

# MYC NEWS

July 2020



JOURNAL OF MANLY YACHT CLUB

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## PRESIDENT'S REPORT



Race 4 - Fleet at Taylors Bay AS mark

It was great to see so many of you competing in the EOS Cup with 32 boats taking part in the series. Congratulations to the crew of *Corum* and *Esprit* for winning their respective divisions. You both sailed well and consistently over the 4-race series.



Race 4 Esprit & Corum to Rocky AS mark

The recent resurgence of COVID-19 cases in Victoria is a concern and I hope we don't end up in the same position as VIC sailing clubs who have been forced into lock down once again. I encourage all our members to remain vigilant and follow the recommendations of NSW Health. All entrances at MYC now have a hand sanitation stand for members and visitors to use. We are planning for our next race to be the start of the new sailing season in September.

## WELCOME NEW AND RETURNING MYC BOARD FOR 2020-2021



Our AGM was held on 29<sup>th</sup> of June and a new Board formed of 14 Directors. I would like to welcome Stephen Teudt as our new Vice Commodore and Peter Ward as Director of Sailability.

*2019-2020 AGM REPORT*  
available here

<https://cdn.revolutionise.com.au/cups/myc/files/jia9rdzwo8ptvdj.pdf>

The Board has been busy over winter and in particular I want to thank our Club Captain, Finn Irvine and Manly Sailing, for the work they are doing at the club, painting the men's and the ladies' bathrooms and the downstairs foyer area. I also want to thank Bruce Davis, Finn Irvine, Graham Radford and David Webb for all the work they have put in to designing more efficient storage and usability plans for the Juniors and Sailability boat storage area. It will make a significant improvement and help to better maintain sails, rigs and equipment.

I hope that all members who are handy, will answer our call to arms and tool belts to bring this vision to life during one of our many upcoming working bees. Details are later in this newsletter.

*continued on next page...*



Lisa Callaghan  
President



Michael Rowe  
Vice President



Norm Farrell  
Secretary



David Lewis  
Treasurer



Jason Bond  
Commodore



Stephen Teudt  
Vice Commodore



Muir Watson  
Rear Commodore



Finn Irvine  
Club Captain



Bruce Davis  
Boats & Equipment



Maz Radford  
Communications & Risk



Nadine McBain  
Membership



Paul Immerglück  
Member Experience



Peter Ward  
Sailability



Cary Budd  
Sponsorship



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

[www.facebook.com/ManlyYachtClub](https://www.facebook.com/ManlyYachtClub)

# PRESIDENT'S REPORT ... continued from previous page

The Club is a hive of activity and I wanted to share key decisions made at our last Board meeting and update you on what we are currently working on.

The following decisions passed by our Board this month:


- **Approved** the installation of a SEABIN at the back of our floating pontoon as part of the SYDNEY CITY PILOT ([9News Story](#)) which will collect rubbish from the water's surface, improving our water quality in Manly Cove and be used as an educational tool to raise awareness in our community about the impact of rubbish and how much plastic ends up in our waterways
- **Approved** plan to upgrade the Juniors' boat storage area
- **Approved** plan to upgrade the storage and security of Club Tenders
- **Approved** to switch our yacht racing management from TopYacht + GoogleSheets to SailSys following a successful trial of the EOS Cup
- **Purchasing** a new modem to boost our WIFI capabilities for our daytime commercial bookings



Key items are currently working on:

- Plan to solve the current bin location issues
- Arranging our winter working bees to carry out approved plans
- Improving the accessibility to the Sailability and Junior Storage area
- Applying for all COVID support grants available to the club
- Installation of the grant funded solar panel
- Preparing for the upcoming sailing season – handbooks, membership renewals, safety audits etc
- Plan to reduce risk of COVID transmission for post-race presentations at the club including twilight dinners
- New website
- Lease renewal and 5-year plan

Stay safe and thank you for all the members who completed our survey. We will use the results to help shape our agenda for the upcoming year!

Lisa Callaghan - President 



# Congratulations



AND WELCOME

**Rachel Ann Grayson**

The newest crewmember and future *Khaleesi* skipper



## RIP RALPH TOBIAS

While doing a little housekeeping on the MYC honour boards it was discovered that Life member Ralph Tobias – noted as the designer of our very own Manly Juniors - passed away on 1 October 2016.

We might do a little history piece on Ralph for the next newsletter.

## 2020-2021 MYC HANDBOOK

This being the 70th Anniversary of Manly Yacht Club and the 25th Anniversary of the MYC Women's Challenge, the MYC Handbook celebrates these two milestones on the front and back covers of the handbook. The handbook is currently with our favourite printer and should be ready by Equipment Audit time.

In the meantime, if you want to start planning your racing season, the online calendar is available on the MYC website. Remember though... COVID restrictions may foil our best laid plans ... so stay vigilant!

## INTRODUCING PETER WARD

We welcome new Sailability representative, Peter Ward, to Manly Yacht Club. Not only a volunteer with Sailability, Peter is a long-time sailor having sailed the past 20 years as tactician on Toy Box (MHYC) along with his wife Susan who crews as bow and, more recently, as pit. Both Peter and Susan are keen bushwalkers and live in Manly. I'm sure the many like-minded bush walkers at MYC will catch up with you soon, Peter.

*(President Lisa snapped Peter up pretty quickly on Mondo for the EOS Cup...Ed)*





# COMMODORE'S REPORT

Greetings One and All.

We have now passed the Winter Solstice. Darker days are now behind us.

Onward and upward for the new year.

I would like to personally thank the outgoing Office Bearers and welcome in the new following our AGM. We are an all-volunteer club, and we would not exist without the fabulous effort behind the scenes by our Office Bearers.

What a success the EOS cup success has been. A new dawn indeed. We had 27/22/25/27 participants per race making it one of the best participated race series in some time.

I would like to thank the race volunteers, add a dose of Corona for the winners, and thank the participants. So much fun.

The 'Daylights' format is a winner. Keep an eye out for when we reschedule EOS for next year. It may become a regular in the calendar in future.

Jason Bond - Commodore



## Upcoming Events:

Subject to and COVID-19 restrictions that may come into effect.

- SAT: 01 AUG TO FRI 11 SEP JUNIORS ONLINE REGISTRATION
- TUE: 11 AUG - RACE OFFICER COURSE
- SAT: 15 AUG - EQUIPMENT AUDIT INSPECTIONS
- SAT: 15 AUG - JUNIORS PARENT INFORMATION SESSION
- TUE: 18 AUG - YACHT SAFETY BRIEFING
- SAT: 22 AUG - PRACTICAL RACE OFFICER TRAINING

*Fingers crossed*

*our first race is Sunday 6 September unless you want a warmup race to Lion Is and return with Sydney Amateurs Sailing Club on Sat 5 Sep ... (did I tell you that San Toy was the overall winner of this race in 2015 ...Ed)*

**DOES THIS MAKE YOU STOP AND THINK ?**

**IN DATE? OPERATIONAL?**



**ANYTHING ELSE?**

## Extension of Safety Audit Validity



Current safety audits expire on the 30th June 2020. In light of the current COVID-19 restrictions and precautions, Australian Sailing has permitted clubs the discretion to extend the current audits for Categories 3-7 until 30th September 2020. MYC will therefore recognise 2019-2020 safety audits until 30th September.

Our new season handbook recognises this extension – see Section 7.3.2



**MYC EQUIPMENT AUDIT**  
**SATURDAY 15<sup>TH</sup> AUGUST 2020**  
**MAKE SURE YOU ARE READY**



## I WILL STAND BY TO ASSIST YOU (C - G - 1)



As the world has come to terms with the shutdown associated with the COVID-19 pandemic people have been looking at ideas to keep in touch and support each other.

Visual signalling is a maritime and sailing tradition and the San Francisco Yacht Club (Belvedere, CA), Staff Commodore Jim Robinson has been looking at ideas that Yacht Clubs across America and around the World could use to create a sense of camaraderie and a way to communicate with each other and their members so that they know the Yacht Club would be there when their Members are able to return to sailing.

With confirmation from the San Francisco National Maritime Museum, Staff Commodore Robinson established that the correct signals to display the message I WILL STAND BY TO ASSIST YOU are the C - G - 1 flags.

Many of our clubs are now flying these signals from their flagstuffs.

## MAY NEWSLETTER QUIZ - ANSWER

It pays to read the Australian Sailing newsletters, or be a professional diver, or the PRO of a prestigious Yacht Club.

And the winner is are:

Colin Cameron 11:37 26 May 2020

and

Stephen Teudt 14:35 26 May 2020

*This editor didn't consider who would be lurking on the web page waiting for the early edition of the newsletter (Colin). The first entry from the email was our PRO Stephen.*

*Congratulations to you both  
We'll work out how to get the bottles to you*





# YACHT & LASER AUDIT DAY

## SATURDAY 15 AUGUST 2020



Skippers and owners please note that the day decided for audits to be carried out in preparation for next season's competitions is

**Saturday 15 August 2020**

Please make sure you **reserve this day in your diary**, have all your items up to date and in good repair.

Before presenting your boat for inspection check that it fits all the requirements for the latest audit category form. These forms can be downloaded from [www.sailing.org.au](http://www.sailing.org.au) or the MYC web site.

The usual two venues will be available for inspections, Davis Marina and MYC jetty.

**Inspections will start from 9.00am and go until about 1.00pm so please be punctual.**

For boats inspected at **Davis Marina** please be aware that visitors on the day must only use the work berth, one boat at a time and wait until they are called. Clients registered with a boat on the marina or mooring can use other facilities such as pick up, dinghies and tender service.

All gear should be neatly laid out and the appropriate Category form completed. Make sure everything is in good condition, clean and all up to date. Following the inspection, it is the owners' responsibility to have the signed audit form submitted to MYC.

Particular attention should be paid to inflatable PFDs ensuring that they have been serviced in accordance with the manufacturer's instructions. Proof of service is required for such PFDs. Self-service of inflatable PFDs requires that the paper record for each PFD is kept on board the vessel.



**Thanks to Davis Marina**  
for their generosity in allowing us the use of their Marina.

Good sailing.

*Bill Spence - Chief Auditor*



## Changes to Sail Number Rules

PUBLISHED TUE 24 MAR 2020

At the 2019 World Sailing meetings their Racing Rules Committee approved changes to the rules relating to sail numbers. The changes introduce a requirement that **numbers be of a contrasting colour to the body of the sail.**

The changes approved apply to rules G1.2, 1.3 and 1.4 and can be seen in submission 216-19 at [https://www.sailing.org/tools/documents/21619RacingRulesofSailingRulesG1.2G1.3andG5-\[25511\].pdf](https://www.sailing.org/tools/documents/21619RacingRulesofSailingRulesG1.2G1.3andG5-[25511].pdf).

The main thing that officials and boat owners need to know is that sail numbers will have to be of a contrasting colour. Boat owners who have sail numbers in a dark colour on a dark sail will need to have their sail numbers changed to something more contrasting by 1 January 2021. This problem is typically seen on 'carbon' coloured or dark grey sails.

Sail makers building new sails or doing repairs should also check the sail numbers and offer advice on whether the numbers need to be replaced with some of a contrasting colour.

Race officials serving on race, technical and protest committees may have to exercise some judgement when educating boat owners and crews on the upcoming rule change, and how to address it after 1 January 2021. Attention is drawn to G4 which guides a protest committee to warn and provide time to comply before penalising a boat.



## Retrieval of Crew from Water

PUBLISHED WED 19 FEB 2020

Boats shall be able to demonstrate equipment or a method to assist crew back on board.

This blanket statement applicable to Categories 1 to 6 is covered in Special Regulation 4.26 which can be read at <https://cdn.revolutionise.com.au/site/ktmozlorqr6lh9ta.pdf#page=71>. This seems simple to solve and demonstrate. The boat may be a sports boat with low enough freeboard to explain simply pulling the crew in is an option. Perhaps the yacht uses a sling or hoist.

When an Equipment Auditor is with a boat owner the explanation of the method and showing the relevant pieces of equipment is enough. It makes sense, right?

What is often missed is the recommendation that crew practice this. Special Regulation 6.01.2 <https://cdn.revolutionise.com.au/site/ktmozlorqr6lh9ta.pdf#page=80> speaks to this when advising crews to practise safety routines at reasonable intervals including the drill for man overboard recovery.

Equipment Auditors should bring this recommendation to the boat owner's attention when conducting an audit. Whilst the practice of man overboard recovery cannot be audited, the check for a method and equipment under 4.26 provides a perfect opportunity to speak with the owner about the sense in practicing it. The crew might be surprised how hard their system is to use in emergency. And we know that practice makes perfect.



# MANLY YACHT CLUB EOS CUP... the alternative to NOT sailing




When COVID-19 curtailed the club's sailing plans, our Sailing Committee sprang into action to formulate a contingency plan for if, or when, restrictions were lifted.

The EOS Cup was born...

In keeping with restricted crew numbers, two divisions were established – multi crew & 2-up, non-spinnaker, winter courses, 4 weekends in row.

EOS was the rosy-fingered goddess of the dawn. EOS rose into the sky from the great earth-encircling river Oceanus, at the start of each day, and with her rays of light dispersed the mists of night. A fitting name to kick-start our restricted sailing.

It is also the name of the yacht owned by our distinguished member Brian Wilson who sailed EOS at Manly Yacht Club for 26 years.

This 4-race series was our steppingstone back into racing. An opportunity to get out on Sydney Harbour to race again. Something we were fortunate to be able to do and we need to acknowledge the work that Australian Sailing and NSW Sport have done to give us the exemption to do so. It also gave us an opportunity to try out the new handicapping system 

Our plan for the 2020-2021 season is "business as usual" except that the new handicapping system has been adopted. However, we now have this series, the EOS Cup, in our back pocket should restrictions again be severely imposed, and our sailing season cut short.

Such was the success of the series, that the Sailing Committee will work towards trying to incorporate this series or some of its features into the 2021-2022 season.



*Esra Tew and Flakey Mojo ... part of the two-handed fleet*

**Race 1 Course 6** and you could be forgiven for thinking that perhaps it wasn't going to be such a nice day, with heavy showers in the morning but it turned out to be a beaut winter's day with WNW 12-16kts winds gusting 15-21kts at times with a few round ups experienced during the day. Lessons about looking for wind on the water and when to ease the main so that the helmsperson isn't fighting the boat (and rounding up!) are there to be learned – and practiced.

Congratulations to *Synergy* – first in the two-handed division and *Kryptonite* first across the line in the fully crewed division – looks like a lot of social distancing – good job!



EVERYONE  
HAPPY TO BE BACK ON THE WATER!





The volunteers at Sailability never stand still... hopeful, like the rest of us that we'll all be on the water again... soon. Even in a limited way, any sailing is preferable to no sailing. We hope that everyone is staying healthy and finding ways to keep fit in body and mind during these unusual times.

During the time we have not been able to sail, we have carried out activities that we needed to do, managing to keep our Social Distancing in place, handwashing and disinfecting of articles used. *Charlies Chariot* has been serviced, cleaned thoroughly top to bottom, and anti-fouled.

Plans have been made to make changes in the boat-room. This ensures that we do not have to walk in and out as often, reducing chances of crowding in doorways.

All of our items to be taken outside will be placed in wheeled trolleys, which are being built by David Webb and David Goldner... further identified as "The David Team".



Nikki and Ken working on *Charlie's Chariot (Cha-Cha)*

We already have a beautifully designed Life-Jacket Trolley and the racks have been lifted a fraction to facilitate putting the boats away quickly. There are hand-cleaning stations in convenient spots, all of the sailing dinghies have been washed and disinfected. Plans are afoot to have the jibs and booms on trolleys; the old-fashioned bins have been removed. The David Team will be replacing the old cupboards with new, modern, easy to manage storage spaces.



## THANK YOU



Our inestimably efficient Systems Coordinator, Ken Boyes, has written a Covid-19 Safe Environment Plan which has been passed for use by Sailability NSW, one of the first to go through, as well as an Operations Protocol to keep us all safe while we are at Sailability. This was a huge job, and we thank Ken from the bottom of our hearts for doing this. *(Ken is also a dab hand with a paint brush as can be seen above... Ed)*

It is great that we are able to resume sailing from mid-July, in a limited way, as Social Distancing still applies. This means that people who are already able to sail independently will be able to go out sailing solo.

Some of our volunteers have asked for some time training, and practising their skills, so that we will have a larger group of competent sailors ready to take out participants when the Social Distancing Rules are relaxed.

We also have a group of Volunteers organised to do a First Aid Certificate Course over the next few weeks, so that these skills will be up to date.



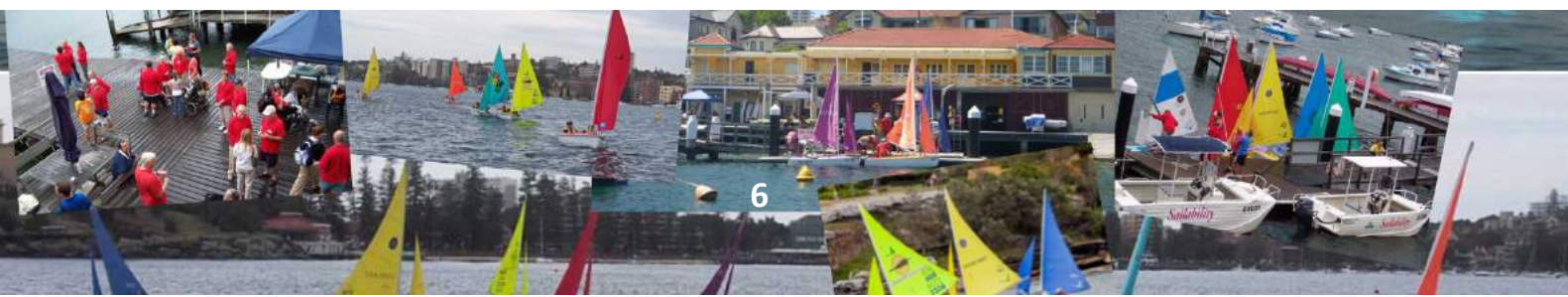
As soon as Social Distancing Rules are relaxed, we will let you know.

COVID-19 is still around, so sailing will be limited to people who:

- Are members of Sailability Manly and have filled in a Membership form for this year.
- Do not have any symptoms such as runny nose, sore throat, a cough, breathing problems
- If anyone in your immediate family or your carers has Covid-19.
- If anyone in your immediate family is in isolation.
- Hands must be washed or sanitised before, during and after sailing.
- Until further notice, maintain 1.5 m Social Distancing.
- No hand-shaking or physical contact.
- If you start to feel unwell, tell us immediately.

### MEMBERSHIP

The best news for the coming year is that Membership will be FREE FOR EVERYONE for the coming year. Please go into our website, [www.manlysailability.com.au](http://www.manlysailability.com.au), click on Membership and fill out the form. Please make sure you fill out name, address, phone number, and that all of these details are correct. Then email off to Helen Hendry.



WE'RE LOOKING FOR

# JUNIORS HEAD COACH

Do you have what we're looking for? Apply today!

**APPLICATION DEADLINE:  
JULY 31, 2020**

email CV to [president@myc.org.au](mailto:president@myc.org.au)



## About the role

MYC is looking for a self-motivated, passionate and friendly sailor to coach our juniors who have learnt the basics and want to develop their skills further, so that they can enjoy competing at Club, Inter-Club and State events.

The key objectives will be to execute our current development program by coaching our racing fleets on Saturday and Sundays; managing our team of instructors and taking our program to the next level in the subsequent seasons.

This also involves some administration tasks to ensure all participants including parent volunteers and instructors know the goals and objectives of the program and have the resources to achieve them.

We are looking for someone who can commit to the role long-term to develop a solid relationship with the club and its members to further develop and retain our junior membership.



## Key responsibilities

- Cultivate a fun and positive learning environment
- Manage the implementation and delivery of the program and monitor the progress towards achieving the program goals.
- Appoint and manage the instructors to ensure they are implementing the program
- Develop the student's skills, tactics and knowledge and provide regular feedback to them and their parents as to where they are at with their ability and progress.
- Manage the instructors and volunteer roster and ensure parental assistance
- Manage communication to the sailors and families about the program and any program updates.
- Oversee the racing schedule and associated events (i.e. races, briefing, coaching etc).
- Manage the club boats and allocate them to the sailors.

## Applicant's prerequisites

- Australian Sailing Coaching Certificate
- A minimum of 3 years coaching experience with a strong background in dinghy racing, ideally having raced dinghies competitively at state or national level
- Current working with children checks
- Boat Licence
- Be available to work Saturday and Sundays from mid-October to May from ~12:30pm to 4:30pm
- Be available to work on the course set-up and administration aspects of the role from mid-September, up to 8 hours a week.

If you know of anyone who might be interested in this role, please pass the information on to them.

**FOR MORE INFORMATION:** Click on the advert above, or, follow this link : [https://drive.google.com/file/d/1Hc\\_FSJrh0nVPkFJcyPW-EBFWorGpOlzx/view](https://drive.google.com/file/d/1Hc_FSJrh0nVPkFJcyPW-EBFWorGpOlzx/view), or, cut and paste the link into your preferred browser.



## A WORD FROM BARRY...

Nicola and Scott from Team Manly Sailing have been hard at work during their downtime undertaking a number of maintenance tasks around the club.

The *Robbie R* got a lick of paint as did the fuel locker with much rust removal and priming before it's new coat of paint.

The bathrooms are also sparkling with a complete paint out of the MYC gents and ladies' toilets include new mirrors.

Not standing still for long, the maintenance room and downstairs foyer have also been repainted.

It is a job well done - the place has never looked better.

They are also touching up the stairwell area, so a couple of potential Working Bee jobs have been averted.

**THANK YOU**

Nicola and Scott.

Barry Mifflin - Manager



A Big  
**THANK YOU!**

TO



**MANLY SAILING**



## CALLING ALL GREEN HEARTS AND THUMBS!

Come along to the Pittwater YHA Bush Regeneration Weekend

August 21<sup>st</sup> – 23<sup>rd</sup> September 11<sup>th</sup> – 13<sup>th</sup>



**BOOKINGS ESSENTIAL!**

Phone us: 9999 5748

Email us: [pittwater@yha.com.au](mailto:pittwater@yha.com.au)

### VOLUNTEER FOR TWO MORNINGS' BUSH REGENERATION AND RECEIVE:

- 2 nights' accommodation
- 2 evening meals + 2 BBQ lunches + 2 morning teas
- Speaker will talk on environmental/Indigenous topics
- Use of kayaks

Alternatively come for a Sat or Sun mornings bush regen and enjoy a morning tea, BBQ lunch and an afternoon kayak.

\$50 non-refundable booking fee with a \$30 refund on arrival. A \$20 contribution for a weekend of great company, food and activities!

A Pittwater YHA activity in partnership with PNHA, NP&WS, Northern Beaches Council & supported by the Greater Sydney Local Land Service with funding from the Australian Government and The NSW Government Programs.



Michael and Sarah invite MYC members and friends to join in on one of the 2020 bush regen weekends to be run this May and August. Please make contact directly with the hostel using the details on the flyer above.

PH: 9999 5748

E: [pittwater@yha.com.au](mailto:pittwater@yha.com.au)



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## MYC SROS Juniors Development Program

What is a SROS?

Short Rig Open Skiff

Manly Yacht Club is building its Junior Sailing fleet with 9 additional **SROSs**. This is an excellent, fun class of boat giving kids the thrill of sailing at an entry point to our juniors' development sailing program.

Introducing 9 new **SROSs** means some 70 juniors can experience the enjoyment of sailing with other like-minded children, progressing together through our juniors' development sailing program.

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

We seek your support 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.

Your donations are tax deductible.

**Donate**

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

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



# MANLY YACHT CLUB EOS CUP... the alternative to NOT sailing

RESULTS HERE: <https://app.sailsys.com.au/club/23/results/series/633/races>

**Race 2 Course 2** Another wet and grey start to the day, turning into a sparkler for most of the day. N – NW NE and very light turning out to be a drifter for the back of the fleet. *Esprit* (OCS) still managed the win in the 2 UP division, while *Spiritbird* had a corker of a day in the multi-crew division – almost muffing it at the end and working hard to get to the correct side of the ferry lane at the finish before *Mondo* and *Corum* came steaming in. Missing Reef Beach AS Mark was unconventionally solved by NHSC leaving their finishing pin on the course for the MYC fleet to use as the missing mark.

**Race 3 Course 1** into a S-SW 10-12kt breeze.

Congratulations *Esprit* - 2UP winner again, casual Entry *Ruffian*, first in full crew



*Kaotic*



*Corum*



*Esprit*



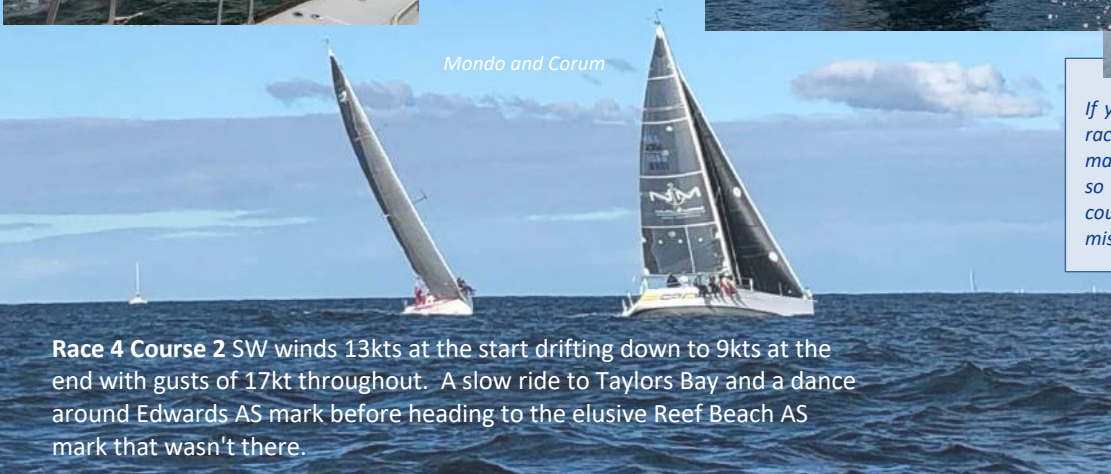
*Spiritbird*



*San Toy*



*Fast Company*



*Mondo and Corum*

**MISSING MARKS**  
If you happen to be on the water anytime (not just race time) and you notice that an Australian Sailing mark is missing, please advise the Sailing Committee so that they factor this info into decisions about courses to choose, and to be able to notify AS of the missing mark.



**Race 4 Course 2** SW winds 13kts at the start drifting down to 9kts at the end with gusts of 17kt throughout. A slow ride to Taylors Bay and a dance around Edwards AS mark before heading to the elusive Reef Beach AS mark that wasn't there.





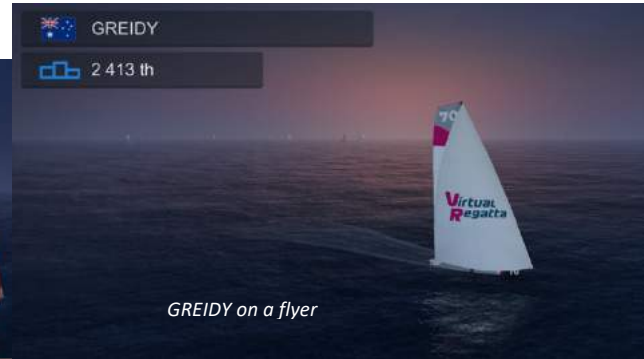
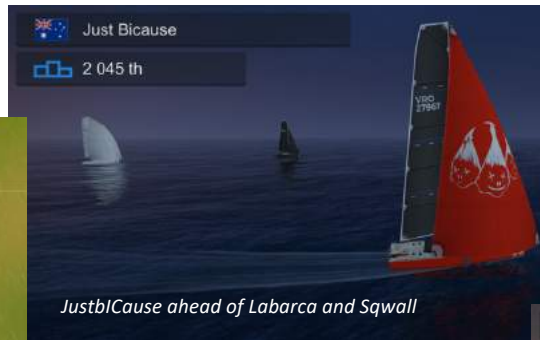
# The Laser Fleet Go Offshore for the Winter

AS THE LASER FLEET entered isolation around April it was clear that ducking down to the Club for a quick sail was going to be a hard ask. I had been racing various yachts offshore for the past few years in the Virtual Regatta Offshore Series online and decided to see if the Laser Fleet wanted to take on an offshore race.



After a warm-up trans-Pacific race from Honolulu to Yokohama on 60 footers which Gordon Lacey won on *Gozza* in 8 days 6 hours, we all entered the TRANSPAC Tahiti (Los Angeles to Tahiti), race on 100-foot Maxis'. With 15 registered boats all sailing under the "Manly Laser" Team in a race scheduled to take 10-12 days, we were set. Now for those that don't know, all racing is carried out in real-time, in real weather conditions over real mapping (no currents), so navigation is key.

Normally on a Laser, a decision to tack or gybe takes between 1-20 seconds; on an offshore yacht it is between 2min & 10 hours. The TRANSPAC race also had 44,695 boats entered and some of the best offshore yachts people on the planet. They were rated as Top VSR and you can see them out on the ocean. After 10 days 13 hours and 27 minutes *SqWall* crossed the line in 1,272nd position, which was not too bad, however, I had raced a lot more races in the offshore series than the rest; closely followed by Leigh Cooper on *Dreamtime*, Gordon Lacey on *Gozza*, Adam Norris on *Labarca* and Geoff Reid on *GREIDY*. Managing to pick the right way to go and navigate the Equator Crossing with relative ease was key.



The next race that has recently been completed was The Bosphorus - Aegean Race from Istanbul to Didim in Turkey, which was very tricky sailing in light breeze all the way and down the narrow Dardanelles. After many boats running aground due to sleeping and not setting way-markers, the lead changed several times between Geoff (*GREIDY*), Ben (*JustBicause*) and myself (*SqWall*). Geoff managed to hang on to win in 4 days and 23 hours just ahead of Phil on *SinScaeElla* only 19min behind and Tad on *Sasina Ellen* another 15min behind him.



In the current race, the Vendee Arctique Les Sables d'Olonne (3,500nm) from France up to a top mark near Iceland and back, Geoff Reid on *GREIDY* is out in front again followed by me on *SqWall*. We decided to head West which paid off well.

There are 14 boats in our team and all doing quite well. Other races contested was the Rund Skagen in Germany about 450nm and the New York to Lizard Point in France Atlantic crossing.



ironic that a dinghy fleet decides to go offshore and race yachts albeit from the comfort of a nice chair, however, the competitive nature still exists and the banter is great. If you are interested in joining in register a boat at <https://www.virtualregatta.com/en/offshore-game/> and search for me on *SqWall*, I will add you into the group. There are new races every week or so.





# Sailing Handicaps

(All you ever wanted to know... Ed)

## Fair Racing

Whenever two sailing boats meet at sea, almost always a race will take place. Sailings clubs try to organise and regulate such racing to make them safe, fun, affordable and fair. Of these, fairness can be the one of the hardest to achieve as we should not underestimate the will and capability of competitors to thwart, pervert and/or take any system to extremes. This article takes a look at how fairness can be achieved, specifically by the PHS handicap system used by MYC., This article also gives a somewhat lengthy overview of many measures used to achieve fair racing, so if you just want to know how MYC's handicapping system works, then skip to the **PHS Handicap** section further down this newsletter.

**One Design Racing:** The design of the boats is specified and regulated so that all boats and sails are as identical as possible, so that in theory it is only the skill of the crew that will determine the outcome of a race. This approach produces very fair racing. However, since designs cannot easily evolve, many one design fleets are sailing older style boats: lasers, J24s, Etchells, 470s, Sydney 38s. Some successful modern one design fleets have been established recently in the USA and Europe (e.g. J70s), but there have also been many failed or only fleetingly successful attempts: flying tigers, M38s and there is no modern One Design keelboat fleets operating Australia in any significant numbers. An issue may be that One Design boats are typically dedicated race boats, so another boat is needed for social sailing or cruising.

Since crew skill and good equipment are the only ways to succeed in one design racing, expensive arms races can result with boats hiring "rock star" professional crew and/or frequently buying new sails, which can require further regulation of crew, budgets and wardrobes.

Despite such limitations, one design racing remains popular at club level (lasers, O'pen Skiffs, F11, J24s, A10s, etc.) and is the pathway to elite sailing to the Olympics and beyond. However, the inability to use a social or cruising boat means that it is not applicable to all club racing.

**Design Rule Racing:** The design of a boat is not specified but instead regulated to comply with a specific design rule (12metre, 5.5metre, Moth, J boat, Open 60s, etc.). Racing then is like One Design Racing, but design budgets and build skills are added to crew skills as a determinant of race results. While such racing has been successful at club level (e.g. Moths, NS14s), the time has passed where many owners have the time or finances to design and build their own boat. Thus, this style of racing is now mostly limited to elite events (America's Cup, Vendee Globe etc.)

**Handicap Racing:** Rather than regulate the boats sailed, handicap racing uses one of a variety of methods to score race results in such a way that equalizes the chances of winning between boats of different designs and sometimes different maintenance and crew standards.

## Handicap Characteristics

**Measurement vs Performance:** Some handicaps are based on measurement of a boat (e.g. length, sail area, displacement, etc.) which are then fed into a calculation of how a boat should perform (e.g. IRC, ORC), whilst others are based on empirical data of how boats actually do perform (PHRF, PHS, Yardstick). Some systems are based on measurement but use aggregate performance data in the calculations (e.g. AMS).

Both styles of handicap are vulnerable to deliberate or inadvertent manipulation. Measurement handicaps can be gamed by boat designs that grow strange shapes (e.g. IOR bulgy boat or a bowsprit that is shaped like a bow) or have special sails that are only there for measurement purposes (e.g. Code 0 spinnakers). Also, measurement handicaps assume that boats are well maintained and well sailed. So, boats with older sails and inexperienced crews will not do well under a measurement handicap, which can exclude many club boats and make winning a matter of money spent.

Performance data may be skewed by poor maintenance, changes in crew, weather trends or even deliberate sandbagging. If two similar boats are competing in a series, one well maintained and sailed, the other not so much, then late in the season if those boats are on equal points in the club champs, one can greatly improve their performance by cleaning the bottom, bringing a newer jib and not letting the owner helm. The boat that was already well maintained and sailed can't easily improve anything and thus will often be beaten in the series.

**Class vs Individual:** A handicap rating may be calculated for an entire class of boat (e.g. Yardstick) or for each individual boat (e.g. IRC). Some systems use a base rating based on class, modified by individual boat considerations. A class handicap will attempt to rate a boat assuming good maintenance standards and an experienced crew, but then need class rules to be enforced that regulate such things as crew weight, sail material, hull finish, new sails per year, professional crew etc.

**Fixed vs Changing:** Some handicap ratings are issued only once per year (e.g. IRC, ORC), whilst others will change after every race (PHS). Variable handicaps can adjust for any errors in initial allocations, but also tend to reward improving boats more than consistent boats.

**Open vs Closed:** Open handicap systems make all their algorithms and data available for anybody to see. This allows competitors to audit and/or understand the process and can increase confidence in a system. Some systems keep their algorithms and or data secret in an attempt to stop competitors gaming the rules by designing a boat to take advantage of any numeric sensitivity that might exist in the algorithm. However, some competitors will still attempt to reverse engineer secret rules, so some will also regularly change their secret calculations to discourage such reverse engineering. This also allows algorithms to be adapted to new innovations (e.g. foils).



WHAT IS IT?

Find out at the next working bee...

## WINNERS CLAIM THEIR PRIZES



The Blue Mountains and the Three Sisters in Katoomba (zoom in to the center of photo) like I had not seen them before.

Thanks to Manly Yacht Club and Barry as we are really enjoying our Marathon Series prize with fantastic weekend in Ashwood Cottage. Xavier (Spiritbird)

## What and where?



Is this a picture of a stalactite, suspended in a mysterious, sub-sea, grotto?

**NO.** it's *Syncarpia glomulifera* (Yanderra).

Commonly known as the Turpentine tree, which are used as the piling under the MYC wharf.

Although resistant to *Toredo navilis*, a voracious, boring, marine mollusc, the ravages of time have caught up with this support.

Sorry no bottle of wine for those astute enough to decipher this teaser. Only an insight, for some, to a hidden environment.

Colin Cameron



Mondo goes to Katoomba! Thanks to Manly Yacht Club's sponsor Barry and Bernadette staying at their wonderful cottage walking distance to the 3 sisters. Recommend anyone wanting a chilled out weekend stays here

<https://www.airbnb.com.au/rooms/22066654>



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Kym Teusner and Mike Page for your sponsorship over the past 5 seasons, and we look forward to your return in the future.



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# Sailing Handicaps

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**Single vs Multiple:** Some boats are better in heavy weather, others in the light. Some truck upwind, while others are reaching machines. It is very difficult to come up with a single handicap rating that addresses all of these factors that can change racing on any given minute of any given race. Many handicap systems do not try and instead just attempt to model average conditions or use data only from similar conditions. However, some systems will allocate specific handicaps for passage racing, windward/leeward racing, short-handed, non-spinnaker, plus Low, Medium and/or Heavy conditions.

## Handicap System Summary

Name	Measurement vs Performance	Class vs Individual	Fixed vs Changing	Open vs Closed	Single vs Multiple
<b>IRC</b> International Racing Certificate	Measurement	Individual	Annually	Secret algorithm open measurements	Single
<b>ORCi</b> Offshore Racing Congress	Measurement	Individual	Annually	Open VPP program and open measurements	Passage & Windward leeward; Short-handed; non spinnaker; light/medium/heavy conditions
<b>ORC Club</b> Offshore Racing Congress	Self-Measurement	Individual	Annually	Open VPP program and open measurements	Passage & Windward leeward; Short-handed; non spinnaker; light/medium/heavy conditions
<b>AMS</b> Australian Measurement System	Measurement calibrated by aggregate fleet Performance	Individual	Annually	Secret algorithm and aggregate fleet data, open measurements.	Single
<b>Yardstick</b>	Performance	Class	Annually	Closed	Single
<b>PHRF</b> Performance Handicap Racing Fleet	Performance by Class with Measurements based adjustments	Class with individual adjustments	Annually	Open data and committee minutes	Y
<b>PHS</b> Performance Handicap System	Performance	Individual	Per Race	Mostly open, with some specific closed algorithms	Spinnaker & non - spinnaker.

## How Handicaps Work

Regardless of how a handicap rating is calculated, there needs to be a process for a rating to be applied to a race so that the results can be scored for multiple different race formats (e.g. Pursuit vs Scratch starts).

**Head starts:** Some simple handicap systems work on allocating a time to each boat that is effectively the head start that they get in a pursuit race format. The MYC Twilights have used such a system and the handicap rating is how many minutes after 18:00 that the boat will start or put another way, how much of a head start do they give the slowest boat in the fleet. While such systems are easy to comprehend, they are not very flexible with regards to actual race duration. A 5-minute head start can be significant in a 1-hour race yet trivial in a 3 hour one. Twilight racing avoids this issue to some extent by being constrained by dusk, so that races cannot be more than 1:45 in duration. However, the fact that dusk comes at different times during the season means that fairness is still compromised by such.

**Time-on-Distance (ToD):** A more formulated approach to giving “head starts” is achieved by handicaps that provide a ToD rating, typically expressed in terms of seconds per nautical mile sailed and applied to results with a formula like:

$$\text{Corrected time} = \text{Elapsed time} - (\text{ToD} * \text{Distance})$$

A boat on a ToD handicap of 350s/nm that sails a 10nm race with an elapsed time of 2:30:00 hh:mm:ss with have a corrected time of  $(2*60+30)*60-10*350 = 5500\text{s}$  or 1:31:40 hh:mm:ss.

ToD handicaps have the advantage of being simply converted to start times for Pursuit races. For example, if the range of handicaps for a 10nm race is 460 (fastest) to 600(slowest), then the fastest boat should start  $10*(600-460)=1400\text{s}$  or 23 minutes after the slowest.

However, ToD handicaps suffer the same problem as fixed head starts in variable conditions. A 10nm race might be sailed in close to 1 hour in heavy conditions or 4 hours in light conditions, so a head start of 23 minutes set by just the course length may be too much in heavy conditions and not enough in light. Thus, handicap systems that use ToD typically will have light, medium and heavy ratings for each boat, which can give the race committee another difficult judgement call to make, especially in changeable conditions.

# Sailing Handicaps

... continued from previous page

**Time-on-Time (ToT):** Also called a Time Correction Factor (TCF) the ToT rating style is the most popular handicapping mechanism as it is the most flexible and ultimately simplest. A boat's corrected time is obtained from the elapsed time, simply by multiplying it by the Time Correction Factor:

$$\text{Corrected time} = \text{ToT} * \text{Elapsed time}$$

A boat on a ToT/TCF of 0.95 that sails a race with an elapsed time of 2:30:00 hh:mm:ss will have a corrected time of  $(2*60+30)*60*0.95 = 8550\text{s}$  or 2:22:30 hh:mm:ss. Note that this calculation does not include course length, so this could be a slow short race, an average race or a quick long race, the calculation works for all conditions.

If pursuit racing start times are needed, ToT ratings can be converted to ToD ratings using a known course length and assumed race conditions. For example, if the range of handicaps for a 10nm race is 0.920 (slowest) to 1.110 (fastest) in conditions in which our 1.000 reference boat could achieve 5kn VMG, then the fastest boat should start  $(10\text{nm}/5\text{kn}) * 60 * 60 * (1.110 - 0.920) = 1368\text{s}$  or 23 minutes after the slowest boat.

## Race Formats

Handicaps can be applied in different ways to different race formats:

**Scratch Race:** Boats start together in a scratch start and no handicap is applied so that the race results are in the finish order of the boats (first past the post wins!). This is how MYC lasers and junior dinghies race, as well as one design fleets elsewhere on the harbour.

**Corrected Time Race:** Boats start together in a scratch start and a ToT/TCF handicap is applied to each boat's elapsed time to determine a corrected time which is used to determine the results. This is how MYC Club Championship races are scored. Note that a *Scratch Race* may also have a separate set of results produced as a *Corrected Time Race*, thus MYC laser and junior races will produce scratch and handicap results from the one race. A race may also have multiple corrected time results for different handicaps (IRC and ORC for example).

**Pursuit Race:** Boats start on individually allocated start times that are calculated from a ToD or ToT handicap; the results are in the finish order of the boats (first past the post wins). This is the format of MYC Twilight races.

**Pursuit Corrected Time Race:** Boats start on individually allocated start times that are only approximately based on their handicaps. A ToT/TCF handicap is applied to each boat's elapsed time to determine a corrected time which is used to determine the results. This is the format of MYC marathons and Summer Series races, as the corrected time gives fairer results for races in which the duration can vary greatly depending on conditions. Note that a normal *Pursuit Race* may also have a separate set of results as *Pursuit Corrected Time Race*, such as is done for the Twilight Female Helm results.

## PHS Handicaps

The handicap system commonly used in NSW and by MYC is the Performance Handicap System (PHS) which is an individually allocated single number TCF handicap rating based on a boat's past performance that updates after each race. PHS attempts to rate the performance of both the boat and its crew by determining its average performance in previous races, so that on any given day any boat should have an equal chance of winning regardless of sailing budgets or experience. If a boat sails better than they usually do, then they should do well in a PHS race.

### Perfect PHS Handicaps?

If PHS handicaps were infallibly correct and all crews sailed absolutely as expected, then every race would finish in a tie of all boats. It is this concept of a perfect handicap that is used to calculate the adjusted handicap after each race, because while it is impossible to determine the perfect handicap before a race, a relatively perfect one can be calculated with hindsight, after a race.

Even with hindsight there are many possible sets of correct handicaps and it is impossible to pick the exact set. The issue being that if half the fleet exceeds their expected TCF and the other half sails below theirs, it is impossible to tell numerically from just a set of elapsed time if the results reflect half the fleet sailing well or half the fleet sailing badly. Whilst the difference between those two realities does not matter when calculating relative handicaps within one fleet, it can matter greatly if a handicap is to be considered against other fleets.

Previously MYC has used the algorithm from the TopYacht (TY) software to determine the "correct handicap", which is called the Back Calculated Handicap (BCH). After a race, the boat that was 40% down the result order is called the "Pivot Boat" and is assumed to have sailed exactly to their handicap. Thus, the pivot boat's BCH is exactly their Allocated Handicap (AHC) for the race and their corrected time is their actual elapsed time. All other boats then have their BCH's calculated so that when applied to their actual elapsed time gives the exact same corrected time as the pivot boat i.e. all boats are tied in that race.

This season, MYC will be using the SailSys software that does the calculation differently using a proprietary algorithm. They call the resulting handicap the "Race TCF" of a boat and it has the same characteristic as a BCH, in that if each boat's Race TCF is applied to its elapsed time for a race, all boats would have the same corrected time. The proprietary aspect of this algorithm relates to how the handicaps are calibrated with other fleets but does not change the relative handicaps between boats within our fleet.

Continued on page 16...



## WONDERING WHAT'S BEEN CANCELLED WHAT'S ON?

As at time of going to press, these events are still GO!  
However, border restrictions due to COVID-19 may prevent full participation.



27 August – 2 September



## RULES 46 CHANGE POSTPONED TO 1 JANUARY 2022



With sailing clubs around Australia focused on attempting to restart operations as COVID-19 restrictions begin to lift, Australian Sailing has made the decision to delay the implementation of the change to Rule 46 until 1 January 2022.

This will give affiliated clubs an extra twelve months to prepare for the changes and allows them to focus on restarting sailing and club house operations in the second half of 2020.

“There is nothing more important to sailing in Australia than the strength of our clubs, and this pandemic has inflicted a great amount of pain on many of them,” said Australian Sailing CEO Ben Houston. “Clubs have had profits, staff and operations slashed in the past few months, and it will be a long road back for many of them.”

“We appreciate that there will be some administrative work in making the changes a reality at some clubs, so the extra time will enable them to focus on their own health and sustainability at the back end of this year whilst those resources are still limited.” he went on to say.

Australian Sailing is focused on doing whatever can be done to help clubs restart racing and bringing their members back into the club houses and their boats.

The extra year to implement the rule change alleviates the time pressure to consider their own casual or introductory membership policies and make subsequent constitutional or bylaw and system changes to enable that. They will also have more time to express their position on casual or introductory memberships in their race documents and communications.

Though delayed for a year in its implementation in the rules, the policy position around requiring membership to help clubs improve their safety framework and realise membership opportunities has not changed. Australian Sailing recommends any club that has the capacity to implement casual or introductory memberships using SailPass ahead of the implementation date should still do so.

The SailPass technology has been developed by Australian Sailing for clubs to use to assist with the implementation of the changes to Rule 46. SailPass allows clubs to set up and set their own pricing for temporary memberships, with 100% of the proceeds from those memberships going directly back to the club.

Australian Sailing is continuing to develop how revolutioniseSPORT database (the system that issues a SailPass temporary membership) can integrate with different club systems, with the intention to make the user experience as seamless as possible and to reduce administration for Clubs.

# Sailing Handicaps

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## The Next PHS Handicap

Once a race is completed and a boat's AHC and Race TCF are both known, then the handicap for each boat for the next handicap has to be calculated. Race processing software for such calculations is typically very flexible and can apply a number of processes and algorithms. Clubs can configure these calculations to achieve variable emphasis in how handicaps are updated:

- **How are extraordinary results handled?** Boats don't always race to their expected performance. Sometimes they will have a blinder, picking a hail Mary shift and winning by a country mile, whilst other times they may have "a day" suffering gear/luck failure. PHS system can allow such extraordinary Race TCF's to either be modified or excluded from the calculations.

Previously MYC and TY have used BCH clamps of 5% above and 5% below so that if a boat's BCH was outside of that range for a race, then the clamped value will be substituted for the boat's BCH in further calculations. With SailSys, the system is very similar: the same 5% clamp is applied above the Race TCF and a 8% clamp is applied below. While the lower clamp is set larger, SailSys also will reject a boat's worst result from multiple races and has the option of rejecting all results beyond the lower clamp.

- **How many Race TCFs to consider?** MYC has historically used the average of the last 4 BCHs, so the race just completed will count towards  $\frac{1}{4}$  of the next handicap. SailSys recommends averaging over 7 Race TCFs with the worst excluded to achieve smoothed results that reflect a boat's true long-term performance. If insufficient races have been completed, the initial handicap is substituted in the calculations, so if 7 races are considered, with the worst excluded, then the race just completed will count towards  $\frac{1}{7}$  of the next handicap, unless it was the worst race and not counted at all. Top yacht only uses 1 TCF and instead relies on AHC combination to achieve a kind of sliding average.
- **Should the ACH be included?** The Topyacht software allows a percentage to be set to determine how far from the AHC to the BCH the next handicap will move, with 0% meaning the original AHC is used unchanged, 100% meaning the last Race TCF is used and 50% means the average between the two is used. The effect is a sliding average that can be configured to either slowly or aggressively move towards the BCH of the last race. MYC's software has had this capability for some time but was never used and instead a real average calculation has been used.

## Initial PHS Handicaps

The above describes how PHS handicaps are updated from race to race, however it is the club Handicapper's job to allocate an initial handicap that will feed those algorithms. The initial handicaps are determined by looking back on a boat's racing history for all of the previous season, or for as much of it as is appropriate due to any changes in the boat's configuration and/or crew.

Unfortunately, there is not a simple algorithm that can objectively resolve all past results into a single perfect handicap for each boat. Boat A might always beat boat B on the Club Champs and boat B may always beat boat C in the Summer Series. So, the order of the allocated handicaps could be expected to be A, B then C. But what if in the Winter Series, boat C beat boat A and boat B didn't compete? So, the handicapper may have to look into subjective reasons for that apparent contradiction: changes in crew, boat or conditions?

In practice, boats that regularly compete against each other in similar format races can be easily rated against each other. SailSys will now provide handicaps from previous series so that if nothing else changes the handicaps can continue on.

The difficulty remains in allocating handicaps for boats that have seldom sailed against each other and for which comparisons against reference boats might be few or contradictory. With this, handicaps relative to similar boats or reference boats prove invaluable. However, ultimately PHS handicaps do rely on the processing of past data to continually update and refine any discrepancies with initially allocated handicaps. Of course, boats also conspire to sail erratically, change crew and sails and ensure that the concept of a perfect handicap is never achieved in reality.

## MYC PHS Handicap Changes

This has been a monster article and congratulations to those that made it through it. For those that skipped to the end, here is a summary of how MYC's handicapping systems have changed for the 2020-2021 season:

- Twilights will use PHS handicaps to calculate allocated start times rather than fixed additions/subtractions of "head start" times.
- The Race TCF (previously called BCH) is now clipped below at 8% rather than 5%, however a boat's worst score will now be excluded from their Race TCF average to compensate for this lower clip.
- The PHS handicap for the next race in a series was previously the average of the last 4 BCHs. It will now be the average of multiple Race TCFs with the worst one dropped. The number of races to average will be: 6 races for the Club Championship and Summer Series; 4 races for the Winter Series and Mini Regatta; 3 races for Twilights, Female Helm Twilights and Marathons.

## So, you think you can do better?

Handicap systems are not perfect, least not PHS. It is a very common reaction when looking at the details to start thinking "but-wouldn't-it-be-better-if"... and "why-don't-we-just"... But the truth is that there is just not an objective algorithm that can look at the elapsed times of 2 boats over the same course and determine if the difference was the results of good/bad sailing, suitable/unsuitable weather, boat preparation/neglect, boat design or size, freak accident or lucky break. By looking at the results of many more boats and many more races, we can come up with some statistical analysis of average performances, but it is still impossible to mathematically isolate the part of that associated good/bad sailing or maintenance or design or weather. All we have is some approximations of reality and the fact that often it can almost be as much fun to lose a race than to win it.

Greg Wilkins – Principal Handicapper 







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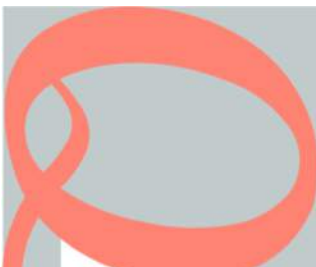
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