



MYC NEWS

Issue No.14 MAY 2011
2011 Season

COMMODORE'S REPORT

While the world was watching a wedding on the other side of the globe, a well regarded MYC couple were tying the knot at Forster, supported by many MYC friends. Congratulations Bec and Matt, hope you had a wonderful day.

On the same auspicious weekend, the clouds parted; the rain stopped; the sun shone and a delightful day was had by those who attended the Davis Marina sponsored Commodore's Picnic. Thank you so much for your continuing sponsorship.

Four boats made it to the start line – Aida, Watershed, Eos and Pensive – along with a representative from Aussie Rules in a speedy kayak.

In an attempt to see whether anybody really does read the Sailing Instructions for a race, Pensive and Watershed were given the longer course out to Cannae while Aida and Eos did the Forty Baskets course. Steve, the Aussie Rules kayaker got the really short course. For those of you who have never attempted this rigorous sailing challenge – you eventually have to see how many times you can go around Reef, Manly West and East after the initial leg. I can report that the only boats that read the SI were Eos and Aussie Rules. The kayak was lapped by Eos but managed five times around the course. Eos was really trying to win the Navigators Trophy again this year and executed a perfect MOB and sideways

spinnaker host to take out the trophy.

Before all this racing, there was some precision manoeuvring going on to transport BBQ, gas bottles, tables, bins, food and personnel across to Reef Beach in the Robbie R.

At the conclusion of racing, much food was consumed by the 70-80 adults and children in attendance; lots of water activity due to the fine weather and the warm water; some egg throwing; relay racing; tug-o-war and cricket all played a part in making a great day. Thank you all for attending.

Nothing that gets done at MYC, is done without the help of many people. Thank you Ken and Graham with help from Greg W, Britta and Evelyn for the loading/unloading process to and from Reef Beach and for the tender service to the competing yachts. Thank you Britta for organising the food with help from Margo, Pam, Val and to master chef Arthur for perfectly cooked sausages and steak; Britta, Christabel and Ivana for assistance with dishing out the food; Evelyn - kid wrangler extraordinaire; Greg and Stephen – tug-o-war captains (yes the Commodore's team won again, Ian!!); Margo for doing the dishes back at the club after the day's activities and to Colin, who was absent but provided a great quiz for the day. Check out the MYC gallery to see if you got snapped.



Thank you to anyone I have forgotten.

If you haven't start thinking about the winter series ... then it's about time! First race is Sunday 5th June. If you are a twilight sailor who hasn't yet participated in the delights of Sunday sailing – under the same conditions; except that it is in daylight - please consider this 5 race series which is evenly spaced out so that brownie points, if required, can be achieved on alternate weeks. If you need a few tips on how to handle that mainsheet or headsail to perfection, or want to try your hand at flying a spinnaker in readiness for the coming season, give me a call. Arrangements are underway to run a few practical sessions in June / July ... but only if there is enough interest.

Just a reminder too, that Presentation night is on Saturday 28th May. Come and support your fellow sailors or just catch up with people you might not see until next spring. There are still some prizes to be handed out, so if you think you haven't won anything, think again ... how did you go in the handicap starts? Are you in line for the Starters Trophy? Come along and support the winners and gridders – it could be your year!

See you there
Maz



JOURNAL OF MANLY YACHT CLUB

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CLUB CHAMPIONSHIP 10

CC10													
Division 1 Keel TOT HC results Start : 13:19:00													
Place	Sail No	Boat Name	Elapsd	AHC	HC Cor'd T	BCH	CHC	Skipper	Class	Score	Fin Tim	ETOrd	DidNot
1	557	Occam's Razor	1:55:20	0.871	1:40:27	0.877	0.874	D S.Garmston	DuncansonOffshore30	1	15:14:20		3
2	KA16	Pam	1:49:40	0.922	1:41:07	0.922	0.93	M Walker	International5.5	2	15:08:40		2
3	AUS4770	Kaotic	2:00:59	0.874	1:45:44	0.836	0.87	A Crothers	J24	3	15:19:59		4
4	AUS1161	Wild Life	1:44:40	1.075	1:52:31	0.966	1.073	B Davis	Etchells	4	15:03:40		1
DNC	6421	Pohono		0.864				A Williams	Bavaria41	11			DNC
DNC	6689	Copernicus		1.049				G Zyner	Radford12	11			DNC
DNF	4863	Two Can		0.902				D Steudt	Masram920	9			DNF
DNF	MYC100	Shear Magic		0.897				R Steffens	Adams10	9			DNF
DUT	MYC7	Ten Sixty		0.922				P Vidler	Radford10.6				DUT
DUT	MYC32	Esprit		0.952				G Wilkins	Archambault32qs				DUT
Division 2 Keel TOT HC results Start : 13:09:00													
Place	Sail No	Boat Name	Elapsd	AHC	HC Cor'd T	BCH	CHC	Skipper	Class	Score	Fin Tim	ETOrd	DidNot
1	MYC34	Sip Ahoy	1:46:56	0.761	1:21:23	0.813	0.773	M Bailes	Northshore34	1	14:55:56		1
2	MYC5	Eos	1:48:34	0.776	1:24:15	0.801	0.782	B Wilson	BrittanySloop	2	14:57:34		4
3	1255	Melody	1:48:10	0.804	1:26:58	0.804	0.793	J Nixon	SwansonDart	3	14:57:10		3
4	1152	Bokarra	2:08:35	0.679	1:27:18	0.676	0.674	C Cameron	Santana22	4	15:17:35		8
5	6295	Ratty Tooley	1:47:05	0.83	1:28:53	0.812	0.815	I Dennewald	Northshore34	5	14:56:05		2
6	MYC6	Aida	1:59:17	0.752	1:29:42	0.729	0.741	B Spence	S80	6	15:08:17		5
7	5393	Runaway Taxi	2:06:30	0.735	1:32:59	0.687	0.737	M McKenzie	Jog23	7	15:15:30		7
8	A37	Top Odds	2:04:03	0.755	1:33:40	0.701	0.749	CKPetersen	Northshore27	8	15:13:03		6
DNC	5830	Cheap Thrills		0.875				B Miflin	Ross830	10			DNC



The Reid brothers from the Centreboards and Dave from Occum's Razor



Bruce and Iain Cameron



Bruce and Brian from Eos



MANLY SCENIC FUN RUN & WALK

10K, 5K & 2K RUN & WALK

2x \$1000 Team Prizes

Sunday 22nd.May

Start Time- **8AM**

\$30pp. & concessions
(Includes free T Shirt)

Register now at

www.manlyfunrun.org

RAISING FUNDS FOR LOCAL CHARITIES

Conducted by
The Rotary Club of Manly Sunrise Inc.

BATHROOM REFURBISHMENT

On behalf of all of the Members of Manly Yacht Club, I would like to sincerely thank everyone involved in the refurbishment of the MYC bathrooms, from design, selection and execution, but particularly to Brian, Matt and Ian for the supervision of the renovations and the final resolutions with the builders. I'm sure that, Ian, Matt and Brian will agree that it was an epic journey which they are glad has almost ended.
Maz

2011 - 2012 AUDITS

Not long now to the start of the Winter Race Series at MYC. The last race will be held on Sunday 31st July after which there will be a month to prepare our boats for the audits before the new season's racing begins. The tentative date for the audits will be Saturday 3rd September. Let's hope we have a fine weather-day this year!

The new Club handbooks should be posted out early in June and included with the book, for each owner, will be the necessary audit form. There has been a few changes made to the requirements for the different categories so please be aware of these. Make sure to update your knowledge of the changes by not just checking your audit form against the Blue Book but also checking out the Yachting Association's website. www.yachting.org.au for recent amendments.

One of the most significant changes for next season comes under Section 5, (Personal Flotation Devices) for Categories 1, 2, 3 and 4 regarding the new PFDs required from July 2011. This, Rule 5.01, should be studied by all boat owners in whatever category to ensure that all PFDs conform to each section of the rule and the Standards indicated.

Another rule worth checking comes under Section 3 Part 2 (Fixed Equipment) Rule 3.06 effective from July 2010.

For any queries regarding interpretation or clarification of any of the requirements in the audit forms contact one of the auditors whose names are listed in the front of the MYC Handbook under "Sailing Committee".

Good luck with the Winter Series races.

HELP ME TO CREATE A TRAINING PROGRAM FOR 2011/2012

I need your input to the training topics for next year. A survey has been created for you to rank some possible topics for training sessions.

It will only take 5 minutes.

Go to <http://myc.org.au/training/survey.shtml>

Thanks Cary Budd

Maz's picnic quiz - if you weren't there you can still join in the fun

Identify these MYC boats:

1. The Greek Goddess of the Dawn rises in North Harbour. (Sounds like a donkey) : _ _ _ _

2. Lex Parsimoniae. One should not increase beyond what is necessary, the number of entities required to explain anything. Name this MYC Champion: _ _ _ _ _ ' _ _ _ _ _ .

3. 'They paved paradise and put up a parking lot
With a pink hotel, a boutique yacht club and swinging hot spot.'
Sing along with Joni Mitchell and you'll discover this colourful beauty.
Big Yellow _ _ _ _ _

4. A chaste and wilful country girl, who is all honey and sweetness.
An anagram of map: _ _ _ _

5. We love our penguins, but when barging on the start line we'd like to shoot this form of _ _ _ _ _

6. An Aboriginal word meaning a hot north west wind proceeding a storm. She had a great 'Audition' this year: _ _ _ _ _

7. She's lively and intelligent of wit.
A 'Froggy' sprite: _ _ _ _ _

8. MYC - The Musical:
Captain Bobby Preston and the daughter of Yen How,
Sing their way through this one in the town of Pynka Pong.
Fill in the missing letters and you'll discover 'The Emperor's Own'.

The first part of a US west coast city and the plaything of a 'Cougar':
_ _ _ _ Francisco _ _ _ _ Boy

9. This Polish star gazer has had a stellar season: _ _ _ _ _

10. Maybe a little missile, but she plays a merry tune: _ _ _ _ _

11. Giuseppe Verdi composed an opera around this Ethiopian Princess _ _ _ _ _

Bonus Question from a recent Newsletter:

12. This three masted schooner was sailed by Hans and Lotte Hass.
She definitely had the X factor and if you combine that with the previous answer and insert an 'R' between the 'A' and the 'I', and substitute an 'F' for the 'D', then you'll easily work out the answer. . _ _ _ _ _

On the water:

13. (a) How many navigation marks are there in Manly Cove ?
(b) Name their type and location:

14. Unpredictable easterly squalls are gusting to 30 knots. You're heading out of Middle Harbour, with one of the biggest ebb tides of the year. Steep breaking waves are crashing on the deck and you've run out of reefs. What do you do?

- (a) Scream.
- (b) Zip up your H/H wet weather gear.
- (c) Enjoy the ride.
- (d) Head back for champagne, on the deck.
- (e) All of the above.

Names around MYC:

15. List the last six Presidents of MYC in order of service? Doug Ebeling, Keith Woodward, Ian Dennewald (Clue ... 6), Vic Hall, Brian Wilson, Gene Scott

16. How many times does Iain Cameron's name appear on the Honour Boards?

- (a) 4
- (b) 8
- (c) 13
- (d) 17

17. Who designed the iconic Manly Junior Sailing Dinghy?

- (a) Iain Murray
- (b) Trevor Barnabas
- (c) Ralph Tobias
- (d) Ben Lexan

18. The MYC Good Citizen Trophy is dedicated to which late esteemed MYC member?

19. One of Sailability's support boats is called 'Charlie's Chariot'. Give me Charlie's surname? His namesake founded the Scout movement. _ _ _ _ _

20. We all know Captain Phillip gave Manly its present name, due to the manly bearing of the Kay-Ye-My Aboriginals, but Captain Hunter named his original chart, of Manly Cove, after Adam's partner. What name did he use?
_ _ _ _ _ Cove

Thank you Colin Cameron for the excellent questions - answers p9.



Barry and Ivan



Rob and Jude hold off Murky and Lachlan from MHYC



Jude catching every puff of wind on Saturday



Helen and Andy rugged up between races on Sunday

Manly wins Access 303 Singles State Championship

Manly Sailability had it's best result ever at the NSW State Championships held at the northern end of Lake Macquarie in variable wind conditions.

Three races were held in quick succession on Saturday morning, with the three Manly teams putting in strong performances in the 3.3 doubles.

After lunch, 22 boats and single skippers took to the water in a stronger wind that had swung round to the opposite direction!

After good starts favouring a port tack, the first legs were interesting, with the air reverberating with shouts of "STARBOARD" as port tackers scrambled to avoid collisions!

Manly skippers had been competitive and improved over the three races, with Helen Cregan winning the last race of the day, and Jude with 2nd, 3rd, 5th.

Sunday dawned sunny crisp and clear with a much stronger wind. 15 knots gusting over 20 was recorded on the start

boat during the first race.

The sailors and boats in the 3.3 doubles handled conditions well with about half the fleet taking reefs. Between the three races there was some furious bailing going on! The course was shortened and the three races completed quickly, with everyone racing back to the club for a change of clothes and a hot drink.

The afternoon singles races were held in similar winds, with a threatening black cloud front looming on the horizon. The Race Officer was keen to get all three races completed before it reached the fleet, and the skippers heartily agreed!

Sailors from Callala, Pittwater, Port Stephens, Gold Coast, Manly, Middle Harbour, Penrith, Dobroyd, Kogarah and Rushcutters Bay were jockeying for position, using the lifts and knocks, and surfing the swells.

At the end of the afternoon series, Jude had somehow managed to win all three races, one by only inches! Barry and Helen had been in contention, and

Manly had plenty to smile about.

The race to the pontoon to get the boats out of the water, de-rigged and loaded on the trailer before the storm broke was greatly speeded by the help of Ralph, Eli and Rob who'd been leading the excited cheer squad on the balcony of the Belmont 16ft Skiff Club.

With rain hammering on the club house roof, Jude Cole was presented with the Access 303 Singles trophy, Manly's first State Champion. Helen Cregan was 7th and Barry Newell 9th. In the doubles, Rob Sawyer and Jude were 5th, Helen and Andy Jager 13th, and Barry and Ivan Demeny 17th.

The end of season regatta scheduled for Saturday 14th May in Maly Cove will be hotly contested as it seems our Race Practice is paying off and bodes well for the Worlds next year at Middle Harbour in April.

Jude

RACE ON A SYDNEY 60 AT AIRLIE BEACH RACE WEEK OR HAMILTON ISLAND RACE WEEK.

**Airlie Beach Race Week - 12th to 18th August 2011
Hamilton Island Race Week - 19th to 27th August 2011**

Join Manly Sailing on the Sydney 60 Eureka II for your Tropical Racing in 2011.

Eureka II was built to compete in the Sydney to Hobart and is a beautiful racing yacht that has been

Airlie Beach Race Week 12th - 18th August
Hamilton Island Race Week 19th - 27th August

So how come you're here?
I'm doing my bit for Queensland mate!

Do your bit for Queensland, join our crew at the Queensland Season of Sailing
Details at www.manlysailing.com.au/racing

modified for comfort and speed. She is competitive yet comfortable and being a large race yacht there are plenty of roles on board for everyone to get involved.

You can be part of the Manly Sailing crew aboard Eureka II in 2011 at either Airlie Beach Race Week or Hamilton Island Race week for \$1475.

Price includes; Accommodation on board, Breakfast & Lunch each race day, Crew Cap and Shirt,

Limited Crew places left - so get in now to reserve your spot.
www.manlysailing.com.au
info@manlysailing.com.au
0414 209269
9977 4000

Top of the Class

An MYC boat named after a old Polish bloke who looked at stars has just completed a stellar season of offshore racing. By finishing the recent Audi Sydney to Newcastle race in first place in ORCi and PHS (Tasman series) and second on IRC, Copernicus won for the second time in four years the CYCA Tasman Performance Series and finished second to the iconic ocean racer Ragamuffin in the Cape Byron Series (ORCi). She also managed to finish seventh in the highly competitive Bluewater Pointscore for IRC yachts.

The CYCA results followed an excellent performance in the 2010 Sydney-Hobart race, where Greg Zyner and his crew claimed first place in ORCi division 3 and third in IRC division 3 after having held second place overall off the Tasmanian coast until the wind deserted the race's tailenders. That the Radford 12 is really a moderate-draught, cruising design with a few ocean-racing bells and whistles added on and crewed by a bunch of weekend-warrior amateurs makes the results even more creditable. Her main opposition this season has been mostly state-of-art carbon fibre racing yachts, such as Loki, Wild Oats XI, Ragamuffin and Limit, which are usually crewed by professionals and operate with huge budgets. Considering Greg's first adventures as an ocean-racing skipper began only in 2007 on his Cavalier 35 Morna in that year's Hobart race, it's been a remarkable rise to the top of the class.



L to R Ken Terrens, Felicity Nelson, Alex Seja, Michael Doherty, Greg Zyner, Bob Moore, seated - Jim Nixon and Duncan McRae.

Greg Zyner standing, seated L to R is David Dillon and Graham Radford

NOTICE OF ANNUAL GENERAL MEETING AND ELECTION OF OFFICE BEARERS FOR 2011 - 2012

Notice is hereby given that the Annual General Meeting of Manly Yacht Club and election of Office Bearers for 2011 - 2012 will be held at the MYC Clubhouse at 7:00 pm on Saturday 25th June 2011. All positions on the Board of Directors are open for nominations. The Club is required to have a Board consisting of the office bearers and up to twelve other directors. Only financial, Senior, Family or Syndicate members may vote at the Annual General Meeting. Persons who are not members are invited to attend the meeting.

AGENDA

1. Notice convening the meeting
2. Apologies
3. Confirmation of the minutes of the last AGM held 26/06/2010
4. Receive and consider the Annual Report
5. Hold elections if necessary and announce Board of Directors for 2011 - 2012
6. Appoint auditors for 2011 - 2012
7. Other business

NOMINATIONS FOR THE MYC BOARD OF DIRECTORS

If you are a Senior, Family or Syndicate member who would like to assist with the management of the Club and you wish to nominate for a position on the Board, please complete and return the following slip to the Club Secretary by June 1, 2011.

I would like to nominate for a position on the Manly Yacht Club Board of Directors.

Name:

Phone number:

H:

W:

M:

PRESIDENT'S REPORT

The annual Good Friday race / cruise to Pittwater was a huge success. We all enjoyed a great days sailing up to the Royal Motor Yacht Club and as usual, a lovely dinner. Some of the yachts were lucky enough to stay on in Pittwater for a few days. We brought Ratty Tooley home the following day in the rain and now can hope the crew and gear will all dry out in time for the Winter Series.

I tried to do a rough head count at the dinner on Friday night at the RMYC and got to about 100 MYC members, family and friends before losing count. It is times like these that anyone who contributes to the running of the club should look around at the friendly faces and feel a great sense of pride in what is being achieved at Manly. The Commodores picnic is another example of this, so many members and friends having a great social time off the water as well as great racing on it.....well done Manly.

I was sorry to miss my first Commodores' Picnic for many years this year, Matt McKenzie and Rebecca Sadleir from Runaway Taxi had chosen this weekend to get married in a small

palm fringed resort called Tiona, near Forster on the NSW mid north coast. Again there was a large contingent from MYC at the wedding. The rain that plagued Sydney over Easter was also present at Tionauntil half an hour before the outdoor ceremony when the sun came out and stayed for the afternoon. If you want any details about what the bride was wearing or how lovely the bride's maids looked, Robyn and the other MYC girls present have all the photos and can give you the low down. The following day saw the great spectacle of the MYC males trying to get a tractor started to cries of "it's got a diesel.....should be just like a boat". Matt & Rebecca are enjoying a honeymoon in Tahiti and hopefully before their return we might have the tractor going.

The Annual General Meeting is fast approaching. It is intended to be an entertaining evening with a very short business session followed by a sit down dinner and trivia questions. It will be on June the 25th so please put this in your diaries, I promise to keep the business short and the trivia questions easy.

If you want to contribute to the ongoing success of the club then please consider standing for a position on the board or sailing committee.

Maz & I are always after new faces and ideas to keep the club moving forward. If you have some spare time, please give either one of us a call and we can run through what is involved, it may not be as much as you think !!

Gail Hennessy, our Honourable Secretary has stood down after almost two years helping out at board meetings and in the office. Gail has many other commitments including grandchildren to look after. On behalf of the board and members I would like to thank her for her time and efforts and look forward to seeing her back on the deck after her occasional race on Aida.

Lastly, after a great year on and off the water I would like to thank Maz and the Sailing Committee for a great years sailing. The level of professionalism from a small team in a small club is outstanding, and given the number of happy sailors I saw in Pittwater I think the members agree.

Cheers Ian D



OFFSHORE 5 - TO PITTWATER



How many blokes from MYC does it take to remove a winch handle from a mainsheet winch? Pam Davis

Offshore race to Pittwater on Good Friday- Copernicus, Espirit and Ten Sixty.

RACE 5 [22/04/2011] MYC 2010-2011 Offshore Series												
Pittwater Race												
Division 1 Keel TOT HC results Start : 11:05:00												
Place	Sail No	Boat Name	Elapsd	AHC	HC Cor'd T	BCH	CHC	Skipper	Class	Score	Fin Tim	ETOrd
1	5527	Polaris of Belmont	5:07:15	0.882	4:31:00	0.958	0.899	C Dawe	Cole43	1	16:12:15	5
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6	6689	Copernicus	4:52:33	1.019	4:58:06	1.006	0.99	G Zyner	Radford12	4	15:57:33	1
7	MYC5	Eos	6:20:13	0.792	5:01:08	0.774	0.791	B Wilson	BrittanySloop	5	17:25:13	8
8	MYC10	Pensive	4:59:59	1.014	5:04:11	0.981	0.993	B Davis	Nsx38	6	16:04:59	2

THE MYC PROTEST COMMITTEE

The Racing Rules of sailing have evolved over many decades so that skippers know which is the give way boat. On the water there are no dotted lines, give ways signs or traffic lights and we are lucky that boats don't go as fast as cars or there would be big problems. Because there are no signs and lanes it is no wonder the Racing Rules take a little more thinking to interpret and understand and that helmsmen need good time and distance judgement.

When boats touch, the Racing Rules of Sailing tell the Protest Committee who was in the wrong and what penalty should be applied. In fleets of yachts that don't ever protest, the helmsmen become complacent and take the rules less seriously. In my early days at MYC I was protested by a good friend at least half a dozen times, some I lost and some I won, but the important thing is we are still good friends. I also think that if you are racing each week and are not protested occasionally, then you are probably not trying hard enough!

A few races ago I was tapped on the shoulder by Commodore Maz and told that I would be chair of the protest Committee. I thought what a beauty, a bit of argument and passion!

If you are going to protest any boat, say Wildlife, there are a few things you must do:

“Wildlife, you hit the mark, do a 720”. Do this at the top of your voice even if they are too far away to hear.

Pull up your protest flag

Tell the committee boat when you finish the race that you are protesting “Wildlife”.

Lodge a protest form with someone from the sailing committee, preferably the Race Director before the time limit. At Manly that's two hours after the last boat finishes.

If you don't do all of these things then the nasty skipper of Wildlife could tell the protest Committee “I didn't think I hit the mark but if the protesting boat had told me at the time I would have done a 720”?

The two other members of the committee and I read the protest forms and noticed the protests were lodged outside the time limit, beauty, maybe they could be dismissed and we can go home early, have a beer and watch the news. One of the protests was about a start line infringement and there was plenty of opportunity to get the protest in on time, but the skipper didn't, so it was dismissed.

The second protest was more of a problem, it involved the recording of finishing times and the skipper could not have been expected to know of the problem until the results were announced. Even though the time limit for protests had passed the skipper had an excuse and our committee would have to hear it.

We set up the tables in the hall, read the protest thoroughly and then heard the evidence from the skippers, Race Committee and other witnesses. It seemed that after starting all the races the Committee decided to go ashore and leave Carlyle at anchor. There are some things that just can't be done aboard Carlyle if you get my drift. On their return the first centre boarder and the first Div 2 yacht had just crossed and the Race Committee struggled to record the finishing times.

Iain Cameron pulled his laser up against Carlyle with one hand and attempted to take times for the rest of his fleet. Ian Dennewald noticed that his start timer was still running and they used that to record Ratty Tooy's elapsed time.

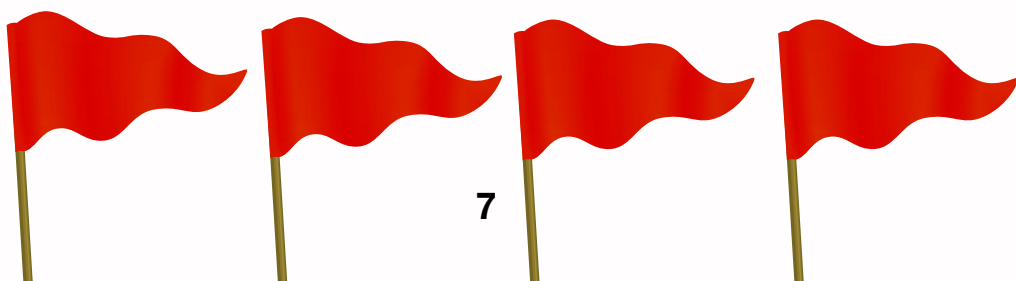
Back on the deck the elapsed times recorded by the Committee were compared with Ratty's race timer and the error was discovered. Also, it was obvious the committee's finishing order was not the same as the competitor's recollections.

The Protest Committee found that the times recorded for two yachts by the competitors were more reliable than those of the Race Committee and redress was granted or put in simple terms we changed their finishing times. Given the infrequency of these types of problems and the number of races we conduct I think MYC still has a very good record.

Protests should be just a normal part of the racing scene. Mostly the Protest Committee's decisions will be right; occasionally they will make a mistake. We should all accept the right of any competitor to protest any of us and we should willingly accept the Protest Committee's decision.

As for the protest that was dismissed, I did see the protestor and protested having a good old chat and coming to some form of agreement and even as recently as a week ago they were still talking, but this time about spinnakers or something.

Bruce Davis



NEW HANDICAPS SYSTEM

Next season, the MYC sailing committee will be trialling the use of a measurement based handicap to run along side our PHS handicaps for scratch start races.

The Performance Handicap System (PHS) is the backbone of club racing and is excellent for participation because any boat sailed consistently well can collect a bulkhead full of brag tags! PHS handicaps are based on past performance and thus take into account crew experience and boat maintenance as well as boat design. This is both a strength and a weakness, as a clunker with a shag pile bottom and an inexperienced crew can still win a series if they can manage to perform consistently each week (but it still requires a lot of skill to sail any boat consistently fast or slow). An alternate approach is to use a rating system that is based only on the estimated speed of the boat, based on measurements of the hull and sails. Such ratings, unlike PHS, will not change race by race due to past results. Sailing under a measurement rule means the crew has to be more focused on outright speed rather than consistency. A boat must be sailed near to it's capability in order to do well. While this style of racing is not for everybody, when run in parallel to a PHS handicap it can provide additional interest and competition to a race series. Boats are able to enter in either or both handicap systems. There is a choice of measurement ratings (IRC, IMS, ORCi, ORC club, AMS, SMS, etc.) and not all of them are applicable to the MYC fleet. IRC (<http://www.ircrating.org/>) is currently the most popular rating rule used in Australia. It is a secret rule that produces a single time correction factor for a boat. However the secrecy has not stopped designers trying to reverse engineer the rule and develop boats designed for IRC, so the system is now heavily biased towards new high tech boats that have designed specifically for IRC. The rule is also designed mostly for offshore racing and is not commonly applied to around the cans racing. ORCi (<http://www.orc.org/>) is a measurement rating system that evolved out of the old IMS rule. It is based on a computer based velocity prediction program (VPP) that is uses public algorithm to simulate the boat sailing an imaginary circular course in various virtual winds. The result of all this computation are a several handicaps that can be applied

for inshore and offshore as well as for light, moderate and heavy winds, which is good for avoiding the issues of a single number handicap. There is a belief that ORCi gives a fairer result for a wider range of age, size and boat type boats and the system is now run in parallel to IRC in events like the Sydney to Hobart. However, ORCi like IRC it requires comprehensive measurements of the boat by a qualified measurer, which can be expensive. There is a variant of ORCi, called ORC Club which is designed to reduce the cost and complexity for club racing. It is a self measurement system, so owners can take measure their own sails etc. and then it uses a large database of known hulls to fill in the weights and other details. If a similar boat is already within the system, then a test certificate can be generated for \$15, which would be sufficient for a boat to race in a club trial. However, if no similar boat exists in the database, then be boat will need to be measured. The annual costs of full certificate are \$275, which is a little steep. Looking at the ORC pubic database reveals that many, but not all of MYC's boat types are already measured, making ORC Club a potential rule for us to use. An interesting development is that the commercial bodies behind IRC and ORC are discussion a merger, so significant change could be coming to both those rules. The Australian Measurement System (AMS <http://tinyurl.com/amrule>) and it's offshoot, the Sport boat Measurement System (SMS), were developed by the Victorian Yachting Council as rule that is similar to IRC in nature, but is lower cost, aimed at around the cans racing for a range of boats typically found racing in an Australian club. While AMS does not give different handicaps for different wind strengths, it does provide both spinnaker and non spinnaker ratings. The complete list of current AMS ratings can be seen online (<http://tinyurl.com/amslis>) and include Adam 10s, Archambaults, Beneteaus, Cavaliers, Coles, Endeavour, Etchells, J24's, Northshores, and several Radfords, so it is clear that the MYC fleet would fit well within the range of boats handled. After over 10 years of use in Victoria the rule has delivered close racing and is now being adopted more widely including Tasmania, Airlie, Perth and even Hong Kong. Locally the Gosford sailing club is using it and there is an SMS division in the Audi regatta and some MHYC boats are

rated. Also AMS is a mostly volunteer run rule, so the costs are low and the organisation is keen to anoint measurers at the MYC, so we could mostly administer the ratings ourselves as part of our annual inspections process. Certificates cost \$55 per year and test certificates can be issued so that combinations of sails can be tried. This low cost and wide applicability makes AMS the best rule for MYC to trial. An AMS certificate does need a boats weight to be known, but provisional certificates can be issued on estimated weights, which would be sufficient for a trial season. To get a boat weighed the can be as little as \$120 in a weigh day and this only needs to be done once. It's also a great excuse to clean out your boat of all the junk that accumulates over the years. The intention of the sailing committee is to run informal measurement divisions in our Offshore and potentially club championship series to evaluate the interest and results. If successful, then we would formally include those divisions in the NOR/SI for the following season. At this stage we need to have interest registered by both boats that are interested in being measured and from members interested in becoming measurers or the club. If you are interested, please contact gregw@wiltel.org

Greg Wilkins

BOAT INSURANCE

NSW YA has announced it will be introducing an insurance scheme which will benefit both the YA and associated sailing clubs.

The YNSW Insurance is forming a joint venture with Nautilus Marine (a reputable marine insurer) to produce a co-branded boat insurance program.

The benefit of the venture will be that 10% of the premium paid will go to the NSW YA and 10% will be paid to the respective club of which the policy holder is a member.

So, if you are interested or would like to compare the rates and policy of the venture you can do so by looking for information at

www.YNSWInsurance.com

When next your insurance comes up for renewal consider and compare this as it could be a good way to help fund support for the MYC .

WINTER SERIES

Manly Yacht Club Welcome's our new
Winter Series Sponsor:

The Space

Make sure you get your entry in for the winter series and be in the running for fantastic prizes from our new sponsor THE SPACE Manly.

Apart from fabulous weekly prizes the MAJOR prize is sure to be a draw card for any boat owner:

A cocktail party at The Space, Manly!!!

A prize that all owners and crew can share together and remember the rules for winning this amazing prize – everyone who races is in the drawn.... The higher you place the more tickets you get in the barrel, and most importantly you need to be there on deck to claim your prize!!

So get your entries in now.... Racing starts on 5th June.
All boats entered by 23rd May get an extra entry in the draw.

Donna Bruce
Race Director



The Space

7 Market Street, Manly

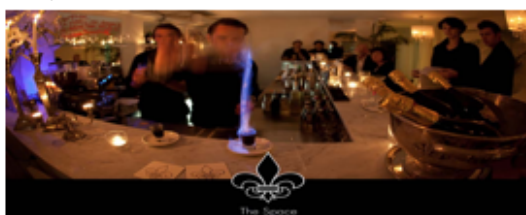
"Manly's Best Kept Secret"

The Space, Cocktail Bar, Beauty Day Spa/Salon and new and exciting Retail Store – Weddings, Birthdays, Functions, Events – the perfect package wrapped into One!

- Full range of specialized Beauty Treatments for Skin, Body + Nails. Also including Micro Dermabrasion, Laser Treatments, Cosmetic Surgery and Botox/Fillers. Express Spa Treatments available including a store full of gorgeous Clothing, Jewellery and Accessories.
- The Café/Bar has a fabulous Function area upstairs, downstairs and outdoors serving Premium Beers and carefully selected Wines and Cocktails. Open 7 days a week and provides Manly's best live music gigs from Wednesday through to Sunday. All day Gourmet Coffee and succulent traditionally made Crepes.

The Space, a Parisian inspired atmosphere is a lifestyle destination in the heart of Manly between the magnificent harbour and popular surf beach. Opposite Manly Library in Market Place where parking is plentiful!

"Everyone needs a little Space at sometime"



1300 713 413

7 Market Street, Manly

Show us your other
talents by entering the

'GET YOUR PHOTO PUBLISHED'

COMPETITION

It's open to all MYC members to rummage through their pics for the year. Subject - sailing with MYC.

Judges will be Maz Theaker and Jim Nixon.

Prize is FAME on being published on the cover of the handbook.

Deadline - before the 30th May please
Please keep it to one image at a time.

Email: maz at maz@radford-yacht.com

We may need to crop and visually adjust the chosen image.

Good luck!

QUIZ ANSWERS

- | | |
|---|---|
| 1. Eos | ii) Starboard hand lateral mark, just west of Fairlight Beach |
| 2. Occam's Razor | |
| 3. Taxi | |
| 4. Pam | 14. (e) All of the above. |
| 5. Wildlife | |
| 6. Bokarra | 15. Doug Ebeling |
| 7. Esprit | Keith Woodward |
| 8. San Toy | Ian Dennewald |
| 9. Copernicus | Vic Hall |
| 10. Melody | Brian Wilson |
| 11. Aida | Gene Scott |
| 12. Xarifa | 16. 17 |
| 13. (a) Two | 17. (c) Ralph Tobias |
| (b) i) Isolated Danger Mark, just East of Manly Wharf | 18. Graeme Cotton |
| | 19. Powell |
| | 20. Eve's Cove |

Calling all skippers ... the Winter Series is just around the corner.

This 5 race series, sponsored by "The Space" in Manly, starts on Sunday June 5th and on each alternate Sunday thereafter, in 2 divisions of like performing boats. Both divisions may fly spinnakers, but if you don't nominate that you will be flying a spinnaker, your handicap is adjusted against those in your division who do nominate to fly a spinnaker. Boats will be given a start time – just like the twilights – but the courses will be a little longer. The start line is the same as the Twilight start line. Enjoy the free BBQ back on the deck after the racing. If you normally only crew on a Friday night, try coaxing your Twilight skipper to come out into the sunshine - offer to pay the entry fee.

If you can't convince your skipper to go sailing, it would really be appreciated if you, or your non sailing partner, could assist on one of the Sundays as part of the Race Committee. Please email me, maz@radford-yacht.com if you can help.

Thanks Maz

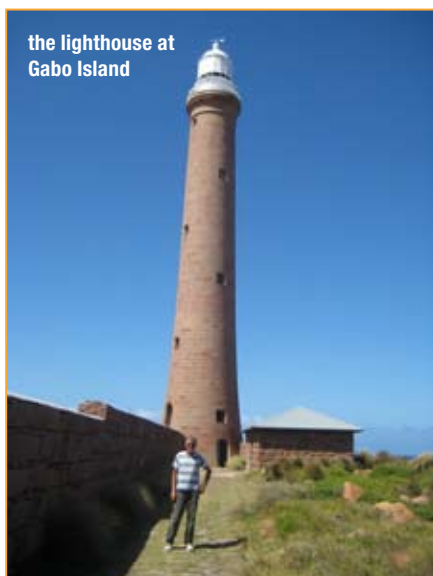
TURNING RIGHT

Going out the Heads and turning right is usually associated with racing to Hobart, rather than cruising, mainly because of the lack of boating services for cruising, compared to going north. However there are some great places to visit on the southern NSW coast.

With a couple of weeks free, Pensive was finally ready to go cruising again, this time with a brand new anchor winch. After a very pleasant first night at Store Beach and a few urgent plumbing repairs the next morning, the Heads were finally reached at 7am and the right hand turn was made, with Jervis Bay as the goal, 80nm south. Unfortunately the forecast 15 – 20 knt noreaster turned out to be 5 knt gusting to 8. The spinnaker would barely set, and after a few hours of trying to sail, it was decided that the motor needed a run. We were safely on a mooring at The Hole in the Wall at the southern end of Jervis Bay by 10pm.

Jervis Bay offers great swimming, snorkeling and walking. The Cape St George lighthouse, which is in the Booderee National Park can be reached in a couple of hours. This lighthouse was completed in 1860, but was built close to the sandstone quarry, rather than the selected site. It was not visible if approaching Jervis Bay from the north, and barely visible from the southern approach. It was replaced in 1889 by a light on Point Perpendicular, after a number of shipwrecks in the area. However there was confusion with 2 lighthouses, so the Cape St George lighthouse was destroyed and now lies in ruin. The other great walk is to Steamers Beach, a very wild beach in Wreck Bay that no doubt has seen its fair share of wreckage from various steamers over the years.

Next stop south was Ulladulla for fuel



Pensive at Santa Barbara Bay at Gabo Island

and then on to Batemans Bay where anchorage at Square Head is great in a NE and does not involve having to cross the bar or planning your arrival for high tide. A pleasant sail the next day passed Montague Island on the way to Eden and was only dampened by the sight of an increasing roll of black thunder clouds that built up very quickly. Guessing that the clouds would bring nasty winds, sails were ditched and wet weather gear got out. The cloud rolled over the top of us, with no wind or rain, but that was followed by another storm, with winds gusting to 25 knots and very heavy rain. A few notes were taken – buy new wet weather gear and fix the leaks from the new anchor winch and windows!

With a SW change predicted for the next morning, Boydtown offered a good anchorage in Twofold Bay, with opportunities for some great walks along the beach and headlands. Eden itself is very uninviting for cruising yachts, although fuel is available from the fuel tanker on the main wharf amongst trawlers and fishing lines, but water was not on tap. The weather forecast for the next few days included one day of noreast winds before the next SW change – perfect to get to Gabo Island, about 28 nm south from Eden.

With an early start, but no wind, the motor got another good run to Green Cape before the wind finally came in to blow us south to Cape Howe and across the border into Victoria. Gabo Island lighthouse stands out for miles up the coast and finally when you arrive you realize what a magnificent structure it is, standing 47m high, the second highest lighthouse in Australia, second only to Cape Wickham in Tasmania, only 1 m higher. While anchoring in Santa Barbara Bay, we were confronted by the Victorian water police who wanted to do a safety check, apparently safely anchoring first was not a priority of theirs.

Gabo Island is only 154 hectares and 500 metres off the Victoria coast, and is

the last land before heading to Tasmania across Bass Strait. The lighthouse is built from pink granite quarried from the island, and the workmanship is truly incredible. It was built between 1858 and 1862 close to the rock edge. Additional walls were added so the lighthouse keeper could get to the lighthouse in big seas. We were lucky enough to meet the ranger who gave us a tour of the lighthouse. The views from the top to the Croajingalong national park and the seals on the rocky ledges were impressive. The NE wind was also impressive from the top. The museum includes some great photos and stories of some of the shipwrecks off the coast including Gypsy Moth V that ran onto the rocks in 1982.

A SW change was expected at dawn making the anchorage overnight at Gabo untenable, so there was no choice but to return to Eden. The impressive NE wind at the top of the lighthouse was now not so nice. Eden was directly upwind and against the current, so it was a rather long sail back, but when the anchor was finally dropped, we were pleased to have been to Gabo.

The return trip to Sydney included a visit to Bermagui, which has probably the best facilities for cruising yachts on the south coast where a berth on the fixed marina (even if it was designed more for fishing trawlers than small 38' yachts) and hot showers, water, electricity and fuel are available, with a bakery not far away. The trough of low pressure that brought torrential rain to Sydney managed to build up the seas and swell and made sailing from Bateman's Bay to Jervis Bay very uncomfortable, so we decided to sit it out and wait for the rain to pass. Thirty-six hours later, we finally emerged from the cabin. It was a couple more days before the winds became favourable for the sail home, a perfect excuse to further explore the walks around the beautiful Jervis Bay.

Pam Davis



Dive Support Vessel 'Venturer' working on the North West Shelf.

SUNDAY TOO FAR AWAY

Location, Western Australia's North West Shelf and I'm lying in the confines of a saturation chamber, aboard a Dive Support Vessel, which is unrelentingly holding position over the oil pipeline on which we are working. Outside a fresh sea breeze is feeding a cyclone which is developing to our North. Inside I'm restlessly daydreaming about MYC race day and the freedom of Sydney Harbour. Sailing is an addictive drug and I'm searching for a way to satisfy my habit. Perhaps browsing through some magazines might act as a bit of a 'patch'.

First up 'Yachting Monthly' and I've found an article which is right up my street.

'The Corryvreckan Whirlpool': Between the Scottish Islands of Jura and Scarba is the third largest whirlpool in the world. Described in the Admiralty's charts as violent and dangerous. In 1947 George Orwell nearly drowned in the whirlpool while in Scotland writing his novel '1984'. Corryvreckan, or Coire Bhreacain means 'Cauldron of the speckled seas' or 'Cauldron of the plaid'. In Scottish mythology the hag goddess of winter Cailleach Bheur, uses the Corryvreckan gulf to wash her great plaid, and this ushers in the turn of the seasons from autumn to winter. It is said that the the roar of the coming tempest can be heard as far away as twenty miles, lasting three days. When she is finished with the washing, the cloth is pure white

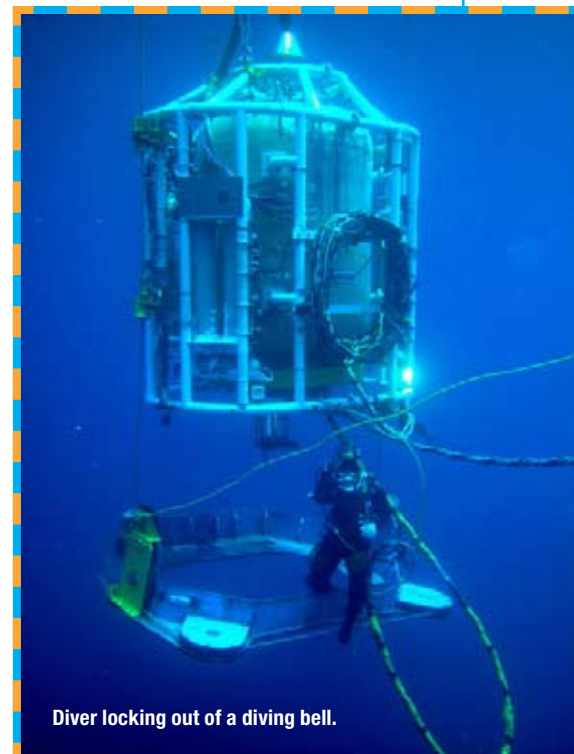
and becomes the blanket of snow that covers the land. Yes, I'm being transported beyond the steel walls that surround me, but now I pick up 'Practical Boat Owner' and I'm off to Norway, where they've managed to top Corryvreckan with 'Saltstraumen' the strongest tidal current in the world which produces whirlpools, or Maelstroms in Norwegian, up to 10 metres wide and 5 metres deep with water being forced through at speeds of up to 20 knots. I wonder if Captain Helly Hanson ever experienced these waters?

National Geographic is my next read and it's our own spiral galaxy 'The Milky Way': Spanning 120,000 light years, every star in the Milky Way revolves around a Black Hole named Sagittarius 'A'. The Sun, 27,000 light years away, completes a revolution every 230 million years. every now and then, the black hole swallows a bit of gas, a wayward planet, or even an entire star. Friction and gravity heat the victim to such a high temperature that it lets out a scream of x-rays, which light up nearby gas clouds to an amazing 40 million degrees, preserving a record of the black Hole's past feasts. How far is this taking me? All this powerful revolving energy is growing and it's starting to spin me out.

Suddenly the intercom breaks the spell of my idle reverie, with the announcement "One hours notice to dive." Oh how I wish I'd caught some extra sleep. It's going to be

hard yakka working on the bottom. With a quick breakfast finished we're transferred under pressure to the hot, humid diving bell, definitely not for the claustrophobic, with barely enough room for three human sardines, and we're lowered to the working depth. Internal and external pressures are equalised and the bottom hatch is opened revealing our own Black Hole, through which we slip into another universe of liquid freedom.

Colin Cameron.



Diver locking out of a diving bell.

DIARY DATES

	Yachts	Juniors	Centreboards	Sailability
May				
28	SA	Presentation night		
30	MO	Sailing Committee Meeting		
JUN				
5	SU	WT-1		
7	TU	Board Meeting		
8	WE			RFW, Achieve, Fisher Rd
11	SA			BIRDS, General
13	MO	Queen's Birthday		
18	SA	Working Bee		
19	SU	WT-2		
25	SA	Annual General Meeting and Dinner		
27	MO	Sailing Committee Meeting		
JUL				
3	SU	WT-3		
5	TU	Board Meeting		
10	SU	Diggers BBQ		
13	WE			Sunnyfields, CAPS Pymble & Forestville
16	SA			Hornsby Lifestyles, General
17	SU	WT-4		

Please check the 2010-2011 Handbook Duty roster crew contact: Penny Meakins 0416 357 357
dutyroster@myc.org.au

WANT TO IMPROVE YOUR TRIMMING SKILLS?

Interested in some private tuition during June and July?

Main Sail Trim ... Head Sail Trim ... Spinnaker ?
If there is enough interest, and the timing suits, we will organise as many 2hr training sessions with Manly Sailing as required.

Contact maz@radford-yacht.com for further details.

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. You can email the club at info@myc.org.au

Crew request...

CREW LOOKING FOR BOAT

Name: Joanne Mackintosh

Email: joster1973@gmail.com

Phone: 0422 202138

Experience: Competant Crew Course. Have done one season crewing on a Noelex 25 in New Zealand and a season on 36ft yacht with Balmain Sailing club.

Moving to the northern beaches soon and keen to sail over winter.

DEADLINE FOR THE NEXT ISSUE IS 10th JUNE

newsletter@myc.org.au 0403 805986

Looking forward to receiving all your news and pictures but please don't leave it until the last minute!

Carole