too close astern of a large vessel or ferry (there could be someone coming from the other side).
4. Stay away from the lee side of ships because there is an enormous wind shadow that will becalm you.

5. As a general rule, yachties should know that in a race you may not only incur penalty points if you are seen to impede the passage of a commercial vessel, you can also be charged with negligent navigation.
6. Always keep to the starboard side of the channel.
7. Do not cross a channel if you are going to impede the vessel which has to use the channel.



The club will try to obtain additional copies of the video for club members to borrow. We will also attempt to schedule screenings of this video after races and at Try Sailing in November.


Manly Ferry timetables are available at www.sydneyferries.info/timetables/manly.php

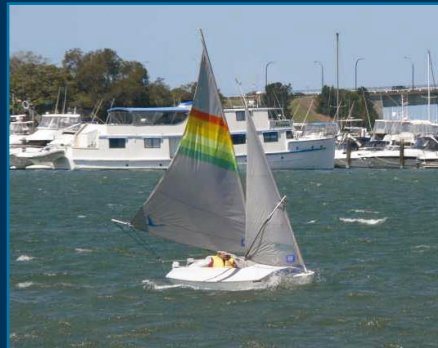
Do not manoeuvre close to the ferry lane when your start time in the Twilights (or other MYC series) puts you in close proximity to the arrival or departure time of the ferry.



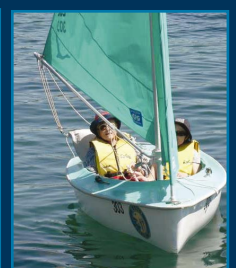
The Charity Golf Club Day donated to us by the Master Builders Association gave us enough money to complete the Accessible Toilet. Some of our members have very specific individual requirements for this facility, so we are working with them to make sure it is usable by everyone. Hopefully, it will not take too much longer.

At the State Championships held over the long weekend, we fielded 3 crews. Wayne, Denis and Steve represented our group. Denis almost wore himself out getting around the course the required 4 races, Steve was very close to getting placed, and loved every moment of the racing, and Wayne gained 2nd place in the Liberty division. We are all very proud of our competitive crew, and are determined to get more racing practice by liaising with other Sailability groups and organising more race days.

Eli Demeny - 99762747 
www.manlysailability.com.au



State Access Championships - L - Wayne Black in a single-seat Liberty borrowed from Sailability Pittwater testing the high winds on the Saturday, and R- Steve Davis and Peter Singer in action on the milder Sunday



Sailing day at Manly on 23 September

Cumberland Cup Activities- CBL

Unfortunately Race 1 of the CBL Series on 24 Sept., had to be cancelled due to gale force winds gusting to 40 knots. The decision to abandon was reluctantly made after monitoring the wind conditions via the BOM site at Wedding Cake West and also directly at the starting line by the Principal Race Officer. The Race Director and Commodore confirmed the decision.

The following brave souls are congratulated for congregating around the starting line, hopeful of a start: Bokarra, Morna, Cape fear, Pacific Breeze and Good Intent. The remainder observed the conditions from afar.

For this race all 22 registered entrants will have one entry placed in the barrel. However the situation was discussed at the recent Sailing Committee Meeting and it was decided that for the remainder of the series, only starters will be entitled to an entry in the barrel. Additional entries for third, second and first place getters will remain as detailed in the club handbook. A notice of alteration to the sailing instructions will be posted on the Notice Board prior to Race 2.

Good sailing conditions have been requested for Race 2 on 22 October.

Cumberland Charter Yachts have provided brochures detailing their business and these are available at the clubhouse. Please circulate these brochures to any of your sailing mates who may be interested in a 'Whitsunday Sailing Experience'. **Howard Sullivan**



Want Some Really Good Racing?

SIGN UP FOR THE MYC MINI REGATTAS.

What happens in a Mini Regatta? It's held on two separate days, each consisting of 3 races. These races are made up of straight up and down courses. The ideal distance is one nautical mile.

It's not so important if you can't get the length, because you just go up and down another time. The beauty of this event is you work straight up to windward and then have a great square spinnaker run down. That is if you decide to fly a kite at all, as this is both a spinnaker and non-spinnaker regatta.

If you haven't sailed this type of format before, you have missed out.

It's short, intense, a lot of fun and sorts the men out from the boys,*. If you blow the first start, you can try again in the next race.

It can be pretty exciting if you get to the bottom mark unprepared for a kite drop and you haven't worked out your upwind tactics. Not to mention if you brought the kite in on the wrong side for the next set.

All is not lost however, as soon after the last boat finishes the gun goes off for the next race. This offers you an opportunity to give it another go.

If this kind of racing doesn't hone your skills, nothing will.

Some short up and down practice runs would be advisable in the days leading up to the races. See the Race Entry Form in this newsletter and on the MYC web for more details. By the way, we have some great sponsors and excellent prizes to be handed out at the BBQ afterwards

If you find this all a bit daunting, there is probably a needlework exhibition on somewhere, or a lawn bowls championship you could watch on tele. If your keen to give it a go however, send in your Entry Form and keep the following dates open:

November 12th - 06

Sort the Men out from the Boys Day # 1

February 18th - 07

Sort the Men out from the Boys Day # 2

See you on the water!

Love - Mad Dog

gender non-specific no insult intended

Q & A

Q: *You are beating up to the finish line, just ahead of the fleet, but it's very close - can you make the line OK or will you have to tack and lose your lead? You cross your fingers and stay on the same tack. The pin-end buoy looks closer and closer, but you hold your nerve, and your bowsprit crosses the line. You hear the finish gun. Hooray, you have finished first! But before you have completely crossed the finish line, you hit the pin end buoy amidships. What do you do?*

- A.** *Go back to your mooring and crack the champagne. You finished when your bowsprit crossed the finish line.*
- B.** *Take a one turn penalty after you clear the finish line then go home.*
- C.** *Go back to the on-course side, take a one turn penalty then go home.*
- D.** *Go back until your boat is completely on the on-course side of the course then finish again, making sure you don't hit the buoy this time.*

Answer

- A.** Sorry, you may have finished but you were still racing. You don't have to completely cross the finish line to finish (Rule 28.1) but until you do, you are still racing and can't touch the finishing buoy (Rule 31) without incurring a penalty. You failed to take the required penalty and will be scored DSQ.
- B.** You remembered rule 31.1 and part of 31.2 but forgot to go back to the on-course side and forgot to re-finish. Same result as A
- C.** Nearly made it! You took the correct penalty but still didn't re-finish. Same result as A.
- D.** You got it. By going back to the on-course side and re-finish, you will have effectively taken your penalty turn as required by Rule 31.2. Your finish time will be the time you crossed the finish line for the second time, after returning to the on-course side. **Peter Wilkins**

Spinnaker Course

The Big Blue Sailing School is scheduling a spinnaker course on Saturday 21st and Saturday 28th of October. The two lessons of three hours are perfect for those of you who want to get more involved with racing this year. If you are going to become part of a racing crew you need to know how to handle a spinnaker and just as importantly handle all the terminology that goes with "flying the kite". The course is also a good idea for crew who are already racing, but want to fine tune their skills. Course Costs \$290 per person.

We can also do the course for your entire crew on your own boat, on a date of your choosing, to ensure everyone is in sync and give you that extra edge this season.

For those of you who want to get your YA Competent Crew Certificate, we are running the Competent Crew Theory Course and Exam in early November, Four Hours of Theory, a Night Sail and the Exam will get your YA Competent Crew Certificate and Logbook. Sign up now for \$260!

And what about the Christmas Get-together? Sit back and let someone else worry about the driving. Whatever it is; Christmas, birthday, hen/bucks or Office Party, why not take up our match racing challenge? We have two identical boats to match race against each other, with our professional race skippers on board you and your friends are the crew. Race as hard or as easy as you like, you set the challenge! Prices start from \$110 per person. Spectator craft available. Catering options available.

See you on the water! **The Big Blue Team: www.thebigblue.com.au/course.htm**



Mini Regatta Race Entry 2006/2007

(Race entries & fees are to be delivered to the MYC Office at least one day prior to racing)

East Esplanade, MANLY (foot of Wood Street) | East Shore, MANLY COVE | 27MHz – 94 | VHF – 72
 P.O. Box 22, MANLY NSW 1655 | Ph 02 9977 4949 | Fax: 02 9977 3573 | Website: www.myc.org.au

BOAT NAME:SAIL NUMBER:
 DESIGN/CLASS:LOA:LWL:
 OWNER:MYA CLUB:
 ADDRESS:HOME&MOBILE:
P/C:E-MAIL:
 EMERGENCY CONTACT:HOME&MOBILE:

SERIES/RACE ENTRY	NOMINATED HELM	MYA CLUB	SPINNAKER	FEE
(Tick)			(Tick)	(incl GST)
<input type="checkbox"/> Mini Regatta Series		<input type="checkbox"/> Yes	\$35.00
<input type="checkbox"/> Casual Race Entry Date:/...../.....			<input type="checkbox"/> Yes	\$20.00

(Separate entry forms available at MYC Office/Website for all other individual race events)

ATTACHED: For the boat listed above, I/We have previously made available to the MYC Office or I/We have now attached to this entry form a current and valid copy of **both** an Equipment Compliance Certificate (CAT1-7) **and** a Certificate of Currency (Insurance Policy) incorporating Public Liability Insurance of a minimum \$10 million.

NOMINATED HELM/CREW ELIGIBILITY: The 'Nominated Helm' must be a YA and/or MYA Club member. Individual crew who sail in more than three (3) races in any one sailing season must be a YA and/or MYA Club member. It is the responsibility of the 'Nominated Helm' to ensure that all crew for each race comply with this prescription. **YA**=Yachting Australia. **MYA CLUB**=Member Club of a State/Territory Yachting Authority.

RESPONSIBILITY: All those taking part in any race understand that they do so at their own risk and responsibility. Manly Yacht Club and its respective officers, employees, volunteers, and members, accept no liability for any injury, loss, or damage that may be suffered by any competitor, prior to, during, or after any race.

DECLARATION: I/We agree to be bound by the Racing Rules of Sailing of the ISAF; the prescriptions/special regulations of the YA; the Notice of Race and the Sailing Instructions as published by the Manly Yacht Club; and all other rules that govern these races. I/We acknowledge that it is my/our sole responsibility to decide whether or not to start or continue any race.

Signature of Owner/Representative: Date:

PAYMENT METHOD (Tick) CASH CHEQUE BANKCARD VISA MASTER CARD

Credit Card: Card Holders Name:Amount:
 Card Number:Expiry Date:

(PLEASE PRINT CLEARLY)

Signature:

By Mail: Manly Yacht Club, P.O Box 22, MANLY NSW 1655

By Fax: 02 9977 3573

In Person: East Esplanade, Manly (foot of Wood Street)

Office Hours (only on race days): 11:00-18:00 (Sundays) or 17:00-19:00 (Twilight Fridays)

Entries may also be left in downstairs mailbox at anytime (on lower entry door)

"Twilight"

1st race 03.11.06

Easily one of the best ways to relax at the end of the week, 18 races in the Series

www.myc.org.au
for more information



**A LITTLE HOUSEKEEPING NEEDED,
PLEASE LEND A HAND 9AM - SAT 28TH
OCT IN ORDER TO GET OUR CLUB
LOOKING ITS BEST FOR
OPEN DAY & TRY SAILING ON
5TH NOVEMBER**

Aquatic Licence and what it means to you and your club

NSW Maritime is concerned with the conduct of sailing vessels competing in races under Aquatic Licences and reminds club members of the conditions of the Aquatic Licence which clearly state that:

All competitors must abide by traffic directions of NSW Maritime Boating Service Officers. Any competitor, so directed to stop by NSW Maritime Boating Service Officers as a result of an incident/collision or complaint shall do so immediately.

And; All competitors must be briefed in relation to obligations to keep well clear of shipping.

The Water Traffic Regulations provides for a penalty notice to be issued to the master of the vessel for impeding a seagoing vessel or ferry which can carry a penalty of up to \$1500.

The Water Traffic Regulations also provides for a penalty notice to be issued to the Aquatic licensee which can carry a penalty of up to \$1500. Non-compliance with the conditions of the Aquatic Licence with regard to the above issues may result in the cancellation of the Licence.

Any future displays of non compliance of the above nature will result in NSW Maritime issuing a Penalty Notice to the Master of the vessel involved and a Penalty Notice to the Aquatic Licensee.

■ **November 11th and 25th.**

■ **2 DAY RADIO OPERATORS COURSE**

to be held at Royal Volunteer Coastal Patrol at the Spit, Middle Harbour 0900 to 1600
Saturday 11th November 2006 and
1330 to 1630 Saturday 25th November 2006. Cost \$150.
This cost is inclusive of GST and all materials and exam fee.

To assist with planning we do request that you book in advance

FIRST AID COURSE

■ **Last 2 nights**

17 and 24th Oct 2006 - 1830 MYC

Register:

Malcolm Murray
94519074

CREW LOOKING FOR BOATS

Nicola Reade - 0414 380 075 - some experience

Mark Ayres - 0411 121 303 - some experience

Paul Buckley - 0414 832 058 - some experience

Alan and Chrissie Wilson - 0412 794 421 - competent crew

Elizabeth Hodges - elizabeth.hodges@amp.com.au - some experience

BOATS LOOKING FOR CREW

Pacific Breeze - Farr 11.6- Bruce Hitchman - 9948 8530

Two Can - Masram 920 - Stephen Teudt - 0411 262 121 or

- David Lewis - 411 883 475

Morna - Cavalier 35 - Greg Zyner - 0425 322 079

Diary Dates

Sat 14 Oct	Sailability - General/B.I.R.D.S.
Tues 17 Oct	First Aid Course - 3
Sat 21 Oct	MJ's - States ASC
Sun 22 Oct	Yachts - CBL - 2 Centreboards - SPS-4 MJ's - States ASC
Tues 24 Oct	First Aid Course - 4
Sat 28 Oct	Working Bee
Sat 28 Oct	MJ's - SPS -1
Sat 28 Oct	Sailability General
Sun 29 Oct	Yachts - CC/FL - 3 Centreboards - SPS-5/CC-3
Mon 30 Oct	Sailing Committee Meeting
Fri 3 Nov	TWILIGHT 1
Sun 5 Nov	MYC Open Day & 2006 National Try Sailing Day
Tue 7 Nov	Melbourne Cup
Fri 10 Nov	Yachts Twilights-2
Sat 11 Nov	Radio Operators Course-1
Sat 11 Nov	MJ's SPS-2/CC-1
Sat 11 Nov	Sailability/General Hornsby Lifestyle
Sun 12 Nov	Yachts MR-1
Mon 13 Nov	Board Meeting
Fri 17 Nov	Twilights-3
Sat 18 Nov	MJs - Racing/Training
Sun 19 Nov	CBL-3 CBs - SPS-6
Wed 22 Nov	Sailability/Truscott St Royal Far West
Fri 24 Nov	Twilights-4
Sat 25 Nov	Radio Operators Course-2
Sat 25 Nov	MJs States-MH16s
Sat 25 Nov	Sailability - General/B.I.R.D.S.

duty roster crew:

Call Ann Webber on 9948 6724.

Please double check your
2006-2007 Handbook

Deadline for the November issue Friday 10th November.

Email: All items of interest and photos to:

margaretlucas@bigpond.com

phone Margaret: 9977 1611

Mobile: 0402 647 109