



COMMODORE'S REPORT



I hope that our members have safely come through the almost apocalyptic rainfall of recent days. Many people have suffered flooding or damage to property. I hope that our club can rally as a community to help each other out.

Where has our summer gone? The good news is, we are racing, and the Club is open.

The Sailing Program is progressing well.



The Sydney to Hobart had very challenging conditions this year. Carlos Aydos and Peter Grayson on *Crux* performed brilliantly, coming 2nd on 2-Handed IRC, 2nd on 2-Handed ORCi, 2nd on 2-Handed PHS. Past MYC member Nicole Butcher crewing *Oroton Drumfire* placed 19 in line honours. Felicity Nelson and Alex Seja skippering *Supernova* placing 27 in line honours. Muir Watson and Marike Koppenol crewing *Wild Oats* placing 33 in line honours. Jim Nixon as Sailing Master and Michael Rowe on *White Bay 6 Azzurro* placing 34 in line honours. My apologies if I missed any other MYC members. Well done all.

A huge thank you to Jeannie Opitz for her efficient running of the Race Committee Roster for the past few years. Anne Immerglück has stepped up as our new Roster Co-ordinator - thank you Anne.

A reminder to all skippers to check the Race Committee Roster on the MYC website. All boats have been allocated as Duty Boat for one or more races. Please put your allocated dates in your calendar. It is YOUR responsibility to track. The Race Directors will try to send out reminders, but don't rely on these. REMEMBER, if there is no Race Committee, the race will be abandoned!



I would like to draw your attention to a few changes to the Racing Rules of Sailing in the 2021-2024 edition. Of note are the definitions of what constitutes part of the hull, and how the hull affects starts and finishes.

We now have yachts with bowsprits in our fleet, so we need to consider how we deal with these boats at the start and finish of races. Remember, you will all be on race committee at some stage, so this is relevant to you.

Definitions 2021-2024 Racing Rules of Sailing:

START: A boat *starts* when her hull, having been entirely on the pre-start side of the starting line at or after its starting signal and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side.

FINISH: A boat *finishes* when, after starting, any part of her hull crosses the finishing line from the course side. However, she has not *finished* if after crossing the finish line she

- (a) Takes a penalty under Rule 44.2
- (b) corrects an error in *sailing the course* made at the line, or
- (c) continues to *sail the course*.

So, to reiterate, a bowsprit, fixed or retractable, is a spar and not part of the hull. The sails or spinnakers are not part of the hull either. Please remember to only count the hull at start time and finish time and ignore the sails or bowsprit.

FORTHCOMING CHANGE TO MYC SAILING INSTRUCTIONS: The MYC Sailing Committee has resolved to allow the use of autohelm during racing. This changes *RRS Rule 52* and will allow those boats that are short-handed to safely compete, hopefully bringing increased race participation. We believe this will not give any advantage.

NEW OFFSHORE RACE FOR NEXT SEASON. We are going to add a new race to our calendar next year - an offshore race to the new Shellharbour Marina on Australia Day.

Shellharbour Marina Lat & Long: 34°35.229'S 150° 52.950'E



Mark your diary and stay tuned for details.

Jason Bond - Commodore



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





DUTY ROSTER COODINATOR - FOUND!

Thank you Anne Immerglück for taking on the role of Duty Roster Coordinator. Many of you will know Anne's face not only from sailing on *Crux* and *Ratty Tooey* but also behind the counter in the kitchen supervising the catering at after racing twilights. Anne has been a member since November 2017 and last year gave birth to Phoebe - a future foredeckie.

I'm sure you will give her all the support you can when she sends out the call for volunteers on the race committees.



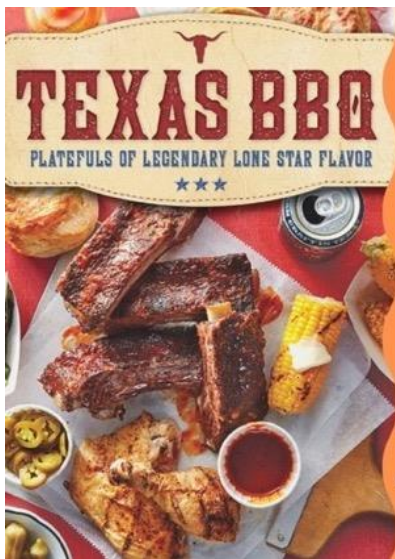
HELP

HERE'S YOUR CHANCE TO HELP

Twilight Race 22 need assistants, as does Club Champs 10 and the Women's Challenge.

BE PROACTIVE.

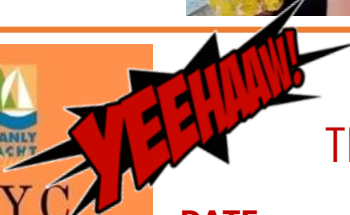
Let Anne know you are available.
dutyroster@myc.org.au



MYC BALL 2022
19 March 2022
7 pm
\$50

INCLUDES FOOD & ENTERTAINMENT
BUY TICKETS
AT TWILIGHTS & SUNDAY RACES

Or Email
David Lewis: david.lewis1052@gmail.com
Or Cary Budd: cary@myc.org.au



TICKETS STILL AVAILABLE

- DATE:** 19TH MARCH 2022
TIME: 7PM-11PM
VENUE: MANLY YACHT CLUB
TICKETS: \$50 PER HEAD (includes entry, food, entertainment/dancing)
DRINKS: Will be at MYC Bar prices (no BYO)
CONTACTS: **David Lewis** m: 0411 883 475
 e: david.lewis1052@gmail.com
Cary Budd m: 0419 600 108
 e: cary@myc.org.au



FROM THE GALLEY

It's been a while, understandably, with the COVID restrictions in place and we thank you for your patience. We plan to fix this for the last Twilight of the 2021-2022 season.



MARCH 18 - TWILIGHT RACE 22

- BBQ Chook
- Vegetarian option
- Pepper Tree Wine tasting
- Hand out the stockpile of prizes collected during the COVID restrictions



SEE YOU THERE



PEPPER TREE WINES

HELLY HANSEN MANLY YACHT CLUB WOMEN'S CHALLENGE

- SAT 26 MARCH - Centreboard classes
 ~ Hansa 303s
 ~ O'pen Skiffs
 ~ Lasers, Radial, 4.7



- SUN 27 MARCH - Yacht classes
 ~ Female Helm Divisions
 ~ All Female Crew Divisions
 ~ One Design (if sufficient numbers)

NOTE: The One Design Trophy is open to the class with the most one design boats in the fleet, typically won by the Hansa and O'pen Skiff fleets, but has been won by a fleet of Ynglings! How about some J24s or J70s??



Details and entry [here](#)



SUMMER SERIES RACE 3

RESULTS: <https://app.sailsys.com.au/club/23/results/series/1226/races>



Thanks Colin - keeping an eye in the proceedings

Not *San Toy*'s favourite race today with ENE to NE sub 10kt breezes at times. Course 8 was the chosen course which included a couple of visits to Rocky and Edwards.

Congratulations to *Shear Magic*, *Jupiter* and *Ludicrous Mode* for their podium positions with *Jupiter* fastest around the course. So, the leader board positions change with *Jupiter* now in pole position with 7 points, followed by *San Toy* on 10 and *Shear Magic* on 11.

Thank you, Team *Ten Sixty* plus Jan Bartel on the race committee, and thank you also Jan for snapping some pics for a grateful newsletter editor.

More images here :

<https://photos.app.goo.gl/XiTovCVqnWSuMsi26>



Ludicrous Mode crosses the start line



Manly Sailing - Solace



San Toy Start



Cheap Thrills



Lost Horizon - fastest around the course



Pompadi



Jupiter leads the point score





PEPPER TREE WINES

CLUB CHAMPIONSHIP RACE 8

Division 1 start line - great pic Colin!

RESULTS: <https://app.sailsys.com.au/club/23/results/series/1220/races>

A long course 3 for a sub 10knt SE breeze but at least it didn't rain - sun showers don't count! And yes, that was the occasional blue sky you saw.

Ten starters - 6 in Division 1 and 4 in Division 2, casual entry *Jupiter* taking out 1st place in Division 1 on handicap, followed by *Corum* and *San Toy* in 2nd and 3rd place respectively. Fastest around the course was *Corum*.

In Division 2, *Cheap Thrills* 1st, with *Kia Kaha* and *Ratty Tooy*, 2nd and 3rd and *Kia Kaha* fastest in this division.

Thank you *Ten Sixty* on the race committee - average points for you!

With 2 races to go both *Corum* and *San Toy* will need to tie a bucket to *Ten Sixty's* keel!

More images here <https://photos.app.goo.gl/iLPLCEPDRRpWbG9H9>



CODE RED... Red kites every where



Corum
Fastest Division 1

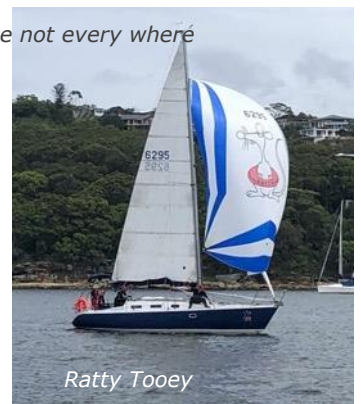


Kia Kaha
Fastest Division 2



Well, maybe not every where

Cheap Thrills
1st Division 2



Ratty Tooy



Mondo - one owner at the pointy end, one owner in the middle, one owner at the blunt end



SUMMER SERIES RACE 4



Lost Horizon and Manly Sailing-Solace after rounding Clark Is

RESULTS: <https://app.sailsys.com.au/club/23/results/series/1226/races>



And what a lovely day for it! Steady NNE Breezes as we ran down to Shark Is and then across to Clark Is before a quick duck into Rocky and Edwards and back to the Carlyle finish line.

It took to about the bombora before the back markers caught up with some but not all the front starters. *Shear Magic* out in front and first across the line - and on handicap - well done!

The tussle between *Jupiter*, *Mondo* and *San Toy* continued with *Mondo* finishing ahead of *Jupiter* and then *San Toy*, with *Lost Horizon* soon in after that. But the handicaps ... *Shear Magic*, *Pompadi* then *Jupiter*.

Fastest around the course was *Mondo*.

More images here: <https://photos.app.goo.gl/8BscSC2zKFNSpVPA8>



THANK YOU

- On Carlyle RO - Roger Freaney,
Colin Cameron,
Andrew Watt
- On Robbie R - Steve McKeogh,
Julian McPherson
- On Shore - RD David Ashton



5



The Winners finally back at the club - sorry David, that fire hose reel is on the cutting room floor!





SAILING AT OTHER CLUBS

WHEN YOU JUST CAN'T GET ENOUGH



5TH-6TH FEBRUARY 2022 ADAMS 10 AUSTRALIAN CHAMPIONSHIP

A fleet of 12 Adams 10s competed in the Australian Championships on this weekend. Amongst them, Garth Riley and crew representing MYC on *Sirius* had solid mid fleet results in both OD and PHS against a competitive fleet in, what you may remember, was a large swell running in The Sound. South-easterlies on both days made for some close and exciting encounters. The A10 Australian Championship was won by Lake Macquarie Yacht Club boat *Backchat*, congratulations.

More great images from Marg Fraser-Martin [here](#)



11TH-13TH FEBRUARY 2022 PITTWATER REGATTA



Club members Jim Nixon, Michael Rowe and Greg Wilkins came home with the goods of the inaugural ORC NSW Championship hosted by Royal Prince Alfred Yacht Club as part of this year's Pittwater Regatta, on board the well campaigned *Azzurro* owned by Shane Kearns.



Jim reports "Great long weekend for S&S 34 *Azzurro* with a hard-earned second place overall in the inaugural NSW ORC Championships in Pittwater, northern Sydney. With two inshore races, a long offshore and final day Sunday with three windward/leeward offshore races in lumpy seas and winds below 10 knots it was a tough regatta for all involved."



[Azzurro Yacht Racing](#)

<https://rpayc.com.au/pittwater-regatta-inc-nsw-orc.../>

2nd - Division 2 ORC NSW Champions
3rd - Division 2 Pittwater Regatta Open Series



12TH-13TH FEBRUARY 2022 SYDNEY 38 NSW CHAMPIONSHIP



The Pittwater Regatta also included the Sydney 38 NSW Championship on the 12th and 13th comprising 3 w/l races offshore - the same lumpy seas as reported above. President Lisa and Vice Commodore Stephen and crew competed against a seasoned fleet of Sydney 38s representing Manly Yacht Club on *Mondo*.

Congratulations to Peter Byford and David Hudson on retaining the Sydney One Design NSW Championship title on *Conspiracy*.

26TH FEBRUARY 2022 COMBINED CLUB SUMMER INSHORE SERIES

Phil Dressler on *Ça Va* sits firmly in 5th place in Division with one race to go.

27TH FEBRUARY 2022 SYDNEY HARBOUR WOMEN'S KEELBOAT SERIES

Catherine Thornton-Rofe on *Kaotic* still holds her lead in the series despite not competing in race 4, holding off Wendy tuck by 2 points. The final race 5 is also the MYC Women's Challenge. Can Cath hold her lead? And ... BTW ... have you entered?



[ONLINE ENTRY HERE](#)



— 2022 —
SYDNEY HARBOUR
REGATTA

The Sydney Harbour Regatta held on the weekend of the 5th and 6th of March started in some very "ordinary" weather but that didn't deter the volunteer and competitors holding another great weekend of racing. Hosted by Middle Harbour Yacht Club and supported by CYCA, MYC, RSY, , RPAYC, RPEYC, SASC, RANSA and Sydney Flying Squadron, this weekend saw almost 200 boats competing in 19 divisions over 7 different courses.

The weather improved over the 2 days, but the conditions were still challenging. RESULTS: <https://www.topyacht.net.au/results/2022/shr/index.htm>



Garth - Sirius 3rd A10



Andrew - Jabberwocky 3rd J70

A BIG THANK YOU
 TO THE MYC
 VOLUNTEERS
 John Bussey
 Eils Robertson
 Jackie Morgan
 Mark Bode
 Martin Hastings
 Jason Bond
 Ian Smith
 Cary Budd
 Lynette Gould
 And
 Robbie R



The view from the CYCA committee boat
 Thanks Cary



Manly Sailing-Solace



Felicity & Alex on Sequel



Mondo



More images by Marg Fraser-Martin
 and Andrea Francolini [here](#)

WHAT'S COMING UP



MYC SYDNEY TO PITTWATER RACE GOOD FRIDAY - APRIL 15 THAT'S RIGHT MANLY YACHT CLUB'S FAVOURITE OFF SHORE RACE IS ON AGAIN



- Get your Cat 4 in order
- Get your crew together
- Think about spending the rest of the weekend on the beautiful Hawkesbury Waterways with other like-minded competitors before an informal race home on Easter Monday
- The entry fee gets you a berth at the Royal Motor Yacht Club for Good Friday night
- Presentation at RMYC is followed by an after-race party with dinner (not included in entry fee)
- Remember! You're competing for your name on the coveted David Parle Trophy.

ONLINE ENTRY [HERE](#)

NO CAT 4?

WANT TO COME JOIN THE FUN?

- If you don't want to race, but you want to cruise up in company, contact Race Director Stephen 0411 262 121 to organise a berth at RMYC for the night
- If you haven't a boat to sail up on, put your name on crew link
- If you have a boat to sail but no crew, see above
- If you just want to enjoy the company of MYC members, drive up and join us for dinner.

THE POSSIBILITIES ARE ALMOST ENDLESS



MANLY YACHT CLUB HELLY HANSEN WOMEN'S CHALLENGE 2022

INVITING SKIPPERS AND THEIR CREW TO ENTER THE
MYC HELLY HANSEN WOMEN'S CHALLENGE 2022
SATURDAY MARCH 26 : LASERS, HANSA 303s, JUNIOR CLASSES
SUNDAY MARCH 27 : YACHTS

Exciting sailing, wonderful prizes, plus a trophy for the winner of the largest one design fleet.

More information at
www.myc.org.au



Images and poster
Marg's Yacht Photos



PITTWATER TO COFFS HARBOUR YACHT RACE

2022

8-10 April, 2022



www.pittwatertocoffs.com.au

The 36th running of the East Coast Classic race has been redeveloped linking boats with Port Stephens race week and the Brisbane to Gladstone race.

More info and online entry [here](#)



4 - 10 April 2022



**Hamilton Island
Race Week 2022**
20 - 27 AUGUST





FEBRUARY 13: CLUB CHAMPIONSHIP 11 & 12 AND APS 8 & 7

In a 5 to 10 knot very undecided east to nor-easter, the 13th was always going to be lucky for some of the 14 boats at the start line. As the shiftiest on the water, I managed to cross the line 1st. Alas, I was pipped by Phil's yardstick with Iain in 3rd.

Phil took the honours in the second CC race too, with the podium looking more familiar with Iain and Ian in next. Sam was quick and Gordon had solid results too, while Phil now has enough CC bullets to fill a gun belt.

On handicap, the irrepressible Andy got up for a win in race 1 and Mike found some speed in the light stuff to win the second. Sam, however, was the pointscore winner of the day with two 2nds. Very flash.

Gently does it - the start of the second race



Barry with Andy + Cap



Shaun scored well too with a third and a fourth while "ye olde" Gordon came 3rd in the second race.

The whole day was a bit like a game of chess, with a similar amount of leaning required. Holes swallowed up great starts while unfair fairer breezes smiled on some and not others.

But hey, that's sailing.

Thanks to the race committee and in particular to our rep Barry, who awarded the wine to the winners and supplied an esky of cold ales for everyone. Cheers Barry.



Bullet boy Phil



More images by Jan Bartel: <https://photos.app.goo.gl/uAxPBRo3mpMGQDoo7>





RESULTS: <https://sites.google.com/myc.org.au/lasers/results/2021-2022?authuser=0>



MYC LASERS



FEBRUARY 20: LASER MICRO REGATTA

Laser Ed: This report is courtesy of Cameron, on Carlisle Carlyle for the day – typos have been attended to 😊:
(Not quite Geoff/Cam ...Maz 😊)

The final four heats of the Mini Regatta were held in pristine conditions, with a 12-16kn Nor Easter and plenty of sunshine. It was always going to be an uphill battle for Iain Cameron to claim the victory, but congratulations to Phil Reid who sailed well all season to take the series with Iain close in 2nd. Geoff Reid coming in 3rd in what is unfolding as a great season for him.

Special mention to Seamus & Ollie, a couple of guys from the Juniors who sailed brilliantly and finished mid fleet in most races! Thanks to the guys on the committee boat and Colin for joining us - the whole management worked well (other than the 4min Flag in the 2nd heat).



And we're off!



Richard stylin'



Vivien powering



Dave in trim



Geoff gets a gust

It also was a teams' event today and The *Buzzcocks* (Geoff, Phil & Seamus), took it out by a mile on 51 points ahead of *Adams Family* on 93, *SuperFreak* on 94, *Satay Sauce* on 95 and the *French Connection* on 112.

Great bunch of people and a great afternoon all round. Thanks, Dutchy for the catering support, above and beyond, if we manage to beat Gordon then we share the spoils!



Laser Ed: Yes, Cam's Catering Cup effort was excellent. Think freshly barbecued satay chicken, bangers on rolls and marinated chicken wings washed down with Silver Bullets, Boag's, Asahis and Rum&Cokes. Advisedly not all at once. Thanks Cam.



Yum!



Team Winners - The Buzzcocks



The Superfreaks



Cam and Micro Phil

Geoff Reid - Lasers





SAILABILITY MANLY



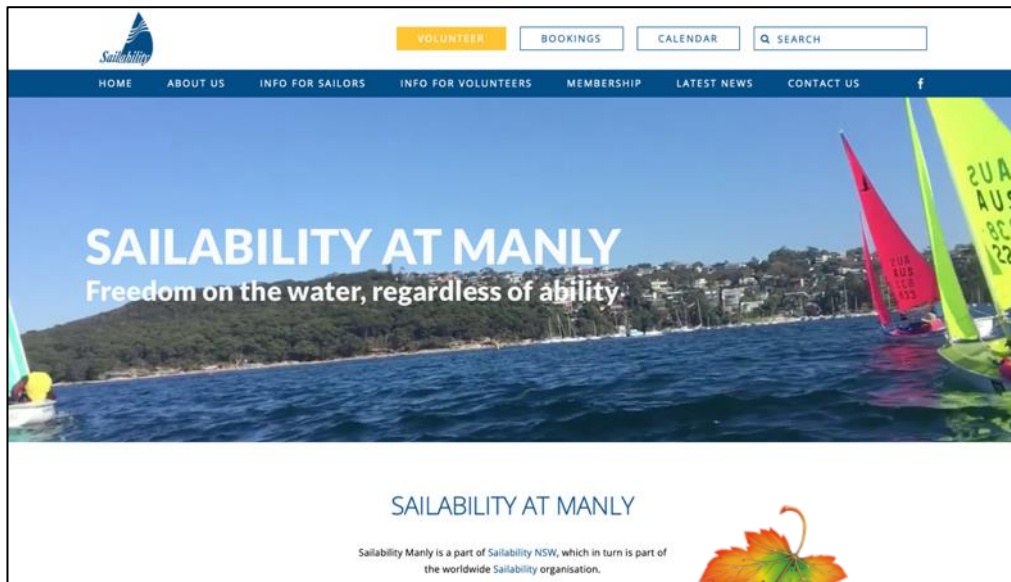
Autumn is Early! by Candice Novello

February saw some sunny days turn into some wild weather however we still managed to get some amazing sailing days in and HOORAY, HOORAY, HOORAY! Our new website has gone live!!! We will have lots of new content being in the added in the coming weeks, so we invite you to go check it out... <https://www.manlysailability.com.au/>

Find info for...

- Sailors
- Volunteers
- How to volunteer
- How to book a boat
- Check if sailing is on

Dates for your



INTERNATIONAL WOMEN'S DAY -TUESDAY 8TH MARCH...



International Women's Day

where we can celebrate the achievements of women in Sailing and especially all those involved in Sailability. Eli is one of those wondrous women (I'm sure you all agree) without whom this operation might not be what it is today. So, we'd like to take this opportunity to acknowledge all the work that women do for Manly Sailability and across the Sailability organisations around the world.

THURSDAY EVENING SERIES MARCH 2022 TO APRIL 2022

We have a team of competitive sailors and their training crews racing in the Manly Cup, thanks very much to the generosity of Manly Sailing. Skippers and crews are invited to commit to this series, from 3.30 p.m. to around 7.00 p.m. each Thursday afternoon to rig, compete, de-rig and have a sausage sandwich. It's a fun evening and a great way to put your skills to the test in different conditions.



WOMEN'S CHALLENGE SATURDAY 26TH MARCH



If you would like to be involved in the annual Women's Challenge, please email Eli.

We need the names of Skippers and Crew who will be taking part, so that we can not only compete for wonderful prizes donated by Helly Hanson, but also compete for the "Most In Class" trophy, which Sailability held for many years, but now has been taken over by one of the Junior Classes.

VOLUNTEER RECOGNITION EVENING WEDNESDAY 4TH MAY

On Wednesday night we will hold our annual Volunteer Recognition Evening.

Please save the date in your diaries and we will have more information to come.

We now have our committee organised for this function and will be working hard over the next month or so that you will receive details such as booking amounts, menu, entertainment.

Reprinted from Signals Feb 2022, with permission more Signals [here](#)



RESULTS: <https://sites.google.com/myc.org.au/lasers/results/2021-2022?authuser=0>

FEBRUARY 27: 4P 13 & 14 - APS 9 & 10

After recent torrential and incessant rain, the harbour was brown with run-off, full of debris and probably a Noah's or two. So, it was a relief that the SE breeze was light and that we were more likely to stay dry.

The first race had Iain crossing the line 1st. However, Phil's yardstick once again relegated Iain to 2nd, albeit by only 6 seconds. The resurgent Sam was third. Well done guys.

On handicap Veronique negotiated the light stuff best to take the win ahead of Cameron and Dave. Congratulations.

Close to the start of the second race, the wind shifted to the east, which meant we could almost make the top mark on one tack. So, the start was crucial. Iain and Phil made good ones and it was a repeat one two finish, with the wind-whisperer Gordon drifting past me in fading puffs to claim 3rd. The handicap results (spookily) were identical. Well done guys.

Once again, it was great to have the juniors Seamus and Ollie join us and they seem to be putting a few more boats behind them. One they didn't was Ian who (just to give them some company) raced with a radial sail for the day. Nice work Ian.

Our trusty leader Tim was MC on the Carlyle and post-race, provided us some cold VBs for our soft-earned thirsts.

Cheers to you Tim and the rest of the race crew for making it happen.



Cam stealing Veronique's wine



Geoff Reid - Lasers



Worthy saluting ... 3 wins for Phil



THE NINETIETH VAUCLUSE REGATTA

In light and fluky conditions, two Manly lasers competed in the 90th edition of the Vaucluse Regatta on 19 February 2022. In a fleet of 37, Evie Saunders and Phil Reid managed 6th and 5th respectively over the two Laser Radial races. Perhaps Phil will bring this result up in conversation when Evie has an Olympic medal around her neck in years to come.

Originally famous for inventing the once very popular Vaucluse Junior (VJ), Vaucluse Sailing Club now has yacht and laser fleets like Manly Yacht Club.

Here is a link to the results and an article about the famous VJ with some incredible photos:

<https://app.sailsys.com.au/club/50/results/series/1578/pointscore?handicap=s>

<https://www.mysailing.com.au/vee-jay-celebrates-90th-birthday-at-vaucluse-yacht-club/>

Phil Reid - Lasers





Radial Fleet start

Last weekend saw the running of the **2022 ILCA Metropolitan Championships at the RPAYC, Pittwater.**

With waterfalls streaming from West Head on one side and many a floating tree on the other, Ollie Mann and Evie Saunders braved the conditions to represent Manly.

A total of 51 entries (25 ILCA 6) raced in a mix of wind conditions with a nice 8-12 knt NE on Saturday backed up by an 8-20 knt Southerly on the Sunday.

Ollie in his first ILCA regatta battled well often mixing with those mid fleet and overall had a great learning experience (6th U17, 24th open fleet). Well done Ollie.

Evie battled well at the front of the fleet with the final result coming down to the last race. In the end Evie finished 1st U17, 1st U19 and 2nd in the open fleet by one point. For those interested, the next regatta on the schedule is the QLD Sates 2/3 April at RQYS.



Ollie finishing in style

Ian Saunders - Lasers 



Evie leading around the top mark

CYCA OCEAN RACING ROOKIE OF THE YEAR



Manly Yacht Club extends its congratulations to Alex Seja and Felicity Nelson who were crowned Ocean Racing Rookies of the Year following their maiden campaign as owners and co-skippers of the Sydney 36 *Supernova*.

Alex and Felicity bought the yacht in February 2021 and assembled a crew for the Audi Centre Sydney Blue Water Pointscore.

Supernova finished 13th overall on IRC in the 2021 Rolex Sydney Hobart, which was Nelson's milestone 25th appearance in the race.

See other winners [here](#)



CLUB CHAMPIONSHIP RACE 7

... and after an exhausting sail, someone comments, "Colin, I saw you were out there making up the numbers.". Well technically weren't all the competitors.

Sometimes it isn't about coming first or winning the bottle of wine. Maybe it's more about the satisfaction from absolutely trying your best under the circumstances.



I know I was so proud of my young, Swedish, crew, Alma, who with practically no previous experience coped magnificently under very marginal conditions.

It was only after crossing the Sound and seeing the Manly Ferry rocking and rolling and the Fast Ferry launching itself into space, off the crest of a swell, that she asked, "Colin, do you have a lifejacket?", just before hitting a wicked squall approaching the Eastern Channel mark.



We were never going to be fast around the course, but my Young Viking certainly made my day. She was absolutely awesome.

Colin Cameron



NEW MEMBER KEN TUCKEY (and Sports Car)



The Tuckey family has recently acquired J24 *Stock Car* for the boys and grandboys to learn and enjoy keel boat racing. And Ken has joined MYC to help with that aim by *Stock Car* participating in competitive racing. Ken and his ancient marina crew plan to do a few starts themselves.

Ken has had a long maritime career starting with 24 years in the Royal Australian Navy, mainly seagoing and as a specialist Navigator. Post Navy he formed the relocation logistics company MoveCorp Australia.

He has always been a sometimes yachting mostly in larger yachts as the navigator.

You may have seen Ken around as he is also a member of the "Rowers and Blowers" next door.

Stock Car has a great pedigree. A Bashford build 24 she has had a long career as a very competitive sailboat.



Her previous owner was Dave Mackay who as we all know is a sailing supremo with more State and National Championships to his credit than one can count.

Sports Car will be in good company with other J24s *Kaotic*, *Okavango Delta* and *Waterhound* out on the track.

See you on the water!





MANLY SAILING EASTER HOLIDAY CAMPS



Are you searching for a fun and adventurous holiday activity for your child?

Manly Sailing provides a flexible sailing and adventure holiday program that suits a wide range of weather conditions. We offer 2, and 3 days sailing camps for kids 7+; from beginner to experienced sailors.

Our courses are fun, safe and fully supervised by qualified Australia Sailing instructors.

The cost includes instruction and boat and equipment usage. Children will be in groups of similar skill level and ages.

For more details and booking <https://www.manlysailing.com/kids-sailing-lessons/school-holiday-sailing-courses/>



MANLY YACHT CLUB JUNIORS

It seems to this editor that the juniors are having too much fun to report in! Since the last newsletter our O'pen skiff sailors have competed in the 11th Kurnell Cup hosted by Kurnell Catamaran Club.

From the O'pen Skiff Facebook page... " Always a fun event. Not sure what we like most. Is it the parents' race? The "smash the event director in the face with a chocolate cake" fund raiser? The acronym contest? Maybe it's staying on the club house floor for the night? Who knows? Thx for having us Kurnell Cat Club".

Representing MYC in the GOLD Fleet... Jonah, Ollie, Toby, Jamie, Lily, Kaia and Macie. Congratulations Jonah and Ollie - first and second out of a fleet of 15. The rest of the juniors acquitting themselves very well, mostly scoring in the top 10 of the fleet in the races they contested.

The larger SILVER fleet was represented by Danielle, first out of 29, George, Billy, Emma and Lucien coming 4th, 5th, 6th and 7th respectively, with Hanna in 9th place.

Congratulations to you all. RESULTS [here](#)



Awesome!
Well done



4.7

You may have read in the laser report that a couple of our juniors are now racing with the Sunday fleet. Shamus and Ollie are getting a lot of experience and advice from our senior laser sailors which I'm sure is much appreciated.

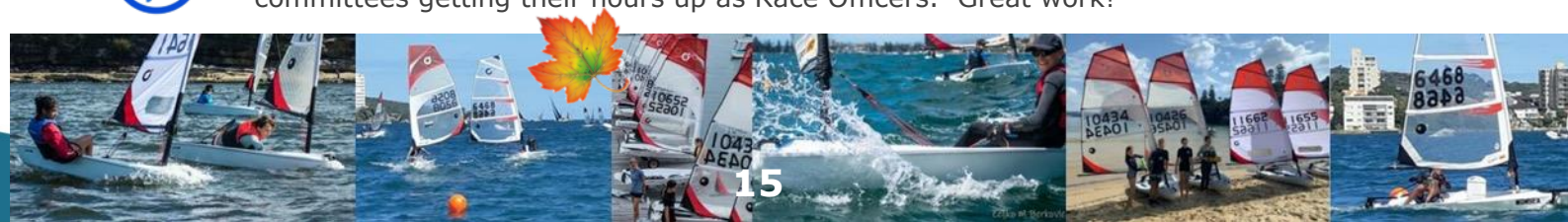


Flying 11

And... was that one of our Flying 11's I saw on the deck on Friday? Bruce and Graham have managed to get a couple of Flying 11s put back together so it's great to see the parents and the juniors so enthusiastic about using them. Hopefully we will hear more about their adventures.



I can't forget to mention the role that Manly Sailing is playing in getting some of our juniors up to assistant coaching level. You will even see our juniors on the twilight race committees getting their hours up as Race Officers. Great work!





TWILIGHT RACING ROUNDUP

RESULTS: <https://app.sailsys.com.au/club/23/results/series/1218/races>



TWILIGHT RACE 17 - 11 FEB 2022



Kryptonite romps home

Congratulations *Kryptonite*, *Fast Company* and *Shear Magic*... 1, 2 3, under cloudy skies, some rain, followed by some rainbows in 15knt SSE breezes gusting to 22Knts around Course 5.

16 boats ventured out - with 14 completing the course. Looks like you all came in, in an orderly fashion, not making the race committee's job too difficult.

Fastest around the course was *Jupiter*, followed by *Ten Sixty* and *Shear Magic*.

Closest to the start was *Fast Company* at 4 secs with *Kryptonite* at 5 sec.

Esprit De Four takes top spot on the leader board in equal second (on count back) to *Kia Kaha* on 46 points, with *Manly Sailing-Solace* in equal 3rd place (on count back) with *Magician V* and *Gecko* on 58 points.



All smiles on Manly Sailing-Solace



THANK YOU

Manly Sailing-Aqualuna!

RO Seamus Smart and assistants, William Hough and Caleb Cooper, tried out their newly acquired skills, and with very clear and helpful training from RD David Wright, and the co-operation of the fleet, started and finished Twilight Race 17 on Course 5.

TWILIGHT RACE 18 - 18 FEB 2022

A couple of casuals, *Waterhound* and *Cool Change* joined the fleet, making 21 starters and 20 finishers. *Sirius*, *Pompadi* and *Fast Company* finishing 1, 2, 3, with *Fast Company* closest to the start and *Mondo* fastest around the track





TWILIGHT RACING ROUNDUP

RESULTS: <https://app.sailsys.com.au/club/23/results/series/1218/races>



Thanks for the pic Colin, It's beginning to feel like the end of twilights

TWILIGHT RACE 19 25 FEB 2022



ABN - not enough breeze to start the race

15 Starters in TWL20 and 15 finishers with *Sirius*, *Shear Magic* and *Jupiter* claiming the podium spots. *Shear Magic* also closest to the start i.e. dead on! - and *Jupiter* fastest around the course.

2 starters in TWF5 and 2 finishers. *Gecko* in first place and fastest around the course, with *Okavango Delta* in second place, concluding the Twilight Female Helm Series with provisional results *Gecko*, *Mondo* and *Pinta II* on a count back.



The winners

TWILIGHT RACE 20 AND TWILIGHT FEMALE HELM RACE 5 4 MAR 2022

For the light south east 5-10 knot breeze the Race Committee selected **Course 4** which entails a few loops between Manly West and East and Cannae Point. They got a bit worried part way through as the light Sou 'Easter looked like it might be defeated by the sea breeze, but it held up and everyone finished before 8pm.

The Race Committee would again, like to remind all competitors of General Conditions of racing 7.11.4 - i.e. don't enter the start area before your 5 minute warning.

Between 40-50 members came back at the club. All boats who had won a prize were there so the decision was made to award prizes as there would be no jackpots.

The race committee recommended a special award class of "crap nav lights"- boats had to have their lights only visible through the telescope to enter. *Pompadi*, *Okavango Delta* and *Shear Magic* were all entrants in this new class. Members were reminded that it is an obligation to have visible nav lights. Thanks to those boats (*Esprit de Four* and *Madama Butterfly*) who helped the Race Committee out by shining a torch on their sail number.

Thanks to Race Committee of Seamus (RO) and the *Manly Sailing-Aqualuna* team.

Thanks to Joss off *Kryptonite* who was pressganged into running the BBQ - everyone said, "best sausages ever!".

Thanks to Gwen who kept the grog flowing.

And thanks to the previous wedding who left us a lovely carpet of rose petals to welcome back the crews.

David Wright - Twilights



TWILIGHT RACING ROUNDUP

TWILIGHT RACE 21



PEPPER TREE WINES



RESULTS: <https://app.sailsys.com.au/club/23/results/series/1218/races>



Course 2 down to Sow and Pigs across to Obelisk in an Easterly 8-10 knots saw 18 boats on the course on such a lovely evening.

Although *Sirius* crossed the finish line first, she incurred a 5-minute penalty for being 47 seconds too early for her start, which meant the finishing order was 1st *Ludicrous Mode*, 2nd *Kryptonite*, 3rd *Shear Magic*. Commiserations and congratulations all round.

Zest was closest to her start at 3 seconds with *Sakana* at 4 seconds, next best.

Mondo was fastest around the course as you'd expect.

Thanks Team *Okavango Delta* for your excellent race committee duties.

We were hoping for a repeat in the number of people back at the club, but sadly, that was not to be. Maybe some dessert for next week will tempt you back?



Okavango Delta Race Committee



Waterhound



Manly Sailing-Solace



Thank you, James Cooper, for the on-water snaps.

For the last twilight for the season, Pepper Tree Wines will be hosting a wine tasting after the racing, and we'll give "semi normal" catering another go, so we hope to see you there.



PEPPER TREE WINES

WINE TASTING TWILIGHT 22 - 18 MARCH 2022

YOU DON'T NEED TO BE A TWILIGHT RACER TO COME ALONG!

SEE TASTING NOTES ON PAGE 25





SUPERNOVA'S ROLEX SYDNEY TO HOBART YACHT RACE 2021 THE HARD PART



By Alex Seja

So, what do you think Felicity? Eden or Hobart?

It was our second conversation about retirement in the past 24 hours, but the situation on board *Supernova* was not improving.

We were nearing Bermagui but had come too close to land and were out of the current. Our one remaining deck instrument had let us down. It was still blowing 20 - 25 kts from the south, but as we passed Montague Island, we realised that the unlit magnetic compass on the bulkhead would get stuck in its bubble whenever the boat heeled past about 30 degrees. Instead of us following the compass, the compass was following the boat. When I realised that we hadn't been steering 180 all day - more like 200 plus - my heart sank further.

All that bloody time and all that bloody effort getting ready for the race, and it was going pear shaped before we'd even gotten past Eden. I was feeling very down.

However, a sticky compass was not the biggest issue on our minds.

Felicity Nelson and I had purchased the Sydney 36 *Supernova* back in February after 3 years campaigning the Jones 40 *Arch Rival* in the CYCA's blue water series which includes the race to Hobart. We'd had a lot of fun on *Arch Rival*, but had been keeping an eye out for a boat of our own that satisfied criteria such as being under 40' (for the cost and ease of handling), with a competitive handicap (because you want to feel like you're in with a chance on a good day), and finally, we wanted a bomb proof design that would finish an offshore race regardless of the conditions.

Supernova ticked the boxes and although being 15 years old, she had not been campaigned offshore meaning that although we had a bit of work to do to get to Category 1, we hoped the structure of the boat was strong.

Felicity was up for her 25th race, and I was looking forward to my 18th. A number of those races were completed with Greg Zyner on the MYC entries *Morna* and *Copernicus*. We'd decided that our goals for the first year owning the yacht were firstly to get to the start line, and secondly to get to the finish line. Anything after that would be a bonus and as I had never retired from a Hobart race, I was determined that this would not be the first time.

The forecast for the race was a good one for a smaller boat. A picturesque start under spinnaker in a moderate southerly, with a proper southerly due later on the first day. The forecast from Clouds Badham advised S/10-15 then SSE/15-18 in the morning and SSE/20-25 with gusts 30 kts and peak gusts 35 kts when offshore in the afternoon and evening.

After dealing with the southerly on the NSW coast, the next feature of the race was to be a high-pressure system detaching itself from Tasmania and drifting slowly across the Tasman as we were due to enter Bass Strait. On the east side of the High would be light South Easterlies, and on the west side would be light Easterlies and North Easterlies. In between would be nothing.

As the high moved away, the NE'er would build for those close to Flinders Island and we were due for a great ride down the coast of Tassie.

The forecast for the tail end of the race was too far away to worry about at that point, but our strategy was locked in. We'd get a spank on the NSW coast and take a long board out on starboard to get into the current. Then we'd flop onto port tack when the wind shifted east on the second day and get as far west as possible in Bass Strait to get on the right side of the High before riding NE'ers down the Tassie coast.

The old adage that the first bit of Tasmania you should see is Tasman Island kept popping up among the competing ideas in my head, but not to worry, we'd have plenty of time to refine our approach to Tasman Island as we headed south. After all, the sayings of salty ol' seadogs were born of a different age. In those times you left Sydney with a hard copy of the weather prognosis cut out of the newspaper and listened into weather forecasts on the HF Radio for coastal waters areas along the way. Such a quaint idea now that we have a satellite dish on the taff rail delivering weather information at broadband speeds.

The first 24 hours of the race was rough, but not extreme. The weather was playing along with the forecast and the boat was handling it well. We came out of The Heads with a #2 and a reef and were changing through the gears as the pressure increased. A second reef went in, then a change to the #3 and back to one reef. As dusk approached the wind was in the mid 20's and the second reef went in again.

If I've learnt anything over 20 years of offshore sailing it is the importance of being able to reef in a hurry, so we'd put bit of thought into the process on *Supernova* as well as practicing at every opportunity. With the mainsail on slides instead of a bolt rope, a main halyard marked at the correct heights, and twin cunninghams on the mast, the watch on deck could pop a reef in or out in well under a minute without calling up the off watch.

Despite all that, we were still caught out just after dark when a squall came though the fleet. Although we had the second reef in, so when the wind

Continued on next page...



SUPERNOVA

THE HARD PART

...continued from previous page



increased from mid 20's to mid 30's without warning, we were stuck with the wrong headsail up and could not shorten the mainsail. We were way overpowered with

the #3, but at least it would survive the squall without detonating, so we focused on the Main instead. All hands were on deck to drop the sail entirely, run the third reef line, and re-hoist. As soon as this was done the #3 was replaced with the #4 and we were back on the wind, steering into the sort of rain and spray that stung the eyes unbearably whenever you dared to peep above the wheel for a quick update from the instruments.

It was during this period overnight when we got an inkling that a list of issues was starting to grow. Someone mentioned the freshwater tap in the galley didn't seem to be working, then crew came on watch saying they'd had no sleep because there was water pouring through the throttle control panel, or that the head was full of water. They were all little things that did not ring any alarm bells at the time, because banging into a southerly was never dry or comfortable.

Then at 5 am the next morning as we started the engine to charge the batteries for the 0635 Position Report, the instruments literally disappeared in a puff of smoke. Later analysis showed that a widget in the switchboard had shaken loose and fallen across the copper bars that supply power to the whole board, but at the time all we knew was that the instruments were blacked out and the cabin was filling with wisps of acrid smoke and the smell of burning plastic.

We shut down the engine immediately and started tearing the boat apart to find the source of the smoke. My concerns centred around the alternator which had been running hot and was undersized for the bank of lithium batteries installed earlier in the year. If you'd asked me in November to swap out an alternator I would have looked bemused, but I'd become a dab hand after the flooding of the ignition panel during the Cabbage Tree Island race started a chain of events which resulted in an electrician and a mechanic spending the days leading up to Christmas Day swapping out all the bits and pieces relating to the ignition, tachometer and alternator, trying to get a combination to work together and get us to the start line.

They'd done the best they could considering suppliers were closed, spare parts were unobtainable, and families were getting cranky about Christmas plans being delayed. Still, as we motored out of the marina on Boxing Day morning, the most likely cause of our retirement was going to be the engine, alternator or

batteries failing before we got to the all-important Green Cape Declaration where we had to swear all that hardware was operating at 100%.

After digging through gear bags, rudely woken bodies and soggy bunk cushions the batteries and associated wiring appeared OK. Shining a torch into the engine compartment gave the impression there was less smoke in there than was floating around the rest of the cabin. At this point attention moved to the switch board which may have copped a bit of spray overnight. The "Instrument" switch was off and would trip back to the off position when you tried to flick it on. So, the panic was over. There was a short circuit in the panel, the instruments were out of action, but the engine was working, and the alternator was charging.

While we were charging the batteries for the morning's position report there was also the opportunity to tidy up a bit, and what we found was lots and lots of water. The head was full of it, as were cupboards, shelves, sinks and sumps. Bunks were wet through, and the headsails on the cabin sole were soaked. After a number of buckets were passed up to be emptied, the next thing to appear were rolls of toilet paper, sodden to the core and being jettisoned overboard. I couldn't believe this quantity of water had come down the hatch, or through the throttle lever, even if it was pouring through like a tap each time a wave filled the cockpit.

When troubleshooting the lack of fresh water at the tap, we discovered that 50 odd litres of the water sloshing around the bilge had come from the starboard water bladder which had let go and emptied at some stage overnight. It had flooded the electric freshwater pump and the motor for the fridge before it spread throughout the rest of the boat. The fridge was no big loss, but half the fresh water was gone and a method for retrieving the remaining water was going to be a problem.

While listening to the sched we'd been surprised at the number of retirements less than 24 hours into the race. It seemed like every 2nd or 3rd boat on the sched sheet was heading north or already in port. On the one hand we agreed the weather had been rough, but not that rough, but on the other hand we too were discussing retirement. We had no instruments or chart plotter, the laptop was flat, and its charger was dead, we'd lost half the drinking water and we were barely a quarter of the way through the race.

Felicity and I threw the pros and cons between us. The nav lights were working, but how would we go without instruments, particularly at night. How could we be competitive without weather updates, routing or AIS.

Continued on next page...



SUPERNOVA THE HARD PART

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Would 40 or 50 litres of water last 8 crew another 3 or 4 days. Could we survive with only 2 rolls of dunny paper! These doomy and gloomy thoughts passed between us and we wondered if it was worth continuing. We were close to a call on the race but thought we should do the right thing and discuss our concerns with the crew. It was at that point we noticed something odd... everyone seemed to be smiling and having a good time. The boat was powered up and moving nicely through the swell as the on-watch guessed at the wind speed and discussed when the next sail change would be on the cards. I heard someone call back the compass heading while the steerer and mainsheet hand discussed height and boat speed despite the dead eyes of the instrument displays glaring back at them from the mast.

The skippers had another quick chat and decided maybe things weren't as bad as they'd first thought.

We were now about 24 hours into the race and the wind seemed to be playing along with the forecast and shifting to the south east as the cloud cover thinned and lifted higher into the sky. The mood on the boat was positive and the crew were coping well without instruments, sailing to the tell tales and the feel of the boat under their feet. We could check our position on various smartphones hidden in dry bags around the boat but keeping a loose eye on the compass fitted to the bulkhead indicated we'd lifted and were making a good course.

This feeling of cautious optimism didn't last long. At 1335 we had been required to standby the satellite phone for a possible call from the Race Committee. Over the last few years, the CYCA has been tentatively navigating a transition between using HF radio as the primary means of communication with the fleet and using more modern satellite communications technology. This year both systems were compulsory, and we had 2 position reports on the HF each day as well as a communications check in the middle of the day in which a random selection of boats would be called via the sat phone. However, our satellite gear was on the blink. Another victim of last night's weather, the system was powered on but a message on the screen said the antenna could not be found. I glared at the big white dome on the pushpit that seemed so oversized on a 36-foot boat and switched off the circuit breaker for the satellite comms gear for the rest of the race.

Later in the afternoon of the 27th we were well south of Batemans Bay and had started the engine for another battery charge before the evening position sched. The ignition panel was only a few months old, but it had been flooded in the Cabbage Tree Island race a few weeks earlier. The tachometer died during that race, but a new one had turned up at the last minute and was installed just before this race. We'd been advised the panel's days were numbered, but it would hopefully get us to Hobart and back before corrosion

in any number of places inevitably took its toll. Consequently, it was not a total surprise when the engine alarm began blaring with that incessant monotone that makes you wince, and heads appeared out of bunks asking what the problem was.

The problem was that the panel and tacho were wet again and full of short circuits. The tacho needle was jerking around the dial, the displays were fading in and out and the various alarm lights were flashing off and on randomly, all while the alarm continued screaming for everyone's undivided attention. Something we'd learnt during the recent dramas was that a working tacho was required to make the alternator charge the batteries... who would have guessed? Apparently, it's not enough just to spin the alternator around using the engine. In this system, a signal from the tacho is required to wake up the alternator and direct charge to the batteries. So, no tacho = no batteries and now we could be in real trouble.

For the moment the engine was running, and the batteries were charging, but we could not leave the engine on for the rest of the race and if the tacho was dead, would the alternator kick in again next time we tried to fire up the donk?

All on board breathed a sigh of relief as we pulled the plug on the alarm, but what were we to do now?

We were abeam of Montague Island for the evening position sched and had only just come to grips with the fact that the magnetic compass on the bulkhead, such an intrinsically reliable piece of navigational equipment, had let us down. We had been on port tack for most of the day in winds that still had the power to force us up occasionally. Each time the boat heeled over and the bow fought the helm to port, the compass would stick at that more southerly heading, and only slowly return to its correct heading once the boat had borne away. We had fooled ourselves into believing the wind had backed and lifted us onto course, so instead of being off the continental shelf sailing a southerly course with the East Australian Current pushing us along, we were inside the current and closing the coast.

I felt like an idiot. If I'd had a good look at the chart on my phone, I would have realised we were coming in and that something didn't add up, but I never doubted the magnetic compass. The sea, the sky, the wind and the compass had reinforced a hopeful interpretation of the forecast for winds easing and backing into the south east. It was obvious now that we'd screwed up and tacked in too early.

The position sched on the evening of the 27th reinforced our fears. Yachts in our division, and those of a similar size, who had stayed offshore smashed us between the morning and afternoon scheds.

Continued on next page...



SUPERNOVA THE HARD PART

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Love and War, Disko Trooper, Crux and the mighty *Azzurro* had pulled 20, 30 or 40 miles ahead in only 12 hours. While we were wallowing in the shallows, they were sitting in 2 or 3 knots of current which translates as pure VMG down the racetrack.

After broadcasting our position we shut down the engine not knowing if would start again, and as the sun sank into the horizon it sank in for us that not only were we short of nav, comms, and instruments, we were out the back door on the results page as well.

So, what do you think Felicity? Eden or Hobart?

The next morning we'd be off Twofold Bay and would have to make the decision. If the engine didn't start, or if the alternator didn't kick in then we were definitely out. It would not be permissible to pass Green Cape without those components operational, but even if they did work, we still had 400 nm of the race to go with limited water and not much to steer by except a dickie compass and the chook at the top of the mast.

Felicity's opinion was carry-on and try the engine in the morning. She observed that the weather was improving, and we had just gone to Lord Howe Island with less gadgets than we had on board right now.

I think that was that comment that swayed me. We'd recently done the Lord Howe Island BBQ Cruise on the *Farr 1020 Sequel* which had nothing more advanced on deck than a chook and a compass. Other than that, all we'd required was a GPS, a pleasant weather window and a crew who had nothing they'd rather do than sail 400 nm across the Tasman Sea.

As the sun rose on the morning of the 28th we weighed up the arguments for and against. No light, sound or movement appeared from the engine start panel, but the buttons functioned so the engine started and stopped, and the alternator charged the batteries. We listened to the coastal waters forecast and decided that the pros were getting stronger and the cons were getting weaker.

The sky was clearing, the wind had eased, and our course was taking us east of Green Cape and Gabo Island. The crew were still smiling and had steered overnight without skipping a beat. Fresh water might still be an issue, but we reckoned there was at least 1.5 Lt per head per day in the remaining tank, and almost a litre of UHT milk per person once that ran out. It might be a dry trip up the Derwent, but we'd be unlikely to perish before the customary carton of beer was delivered at the dock in Hobart.

We had all the ingredients we needed for a lovely trip to Hobart. Structurally the boat was solid and undamaged, the crew was keen and cheerful, and we had a beautiful weather window ahead of us.

It would be madness not to continue.

Around midday on the 28th, *Supernova* reached close by Gabo Island with a clear sky, a full main, jib top and genoa staysail set. So, there I was as we entered Bass Strait, sitting in a puddle in the bilge drawing circles and arrows onto a hard copy of the BOM's 4 Day Chart from the day we left Sydney. The HF Radio weather report for Tasmanian coastal waters areas was carefully transcribed onto the back of a soggy sched sheet next to me. I'll make a salty ol' seadog yet.

... and that was the end of The Hard Part.

Supernova made it to the Start Line and would go on to make the Finish Line early on the 31st of December.

Felicity completed her 25th Sydney to Hobart and was recognised as the highest place female skipper achieving a 4th in Division and 13th overall - what a bonus!



Extract from *Live-Sail-Die* article

<https://www.livesaildie.com/felicity-nelson-celebrates-25-rolex-sydney-hobarts-quietly/>

Sydney sailor Felicity Nelson sailed across the Rolex Sydney Hobart Yacht Race finish line at 07:34:34am on the 31st December but there was no major celebration in recognition of her milestone 25th Sydney Hobart, as she doesn't like the fuss.

Nelson has become only the second woman to reach this milestone, behind Adrienne Cahalan, who ticked off her 30th Hobart aboard *Oroton Drumfire* this year.

"This race is particularly special. It's my 25th and I am doing it on my own boat, which brings more responsibility. The joy was in finishing and finishing with this crew was the icing on the cake" said Nelson, who tends to fly under the radar, not one who is comfortable with attention focussed on her.

CREW LINK

Name: David Wright
Email Address: david.w@ozemail.com.au
Phone: 0413 450 240
Experience: Sailing 40 years; boat owner 30 years:
currently Tatyana 48: racing Jeaneau;
Adams 10; F40; soling; fit any position

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Experience: Beginner

Name: Neal Morris
Email Address: neal.a.morris@outlook.com
Phone: 0432 512 505
Experience: Ex laser/pacer/adults & children sailing
instructor at Canberra Yacht Club. Teams
Racing Skipper

Name: Gaiel Willis
Email Address: g-willis7@hotmail.com
Phone: 0434 532 552
Experience: Sailed on Port Phillip Bay for 6 years with
Stewart Marsh @ SYC

Name:
Email Address:
Phone:
Experience:

MYC SROS Juniors Development Program

What is a SROS?
Small Rig Open Skiff

In 2019 a small group of members formed a consortium to help our Junior Program grow by purchasing 9 Small Rig Open Skiffs (SROS) - formerly known as BICs - which they loaned to the club.

These SROS have been an integral part of our junior program giving hundreds of kids each year the ability to improve their sailing ability and have been critical to solving the gap between our beginner Optis and the Full Rig Open Skiff.

The total project cost for the new **SROS** boats was **\$26,500**.

Our plan was to apply for grants to be able to purchase these boats from the consortium to give our next generation of sailors the opportunity to participate in a fun outdoors family orientated sport in the beautiful sailing waters surrounding Manly.

But in the last two years we have been unsuccessful. So, we have set up a fundraising campaign via the Australian Sports Foundation so that all donations are tax deductible.

Please give generously when making your donations to this worthy project directed at developing our future generation of sailors.

<https://asf.org.au/projects/manly-yacht-club/>

P.S The nine top donations will be given the opportunity to name one of the boats. Imagine your name on one of the sails below.

Crews and skippers hook up on
the MYC WhatsApp group



Bonus pic is a 16' heading South in Middle Harbour in about 1937 (guess)!



GET PUBLISHED!!!

**PLEASE SEND SUBMISSIONS
FOR THE NEXT NEWSLETTER
BY 10th April 2022
TO... newsletter@myc.org.au**

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 prior to Presentation Night.

PLEASE THANK OUR SPONSORS BY SUPPORTING THEM



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TWILIGHT RACE 22



18 MARCH 2022

PEPPER TREE WINES

WINES ON TASTING

WHITE & ROSÉ WINES

2021 'TOPAZ' RIESLING

ORANGE

A rich aromatic style with a perfumed nose of orange blossoms. The palate is luscious with juicy citrus characters and a long refined finish. Enjoy now or cellar for further complexity.

2021 'B17' PINOT GRIS

WRATTONBULLY

Aromas of ripe pear complemented by floral and barrel spice notes.

The palate is balanced with generous fig fruit and Nashi pear flavours providing vibrancy and richness with a long crisp finish.

2018 'VENUS BLOCK' CHARDONNAY

ORANGE

Flavours of stone fruits, fig and melon seductively integrated with barrel ferment complexity. A crisp and elegant style of Chardonnay, showing great purity of fruit.

2021 PINOT ROSÉ

WRATTONBULLY

A refreshing and crisp style. Rich strawberry and cream with guava notes are abundant on the palate, which is textured and complex. A wine to be enjoyed chilled showcasing its vibrancy.

RED WINES

2018 'VENATOR' SHIRAZ

HUNTER VALLEY

Venator - the Latin word for a HUNTER - is an apt way to describe this wine. It is a great representation of the region - medium bodied with bright red fruit, savoury spice and violet notes. The fruit is balanced with fine layered tannins. A wine of great texture and elegance.

2021 'NO BULL' TEMPRANILLO

WRATTONBULLY

Vibrant red in colour with a powerful nose of dark cherries and sarsaparilla, with lifted hints of spice and dried herbs. Beautifully medium bodied with fine tannins providing length and definition.

2019 CABERNET SAUVIGNON

COONAWARRA

Selected from the best rows off our small vineyard, this quintessential Coonawarra Cabernet has all the hallmarks of this classic style. A lifted nose of dried herbs, bay leaf and bramble leads into a rich palate of cassis, cocoa and blackberry. The fruit weight is well supported by fine, silky tannins and natural, bright acidity. A wine to be enjoyed now, and will improve with short term cellaring.

SPECIAL OFFER

\$320 mixed WHITE & RED DOZEN

+ FREE FREIGHT WITHIN AUSTRALIA

MANLY
YACHT CLUB



MANLY YACHT CLUB ORDER FORM 2022
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Pepper Tree Wines Pty Ltd Liquor Licence Number 2400 3080

Liquor Act 1982- IT IS AN OFFENCE TO SELL OR TO SUPPLY TO OBTAIN LIQUOR ON BEHALF OF A PERSON UNDER THE AGE OF 18 YEARS

ON TASTING	Region	Vintage	Bottle Price	MYC Bottle Price	Quantity Bottles	MYC Case Price	Quantity Cases	Total
Limited Release 'Topaz' Riesling	Orange	2021	\$30.00	\$25.50		\$306.00		
Limited Release 'B17' Pinot Gris	Wrattonbully	2021	\$25.00	\$21.25		\$255.00		
Single Vineyard 'Venus Block' Chardonnay	Orange	2018	\$50.00	\$42.50		\$510.00		
Limited Release Pinot Rosé	Wrattonbully	2021	\$30.00	\$25.50		\$306.00		
Limited Release 'Venator' Shiraz	Hunter Valley	2018	\$35.00	\$29.75		\$357.00		
Limited Release 'No Bull' Tempranillo	Wrattonbully	2021	\$35.00	\$29.75		\$357.00		
Limited Release Cabernet Sauvignon	Coonawarra	2019	\$35.00	\$29.75		\$357.00		
CASE SPECIALS								
Mixed Case Special - 20% off retail prices	1 x Riesling 2 x Pinot Gris 1 x Chardonnay 2 x Rosé 2 x Shiraz 2 x Tempranillo 2 x Cabernet Sauvignon					\$320.00		
Platinum Range						12 Pack		
'Coquun' Shiraz	Hunter Valley	2014	\$130.00	\$110.50		\$1,326.00		
'Coquun' Shiraz	Hunter Valley	2018	\$90.00	\$76.50		\$918.00		
'Tallawanta' Shiraz	Hunter Valley	2014	\$155.00	\$131.75		\$1,581.00		
'Robustum' Shiraz	Wrattonbully	2018	\$130.00	\$110.50		\$1,326.00		
'PJP' Cabernet Sauvignon	Wrattonbully	2016	\$175.00	\$148.75		\$1,785.00		
Single Vineyard Range						12 Pack		
'Venus Block' Chardonnay	Orange	2018	\$50.00	\$42.50		\$510.00		
'Stone Mountain' Riesling	Orange	2021	\$50.00	\$42.50		\$510.00		
'8R' Merlot	Wrattonbully	2017	\$50.00	\$42.50		\$510.00		
'The Gravels' Shiraz	Wrattonbully	2017	\$50.00	\$42.50		\$510.00		
'Tallavera' Shiraz	Hunter Valley	2018	\$60.00	\$51.00		\$612.00		
'Elderslee Road' Cabernet Sauvignon	Wrattonbully	2016	\$50.00	\$42.50		\$510.00		
'Rock Knob' Cabernet Sauvignon	Wrattonbully	2019	\$60.00	\$51.00		\$612.00		
'Block 21A' Cabernet Sauvignon	Wrattonbully	2016	\$60.00	\$51.00		\$612.00		
Limited Release Range						12 Pack		
'Home Block' Verdelho	Hunter Valley	2021	\$25.00	\$21.25		\$255.00		
'Casuarina' Semillon	Hunter Valley	2021	\$35.00	\$29.75		\$357.00		
'Fruitloop' Viognier	Wrattonbully	2021	\$25.00	\$21.25		\$255.00		
Viognier	Orange	2021	\$35.00	\$29.75		\$357.00		
Fiano	Wrattonbully	2019	\$30.00	\$25.50		\$306.00		
Shiraz Pinot	Orange	2019	\$35.00	\$29.75		\$357.00		
Aglianico	Wrattonbully	2019	\$35.00	\$29.75		\$357.00		
'The Pebbles' Shiraz Viognier	Wrattonbully	2019	\$35.00	\$29.75		\$29.75		
Dessert & Fortified Wine						12 Pack		
Vin de Vie	Fortified	N/V	\$70.00	\$59.50		\$714.00		
Sticky Pig' Late Harvest Pinot Gris	Wrattonbully	2021	\$30.00	\$25.50		\$306.00		
NOTES -								
FREE FREIGHT OVER 6 X BOTTLES FOR MYC						NORMALLY \$ 12.00 PER CASE	Freight \$	
Name:							Total \$	

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