

## HELLY HANSEN WOMEN'S CHALLENGE 2013

As is only suitable for a female sailing event, the annual MYC Women's Challenge on March 24th 2013 dawned as a stunning, sparkling day; albeit one without wind. There was much discussion amongst the race committee as to courses to set and shortened races but by the time the main event kicked off at 1pm a light nor'easter had set in and the 28 yachts sailed across the start line in perfect Sydney conditions. Entries ranged from the current National Farr 40 Champion to a Marauder 24 and racing was on The Sound of Sydney Harbour over 2 divisions in 2 classes (all female crew and female helm).

The Manly Yacht Club Women's Challenge is an annual event which attracts entries from clubs all over the harbour - and beyond. This is no Ladies Day at the races with a token lass on the tiller while the men run the show, but one of the only racing days in Sydney dedicated to the many fine female sailors in our sport.

Entrants choose to sail in All Female Divisions or Female Helm mixed crew with both spinnaker and non spinnaker entrants. There was many a male yacht owner left standing on a wharf in Sydney Harbour with a little tear in his eye last Sunday as he watched a bunch of girls sail off to the start line with whoops of joy in his precious boat.

The event attracts some of Sydney's finest sailors and yachts and there is no doubt that these women are skilled, competitive and eager to show what they can do.

One crew sailing a J24, suffered a setback on the Wednesday before the race when they experienced damage to their boat. By Friday they had sourced an alternative and entered *Calibre*, a Sydney 38, instead.

*The Banshee* sailed up from Cronulla on the morning of the race, competed, stopped for presentation and then sailed home in that night.

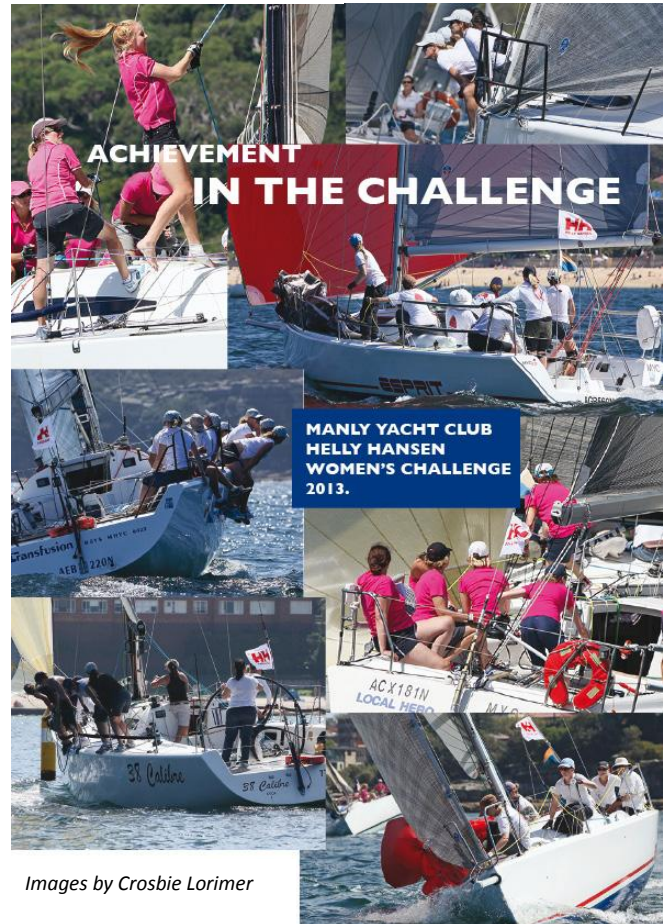
*Transfusion* had entered all female, but their female tactician could not make it. So a token male stepped in and they sailed as a mixed crew.

The day, sponsored by Helly Hansen, kicked off with All Female crews racing in Manly Cove on seven Access Dinghies. Being the first fleet off with a start time of 11:00am they suffered through very light and variable conditions to have just three boats finish.

At 1pm the warning sounded for Division 1 yachts. Nine yachts lined up for the start of which five were all female crews. There was not much lady like behaviour seen on the one minute signal as the yachts jostled for position at the committee boat end. The same scenario played out 10 minutes later as the fleet of 16 Division 2 Yachts tussled for position on the line. The tangle of yachts at the committee boat end were shown the stern of *Okavango Delta* (Emma Reid) who were the only ones to opt for a pin end start and got away clean, crossing the entire fleet.

As the Division 1 Yachts reached the top mark, diners at Manly Wharf were treated to the spectacular sight of nine clean spinnaker hoists in quick succession as the yachts headed off to Cannae on a shy run.

In Division 2 *Torquil* (Cathy Kinsella), on their first race with their new rig, tacked early while the remainder of the fleet sailed close to Fairlight - this was to prove the winning tactic of the day as it set *Torquil* well ahead of the fleet.



Images by Crosbie Lorimer

Wind shifts in Manly Cove meant most of the Division 2 yachts kept their kites in the bags until they had rounded Cannae and then set for a glorious run to Obelisk.

The wind decided to play tricks on the fleet and as the yachts reached Obelisk there was a big bunch up as most sat for a little about 10 metres short of the mark. As the breeze picked up again they rounded easily and while some tacked out into the harbour others sailed under Middle Head. That was to prove the deciding factor of the places for the day as while there was plenty of breeze out in the sound, a massive hole off Middle Head caught a number of yachts out, mostly in Division 2 and split the fleet. As the fleet progressed back to Manly West & East the Nor'Easter settled for the latter half of the race and the fleet was stretched out from

Manly to Balmoral.

In the meantime there were almost as many spectator boats following the fleet as a Sydney to Hobart with male owners and crew attempting to communicate telepathically to their yachts sailing without them. Unnecessary of course as all the crews were very much at home and in control and some textbook sailing was seen, including a perfectly executed pole down windward drop from *Local Hero* at Rocky Point.



Like us on Facebook, share experiences and help promote club events like Women's Challenge + Mini Regatta.  
[www.facebook.com/ManlyYachtClub](http://www.facebook.com/ManlyYachtClub)

## JOURNAL OF MANLY YACHT CLUB

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## COMMODORE'S REPORT

A big thanks to all our volunteers who have helped us get out racing over the summer season that has just completed. We couldn't do it without you!

If Autumn has been anything to go by, this years Winter Series is going to give us warmer/dryer sailing than our Summer Series! Online entries for the winter series will soon be open, so get ready for some sunshine sailing and get your entry in! A tip for entering



online is that if the Skipper is different to previous entries, just set the Skipper in the section labelled "Boat Rep/Contact Person for THIS event".

I've received some responses already in response to last months call for feedback, but more is welcome and we'll soon be preparing the calendar for next season so if you have ideas, now is the time to voice them. Also for next season, we really need a few more Auditors to give boats their safety certificates. If you can spare 2 days per year to help the club out, please contact Bill Spence ([billspen@bigpond.net.au](mailto:billspen@bigpond.net.au) 9948 8321) regarding auditor training. **There is a course at MHCY on the 27th of April.**

### Commodores Picnic

The Commodores Picnic in on the **5th of May** and will wrap up the warm weather season with a fun race and a BBQ on Reef Beach, sponsored by Davis Marina! I'm tweaking the race format a little, so that instead of a Le Mans style start, we will have a Le Mans style finish, where some crew members have to get to shore and run a gauntlet of our juniors (wielding non lethal water weaponry) to reach the finish line. Other events for day may include the three legged beach cricket, test the anchor tug of war; pin the bat on the piñata; clean the beach treasure hunt or more traditional variations of these. SI to be published soon and entries can be done by simply emailing [commodore@myc.org.au](mailto:commodore@myc.org.au)

### Yacht Coaching

One idea that has been proposed to improve our sailing is to have some on water coaching available for our yachts. Yachts in the coaching program would have their handling, trim, tactics and strategy monitored during a race by the coach in a chase boat. The coach's analysis and video review would then be presented the following Tuesday evening at a training night in the club. With enough participating yachts, the price would be very affordable and we can be ready to start this program for the winter series if there are numbers. Please send a message to [training@myc.org.au](mailto:training@myc.org.au) if you are interested.

### AMS Update

During this season, for many of our race series we have been running a parallel set of results for AMS. AMS is a handicap system that is based on the measurement of the boat and not on past performance of the crew; hence it is an excellent measure of how well a boat is sailing to its potential. For example *Esprit* has been doing pretty well this season under PHS handicap, as we have steadily improved how we are sailing her, but when we race under AMS with the super 30s, we are still towards the back of the fleet and obviously still need to find 3% boat speed (or less errors). At MYC, we only have 7 boats measured for AMS, split over 2 fleets, which is not really enough to get results that are meaningful. The handicap costs around \$65 per year, so without a sizeable AMS fleet, I expect a few yachts will drop out. So unless there is a surge in interest, I don't expect us to be handing out trophies for our AMS champion any time soon, but regardless of numbers I am still happy to measure any boats that are interested and will still run parallel results.

## The Club Spirit and Volunteering

MYC is founded on its volunteering heritage. The Club is based on and continues only because of the spirit of co-operation that exists between its members, especially those who manage its activities and operations. *Extract from MYC Members Guidelines*

It is the responsibility of all members of MYC to assist with the operation of the Club ...  
*Extract from MYC By-Laws in the MYC Handbook*



**Invitation to the  
Commodore's Picnic  
Sponsored by Davis Marina**

**Sunday, 5<sup>th</sup> May 2013**

**SAVE THE DATE!  
Everyone Welcome**

CONGRATULATIONS COLIN CAMERON, WHO MANAGED TO FIND "ROBBIE R" ON THE HONOUR BOARDS.



The MYC support boat, "*Robbie R*", hanging from the davits on the rigging deck, was named after past President, Robbie Richardson.

MANLY 14FT SAILING  
CLUB OFFICE BEARERS 1956-57



BACKROW: L EVANS, R TOBIAS, W SHERWOOD,  
C HOGARTH (Club Capt), D WILLIAMS,  
R NEWELL

FRONT ROW: G HUDSON (Rear Comm),  
H POLLARD (Hon Sec), RICHARDSON  
(Pres), D SLEEMAN (Hon Treas), J WEBB  
(Comm), A RANN (Vice Comm)



# MANLY YACHT CLUB HISTORY



The following article is intended to become part Club History.

Note 1: Stuart's Boatshed was located at the northern end of the existing boating clubs on the eastern shore of Manly Cove. It was bought in 1955 by the Manly 14 Foot Sailing Club (which Became Manly Yacht Club in 1965).

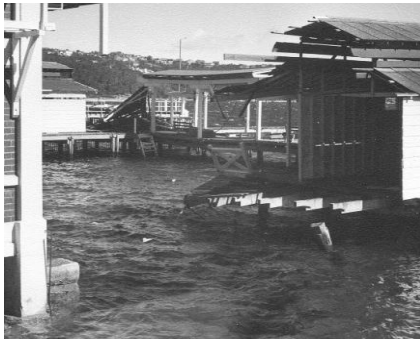
Note 2: If anyone has any additional information which is relevant to this article, or indeed, if anyone has an interesting anecdote or any other facts relevant to the history of the club let me know. Keep it brief to start with in case I have it covered already.

Brian Wilson (Club Historian) [gbrianwilson@optusnet.com.au](mailto:gbrianwilson@optusnet.com.au)

## PREMISES

The acquisition of Stuart's Boatshed as the headquarters for the Manly 14 Foot Sailing Club has been dealt with in the chapter named Genesis and, once it had been enlarged by club members, it provided very adequate accommodation.

The main Clubroom, for example, was bigger than the one in the old Baths building but it was old and ramshackle.



During the 1974 storm the clubhouse (Stuart's Boatshed) was badly damaged and in July 1974 at the AGM a call was made to all members, both junior and senior, for a \$10 donation to pay for repairs. Members could pay by monthly instalments of \$2.

At the same meeting a Working Bee was announced with participants being urged to BRING A HAMMER.

Bon Ogilvie, club secretary, requested financial help from the Premier and Treasurer of NSW, Sir Robert Askin. In a letter dated 2 January 1975 his department replied that the clubs request would not be considered under

the Commonwealth's natural disaster assistance arrangements; however the club could apply to the Minister for Tourism and Recreation, the Hon. F.E. Stewart, for assistance. The letter, he received, dated 14 December 1974, was from the Prime minister, Mr Whitlam, stating that "it (the government) might look at the possibility of assisting with clubhouse reconstruction". No more was heard about this.

Notwithstanding the unrest at the club occasioned at the prospect of moving to the baths building a letter from the club dated 21 August 1975 and signed by President Mellows, was sent to Council. It suggested the following: –

1. The Club be granted a lease on the old Manly Baths.
2. The Club will be prepared, using volunteer labour from amongst its members, to undertake a considerable portion of the alterations to the old Manly Baths building, which will include the following
  - a) restoration of the exterior façade of the building to its original design as far as possible.
  - b) the conversion of the interior of the building to provide clubrooms, boat storage area ,etc.
  - c) the demolition of some of the structures damaged by the storm in 1974.

Manly Council responded by suggesting a meeting as soon as possible.

In fact several meetings took place and matters reached the point where President Mellows undertook a detailed background report complete with costings. He said he had not appreciated the enormity of the task he had undertaken. His report spelt out the two alternatives, either stay in the old Stuart's boatshed or transfer to the Manly Baths building. It concluded with the following words –

### "THE CHOICE IS YOURS

The work of investigating the jobs to be carried out under each alternative has been done by MYC members who are skilled in structural design, project management, architecture and building.

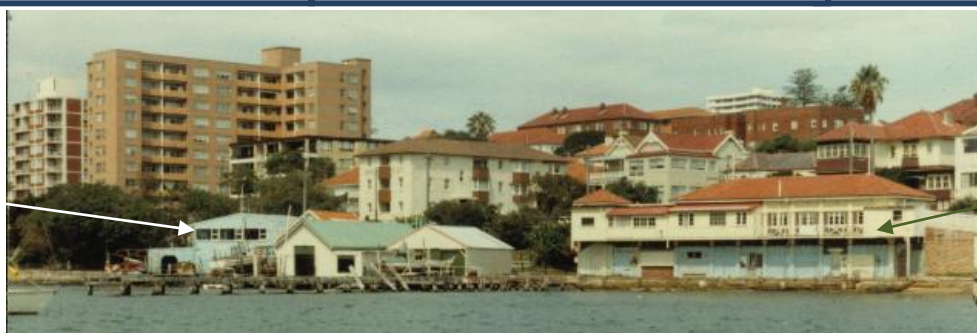
However, as has so often been said about education, this decision is too important to be left to the professionals alone. Your labour and funds will go into either venture.

Only you, the members, can choose which of the alternatives you will support."

The decision was made in favour of the Baths Building and the old Stuart's boatshed was demolished by club members in accordance with the wishes of Council.

It is worth noting, however, that if Stuart's boatshed was still standing today it would be cherished as an important part of Manly's waterfront heritage.

old club house



Aftermath of the 1974 storm ...

Manly Baths

... continued from page 1

A long afternoon's racing saw 27 of the 28 yachts finish with just one DNF; *Cincinatti Kid* finishing just 3 minutes after the cut off time.

In the All Female Crew Div 1, Jenny Danks on *Local Hero* (Sydney 36) took the handicap win ahead of Nikki Stone on *Calibre* (Sydney 38) who took line honours. Jan Bartel on *Esprit* (Archambault 32) completed the podium places.

In All Female Crew Div 2, Anni Browning on *Cheshire Cat* (Catalina 30) won on handicap against fastest on the water Sorrell Lambie in *Melody* (Swanson Dart).

Michelle Belgiorno took *Transfusion* (Farr 40) to both the line honours and handicap win in Div 1 of the Female Helm class (with an almost all female crew) ahead of Louise Tillett on *Devil's Lair* (Mount Gay 30) and Dominique Winn on *Copernicus* (Radford 12). In Div 2, Cathy Kinsella's *Torquil* (Adam's 10 modified) also took out both honours ahead of Nicole Butcher on *Azlan* (Azuree 33) and Marike Koppenol on *Ratty Tooley* (Northshore 340).

In the combined results, the All Female Crews took out 2nd (*Local Hero*) and 4th (*Calibre*) in division 1 and 3rd (*Cheshire Cat*) and 5th (*Melody*) in division 2. Results, images, videos and detailed stories will be available via <http://myc.org.au/racing/hhwc/hhwc2013.shtml>.

Story by Anne Stockdale



Local Hero & Salt Shaker at the start



Ratty Tooley



Cincinatti Kid



Azlan



## MANLY YACHT CLUB HELLY HANSEN WOMEN'S CHALLENGE 2013



The Race Committee

Images by Crosbie Lorimer, and club members Ken Terrens and Jim Nixon; and video by Greg Wilkins can be found at <http://www.myc.org.au/gallery.shtml>. Images are available for download, either the low res pictures on the site or request Hi Res images from [webmaster@myc.org.au](mailto:webmaster@myc.org.au). Those downloading photos are requested to make a single minimum \$10 donation to Sailability NSW (one donation, whether single or multiple images downloaded).

### THANK YOU TO EVERYONE WHO CONTRIBUTED TO THE SUCCESS OF THE DAY

Overall Event Management, Competitor and Sponsor liaison – Ivana  
 Bar Stock purchase: Tricia, Julian, Pam  
 Food Purchase: Maz  
 Float set up: Judy R  
 Morning set up: Janette, Wilhelmina (stocked hall bar), Sorrell (restocked kitchen fridge), Helen B, Meredith, Lee E, Josh (HH), Maz  
 Race Committee: Graham, Peter B, Manny, Ken, Maz, Leanne  
 Lunch for RC: Wilhelmina  
 Food Prep: Maz, Lucille, Leanne  
 Food Distribution: Lucille, Janette, Maz, Pam, Jim, Sophie, Kate  
 RSA paid staff: Yuko and Maeve  
 Raffle Ticket Sellers: Janette, Sophie, Sorrell, Kate  
 Tender Service: Greg W, Jim, Ivan, Jude, Charlie  
 Photography: Crosbie Lorimer (Jude Cole driving); Ivan (Greg W/ Jim driving); Ken (Robbie R, Manny driving)  
 Wharf and boat mooring management: Greg W, Leanne, Maz  
 Boats pack up: Bruce, Jim, Pam, Matt, Rob  
 Race administration and Results preparation: Greg W  
 Evening cleanup: Pam (on dishes); RSAs on glasses; Janette, Josh (HH), Graham, Ken, Helen B, Margo, Matt, Maz



Dominique helming Copernicus



Cathy helming Torquil



Transfusion crew



Cheshire Cat crew



Sponsors, competitors, family and friends at the presentation



## The month of March has been all about racing in the Juniors.

We were blessed with 3 weeks in a row of perfect Juniors' conditions on Saturday afternoons – 10-15 knot NE and sunny skies. That allowed us to get all 5 of our races for the Autumn Series into those 3 weeks to close off the racing calendar for the season – well done Juniors Race Committee.

In autumn we have been starting the PJs, MJs and F11s altogether which made for some exciting scratch starts. One week we had 5 MJs, 8 PJs and 2 F11s starting together – a great spectacle. The Optis starting 5 minutes after, also provided some great racing amongst 4 of the boats. All races were very competitive, especially in the PJs. The kids really progressed very well through these 3 weeks – if we compare the sailing in these weeks to the start of the season it's like chalk and cheese.

We mixed in a lot of good coaching into these race weeks – especially on the last day where we had master-coach Kingsley Forbes-Smith visiting again. The last week of the season provided a disappointing combination of rain and no wind. So, no sailing but gave us more time for drinks on the deck and an informal chat about the season.

Thanks to Tim for all his work on the results and handicapping. Well done!!

It's been a very successful season for the Juniors. We have grown in numbers, skill and resources. The club continues to invest hugely and the kids and parents keep responding in kind. Well done to all involved and big thanks to all volunteers who have helped out during the season – especially those who don't have kids involved – we couldn't do it without you.

We look forward to the Commodore's picnic and prize night as the next big activities. Bigger and better things planned for next season to keep the momentum going. Winter training will be a feature with an earlier start to the season.



Greg Taranto



Mixed fleet heading for the start



Heading for the mark

### Various race days in the Club Championship and Autumn Series



**MYC Juniors** provides coaching and racing experience and develops kids from beginners to racing ability. It runs on Saturday afternoons of school Terms 4 and 1. It is run by sailing instructors and parent volunteers.

All kids from 8 to 15 years are welcome.

More information: <http://myc.org.au/racing/juniors/juniors.shtml>

For further information and to register interest for your child/children please **email** [juniors@myc.org.au](mailto:juniors@myc.org.au) or call 0412 426 584 and talk to Greg Taranto

## TRAINING UPDATE

### Trimming for best boat handling, tactics and speed - Alby Pratt and David O'Connor, North Sails

Tuesday, 14 May at 7pm

**Alby Pratt** and **David O'Connor** from North Sails will run a seminar on how to get the most out of your boat trim, for best boat handling, tactics and speed. They'll cover the ABCs of setting and trimming your sails for best results, both upwind and downwind. They'll also discuss roles on the boat, the trim loop, best spinnaker hoist approaches (gybe set, bear away set etc) and drops.

**Alby Pratt** grew up on Sydney's northern beaches, works at North Sails at Mona Vale and has a sailing resume that includes three Volvo Ocean Races, 17 Rolex Sydney Hobart Yacht Races, Admiral's Cups, the Americas Cup, Whitbread Round-the-World race and TP52 and Farr 40 one-design short and long-course racing. He has 15 years' trimming experience on the upper echelon of Australian Grand Prix racers including Wild Oats X and XI, Alfa Romeo and Wild Joe.

**David O'Connor** started sailing skiffs (29ers and 49ers), winning national and international events as well as teaming up as training partners for the Beijing Olympics in 2008. He now focuses on sailing and racing on bigger yachts, and servicing and racing with North Sails clients. He sails one design classes including Melges 24 and Etchells, sails on the 18ft Skiff Thurlow Fisher Lawyers and assists with North Sails' class sail development programs. He has also been appointed head coach for the Australian Optimist Worlds Team in 2013.

*So please join us on May 14.*

**Cost: \$15 adults, \$5 juniors**  
**RSVP: [Training@myc.org.au](mailto:Training@myc.org.au)**

## TRAINING FEEDBACK

By all accounts, the training session presented by Ben Austin on Wind and Strategy in April, was very informative.

25 members, including juniors, attended the session and were regaled with first hand experiences in reading the wind and interpreting what to do with what you see.

Ben Austin has sailed in Sydney for 15 years in dinghies, skiffs and yachts. He was named Laser World Youth Champion in 2000, represented Australia at the 2008 Olympics in the 49er class and was 449er World Champion in 2008. He has been a NSW Institute of Sport network coach for three years.

So, if you don't want to be left behind, consider attending the next training session in May – see details above.

Thanks go to the training co-ordinator, Helen for finding such interesting presenters.

## EQUIPMENT AUDITORS NEEDED

I'm sure you enjoy taking part in the races arranged by Manly Yacht Club or just sailing anyhow!

The Twilight Races held during the six months of summer are a wonderful way to finish off the week, to relax and prepare for the rest of a fabulous weekend. Then comes Sunday and nothing could be nicer than to be out on a boat sailing around beautiful Sydney Harbour.

**For our safety to qualify for racing either inside the harbour or offshore certain equipment needs to be carried on each yacht.** Each year audits are carried out on all competing boats to check that this equipment is the correct equipment and that it is also in good condition.

To do this MYC have one day of the year put aside so that boat's equipment can be checked to make sure it is up to standard. This procedure is carried out by an auditor whose job it is to advise yachties on the condition of their boat's equipment and maybe suggest that something isn't up to scratch.

**These Auditors are all Club volunteers and sailors just like yourself** so why not come along to a short morning course and understand what is involved plus being able to visit other boats and see how others prepare their yacht and where and how their safety equipment is stored and maintained.

**Courses start soon, half day but you will need to register through YNSW at :-**

<http://www.nsw.yachting.org.au/courses>

**There is no cost for these courses and you would be doing a great service to your Club.**

Saturday 6 April 2013	Balmain Sailing Club
Saturday 20 April 2013	Cruising Yacht Club of Australia
<b>Saturday 27 April 2013</b>	<b>Middle Harbour Yacht Club</b>
Sunday 28 April 2013	Royal Prince Alfred Yacht Club
Saturday 11 May 2013	Gosford Sailing Club
Sunday 12 May 2013	Batemans Bay Sailing Club
Saturday 18 <sup>th</sup> May 2013	Royal Sydney Yacht Squadron
Saturday 25 May 2013	Cronulla Sailing Club
Saturday 1 June 2013	Newcastle Cruising Yacht Club
Sunday 23 June 2013	Coffs Harbour Yacht Club
Saturday 29 June 2013	Wollongong Yacht Club

**So come on, become a volunteer auditor and help out your Club.**

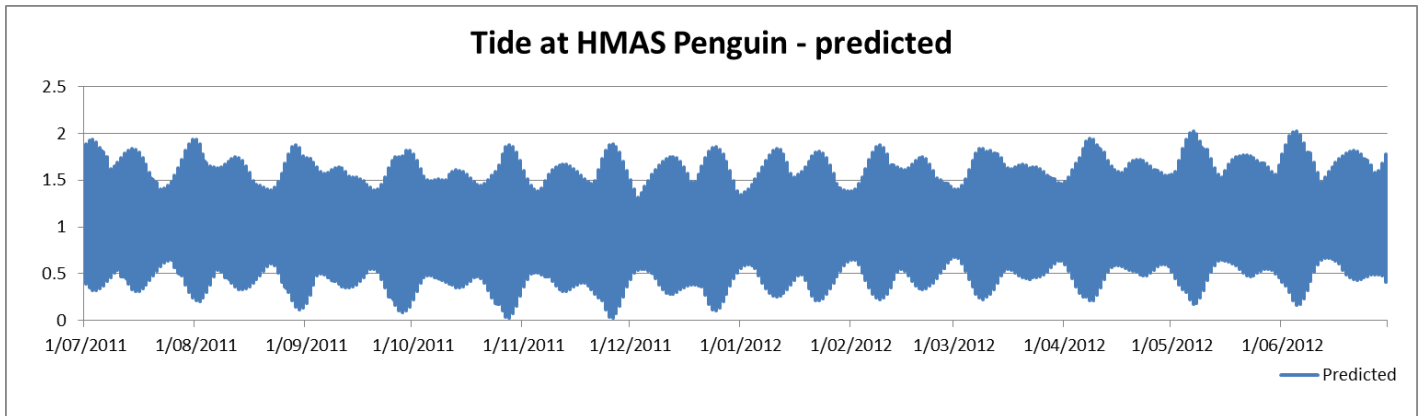
Any queries contact Bill Spence Ph: 9948 8321



MYC Burgee ...  
"Sunny Side Up"

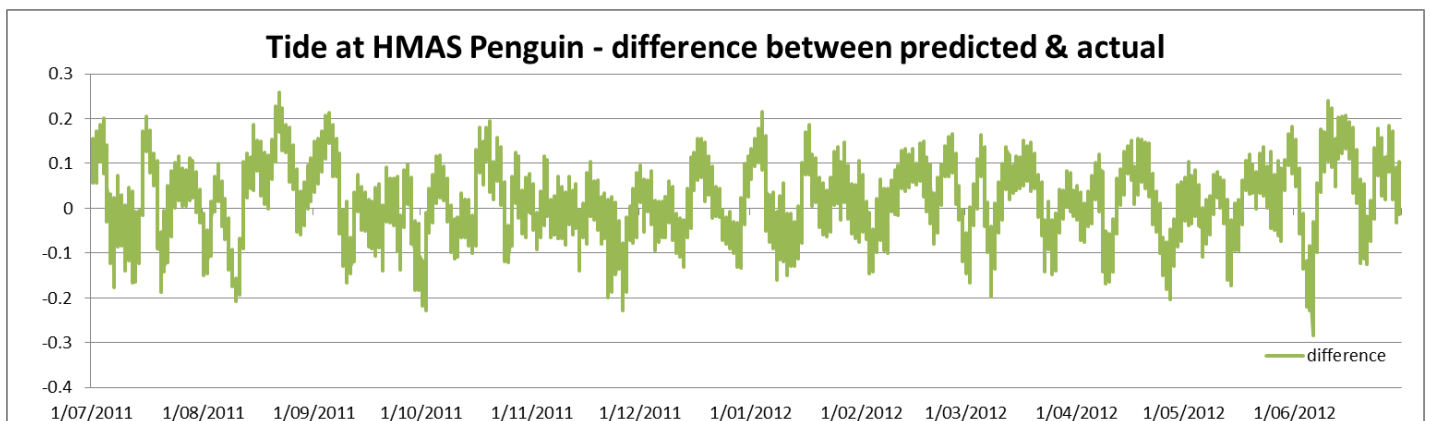
**Have you ever wondered how accurate tidal predictions are?** Some days the height of the tide seems far lower than expected, other days, higher. I contacted Manly Hydraulics Laboratory (MHL) and they very kindly gave me access to their predicted and actual tidal data set for HMAS Penguin for the period July 2011 to June 2012. A quick visual analysis of the data showed that indeed there could be quite a large difference between predicted and actual so I started to do some research on the various predictive tide models and quickly got out of my depth (ha!). In fact, according to the National Tides Centre “While the moon's gravitational force is recognised as the primary influence on tides, there are more than 100 scientifically recognised constituents (called harmonic constants) that affect the timing and height of tides.” However the key ones are the Earth's rotation, the positions of the Moon and the Sun relative to Earth, the Moon's altitude (elevation) above the Earth's equator, and the contours of the ocean floor (thank you Wikipedia). All of these are taken into account to varying extents by the various predictive models that exist. So, predictive models are pretty complex things, but they don't always get it right. What's causing the differences?

The predicted levels for the year are shown in the graph below, based on MHL's own predictive model.



(One of key variables in the predictive model is the lunar calendar (28 days) so it makes sense that the prediction shows 25 high and lows over the year, corresponding to the full and new moons. )

MHL measure actual tide height every 15 minutes and graphing the data in Excel (below) shows quite a large variation between predicted and actual. The y axis shows this difference in meters – in one case it was 0.28m difference with a predicted of 1.22m and an actual of 1.5m at midnight on the 6<sup>th</sup> June 2012. That's quite a difference. MHL actively work on refining the models and the causes of the anomalies and publish this data in near real time on <http://new.mhl.nsw.gov.au/Site-213470>



**So, why the difference between predicted and actual?** The technical term for it is the Residual Tide and it is the difference between the observed sea level and the tidal prediction for a given location. Residuals are most commonly due to weather related effects, limitations of the predictive model and actual errors in measurement itself. Of these, the weather is usually the main contributor and according to the Bureau of Meteorology (BOM), the main weather factors involved are pressure and wind. The effect on tidal height is due to both strong and/or prolonged winds, and by unusually high or low barometric pressure. The effect on the predicted times of high and low water is mainly down to the wind.

The tidal prediction models mostly use an average barometric pressure. But in fact a difference of 10 mb from the average can cause a difference in sea level of about 0.1m so straight away we can see where the variances come in. A day of unusually low pressure can cause a rise in sea level, and difference in predicted tide of easily 20cm or more. This may be magnified by wind effects since winds are driven by the pressure gradient. In general wind will raise the sea level in the direction towards which it is blowing. A strong wind blowing onshore will pile up the water and cause high waters to be higher than predicted, while winds blowing off the land will have the reverse effect.

*Continued on page 8 ...*





# PEPPER TREE WINES



## PEPPER TREE WINES CLUB CHAMPIONSHIP SERIES

**CLUB CHAMPIONSHIP SERIES RACE 9 – 17<sup>TH</sup> MARCH 2013 - abandoned due to another foul weather day!**

### CLUB CHAMPIONSHIP SERIES RACE 10 - 7TH APRIL 2013

#### DIVISION 1

Place	Sail No	Boat Name	Design	Skipper	Elapsd	AHC	Cor'd T	CHC	Score	Fin Tim	ETOrd
1	MYC12	SAN TOY	Radford 12	G Radford	2:36:32	0.965	2:31:03	0.971	1.0	15:36:32	1
2	AUS1161	WILDLIFE	Etchells	I Fitzgerald	2:38:11	0.974	2:34:04	0.974	2.0	15:38:11	2
3	MYC32	ESPRIT	Archambault 32gs	G Wilkins	2:40:44	0.963	2:34:47	0.962	3.0	15:40:44	4
4	6776	DANCES WITH WAVES	Beneteau 40.7	J Thomas	2:40:20	1.029	2:44:59	1.015	4.0	15:40:20	3
5	MYC7	TENSIXTY	Radford 10.6	D Ashton	2:59:28	0.925	2:46:00	0.913	5.0	15:59:28	5
DNC	3879	SEQUEL	Farr 1020	F Nelson		0.910			11.0		
DNC	4863	TWOCAN	Masrm 920	S Teudt		0.886			11.0		
DNC	6689	COPERNICUS	Radford12	G Zyner		0.964			11.0		
DNC	KA16	PAM	5.5 Metre Class	M Walker		0.902			11.0		
DNC	MYC100	SHEAR MAGIC	Adams 10	R Steffens		0.898			11.0		

#### DIVISION 2

Place	Sail No	Boat Name	Design	Skipper	Elapsd	AHC	Cor'd T	CHC	Score	Fin Tim	ETOrd
1	NH1	OLD HABITS	Ritual 30	B Shilland	2:59:36	0.776	2:19:22	0.782	1.0	15:49:36	2
2	8081	BELLA	Js8	S McCarthy	2:59:20	0.794	2:22:23	0.794	2.0	15:49:20	1
3	6295	RATTY TOOHEY	Northshore 340	I Dennewald	3:22:21	0.798	2:41:28	0.787	3.0	16:12:21	3
4	MYC6	AIDA	S80	B Spence	3:56:53	0.754	2:58:37	0.744	4.0	16:46:53	4
DNC	1152	BOKARRA	Santana 22	C Cameron		0.691			15.0		
DNC	1255	MELODY	Swanson Dart	I Gattegno		0.801			15.0		
DNC	4436	OKAVANGO DELTA	J24	J McPherson		0.870			15.0		
DNC	5393	RUNAWAY TAXI	Custom Jog 23	M McKenzie		0.714			15.0		
DNC	6361	CZECH MATE	Beneteau 361	P Dressler		0.741			15.0		
DNC	7888	MANHATTAN	Beneteau Oceanis 37	S Coleman		0.775			15.0		
DNC	AUS4770	KAOTIC	J24	A Crothers		0.847			15.0		
DNC	MR24	CINCINATTI KID	Marauder 24	D Smyth		0.655			15.0		
DNC	MYC34	SIP AHOY	Northshore 340	M Bailes		0.781			15.0		
DNF	5830	CHEAP THRILLS	Ross 830	B Miflin		0.824			6.0		

... continued from page 7

The BOM also refer to Storm surges where the combination of wind and the lower pressure associated with storm related depressions can create a pronounced increase in the sea level. See [http://www.bom.gov.au/oceanography/tides/met\\_effects.shtml](http://www.bom.gov.au/oceanography/tides/met_effects.shtml) . The BoM are attempting to provide short term predictions (about 1 week forward) of some of the more predictable residual anomalies via their BluLink program. See <http://www.bom.gov.au/oceanography/forecasts/idvoc14.shtml?region=14&forecast=3>

So, what was happening on 6th June 2012? The Herald reported a big storm the previous day so likely a big low was sitting over Sydney. That coupled with strong onshore winds around midnight could well account for the 0.28m higher tide than predicted.

Finally, the maximum recorded sea level (at For Denison) was 2.400 metres at 1300 hours on the 25th May 1974 and the minimum was -0.190 metres at 1700 hours on the 19th August 1982. As many of you remember, there was a bit of a storm (with a low of 990mb) on the 25<sup>th</sup> May 1974. (MHL kindly supplied me with an 11 page analysis of this storm which I can forward on to anyone who is interested to read more)

*This article acknowledges the NSW Office of Environment and Heritage as the owner of the data and MHL for the collection and provision of the data.*

*Contributed by David Wright (Kryptonite)*





# PEPPER TREE WINES



## PEPPER TREE WINES TWILIGHT SERIES RESULTS

TWILIGHT SERIES RACE 20 - 15TH MARCH 2013										
Place	BOAT	SAIL	DESIGN	SKIPPER	STARTED	FINISH	CODE	LATE	ELAPSED	POINTS
1	SAN TOY	MYC12	Radford 12	Graham Radford	18:26:35	19:44:17		0:35	1:18:17	1.0
2	TENSIXTY	MYC7	Radford 10.6	David Ashton	18:25:42	19:46:36		0:42	1:21:36	2.0
3	OKAVANGO DELTA	4436	J24	Julian McPherson	18:19:06	19:46:44		0:06	1:27:44	3.0
4	PENSIVE	MYC10	Nsx38	Bruce Davis	18:28:05	19:47:49		0:05	1:19:49	4.0
5	POETS DAY	6510	Elan 40	Steve Wilton	18:29:20	19:48:47		2:20	1:21:47	5.0
6	J-CURVE	MYC24	J24	Jack Morrison	18:09:30	19:49:52		0:30	1:40:52	6.0
7	ESPRIT	MYC32	Archambault 32gs	Greg Wilkins	18:29:40	19:50:41		0:40	1:21:41	7.0
8	SHEAR MAGIC	MYC100	Adams 10	Robert Steffens	18:20:52	19:52:00		0:52	1:32:00	8.0
9	TOP ODDS	A73	Northshore 27	Chris Stockdale	18:15:08	19:55:45		1:08	1:41:45	9.0
10	LAUTREC	MYC33	Passage 33	Lee Ebeling	18:12:42	19:56:04		0:42	1:44:04	10.0
11	MOONRAKER	MYC37	Beneteau Oceanis 37	Muir Watson	18:21:47	19:56:44		0:47	1:35:44	11.5
11	SIP AHOY	MYC34	Northshore 340	Murray Bailes	18:19:27	19:56:44		0:27	1:37:44	11.5
13	HAGAR IV	NH14	Endeavour 30	Chris Cope	18:13:22	19:56:51		2:22	1:45:51	13.0
14	AIDA	MYC6	S80	Alasdair Thompson	18:08:17	19:56:55		0:17	1:48:55	14.0
15	KRYPTONITE	1620	Catalina 34	David Wright	18:10:26	19:57:36		0:26	1:47:36	15.0
16	MANHATTAN	7888	Beneteau Oceanis 37	Stephen Coleman	18:25:14	19:59:21		0:14	1:34:21	16.0
17	POMPADI	MYC79	Catalina 309	Steve Frith	18:12:25	19:59:43		0:25	1:47:43	17.0
18	BOKARRA	1152	Santana 22	Colin Cameron	18:05:12	19:59:44		1:12	1:55:44	18.0
19	TOPAZ	MYC25	Holland 25	John Malins	18:12:10	20:00:03		1:10	1:49:03	19.0
20	TWOCAN	4863	Masrm 920	Stephen Teudt	18:20:30	20:00:16		0:30	1:40:16	20.0
21	EOS	MYC5	Brittany Sloop	Brian Wilson	18:12:52	20:00:19		2:52	1:50:19	21.0
22	BLUE RHINO	5563	Catalina 36	John Richardson	18:13:55	19:56:43	OCS	-00:05	1:42:43	22.0
23	OCCAMS RAZOR	557	Duncanson Offshore 30	Stephen Garmston	18:17:11	20:02:07		2:11	1:47:07	23.0
24	MADAMA BUTTERFLY	MYC3	S80	Rich Muehlenbeck	18:08:43	20:02:53		0:43	1:54:53	24.0
	ESRA TEW	MYC27	Northshore 27	Jackie Morgan	18:00:14	19:49:56	RAF	0:14	1:49:56	
	GOOD INTENT	MYC820	Clansman 30	Peter Bennell	18:09:05		DNF	0:05		29.0
	PALGA	169	East Coast 31	James Roberts	18:08:09		RAF	6:09		29.0
	POHONO	6421	Bavaria 41	Megan McCormick	18:19:56		DNF	1:56		29.0
	RATTY TOOBY	6295	Northshore 340	Ian Dennewald	18:14:17		DNF	0:17		29.0



Phil from Ten Sixty  
2nd



Julian from Okavango  
Delta - 3rd



The fleet chasing Bokarra!



Greg & Jan and regular race  
committee Val & Michael



THANK YOU TO FAIRLIGHT  
GOURMET MEATS FOR  
SPONSORING OUR FRIDAY  
NIGHT RAFFLE



Meredith from Lautrec, Julian the caterer and  
Jasmin our regular RSA "win" the meat tray



Bruce from Pensive -  
Starters prize



THANK YOU  
PEPPER TREE WINES

THANK YOU  
RACE  
DIRECTOR  
GREG

## Women's Challenge a frustrating affair!

With the help of female skippers from Manly Yacht Club, Manly Sailability's Access 303 fleet was yet again able to claim the one design trophy. Seven dinghies crossed the start line after a ten minute delay due to fickle breeze.

However, this was where the excitement ended. With boats jockeying for position on the beat to the windward mark, the light SE breeze dropped, leaving competitors at the mercy of wash and chop from heavy holiday traffic in the Cove, and an in-coming tide.

Blue boat "Woody" steered by MYC sailor Candace with Jayne (Jessika's mum) as crew, managed to round the first mark ahead of orange boat "Th-ING" Jude and Kelly, and jade boat "Alex" Pam and Tess.

With the fleet creeping around the course, Race Officers Graham Radford and Peter Bennell on "Carlyle" had no option but to shorten the course at the third mark, even so, only these three boats finished the race, in that order, before the 60 minute time limit.

Some of the skippers were taking part on bigger boats in the afternoon session, so a quick tow back to the pontoon was much appreciated.

The presentation was quickly set up by Maz and the Hally Hansen team, and prizes awarded to all involved. Crosbie was on hand to capture the moment with this jubilant group photo.

Jude



On the start line ... Alex (green) and Th-Ing (orange) left Woody (blue) and Vin (red) below

Helly Hansen Women's Challenge 2013 - Race Date 24th March 2013							
ONE DESIGN - ACCESS DINGHY CLASS				Start Time: 10:45	Course: 2		
Place	Sail No	Boat Name	Sail Colour	Helm	Keel TOT HC	Finish Time	Crew
1	833	Woody	Dark Blue	Candace Christiansen	1.000	11:28:07	Jayne Kelderman
2	1598	ING	Orange	Jude Cole	1.000	11:28:51	Kerry Porter
3	1662	Alex	Green	Pam Davis	1.000	11:29:19	Tess Coles
	753	Dolly Wallis	Purple	Jackie Morgan	1.000	DNF	Jessika Kelderman
	812	Lionheart	Yellow	Diddy Fitzgerald	1.000	DNF	Caroline Holdstock
	2232	Vin	Red	Eli Demeny	1.000	DNF	Jayme-Ann Demeny
	2238	Black Swan	Lime Green	Barbara Jones	1.000	DNF	Anna Papageorge

## AND THERE'S MORE WOMEN'S CHALLENGE...

It was so wonderful to see so many boats and girls sailing together on Sydney Harbour for this year's Women's Challenge.

The weather was kind to us though the Access Dinghies had only a few puffs of wind swinging from the SW/S/SE/E in the morning to sail with but managed to get their boats around the course in time for the yachts to start. They all came off the water with big smiles on their faces having had a lot of fun in the sun.

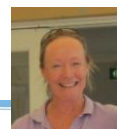
The yachts were blessed with a steady 8-15knot E/NE sea breeze and wide open blue skies. Div 1 started first with quite a calm start line, slightly shifting to a port end favour right on the gun. *Wildlife* (Pam Davis) found herself up the starboard end with clear air and quickly tacked onto port to head across to Manly. The bigger boats headed towards Fairlight or wove their way up the middle of the cove to round the windward mark at Manly. Div 2 boats watched on eagerly to see who had the advantage at the windward mark and had a fabulous display of spinnakers cracking (those who could) for the bounce to Cannai Point

and then on up the harbour. Div 2 headed off 10 mins later with a larger fleet. Plenty of jostling on the line at the starboard end but a notable cracker of a start went to *Okavango Delta* (Emma Reid) who ran the line on starboard and tossed onto port at the gun, using the northerly oscillation, crossing the whole fleet. Not bad for a "wee J24" – great timing and guts! Emma pinned her ears back and went on to sail a near perfect race – gaining 3<sup>rd</sup> place across the finish line – well done! (I only know because I was in the J24 behind her and tried



every trick in the book to peg her back but couldn't!). Both fleets continued around the course across the heads and back, into Manly and out – crossing each other with few minor incidents( I think the manly ferry wanted to join in on the fun too) , all amicably sorted and it appeared that all boats and crew came home smiling. The Challenge was wonderful – the mix of boats brilliant –and the comraderee and celebration of womans sailing made for a happy and successful regatta. Back at MYC the canape's were laid on as were the prizes – and the raffle made it possible for all to win something to take home from the day. It is the baby of Ivana Gattenoe with a lot of hard work and organising and tremendous help from Maz Theaker to get the regatta happening. A big thankyou to you both for a successful happy day. Look forward to next year!

Janette





# YAFFA OFFSHORE SERIES RESULTS

OFFSHORE SERIES RACE 5 - 03 MARCH 2013										
Place	BOAT	SAIL	DESIGN	SKIPPER	FINISH	CODE	ELAPSED	PHS	HC TIME	POINTS
1	TENSIXTY	MYC7	Radford 10.6	David Ashton	13:49:22		2:44:22	0.965	2:38:36	1.0
2	PENSIVE	MYC10	Nsx38	Bruce Davis	13:44:22		2:39:22	1.014	2:41:36	2.0
	COPERNICUS	6689	Radford12	Dominique Winn		DNC		1.025		7.0
	ESPRIT	MYC32	Archambault 32gs	Greg Wilkins		DNC		0.971		7.0
	SAN TOY	MYC12	Radford 12	Graham Radford		DNC		1.014		7.0
	TORQUIL	A22	Adams Ten Modified	Peter McCorquodale		DNC		1.000		7.0
OFFSHORE SERIES RACE 6 - 29 MARCH 2013										
Place	BOAT	SAIL	DESIGN	SKIPPER	FINISH	CODE	ELAPSED	PHS	HC TIME	POINTS
1	PENSIVE	MYC10	Nsx38	Bruce Davis	14:24:11		3:19:11	1.014	3:21:58	1.0
2	COPERNICUS	6689	Radford12	Greg Zyner	14:23:56		3:18:56	1.019	3:22:43	2.0
3	JAMES ARTHUR	6836	Solona 44 H&H Design	Matthew Triglone	14:24:04		3:19:04	1.030	3:25:02	
4	TENSIXTY	MYC7	Radford 10.6	David Ashton	14:39:15		3:34:15	0.965	3:26:45	3.0
5	TWOCAN	4863	Masrm 920	Stephen Teudt	14:49:17		3:44:17	0.935	3:29:42	
6	SAN TOY	MYC12	Radford 12	Graham Radford	14:32:12		3:27:12	1.014	3:30:06	4.0
	ESPRIT	MYC32	Archambault 32gs	Greg Wilkins		DNC		0.986		7.0
	TORQUIL	A22	Adams Ten Modified	Peter McCorquodale		DNC		1.000		7.0



*Thank You Peter Moxam for looking after the Pittwater race competitors again at the Royal Motor Yacht Club. Peter is happy to look after any MYC members who require a berth at RMYC.*

## CLUB SPONSOR IS A WINNER

Our sponsor of the Mini Regatta, the Pittwater YHA, has topped the customer ratings for all YHA hostels throughout Australia.

With a customer rating of 98%, Pittwater YHA topped their own category of Hostels with 25 – 50 beds. As their ranking was also higher than the hostels of all other sizes, they are the overall winner out of over 80 hostels throughout the Australian YHA network.

So while our sponsor is offering a prize to the Mini-Regatta winner they are also a winner in their own field.

Hostel managers, Sarah and Michael were advised of the award during the time that MYC members Maz T and Graham R treated themselves to a midweek break at Pittwater. So, what better way to celebrate than a cup of morning tea overlooking Morning Bay from the hostel veranda?



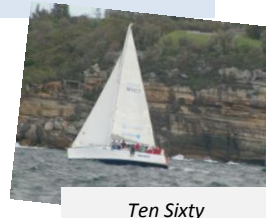
*Captures the morning feel of Morning Bay.*



*Pensive and Two Can crossing tacks as they head out*



*Copernicus at the Heads*



*Ten Sixty*



*The view from San Toy – Pensive (above) and James Arthur (below)*



*"We had a thoroughly pleasant time at Pittwater YHA... wallabies, possums, goannas, lyre birds; lots of good walks, kayaking and sailing; and the great company of Michael and Sarah who filled us in on the history of the area known as the Western Shore." Maz and Graham*

*Bruce (left) graciously accepts first prize*

*After race downtime (below)...*



To find out more about Pittwater YHA and to make a booking just call Michael and Sarah on 9999 5748 or visit the web pages [www3.yha.com.au/hostels/nsw/sydney-surrounds/pittwater/](http://www3.yha.com.au/hostels/nsw/sydney-surrounds/pittwater/)

## DIARY DATES: PLEASE CHECK THE CALENDAR FOR ALL UPCOMING EVENTS

WWW.MYC.ORG.AU

PLEASE THANK OUR SPONSORS BY SUPPORTING THEM



PEPPER TREE WINES



PITTWATER YHA



sage MicrOpay

cruising  
helmsman

AUSTRALIAN  
SAILING  
+ YACHTING



MANLY YACHT CLUB  
WELCOMES OUR NEW  
SPONSOR FOR  
THE WINTER SERIES.



Murray's at Manly is the first Sydney venue of Australia's most extreme brewer, Murray's Craft Brewing Co. Today Murray's beers are available nationally and recently 8 of its beers were included in The Critic's Choice Top 100 Beers list – making it the east coast's top brewery. With 18 beer taps and 2 traditional hand pumps, fresh Australian produce, awesome beach views, **Murray's at Manly** has already been named a "Manly top spot".

**ENTER NOW** - The First Winter Race will be here before you know it! Race 1 starts on **Sunday 19<sup>th</sup> May 2013**

THANK YOU!

To the majority of members who give their time freely to support the upkeep of the club and the race management – our thanks.

If you have considered helping but don't know where to start, contact any Board or Sailing Committee member listed in the MYC Handbook. We can put your skills to good use. Or try your hand at something different...

Nominations for positions to the Board will be called in the May Newsletter. Please consider nominating or assisting Board and Sailing Committee positions. It can be a lot of fun. Contact the MYC President or Commodore – see MYC handbook for contact details.

### CREW LOOKING FOR BOAT

**Name:** Carole Mahe

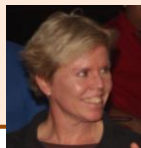
**Email:** [mahecarole@yahoo.fr](mailto:mahecarole@yahoo.fr)

**Phone:** 0449 082 482

**Experience:** I am looking to sail more often. I used to sail in France (Brittany) on my mother boat (First 30 and then Dufour 32) for leisure only. And I am missing it! Since I arrived in Sydney, I have done some courses in Manly Sailing Club. I am willing to learn and be part of your team! I live in Manly so feel free to call me if you need someone.

Call our Crew Coordinator (Lyn)

On the Crew Link number: 0400 269 148.



If you are receiving a printed black and white copy of this newsletter and would rather receive an email in glorious technicolour please let us know at [info@myc.org.au](mailto:info@myc.org.au)

### WELCOME NEW MEMBERS!

Apologies to any new members who completed their membership application for the April Board Meeting. Due to the rescheduling of the meeting, new members will be listed in the May edition of the newsletter.

**DISCLAIMER:** All results published in the newsletter are as published on the Manly Yacht Club website at the time of going to press. All results are provisional until ratified by the individual Race Director and/or Sailing Committee.

**GET PUBLISHED!!! PLEASE SEND SUBMISSIONS FOR THE NEXT NEWSLETTER BY 10<sup>TH</sup> MAY TO...**  
[newsletter@myc.org.au](mailto:newsletter@myc.org.au)