



Issue No. 17 September 2011

Presidents Report

It was great to see so many Manly members in Airlie Beach and Hamilton Island for the Whitsunday regattas, for a small club we certainly have many members prepared to travel. Greg and Leanne Zyner took Copernicus all the way north while Chris & Anne Stockdale did the rock star thing and chartered a 60 foot boat straight from Airlie Beach. Penny Meakens was spotted on a Volvo 60, and Peter Mosely as always had Local Hero at the front of the pack, there were many more familiar faces scattered around both regattas, well done MYC, a great representation.

As the new sailing season has started it is great to see so many boats fronting up for the races, the summer series saw good numbers competing. A minor directional issue on Ratty Tooley saw us sail the longer course instead of the required short course but we got to see more harbour islands than the others and had a great day anyway.

As the club grows and continues to prosper we are finding it more and more difficult and time consuming to manage the club on a strictly volunteer basis. Each year we have to deal with more and more government legislation and bureaucracy not to mention a growing membership. This puts a greater strain on the many great volunteers we have helping but trying to successfully manage both a busy life and a growing sporting club is starting to put enormous time burdens on many members. The board is looking at the possibility of a part time paid administrator to ease the load. This will enable continuity in the management of the club and help us to maintain the level of service currently supplied by volunteer members. We are seeking the ideas and thoughts from members, both for and against the possible addition of a part time administrator as well as ideas on how we can raise the money to pay for one. If you

have any thoughts please contact either myself or one of the board.

The old A4 size Little Manly parking permits issued to the club in 2004 for the volunteers are being replaced with the newer small windscreen versions. These will be available as before by signing them in and out from the office on race days. At some stage in the near future the old permits will lapse and the rangers may book members who still use them. The old ones must be returned to the club so they can go back to Manly Council.

After some bureaucratic bungling the liquor licence has been renewed so everything is back to normal on the beverage front.

The MYC Junior program is off and running with 6 new Optimist dingys being ordered and sponsorship for 2 more is being sought.

We have had an incredibly generous donation from an anonymous member, or members of \$2,500 for the purchase of a new dingy. I have no idea of who this is from but on behalf of the juniors, their parents, and all of the MYC members, thank you very much; I hope some of the kids taught on your donated dingy will one day progress through the ranks and sail on your yacht as crew. We have also had pledges from other members offering to make up the difference if we are short on the order for the next couple of dingys. All donations are gratefully received.

We are also getting the crew coordinator up and running for the new season with a dedicated mobile phone number. If anyone has an old but usable phone sitting in a draw and can spare it please give me a call so we can get this service up and running (0417 412 305)

That's all for now,

Cheers
Ian D

Great response to call for new volunteers

One reason why Sailability Manly is so successful is that we're constantly attracting new volunteers. You may assume that with baby boomers reaching retirement age, there'd be a surplus of talent, but this is not the case. Our close relationship with networking groups such as Northern Beaches Community Connect puts us in touch with people of all ages in the area looking for a worthwhile opportunity to donate their time and expertise, but we need to stay proactive.

Our annual Orientation morning on Sat 3rd Sept had a great response with potential volunteers attending a morning covering an introduction to Sailability, it's history, philosophy, boats, strategy and members, followed by a session on the water. Some newbies have sailing experience and took to the Access 303s like ducks, and those who didn't were soon learning the ropes with great enthusiasm.

So beautiful was the weather, and so keen the attendees, that we spent a long time on Manly Cove, packing up after 1pm, and most can't wait to get back for our training session on Sat 10th. These are potential MYC members, so let's make them welcome.



Working Bee

It's also the time to get the dinghies and equipment ship shape, so a working bee is arranged for Saturday 24th September. Anyone who loves mucking about with boats, please give us a hand.

Access State Titles 2012

Sailability Manly will be taking responsibility for the start boat, Charlie's Chariot and team, for the Access State Titles in Middle Harbour on Sat/ Sun Jan 28/29th.

The YA have agreed to run a free, full day, Club Race Officers course at Manly Yacht

Club on Sat 15th October, so we can all update our skills, and learn new ones.

Anyone who would like to attend, please contact me or Cary Budd, as this opportunity is not likely to happen again anytime soon.

Jude Cole



COMMODORE'S REPORT



The season got off to a flying start with a spectacular day for the first race of the season – the marathon – and 26 yachts signing up for The Space Summer Series or casual marathon entry. While the division one boats headed towards Spectacle Island the Division 2 boats rounded Goat Is before heading home – at least those who interpreted the sailing instructions correctly. None the less, a great sailing day and a good turnout back on the deck; unclaimed prizes jackpotting to those who were present.

For all those returning from Queensland after the Airle, Hamilton and other regattas, I hear that the weather might have been warmer in Sydney – and if I'd stayed here I might not have ended up with this dreaded "lurgy" I can't shake!

I'd like to extend a BIG THANK YOU to all the Equipment Inspection Auditors for the great job they did inspecting 34 yachts on the Saturday – 6 of them Cat 4's. There were a handful of yachts that didn't quite pass but those issues have been attended to in a prompt manner.

The first Offshore Race, organised by SASC, looks to be wet and cold as I write my report with the following day promising to look a little better – which is good for the scheduled Try Crewing Day.

Entries are starting to come in and we have a good representation so far for the Peppertree Club Championships but we can always use more. The Zilzie Twilights have also received a good number of entries. The Twilights don't

start until Friday, 21st October but there will be a Try Racing Day on the Friday before which will also be used to familiarise any new twilight race committee with what's required to run the twilights. This will be followed by a free BBQ. Contact Greg Wilkins if you are interested in the Try Racing and contact me if you can help out on the twilight race committee.

Don't forget... the first Mini Regatta is a little earlier this year – 25th September, only 1 entry so far so not enough to make a regatta, so get your entries in now.

Remember to look in your handbook for upcoming training sessions. We need RSVPs for some as they are run by YNSW and require a minimum number of attendees, confirmation and payment before they can go ahead.

On a final note... each year there is a great deal of effort expended on trying to fill the race committee roles for the Sunday and Friday night racing. Flyers; multiple emails; phone calls; all consume the time of a few volunteers. If you want to race please make an effort to respond and volunteer for a spot on the race committee. If race committee positions are not filled **THERE WILL BE NO RACING!**

Dummy spit over ... Safe sailing!

Maz



Kids Camp

Manly Sailing will be running a Kids Sailing Camp from October 4th to 6th, 9.30am - 3pm each day.

The camps are for kids between the ages of 7 and 14 and no experience is necessary. We teach all the basics of sailing as well as playing games both on and off the water. The kids will have heaps of fun while learning the ins and outs of sailing.

For more information contact Anne on 02 9977 4000 or info@manlysailing.com.au



Generous Anonymous Boat Donor

Our secretary nearly fell off her chair when she opened the mail a few weeks ago. A bank cheque fell out of the envelope for \$2,500 and a note stated that the money was to be used to buy an additional Optimist dinghy for the MYC fleet. The President and secretary have conducted a forensic examination of the envelope and contents and compared the printing with known print faces but the identity of the very generous donator remains a mystery.

Thank - You



Eureka !!

The Manly Sailing Crew arrived in Airlie Beach on the 9th of August to take charge of the fabulous Sydney 60 Eureka II for the next three weeks. After shedding our winter coats and taste testing the local beer we set about getting ready for the Queensland regattas. A shake down sail proved that we had a very special boat on our hands and we were very eager to get out on the race course. Built specifically to compete in the Sydney Hobart, Eureka II is now a charter boat in the Whitsundays but she still maintains her racing

pedigree and once we had all the charter gear off and the race sails on we were good to go.

Word came down the marina that local boat Storm 2, a Warwick 66, was a bit concerned about these blow ins from Sydney and had moved into our division to show us what was what. So with battlelines drawn, we headed out to the course. What followed was a week a spectacular racing - Storm 2, Hammer of Queensland and Manly Sailing on Eureka II led the fleet around the course each day with an average 15kts most days, swapping first, second and third over the line each day. The highlight had to be the day we beat Storm 2 over the line by 6 minutes to take line honours (see the footage on Manly Sailings' Facebook page) and the second best highlight was beating them over the line by 3 seconds on the last day.

Plenty of tall tales and tongue in cheek jibes were passed between the two crews at the beer tent and in Joes Diner each evening with the Manly Sailing Crew keeping up the pressure on water and off, resulting in a fabulous 4th overall for our fab crew of Janette, Matt, Sally, Bec, Daniel, Sarah, Jim, Kevin and of course Mal who spent the week urging us to keep it tidy!

It was a mildly reluctant crew who waved goodbye to Airlie Beach and headed to Hamilton Island to start all over again at Hamilton Island Race Week. After we bid farewell to our Airlie Crew, old rivalries were forgotten as we greeted our new crew and eyed up the new competition. This time we were a crew of 16 and had two maxis as our nearest competition - with both Condor of Bermuda and Hammer of Queensland being way bigger and faster than us we had to get our game face on and quick. We headed out to the Eastern start line on the first day, fresh crew, eager faces all ready to go again and we surpassed even our own expectations, not only did we beat both maxis across the line we beat them by almost 45 minutes, we were the third boat out of the entire 196 boats to cross the line, following Wild Oats and Lahana. What a coup - we were thrilled and even more so when we found out we were first on handicap as well as on line honours.

We knew the handicapper would get us so we went out the next day determined to do our best but aware that we'd shown our hand to

the rest of our division too early and this time not only did we do it again, but we were the first boat out of the ENTIRE FLEET over the line. Even Wild Oats was behind us. The camera crew boats were lined up and because they were not expecting anyone to finish before Wild Oats didn't take one picture of us. But Kevin and his trusty video camera got it all. The handicapper did indeed decide to teach us a lesson so while we continued to get line honours all week (and in some pretty heavy weather) we never reached the dizzy heights of the podium again. The crew worked their hearts out to be the Gun Boat of the week and we were - 5 guns out of 5, we may not have gotten a trophy or any glory in the media but we know we rocked! Thanks to the fabulous Ian, Kelly, Laura, Paul, Poppy, Nikki, Jane, Ian, Larry, Gaby, Rod, Rachel and Kev we sailed our hearts out and we had a ball. See you all next year!



Brisbane to Keppel

Copernicus joined a few thousand whales and a fleet of yachts in the annual northern migration and I joined her for the Brisbane to Keppel race. But firstly we needed to move her from Southport to Brisbane, which we did via the "inland" route inside Stradbroke Island, which was almost without issue except a slight stoppage at Jacob's Well which resulted in GregZ and Jim hanging onto the end of the boom like seafaring koalas as we made a new channel for ourselves. If only we'd taken a photo!

The next day, thirty two boats lined up in Moreton Bay for the start in a moderate breeze. The boats ranged from a flock of Farr 30s to Wild Oats XI and the fleet was also accompanied by a racing trimaran. Spinnakers were set at the start and we set off at good pace across the Bay in the middle of the fleet. The tactical challenge was to lay a series of marks on the way out of the bay with the expectation of an easterly wind shift, which kept us on our toes with almost constant sail changes from the runner, the asy and the #1 heavy (skipping the not-onboard code 0). As we left the Bay we also left the last of the running/reaching for a while and started a long work up to Fraser Island over the first night through some moderately lumpy seas. Initially we weren't able to settle in the seas and while we were still in touch with the fleet, we were not in the middle any more. Worse still, the Farr 30s had formed a hunting pack and were snapping at our heels.

Saturday morning as Wild Oats XI was on her final approach to the finish to claim a new record, the bulk of the fleet was off the tip of Fraser, with us a few miles behind and the pack of Farris level with us, but a few miles inshore. Our angle enabled us to fly again, while the boats inshore had more work to do, but potentially less current. It almost worked out but as we converged we ran out of wind and soon it was us chasing the Farr 30s and the rest of the fleet was well away from us. By early Saturday afternoon, as Lahana joined Wild Oats in the beer tent, we had only just cleared Fraser and we were dealing with little wind, adverse current, confused seas and breaking waves all along the sand bank stretching north from the island. We were passed both on the inside and outside as the conditions played cruel tricks on us. Luckily the online tracker didn't have the resolution to show the loop-de-loops we did. As dusk approached we had a long line of breaking waves on the sand bank to our lee, and with little wind our thoughts were turning to the motor. But just as night fell, we got past the top of the bank and were able to crack sheets and start following the fleet back in towards the mainland.

That night we were treated to the sound of

whale song coming through the hull! Either that or the crew who had finally started eating were not digesting very well! I think around this time we had our first watch in the race were we didn't have to do 2 or 3 sail changes!

Morning saw us following the fleet with the rough plan to trend back to the coast and then gybe out as the wind swung more to the east. But around noon a hint of easterly arrived long before the coast did and we collectively decided to gybe and stay out. A decision that we all later declared that we all knew at the time was the wrong one:) By evening, we were still waiting for the wind to swing further to the east, as we were too deep and too slow and struggling to get inside Keppel as the rest of the stragglers were getting up the inside of us. But by midnight, we no longer cared for the easterly and just wanted any breeze at all. As the off watch woke up, David actually thought we had finished already, because it was so still he thought we were berthed and everybody had left him sleeping and gone to the beer tent (which was probably kicking off for a second night without us). We were in an absolute mill pond, not a zephyr or a ripple, with only the sound of heavy breathing dolphins letting us know we were at sea!

The drifter finally caught some breeze and by 1am we had 1 mile to go and 5kn of boat speed under #1 light. GregZ then made the tactical mistake of making a radio call to the committee boat to say the fateful words: "We'll be finishing in 15 minutes"! 2am and we were back to the drifter, which was doing something, but only in the wind created by us being taken by the current. 3am and we realised the line was not where the GPS said it was! We were now in danger of having the current take us past the line with no hope of getting back if it did. Luckily the drifter gave us just enough to clear the pin by a few meters.

Less than 6 hours after berthing, we were at the airport for a flights home. At least we avoided all that pointless hanging around waiting in the beer tent!

ANCHORS AWAY!

No, don't correct me ...

I'm sure you have all read the Sailing Instructions in the new handbook and spotted a new rule "Unless in use, no part of any anchor may project forward of the bow at any time whilst racing."

Please put your anchors AWAY when racing. That means stow it in the anchor locker unless it is being used to hold your boat to the bottom of the harbour. That extra 20 or 30cm is not going to get you across the line any sooner and there have been enough close encounters and occasional impacts at start lines and rounding marks for this rule to be introduced.

Thank you for your co-operation.



Calling ALL members

MYC is a volunteer yacht club and volunteers are still needed for the summer Series, Club Championship and Twilight race management teams.

For each of the **Sunday** races we need ...
+ a Race Officer on Carlyle and at least one assistant
+ a Robbie R driver and mark laying assistant
+ a duty officer at club
lunch provided

For each **Twilight** Race we need 3 people on the deck at MYC to start and finish the races
Dinner provided

Please email dutyroster@myc.org.au to advise your preferred date. No experience is necessary and everyone should plan on volunteering at least once during the season.

Thanks for your assistance!



Where's the Ferry?

It's the start of the sailing season so... a timely reminder to be aware of ferries and shipping in the harbour.

All competitors must keep 500m from the bow of a ship and 200m from the bow of a ferry; and at least 30m from the sides/stern of any ship or ferry underway.

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



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

1. Recreational boats both power and sail should keep well clear of large vessels and ferries. They are difficult to manoeuvre.
2. Do not cross ahead of large vessels or ferries unless well ahead.
3. Do not cross too close astern of a large vessel or ferry (there could be someone coming from the other side).
4. Stay away from the lee side of ships because there is an enormous wind shadow that will becalm you.
5. As a general rule, yachties should know that in a race you may not only incur penalty points if you are seen to impede the passage of a commercial vessel, you can also be charged with negligent navigation.
6. Always keep to the starboard side of the channel.

7. Do not cross a channel if you are going to impede the vessel which has to use the channel.

See

<http://www.maritime.nsw.gov.au/bigships/safety.html> for more details.

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



Do not manoeuvre close to the ferry lane when your start time in the Twilights (or other MYC series) puts you in close proximity to the arrival or departure time of the ferry. When starting or finishing a race, you must do so on the western side of the ferry lane.

All yachts are governed by Maritime NSW regulations regardless of whether they belong to a yacht club or not and owners should ensure that their yachts comply with these regulations. Yachts are required to display navigation lights when travelling on the water after sunset or when visibility is poor.

The Space Summer Series Race 1

Start of a new season is always a challenge... safety audits to pass, new sailing instructions to read and crew to organise. On the race committee side Robbie R and Carlyle need to be dusted off and geared checked for completeness. So how did we go?

Good for audit inspections – Except that is for about Okavanga Delta and Wildlife who were keen to sail in the first race but were left hanging – seems despite popular belief, the audit inspectors cannot walk on water!



Fair for checking the sailing instructions as everyone knew the race started early as it was a marathon, but division 1 and 2 courses were confused by some. However they did not seem to mind considering it was a great day for a long sail down the Harbour.

Pretty good for organising the crew – for example Moonraker had lots of keen crew on board.



But Melody was caught a bit short on the day. After sailing the course alone, including about 5 spinnaker jibes, all came unstuck when the main would not come down after the race. Halyards were used to pull the mast over so the top could be reached to unhook the main, but the down side was the main halyard was left up the top and the boat was pulled over a little too far. Some fast and furious bailing by Manny and Jim saved the boat, but not the mobile phone!

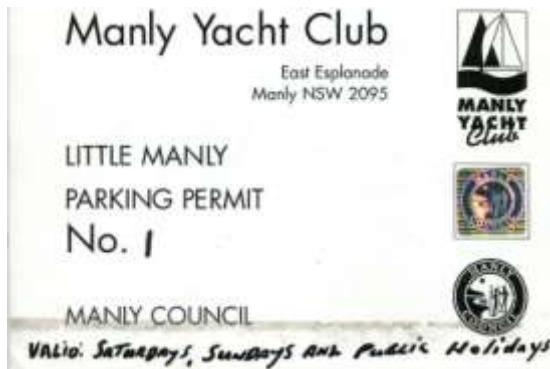


Lucky for the race committee as the recently repaired anchor winch on Carlyle refused to work at first, but continual coaxing from the starters made it go – the gremlins in the system still need to be found and removed.

DO YOU HAVE ONE OF THESE?

Manly Council has rescinded these Manly parking permits and will issue new ones on return of the old ones. Manly Yacht Club was issued 30 parking permits and at present only 13 reside in the club. PLEASE return that permit that you should have returned on the day you signed out for it. Check side pockets and glove pockets of your car if you think you have ever used a parking permit and post it back or drop it in to the club as soon as possible.

Manly Council Rangers WILL be ignoring these parking permits and FINING anyone who overstays their parking spot.



AUDIT INSPECTION DAY

Well, unlike last year, we had a fine weather day to help with the audits on Saturday 3rd September.

I would like to thank all those who have been through the inspection process this season for the overall good presentation of their boats and equipment to the auditors. This certainly makes for faster and more efficient inspections and of course life for the auditors more relaxed remembering that the auditors are there only to assist the owners with the regulations.

The anticipated problems with the PFDs and lifebuoys disappeared and medical first aid kits were mostly all "in date".

The teams at MYC and Davis Marina did a great job and managed to pass 34 boats on the Saturday morning. As expected the Cat 4 boats take quite a bit longer to complete than Cat 7 but with the boats so well prepared not a lot of time was lost.

Our thanks go to Bruce and Pam for allowing the Club use of the marina for the purpose.

Boats still needing to undergo an audit inspection please get in touch with one of the auditors as soon as possible as the first race has already been held!

There should be some good racing this season with large fleets expected in all series and if everyone can get back to the Club after each race for the post mortems and presentations what a year it could be!

Safe Sailing.

Crew Looking for Boat

Name: Linda Day

Email: linda_day15@o2.co.uk

Phone: 0415738470

Experience: Just moved to Manly for 2 yrs from UK, flexible on days, times etc and very keen to crew to keep sailing and improve on ability etc. 2 seasons crewing on friends Contessa 28

including Round the Island Race, Cowes Isle of Wight UK 2011 and week away sailing in July. Have also been sailing own Laser dinghy for last 3 years.

Name: Penny Murden
 Email: penny@pixicato.com.au
 Phone: 04161337378
 Experience: General crew all rounder with 1 spring/summer/autumn season and 2 winter seasons of Saturday in-harbour racing on a North Shore 33 plus cruising experience on various yachts. Sailing on dinghies, skiffs, windsurfers for many years.

Important Diary Dates

Check out the handbook or myc.org.au. Here are a few reminders:

Sunday Sep 18 – Yachts & CBs – CC1
 Sunday Sep 24 – Mini Regatta 1 – Don't forget to enter!
 Tuesday Oct 11- Racing Rules training
 Sunday Oct 9 – Yachts & CBs – CC 2
 Friday Oct 14 – Try Racing Day
 Friday Oct 21 – Twilight race 1
 Sunday Nov 6 – Try Sailing Day – log it in your diary now!



The Space – Manly Yacht Club- Summer Series

Race 1 – Marathon

Div 1 Start Time: 11:45:00

Div	Sail No	Boat Name	H'Cap	Finish Place	Finish Time	Elapsed Time	Corrected Time	Place
1	2306	Twilight Express	0.895	5	15:08:37	3:23:37	3:02:14	1
1	MYC100	Shear Magic	0.952	3	14:58:38	3:13:38	3:04:20	2
1	MYC32	Esprit (Casual)	1.000	2	14:56:46	3:11:46	3:11:46	3
1	MYC7	Ten Sixty	0.955	4	15:06:00	3:21:00	3:11:57	4
1	MYC12	San Toy	1.020	1	14:53:51	3:08:51	3:12:37	5
1	6421	Pohono	0.900	6	15:49:12	4:04:12	3:39:46	6
1	7888	Manhattan	0.890	7	16:03:13	4:18:13	3:49:48	7
1	6689	Copernicus	1.020	DNC				

Div 2 Start Time: 11:35:00

Div	Sail No	Boat Name	H'Cap	Finish Place	Finish Time	Elapsed Time	Corrected Time	Place
2	6361	Czech Mate	0.785	3	14:46:27	3:11:27	2:30:17	1
2	5830	Cheap Thrills(Casual)	0.905	1	14:25:38	2:50:38	2:34:25	2
2	79	Pompadi	0.737	8	15:05:56	3:30:56	2:35:27	3
2	1255	Melody	0.831	2	14:44:34	3:09:34	2:37:31	4
2	MYC5	Eos	0.818	5	14:48:15	3:13:15	2:38:04	5
2	MYC157	Lady Canasta(casual)	0.820	6	14:53:47	3:18:47	2:43:00	6
2	MYC6	Aida	0.797	7	15:02:43	3:27:43	2:45:33	7
2	MYC37	Moonraker(casual)	0.870	4	14:47:53	3:12:53	2:47:48	8
2	MYC34	Ship Ahoy	0.811	10	15:18:50	3:43:50	3:01:31	9
2	6295	Ratty Tooe(casual)	0.845	9	15:16:13	3:41:13	3:06:55	10
2	MYC27	Estra Tew	0.728	DNC				
2	MYC820	Good Intent	0.765	DNC				
2	MYC28	Kestrel II	0.650	DNC				
2	MYC33	Lautrec	0.785	DNC				
2	NH1	Old Habits Never Die	0.910	DNC				

Try Crewing Day

This year, MYC participated in Try Crewing Day, which is organised by Yachting NSW and the Boating Industry Association to increase participation in our sport. 18 keen crew showed up at the club for a morning briefing. Some had sailed before, while others were pretty fresh, but all had demonstrated the ability to read a calendar and arrive on time, so they were already putting some experienced race crew to shame!

We gave a presentation to the club, our racing program and the sailing school to the gathering before we broke up for a bit of speed dating to match crew to the 9 boats that had volunteered for the day, together with a few club members to act as experienced hands. Each boat then had an hour to get the new crew settled in, give a safety briefing and get ready for a mock race.

The forecast had been threatening a rainy day with a bit too much wind, but reality delivered a glorious sunny day with winds 10-15kn. We tried out the new twilight course 7, which takes us up to Rocky and Edward and then back to Cannae and Grotto, giving an east-west axis which suited the medium wind direction. However the conditions proved to be incredibly variable with lots of turbulence left in the atmosphere left over from the previous days blustery conditions that battered the Lion Island race. The wind came in big puffs from different directions, with shifts of over 90 degrees. Some fairly random compressed handicaps start times had been given for the day, to ensure lots of overtaking, but the conditions also assisted with this as the challenging tactical conditions meant that many boats had to be caught and/or overtaken several times.

The try-crews got a good sample of working, reaching, running, polling, crossing, ferries, cursing handicaps, creative excuses and learning that having more sails is not necessarily faster than having 1 big one. The wildlife also put on a show, with a large seal devouring something that looked suspiciously like an ex penguin pining for the fjords as it's carcass was repeatedly thrown through the air. I think the seal had been watching too many David Attenborough documentaries and had developed bad food habits.

After the mock race, we had a mock presentation back at the club. Luckily the BBQ delivered better than mock sausages! Hopefully the club will pick up a few members from the day and we have a pool of new crew, some of whom may be honing their skills via the sailing school. The contact details of all 18 participants, plus the 14 who registered but were unable to attend, have been posted to the MYC crewlink mailing list. Skippers can subscribe to the mailing list on the website to receive these emails and to review the archives to find crew.



Race Officers Course

Conducted by the YA

Saturday 15th October at MYC

Don't miss this opportunity to gain or update your race management skills
Contact Cary Budd or Judy Cole



AMS Measurement Report

The first club measurement day was a good success, with 7 boats and sails being measured for AMS by our apprentice measurers, working under the guidance of Peter Walsh from Gosford Sailing Club. The first few boats took a little while, but we soon picked up speed and a measurement took less than an hour, even for the new 44 footer in the club! The resulting numbers are not yet available, as the AMS measurement rule is current going through a revamp to a new formula that is being further improved for mixed fleets containing older and newer boats. So the measured data has an appointment with the AMS computer in a few weeks and we will then recompute the races already run to work out a set of AMS results. We have a few more boats interested in being measured and hope to soon have 10 boats in our informal AMS division. If you want to have your boat measured, please contact me on gregw@wiltel.org and we can schedule a few hours to get it done.

Junior Training set to take off

We have the boats, we have the sailing instructors and we have most of the kids that we need so this season is shaping up to be a big one. But there are still places for kids and we can expand to accommodate more children.

If you know a kid (9 to 12 yrs) who has never sailed before then you should call Anne (0414 209 269) at Manly Sailing and chat about their Yachting NSW approved lesson 1 courses.

If you know a kid who has done a level 1 course or equivalent then you should call Greg Taranto (0412 426 584). Greg is heading up our Manly Junior Sailing Program where MYC funds a paid instructor to help kids consolidate skills learnt at lesson 1 courses.

The Club owns a bunch of Manly Juniors and has been lent four PJs but what we have lacked up to now have been Optimists. These are all little sailing dinghies which are 2 to 3 metres in length and designed for kids to sail. Optimists are the smallest of all, the sails and the boats are ridiculously small and even tinny kids can learn to sail them but we didn't have any.

The problem is now partly solved. At the August meeting the MYC board approved the purchase of 4 Optis, but a week or so later a bank cheque was found in the mail with a note asking for it to be used to purchase an additional Opti. Whow we thought! Thank you anon Donor! When we placed the order for five boats the supplier said he would throw in an extra boat! If we had 2 more boats Manly Sailing could get involved with schools sports.



October Newsletter – it is back to Carole – Whew!

Deadline is 10th October. Email your contributions to newsletter@myc.org.au

Considering it must be at least 10 years since I last prepared a newsletter and my technology has not changed since, I hope this appears in your inbox or mail box in some sensible order!

Try Sailing Day

Keep Sunday 6th November free as the club will need lots of members to man the club, BBQ and deck. Further details to come.



MYC Mini Regatta 2011

**The Mini Regatta is here again!
Open to yachts whose overall length is greater than 6m and less than 11m, the series consists of two races held on**

Sept 25th & Jan 22nd

**Overall prize kindly donated by our sponsors
Pittwater YHA**

Prizes on the day include the coveted Golden Teabag for best Foredecky and the annual Horses Ass for the not so best Skipper

Four races are run each day with an overall winner of each day and of the series.

It's a great workout for your crew to get them into tip top shape for the upcoming season so get your entries in now!



Summer Series 1
Racing



New Piles at MYC

