

PRESIDENT'S REPORT

Firstly, I want to acknowledge the outstanding achievements of our members who competed in the Rolex Sydney to Hobart and make special mention of Felicity Nelson, only the second woman to have participated in 25 Hobarts, 2 handed entry Crux – Carlos Aydos and Peter Grayson and finally Michael Rowe and Jim Nixon on Azzurro. You'll read in detail their amazing stories in this newsletter.

SailPASS




From 1 January this year Australian Sailing introduced changes to Rule 46 to ensure all people participating in club races must be a member of a club whether a full member or temporary one. To facilitate temporary memberships, Australian Sailing introduced **SailPASS**. This allows skippers or their guests to sign up for a **SailPASS** online in a process that takes just a few minutes. MYC has chosen to make the first 3 **SailPASS**es free, acknowledging that from time-to-time Skippers have guests that sail only a few times. After 3 races, **SailPASS** will increase to \$20 per race. When a person transitions to full membership, all **SailPASS** fees paid in that season already will be credited towards full membership. Australian Sailing places the responsibility onto Skippers of ensuring all crew are either a member of MYC, of another AS-affiliated Club or hold a **SailPASS**. From the Club's perspective we want to make sure we make this compliance as easy as possible and encourage all regular crew members to join our club. You can purchase a **SailPASS** online at www.myc.org.au/sailpass/

USE OF THE CLUB'S WHARF

Over the last few months, it's been observed that several groups using the Club's wharf for fishing, picnics, swimming, and unauthorised drop offs and pick-ups. The Wharf is for members and authorised persons ONLY and we discourage swimming and fishing as these can be hazardous with yachts and support boats docking. If you witness large groups or inappropriate behaviour, please contact our Club Manager Barry Mifflin or Club Captain Finn Irvine.

HELLY HANSEN WOMEN'S CHALLENGE.

I encourage all yachts to compete in either the all-female or female helm division. Any females looking for yachts to crew on, please contact me. A shout out to Catherine Thornton-Rofe who is currently leading the Sydney Women's Keelboat Series with 2 races to go!

Lisa Callaghan - President 




TEXAS BBQ
PLATEFULS OF LEGENDARY LONE STAR FLAVOR

MANLY YACHT CLUB
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

Hey there, y'all!

This year the theme will be an authentic Texas style BBQ, with goldang tasty grub, great music, and entertainment and of course, knee-bucklin' cocktails to wash it all down.

Everyone is welcome, including members, family and guests. The more the merrier, so dust off those boots, Akubras and Stetsons for a night of food, fun and friendship (please note: six-shooters, knives and saddles will have to be left at the door).

You can get your tickets at the club on Twilight nights or Sundays after the races; or give a holler to David Lewis or Cary Budd and they'll rustle up some tickets for you and your sidekicks/crew.

- 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



MYC NOTICEBOARD



Our fantastic Duty Roster Coordinator, Jeannie has "left the building" (and the State) so now we need someone to fill her shoes. If you know how to use a spread sheet and how to send an email and you have an hour a week to spare please contact the commodore@myc.org.au or drop maz@myc.org.au a line and she can put you in touch with Jeannie.

Jeannie's parting words "*Being a part of the Sailing Committee has given me such insight to the inner workings of the club and a great appreciation of all the work that everyone puts in every day to ensure we provide safe and challenging competitions.*

Thanks to everyone who has supported me as the Duty Roster Coordinator. I hope to find someone before the end of the Summer Series, so that I can hand over and ensure the process has continuity into the final races of the year. Please put your hand up if you are interested in taking the role or would just like to have a chat about what is involved. I am happy to give as much support as needed for the new volunteer."

IS THIS YOU?

UNFILLED RACE COMMITTEE POSITIONS:

Summer Series Race 3 - 13 Feb - Race Officer Required

Summer Series Race 4 - 20 Feb - Race Officer Required +
Robbie R Driver

TWILIGHT RACING - Please check [boat allocation date](#)

LIFE JACKETS? HAVE YOU BORROWED ONE?

There are currently **6** juniors' life jackets missing from the club!
If you have borrowed one and have not returned it or inadvertently left it on your boat

PLEASE

Return it to the club ASAP via

 **MANLY SAILING**



 **MANLY SAILING**

Long Range Marine Radio
Operator Certificate Course



28th & 30th March, 5:30pm-9:30pm

More information and Registration here:
<https://www.manlysailing.com/marine-radio/>

BACK TO CLUB EVENTS AFTER RACING

The Board met on Tuesday night and agreed that the official post-race presentations and the bar will return this weekend for both the Twilight and Sunday racing. There will be the following requirements for members and their guests who attend:

- At all times possible please be seated, preferably on the balcony.
- When not seated, you'll be required to wear a mask including when ordering drinks at the bar.
- All RSAs (paid and volunteer) will be required to wear a mask when serving
- The catering options will be simplified for both Friday nights and Sundays to either sausage sandwiches, party pies or the like. A donation can be made at the bar to contribute \$3 towards the cost of food. Feel free to bring your own food.
- Prizes will be given out to race winners.

The Board will review the arrangements at the next meeting in early March. We are also reviewing the small stockpile of prizes for races that have already occurred and will announce our plans in due course.

We thank you for your support while we make these decisions in the best interest of all club members including our volunteers.

Should you have any questions or concerns please contact me on 0415 124 227.

Lisa Callaghan - President 

WHAT'S ON AROUND THE HARBOUR



2022 RANSA REGATTA

Sunday 13th February

The regatta involves a pursuit start race around the harbour marks with up to eight divisions including spinnaker, non spinnaker and classics, and importantly includes the inter club competition for the Admiral's Trophy.

The Trophy goes to the club with the best scores in their best 5 divisions, so we encourage your members to take part with yachts in as many divisions as possible.

Notice of Race [here](#).

Online entry [here](#).

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](#)



Manly Yacht Club is looking for volunteers to run the *Robbie R* on one or both days of the Sydney Harbour Regatta. If you aren't racing but want to be involved in the colour and movement of the weekend, contact our PRO Stephen vicecommandore@myc.org.au.

— 2022 — SYDNEY HARBOUR REGATTA

Saturday 5th & Sunday 6th March 2022

Hosted by Middle Harbour Yacht Club (MHYC), the Sydney Harbour Regatta is one of the biggest keelboat regattas in Australia.

**The regatta is conducted with the valuable assistance of:
CYCA, MYC, RANSA, RPAYC, RPEYC, RSYS, SASC and SFS**

Over 180 boats racing in 20 divisions on 7 course areas in Sydney Harbour and offshore. All classes will race over 2 days. Traditional post-race beach party and entertainment at MHYC, with the gala prize presentation on Monday night!

Race documents and online entry at shr.mhyc.com.au

For all enquiries, contact sailing@mhyc.com.au

Middle Harbour Yacht Club

75 Lower Parriwi Road, The Spit, Mosman NSW 2088
T: 02 9969 1244 W www.shr.mhyc.com.au

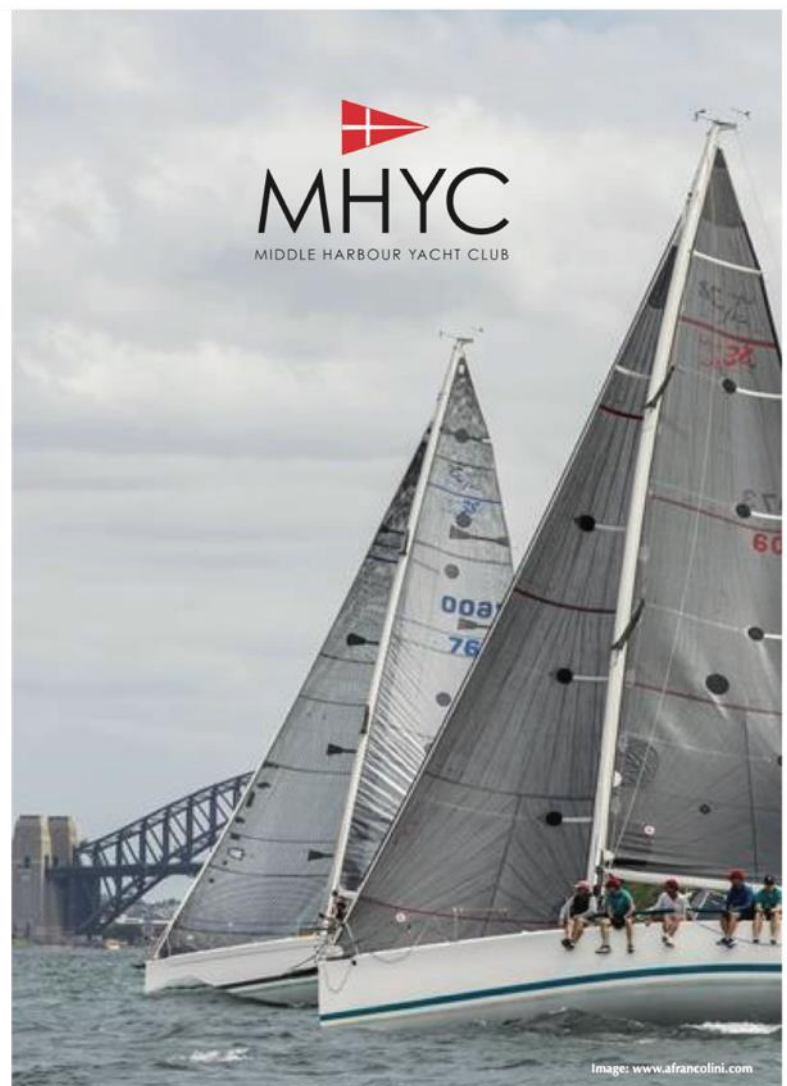


Image: www.afrancolini.com

ROLEX SYDNEY TO HOBART YACHT RACE

26TH DECEMBER 2021



Race start images by Ken Terrens



Congratulations Carlos Aydos and Peter Grayson and *MYC 8 Crux* on your mighty effort in the inaugural Shorthanded Division of the Rolex Sydney to Hobart Yacht Race, placing second in 2-handed IRC, second in 2-handed ORCi, second in 2-handed PHS. With a bit of calculation in ORCi they may have finished in the top of the rankings in the combined fleet.

Read Peter's account of the race in this Newsletter.



Carlos and Peter



Michael Rowe on Azzurro

Jim Nixon on Azzurro



MYC8 Crux



Azzurro with Wild Oats - Märike Koppenol on board



Supernova



Approaching Tasman Island *Azzurro* was leading IRC and ORCi overall but unfortunately with no wind on Storm Bay it took 17 hours to sail the last 43 nautical miles!

Commiserations Jim Nixon, Michael Rowe, skipper Shane and the rest of the crew. However, *Azzurro*, as part of the *Love & War* and *Maritimo* team, were first for the coveted Southern Cross Cup - well done team!

And to Felicity Nelson, skippering your own boat *Supernova*, congratulations on your 25th Hobart - what a stellar achievement and only the second female, after Adrienne Cahalan, to achieve this feat.

Read her story here:

<https://rolexydneyhobart.com/news/2021/day-6/felicity-nelson-celebrates-25-quietly/>





PEPPER TREE WINES
TWILIGHT RACE 11



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

Manly Sailing Solace and Ratty Tooley at the finish
thx Colin Cameron



1st Manly Sailing-Solace and her happy crew



Finally! A gorgeous night for a sail! Course 7... Rocky-Edwards-Grotto-Rocky-Edwards and home. Congratulations *Manly Sailing-Solace, Ratty Tooley, and Sakana* - 1st, 2nd and 3rd; fastest around the course *Mondo*; with *Fast Company* and *Moonshadow* bang on time for the start. On the points score, new to MYC boat *Gecko* is leading the point score with *Esprit De Four* and *Kia Kaha* nipping at her heels... still half a season to go so it can still be anybody's game.

Thank you, new boat *Jupiter* for your race committee duty.

More images here

<https://photos.app.goo.gl/B8hQmvc22iDohK8H9>



2nd Ratty Tooley



Moonshadow



Kia Kaha



San Toy + Pensive Crew



San Toy



Sirius



TWL12/TWF3
Abandoned due to adverse weather





CHRISTMAS RACE 2021

Of the 12 boats entered in the Christmas Race, 7 boats were not deterred by the thunderstorm forecast. The morning started out fine, then during the race - a constant sequence of gust, no wind, gust etc. One of the elves off *Esprit* tells me that they picked pretty much every wind hole on the course.

Congratulations *Jupiter* - first on handicap and fastest round the course, and single handed! Well done, Ian. And it looks like *Ludicrous Mode* crossed the line ONE second ahead of *Esprit* and finished 2nd and 3rd on handicap respectively.

Mondo incurred a penalty for being early but managed a 4th; with *Bokarra* wrestling a broken outhaul in 5th place; an illegal spinnaker - sideways and upside-down - put *Enigma* in 6th place with *Kryptonite* in 7th spot.

Bokarra crew were kept busy with a broken outhaul near Balmoral. Skipper Colin had to do a bit of fancy rigging to get them home, but the trickiest part was picking up the mooring, after the race with inexperienced crew - not least Captain Chaos. All's well that ends well.

As Margo always used to say when we were safely tied up "It's a miracle!".



Esprit - as seen from the cockpit of *Mondo*



Illegal use of spinnaker??



Laid back crew on *Esprit*



Am I on the right boat?

All boats managed to return to their moorings in good time before the mini tornado hit Dee Why and further afield.

Thank you to Alex and Felicity and to all who contributed to the photo collection.

Results here:

<https://app.sailsys.com.au/club/23/results/series/1447/races>



Carol and Bruna on *Bokarra*



Bruce and Pam

The Juniors were having so much Christmas fun that no one thought to take some snaps!

Thank you, Bruce and Pam for operating the BBQ for the Juniors in those sweltering conditions. Thanks Nicola - Manly Sailing for the image of the master chef in action.

(Although a little birdy tells me that there is room for improvement - or less fatty sausages...ED)



Elves on *Mondo*?



Diary of a Quixotic Christmas Race & the True Santa Claus Believer

Reporter – Ian Smith



North Head weather station recordings on the day were a maximum wind gust at 2:35pm from the WNW at 39kts, at 9am the wind speed was NNE 9kts and at 3pm NW at 16kts.

Due to the Christmas Race day's expected strong westerlies, the initially intention was solo tinkering, rather than solo racing, on *Jupiter*. The morning proved to be light with the North Head weather station recording the 9am wind speed being NNE 9kts. So instead, with crews on other yachts making their way to the Christmas race track it was decided to put a reef in the main and hoist the small J4 jib as a precaution for the forecast stronger winds.

By the time *Jupiter* was on the course proper the wind had swung more to the west as predicted and it was noticeable that no-one had reefed their main sail. *Jupiter* thought if it reefed its main it would get pasted in what was about 10kts of WNW. So, *Jupiter* hoisted the full main and kept the J4 jib as insurance against a building westerly and because sailing solo would make it easier to handle, grind and tack.

Fortuitously, *Jupiter* had a big handicap of 31 minutes and needed all of that to get set with the reefing line and raising both sails. *Jupiter* entered the starting zone with about a minute left to start, noticing *Enigma* had started two minutes beforehand and was trying to hoist a spinnaker on the first leg to the Cannae Point mark. The racing rules stated this was a non-spinnaker event and that the usual racing rules of sailing applied. But the small print in the notice of race said: "The Christmas race is a fun non-spinnaker race where rules are optional." Hence, *Enigma's* spinnaker attempt and *Jupiter's* solo show.

By the time *Jupiter* had started it had already passed *Enigma* ("with an illegal spinnaker - sideways and upside-down") being on a broad reach to the first mark at Cannae Point. Once around Cannae it was a long leg to Rocky Point with the sails cracked. *Jupiter* could have done with the bigger jib as *Mondo*, who started 3 minutes behind appeared to be closing the gap. The fleet and *Mondo* sailed high on this second leg, but *Jupiter* chose a lower heading making sure it kept in the breeze as it swung more to the west and would be hidden by the cliffs of Dobroyd headland.

Jupiter could see *Esprit* ahead rounding the Rocky Point mark. *Jupiter* had made some ground on her whilst *Mondo* continued to close in from behind. It was a tricky leg from Rocky to the Edwards Beach mark. Initially *Jupiter* was close hauled around Rocky before tacking on a big shift that would

make the lay line to the Edwards mark, only to be headed just prior to fetching it. This meant a big starboard tack above the mark as the tack back to port was onto a header. *Jupiter* thought it went too far before tacking back to round the mark, but sailing solo meant it needed to make sure of laying the mark, with the *Mondo* pressure coming from behind. *Jupiter* didn't see if *Mondo* suffered the same big header but thought they got through more efficiently than it did.

It was a reach to Grotto Point Lighthouse, then a run into Grotto Pt (AS) mark as the wind veered around the Point. *Jupiter* could see ahead *Esprit*, with *Kryptonite* further ahead, both seemed to be in the shadow of the Dobroyd Head cliffs with little to no wind approaching the Grotto mark.

So, *Jupiter* stayed low, east of the perceived wind shadow, with the westerly keeping the speed up all the way. *Mondo* kept high and looked fast in the strong westerly that blew in from the Spit and Clontarf. They had *Jupiter* on toast by Grotto Point Lighthouse but must have hit the observed wind shadow whilst *Jupiter* being further east headed up hard on the breeze to the Grotto mark with *Mondo* still behind but now very close.

Once *Mondo* reached the Grotto mark it headed up with the view of taking *Jupiter* to windward. *Jupiter* was having none of that tactic and pointed as high as possible to indicate its intention.

Mondo made two more windward attacks but when it realised *Jupiter* would take them right up to Tania Park (above the Dobroyd Head cliffs) if necessary, they yielded to save for another attack later on. With *Mondo* being a bigger and faster boat, *Jupiter's* little J4 jib needed all the breeze it could muster to hold off this formidable opponent.

The last sprint up to the south bombora navigation buoy had the required wind speed and *Mondo* was held off but close behind. All this time *Jupiter* had been closing in on *Esprit* and *Kryptonite* who went more east after the bombora buoys probably searching for wind (elves off *Esprit* whispered "they picked pretty much every wind hole on the course"). *Jupiter*, however, felt there was still some north in this westerly sneaking around from the Reef Beach side so stayed as high as possible.

This was a tricky section as the breeze lightened off and was flickering two to five degrees at a time, so smooth helm adjustment was of the essence. And still there was *Mondo* right on *Jupiter's* hip also staying high. By the time they went past Reef Beach *Esprit* and *Kryptonite* were a distant memory. *Mondo* decided it was not going to attack *Jupiter* to windward again and, with the Forty



Diary of a Quixotic Christmas Race & the True Santa Claus Believer

Reporter - Ian Smith
... continued from previous page



Baskets mark unlikely to be fetched, they tacked away to starboard.

Jupiter kept on the port tack and although on a header and not fetching the mark, could see *Ludicrous Mode* ahead lifting into the mark on a westerly gust. *Jupiter* held its nerve, eventually the little J4 jib jumped onto the westerly gust and was in line but not above the mark.

Jupiter could hear the crew on *Mondo*, whom it had not sighted since they tacked away, saying "Jupiter's going to shoot the mark". They were right. *Jupiter* left the approach to the last minute, lined up the mark under its bow sprit and in perfect timing rounded up and around the mark in a smooth arc with *Mondo* pushed out on *Jupiter's* port side as they headed to the Manly West mark. *Jupiter* thought it was gone at that stage as they were now broad reaching. But with a fortuitous gust and with *Mondo* distracted with *Jupiter's* call for buoy room, *Jupiter* managed to hold *Mondo* off past the Manly East mark.

They were now on a downwind leg as the wind in Manly backed to the NW heading to Cannae for the last time. *Jupiter* managed to stay with *Mondo* until they both caught *Bokarra* before the "toilet rolls".

But then *Mondo* pulled out its jousting pole and the gig was up. The only thing left was to relieve *Ludicrous Mode* of its duties ahead. *Ludicrous Mode* got to Cannae first but took a wide rounding and *Jupiter* snuck inside and close hauled onto a fabulous 12kt WNW. It was so good *Jupiter* got greedy and stayed on this leg too long and tacked to the finish line leaving a shy reach to cross the line to the news that the quixotic *Mondo* had broken their start and suffered a penalty that relegated them to fourth place.

All *Jupiter* wanted for Christmas was a jousting pole. Although *Jupiter* never stopped believing in Santa Claus, with the Covid-19 and now Omicron disrupting Santa's elf supply chains, the only present Santa could muster for *Jupiter* was the silverware for being "first on handicap and fastest round the course, and single handed!" in the 2021-MYC Christmas race. And *Jupiter* was happy 😊!!

It was a great tussle with *Mondo* and a great day's sailing. Luckily the race finished around 1pm before the predicted gusting westerly arrived with a couple of unpredicted violent storms.

The final results were: First - *Jupiter*; Second - *Ludicrous Mode*; Third - *Esprit*; Fourth - *Mondo*.

DRAGON BOATERS



CHRISTMAS

Find out more about the Northern Beaches Dragon Boaters here: www.nbdbc.com



MYC MARATHON RACE 3

9TH JANUARY 2022



Enigma with Ten Sixty behind!
Image by Isabel Rawlence

Good start for Ratty Tooley

Marathon Race 3 (the only one NOT to be abandoned) was raced in overcast, humid and sometimes wet conditions. Course 4 saw *Ten Sixty* and *Enigma* - the only 2 division 1 boats to turn up at the start line - race around Cockatoo Island, via Shark, Clarke, Fort Denison and Goat Islands, while the division 2 fleet could turn around at Goat Island. Division 2 was represented by *Ça Va*, *Cheap Thrills*, *Kia Kaha*, *Manly Sailing-Solace*, *Ratty Tooley* and *Shear Magic*.

Enigma chased *Ten Sixty* down the harbour and finally caught up with them on the return between Fort Denison and Bradley's Head. Not good enough ... the corrected handicap time saw *Ten Sixty* the victor in division 1, although *Enigma* can take solace in the fact that it was fastest around the track for division 1.

Fastest around the track in division 2 was the Young 88 *Kia Kaha*, with *Cheap Thrills*, *Shear Magic* and *Manly Sailing-Solace* taking out 1st, 2nd and 3rd on handicap.

Thank you, Race Officer Peter and the crew from *Misky*.

THANK YOU SEVEN MILES

COFFEE ROASTERS

Special thanks to Sailing Secretary Jan, who stood in for the Race Director still making his way back from Hobart and, stepping up as *Robbie R* driver, and MYC Newsletter photographer, as well!



Shear Magic



Ça Va



Crew on Solace



Cheap Thrills crosses the finish line



Peter and Beverly on Carlyle



1st - Ten Sixty on handicap



Ratty Tooley (in case you couldn't guess)



Kia Kaha, fastest around the course

More images here: <https://photos.app.goo.gl/nyV1jx6mWt2jr5xM7>
Results here: <https://app.sailsys.com.au/club/23/results/series/1221/races>





PEPPER TREE WINES CLUB CHAMPIONSHIP RACE 6

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

The first Sunday race for 2022 and neither COVID, La Niña nor a Tsunami stood in the way of the 9 boats that fronted the start line laid by RO Bruce and the crew of the mighty Pensive, which sadly sits without a mast. "Dutchy" the laser rep, was on board to keep the Race Committee honest ;0)

The SE Course 3 was set with division 2 on the slightly shorter course From Cannae, 40 Baskets, Lady Bay, Grotto, Lady Bay Grotto before heading to Lady Bay one more time and then on to the finish. Division 1 took a similar course with additional Lady Bay, Edwards marks to complete.



Division 2 - start

Division 2 had a great start with *Ratty Tooley*, *Ça Va* and *Kia Kaha* battling it out at the boat end - fortunately so, as an interloper,

Flying Fish also decided to cross the start line at the same time. *Cheap Thrills* took a more leisurely approach and waited till the start line cleared! *Ratty Tooley*, *Ça Va* and *Kia Kaha* - 1st, 2nd and 3rd - with *Cheap Thrills* a DNF.



Ça Va



Mondo

Division 1 also headed for the boat end with *Ten Sixty* having to yield to *San Toy* - no room!



This is the only time *Corum* was behind *San Toy*!

Corum and *Mondo* kept in sight of each other while to 2 Radfords, *San Toy* and *Ten Sixty* battled it out, crossing tacks ahead and behind.



Ratty Tooley



Kia Kaha



Ten Sixty after Cannae



Corum and Mondo



Ten Sixty heading to Edwards

One minute 16 seconds was the difference at the finish as *San Toy* crossed the line ahead of *Ten Sixty*. But alas, not good enough! A TWO seconds difference on corrected time saw *Ten Sixty* first and *San Toy* second on handicap.

Corum was fastest around the course - a good 5+ minutes, ahead of *Mondo*.

The series scores are looking tight with only 4 more races to go.

THANK YOU

Thank You Race Committee - Bruce, David, Dom, Pam, Chris and Bob



COMBINED CLUBS INSHORE SUMMER SERIES



RACE 4 - 18 DECEMBER 2021:

Congratulations Phil and crew on *Ça Va* - 1st in Division 3, and fastest around the course in his division representing MYC in race 4 of the Combined Clubs Inshore Summer Series (CCIS) hosted by Royal Sydney Yacht Squadron.

Looks like the handicap win was close - 19 seconds between 1st and 2nd. Well sailed.

Fab images by [Marg's Yacht Photos](#) and many more [here](#)



RACE 5 - 29 JANUARY 2022:

5 of the Combined Clubs Inshore Summer Series (CCIS) hosted by RANSA.

RESULTS: <https://app.sailsys.com.au/club/27/results/series/1243/races>



MANLY SAILING SOUTHWINDS LUXURY SUNSET CHAMPAGNE CRUISE

Join us aboard our 61ft luxury sailing yacht *Southwinds* and experience an intimate and relaxed 3-hour sunset champagne cruise. Constructed with beautiful Huon Pine and launched in 1950, *Southwinds* would have been one of the fastest and largest yachts in Sydney Harbour at that time. She has competed in the Sydney to Hobart yacht race and had many notable owners.

This sublime classic sailing yacht features rich timbers, large windows with high wide floors, creating a luxurious, spacious and welcoming atmosphere. She has expansive decks, great for viewing the harbour's beauty; watch as the sun sets and the city reveals its lights. Enjoy a grazing platter and a glass of La Cuvee champagne and spend time cruising and relaxing.

The Sunset Champagne Cruise is perfect to bring along the whole family, friends and visiting guests, to enjoy breath taking views of Sydney and its stunning harbour!

More information and booking:

<https://www.manlysailing.com/yacht-charter-sydney/luxury-sunset-cruise/>



When: 24th February 2022
Where: Manly Public Wharf
Price: \$250pp

SUMMER SERIES UPDATE



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



PEPPER TREE WINES



The weather gods have so far favoured the conditions for the first two races for the summer series. Thankfully a number of last-minute entries made sufficient numbers for a good completion on the harbour. Sadly, there were insufficient short-handed entries, so that division was merged with the multi crew to form a single yachts division. The amendment to the NOR and SI is published on the MYC club notice board.

Race one took the fleet of eight starters on a harbour tour around Shark and Clarke island and with a steady South East breeze, was won convincingly by San Toy. Second place was Shear Magic about a minute behind on corrected time with Mondo in third place. The second race delivered a light but steady Nor'easter but this time it was decided to keep the fleet closer to home due to the eighteen footer's final completion in the main harbour. For this race it was short-handed Jupiter skippered by Ian Smith who was narrowly ahead of Cheap Thrills, just seconds behind. San Toy Finished in third place. Twelve yachts competed on Sunday with two casual entries.

So far, the series results have San Toy just one point ahead of Jupiter – but we are still only halfway through the series and there is plenty of sailing to go!

I know everyone is looking forward to race three (13th February) and the final race four (20th February). However, we still do not have a full race committee for these dates. Most urgently we need Race Officers for both dates as well as a *Robbie R* driver for the 20th. Please contact me if you can provide assistance with these duties.

The good news is that the club will be open after the race and the bar open. Happy sailing!

David Ashton
Summer Series Race Director



RACE 1 - 23 JAN 2022 (from Facebook)

The first race of the Summer Series and a respectable 10 boats in the series. Unfortunately, we couldn't make up the numbers for the double handed division, so this fleet was combined into the multi crew fleet.

Kudos to Ian and Peter on *MYC99 Jupiter* and Jan and Greg on *MYC32 Esprit* who came 4th and 5th in the overall division (and therefore 1st and 2nd) in their mini tussle. Both flew kites for the last, and probably only viable, leg of the race - congratulations and well done - the corrected time difference was only 18 seconds.

Race Officer Bruce, sent us on a long course today, hoping the breeze would stay in - which it did. Course 3 took the fleet from Cannae to Rocky and Edwards, out to Lady Bay before doing the Chowder South and North loop and then on the Shark and Clark Islands before heading back to the finish.

Mondo, with Stephen on the helm, was fastest around the course, and best start, with *MYC12 San Toy*, helmed variously by all 4 crew members, second fastest around the course. But *San Toy* needs to watch out, as *Jupiter* nips at her heels.

On corrected time ... *San Toy* 1st, *Shear Magic* 2nd and *Mondo* 3rd.

Thank you, *Pensive* race committee duty for your second week in a row.

Images by Pam Davis... more [here](#)



Jupiter start



Esprit finish



Mondo start 0:00



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

JANUARY 9: 4P 9 & 10 - APS 1 & 2

MYC LASERS



And a happy new autumn point score to all. Our Christmas bellies were spared any major pain as 12 Lasers raced in a manageable 10 -15 knot southerly. Cameron welcomed himself back with a bullet in the first race on handicap – well done Cam. He was followed by Geoff (hey that’s me) and Veronique. In the second race Richard stepped up (as he does every now and then) to take the honours in front of Dave and Sam who are now leading the series. Nice work.



One Cristy, two winners (Cam and Richard), one cap

In the 4Phil, I mean 4P series, Phil won two both races. In the first he beat Iain (by a mere 3 seconds) and Bevis and I (dead heating for third another 30 back). It was similarly close in the second, Phil winning by less than a minute from Bevis and Iain. There’s never seems to be much in it, but he keeps getting the guernsey. Might be something to do with a yardstick...

Except for the sharp end, the whole fleet was hot and cold, a bit rusty and most having a good and a bad race. Except perhaps for Mike who must be allergic to the lighter winds. Veronique had two strong races in a radial with Sam and Garth sailing well too.

Big thanks to those on *Carlyle* and *Robbie R* for running the races and to Cristy (and hubby) for also watering us so well back on the deck from an industrial-sized esky – that’s catering points right there. It was a good turn-out first race back, but we look forward to more boats getting out of the boatshed soon.



PEPPER TREE WINES

JANUARY 16: LASER MICRO REGATTA

Eleven boats contested the first micro heats we’ve been able to run this season. Five closely fought races in what I recall was a blustery sou-sou-easter. This made them short sharp affairs of about 8 to 16 minutes depending on the number of laps.



The fleet on the downhill



Iain

Iain managed to cross the line first in all five races, but Phil’s radial yardstick promoted him to wins in all but the third race. Not much further back

was Tim, Sam and myself vying for third overall – with me vying slightly better.

That said, Dave, Richard, Gordon, Veronique, Cameron and Lloyd were never more than a couple of minutes behind.

Thanks to Dutchy and the race committee for a great day out. We also thank him for his ‘craft’ beers. I’d like to personally thank Cameron for buying some non-craft ones.



Dave



Richard getting involved in proceedings with Phil, Geoff, Iain and Dutchy



Geoff Reid - Lasers





SAILABILITY MANLY



Happy New Year! *by Candice Novello*

Welcome back and Happy New Year to our members and volunteers. We hope that everyone had a wonderful break with their families. And what an amazing start to the year it's been with some lovely warm weather and the temperatures finally feeling like summer.

Many of our volunteers and families brought the New Year in with a bang, watching the Manly Cove fireworks from our wharf. It was a quiet one this year compared to previous years, but the fireworks still went ahead, and the weather was fine. It was a lovely way to unwind and celebrate the year that was. Thanks to everyone for coming down and enjoying the evening.

As we welcome our new Webmaster Scott Forbes, we will shortly be unveiling a **new look Manly Sailability website**. Scott has done an amazing job updating the site to be more informative and functional. Along with a new look, you will find updated information for Volunteers and Sailors, a new section for bookings, lists of current procedures, policies and instructions.



Saturday 26th March MYC Women's Challenge

Manly Yacht Club's Women's Challenge is coming up in March so if anyone is interested in being a Skipper or Crew, please advise us ASAP. You will not only be competing for wonderful prizes donated by Helly Hansen, but also for the coveted "One-Design" trophy, which we held for many years, but now has been taken over by one of the Junior Classes.



AUSTRALIA DAY REGATTA 26TH JANUARY 2022



Happy Australia Day to our Sailability crew! This was a glorious morning to show off our skills to the hordes of people crowding the beaches, enjoying the scenery and appreciating the perfect day.

Support Boat crews were Pam and Bruce in *Carlyle*, the race boat, and Ragnhild, Kieran and Jim in the support boat, *Charlie's Chariot*.

Pam and Bruce set up the course, kept time and started and finished the races while Kieran, Ragnhild and Jim supported the boats on their way around the course, pulling up any misdemeanours and taking a beautiful series of pictures of the very close racing.

Helen and Betty set up the barbecue and cooked a lovely lunch for us to be ready on our return.



Congratulations to the winners of the Australia Day Regatta and thank you to everyone involved for making this such a fun Regatta!



RESULTS AFTER 3 RACES

1st:	2419	<i>Eli D</i>	Ben and Jeremy
2nd:	2238	<i>Black Swan</i>	John and Ken
3rd:	833	<i>Woody</i>	Denis and Ivan
4th:	753	<i>Dolly Wallis</i>	Jackie and Caroline
5th:	2232	<i>Vin</i>	David and Eli
6th:	1662	<i>Alex</i>	Michael and Nola
7th:	1598	<i>Ralph Newman</i>	Helene and Libby



14-18 JAN 2022

RESULTS: <https://openskiff.org.au/results/>



In the second week of January 12 MYC Juniors and their parents drove to beautiful Lake Macquarie to participate in the 2022 Australian O'pen Skiff Championships hosted by Manning Park Amateur Sailing Club.

A strong fleet, with entries as far away as Chicago USA, Hamilton Island and Tinaroo in QLD, and Torquay and Mordialloc in VIC, competed against entries from Wollongong and Sydney, against the local Lake Macquarie entries.

The Gold Fleet was divided into U13 and U17 competitors with 30 boats in total. The Silver Fleet fielded 23 boats with results out of 14 races for both fleets and allowing for 3 drops.

Seven MYC boats competed in the Gold Fleet and five in the Silver Fleet.

It looked like some tough racing with Manly Cup Winner Corrado Dorrington on *Barracuda* coming 5th overall in the Gold Fleet and first in the U13 Age Division with 10 bullets, dropping 7 points. Breanne Wadley in *Miss Bean 2* held on to her impressive performance of 13 bullets, dropping 4 points. Congratulations to you both.

MYC's Toby McKavanagh placed 5th in the U13 division while Jonah Griffiths placed 7th in the U17 and overall. Congratulations to Toby, Jonah, Aneya, Lily, Kaia, Louis and Caleb on your placings in the Gold Fleet.

Jamie Gill in *This Lad* placed first in the Silver Fleet with 7 bullets and a drop of 13 points, with Danielle Chapman placing 4th in *Knotty But Nice*. Congratulations also to Billy, Hanna and Henry - well done!



Breanne, out in front!

(Images and this extract from the O'pen Skiff FB page...Ed)

The last race of the 2022 AUS O'pen Skiff Champs marked the end of an era for the O'pen Skiff Class. After 14 years, many State, National and World Titles in the O'pen Skiff Class amongst the 3 children, the youngest of the Wadley family, Breanne finished the regatta on a high note, taking out the 2022 National title with 13 wins from 14 races.

On behalf of the AUS O'pen Skiff Association, we'd like to say a very special thank you to the Wadley family [...] for their dedication to the class.

Thank you for setting the bar so high and showing us all what's possible. You will be missed!

(And from MYC, thank you Breanne for being an inspiration to the Manly Yacht Club Juniors...Ed)

Because of the many disruptions to the season, sailing at MYC started early to try to catch up on the racing that has been missed.

The next external events coming up are:

- 12-13 Feb - Kurnell Cup hosted by Kurnell Catamaran Club
- 19-20 Feb - VIC O'pen Skiff Champs hosted by Mordialloc Sailing Club
- 05-06 Mar - TAS O'pen Skiff Champs hosted by Lauderdale Yacht Club
- 02-03 Apr - QLD O'pen Skiff Champs hosted by Southport Yacht Club



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



PEPPER TREE WINES CLUB CHAMPIONSHIP RACE 7

The SSE winds still persist. With a forecast of 15-20kts 3 boats in division 1 and 4 boats in division 2 battled the gusts of the high 20 knot range - much like the Friday night twilight race. Course 4 had the boats going across the Sound 3 times for division 1 and twice for division 2. The majority of the fleet opted for a reef except for *Mondo* and *Kia Kaha*.

In division 1, *Mondo* was first on handicap but a shredding kite just before the S38 States next weekend probably cost them fastest around the course; a worried *Corum* just 18 seconds ahead of them at the finish line and in second place on handicap with *Ten Sixty* in 3rd place.

In division 2, it was good to see *Bokarra* on the course - looking to be double handed as well. *Ratty Tooy* continues their winning streak, with *Ça Va* in second place, *Kia Kaha* in 3rd and fastest around the course despite a tightly wound spinnaker around her forestay, and *Bokarra* in 4th place.

Ten Sixty goes to the leader board in Division 1, with *Corum* in second place and *San Toy* dropping to 3rd. *Ratty Tooy* maintains her lead in division 2 with *Ça Va* and *Kia Kaha* in equal 2nd - this will get interesting!

Thank you, Race Officer Peter Grayson and crew from *Khaleesi* for starting and finishing the racing today and for the great images.

More images here:
<https://photos.app.goo.gl/4yrB8dote83S9pkw6>



Corum, Mondo and Ten Sixty Div 1- start



Mondo and Corum - Manly West and East

Below: Brian and Peter Grayson on Robbie R



Mondo (sans kite) and Corum racing to the finish - 18 seconds between them



Ratty Tooy

Action around the Manly West and East Marks



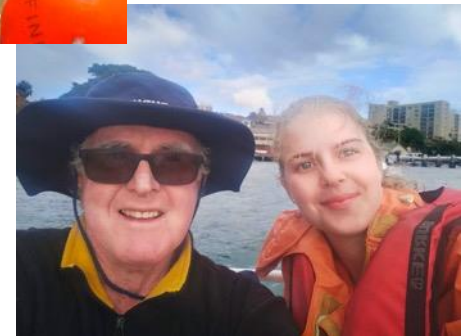
Kia Kaha



Ça Va



Bokarra



Two handed crew - Colin and Alma on Bokarra - "...young Alma was helping me. She did an amazing job, as it was only the second time she's sailed and that was a pleasure sail last week. Pretty big swells in The Sound and an incredible squall near the Eastern channel mark. Missed the start, as we were helping MJ's. All things considered a wonderful day on Sydney Harbour. How lucky we are.

PEPPER TREE WINES





Kaotic was out of action for the J24 National Championships but Arthur Crothers travelled down to Sandringham Yacht Club in Victoria to compete on local boat *Jet*, skippered by his old friend Simon Grain. Catherine Rofe got a late call on Wednesday night as one of the crew from Cronulla boat *Tinto* came down with COVID and she flew down early in the morning to start racing on Thursday at 10.30am.

Competition was tight amongst the sixteen boats including five from Sydney, with 12 races completed over the four-day event.



Tinto took out the Championship skippered by Steve Wright, 3 points ahead of *Sailpac*, with Sean Kirkjian at the helm. In third place was local boat *Jab* skippered by Warren Slater.

For full results click [here](#)



SYDNEY HARBOUR WOMEN'S KEELBOAT SERIES



RACE 3 - Hosted by Royal Sydney Yacht Squadron 23 JANUARY 2022

Kaotic jags another win at the Sydney Harbour Women's Keelboat Series with race 3 hosted by Royal Sydney Yacht Squadron. Skippered by Catherine Thornton-Rofe and the team including Arthur Crothers, Brett Hudson, Rhoslyn Humphreys and Kath Woods they now lead the series on 3 points. Wendy Tuck came in second on *Pacatack* and Tracey Richardson third on *Artemis*, both with all female teams. This was the last race that will be run as one fleet as the group had grown to 18 boats ranging from the J24 to MC38's.



As the fleet continues to grow and more casual entries are received from a wider range of boats, it has been decided to split the fleet into two divisions. The finish times from Races 1 to 3 will still stand and

results will be applied divisionally rather than overall. This will improve the racing, allowing for boats to compete against others of a similar size as well as complete more appropriate courses for their division. The results have been updated and the divisional starts will come into effect from Race 4 on the 27th February.



For full results click [here](#)

Images by Marg's Yacht Photos [here](#)

RACE 4 HOSTED BY:

Royal Prince Edward Yacht Club
Sunday 27 February 2022

RACE 5 HOSTED BY:

Manly Yacht Club
Sunday 27 March 2022 *

* If you haven't entered the SHWK series; you can still enter the MYC Women's Challenge [here](#)



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

JANUARY 23: CLUB CHAMPIONSHIP 9 & 10 – APS 3 & 4

MYC LASERS 



Vivien at the boat end

Only the second day of CC races this season was greeted with a healthy 15 Lasers, who all started and finished in an increasing 12-15 knot SSE breeze. The fleet was swelled by the return of Vivian and Ian from overseas and instate travel – welcome back guys.

Sam (the maverick) Jackson decided to try out the figure of 8 course and after a few teething issues, got us under way. The long works to the top mark were tough (like eating your vegies first), but it was a lot of fun getting to the bottom using a Laser's fastest point of sailing. Think we should definitely consider this a regular course for breezes 15+ knots.



Up we go



Phil and Sam

Phil helped himself to another two bullets (that's 4 in a row now), followed by Iain and a perhaps rusty Ian with two thirds. Mike and I had a 4th and 5th each with Vivien and Tim grabbing a 6th each.

Mike styled the handi-Cap with a great win in the first race, followed by the mighty Lloyd and Iain in third. Dave bounced back in the second pointscore race to win from the yard-stickers, Phil and Tim.

Thanks to Sam and the rest of the gang on *Carlyle* and *Robbie R* for a fun day's racing. Particularly enjoyed a few cold non-craft beers back on the deck. Cheers Sam.



Sam and Mike

JANUARY 30: 4P 11 & 12 - APS 5 & 6  **PEPPER TREE WINES**

Without mentioning names, if Sam, Gordon and Dutchy had turned up we would've had a record fleet. Instead, 14 boats got off the line in a 10 – 12 knot east-nor-easter.

I must sound like my brother's PR agent, because Phil won both 4P races today. In the first, his yardstick came in handy to leapfrog four boats - with Iain and Bevis making the podium behind him. In the second race it was only Bevis and Ian who crossed the line in front of him, however they took 2nd and 3rd respectively. An amazing effort from Phil considering the relatively light air.

The mighty Lloyd struck again in the first point score race. He enjoyed and conditions and sailed well all day. I managed a 2nd just in front of a semi-injured Cameron. In the second race Bevis took off and earned the right to put on the handi-Cap, followed by Andy who is steadily improving and Ian who already has.




Thanks to Garth and the race committee for setting up well down the harbour to give us better breeze. And after a rare general recall in the second race, they also re-laid the top marks as the wind shifted to the east. It was a bit of waiting around but made for a much better course. Enjoyed your party pies and



sausage rolls too Garth. Thanks.



Geoff Reid - Lasers 



Garth with APS race 1 winner Lloyd, APS race 2 winner Bevis and Phil - both 4P races



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

Colin Cameron's image says it all - a lovely Nor'easter for the 17 boats that ventured out - *Jupiter* and *Ratty Tooley* being overly eager and copping a 5-minute penalty for OCS.

Congratulations to *Manly Sailing Solace* in 1st place, Lyn and crew on *Okavango Delta* in 2nd place, and a closely contested 3rd place for *Shear Magic* who had 4 boats finishing within 40 seconds of each other trying to claim that 3rd spot - a race committee nightmare!

Fastest around the course was *Mondo* with Stephen on the helm.

Thank you race committee made up of *Moonraker* crew.



Smiles all around thanks to fantastic team work and another great win for the *Manly Sailing Solace* Team on Friday twilight race.

TWILIGHT RACE 14 - Course 5 was chosen by a unanimous expert committee decision consisting of the Commodore, Principal Race Officer, Race Director and Race Officer (who also happened to be the PRO). Seabreeze, Willy Weather and Mk 1 eyeballs were consulted, and all confirmed the view that the Nor'easter was here to stay and would indeed pick up a little as the evening progressed.

Ah yes! Surely our combined experience should have in fact informed us that on a balmy January evening, with an already light Nor'easter in place, the odds of it picking up in Manly Cove are not strong.

Madama Butterfly, *Kryptonite* and *Waterhound* were the first 3 boats to start within 3 minutes of each other, starting at 18:07. By 18:30 the wind, with more North in it, dropped and dropped. You could imagine being on the Derwent with the wind shutting down!

Time ticked on towards the 20:15 race cut off time as boats endured mizzle and showers.

Sadly, of the 24 boats that started this race, only 4 beat the clock - *Kia Kaha* by only 10 seconds!

Congratulations *Jupiter* 1st over the line and "fastest" time, casual entry *Esprit* in 2nd place and *Sirius* in 3rd. *Kia Kaha* now jumps to the top of the leader board, with 8 races to go.

At least the handicaps worked, with most boats all coming to a halt in roughly the same spot! And we have not done course 5 this season so that was a bit of fun for the fleet.

Aqualuna gave the race committee some amusement as they started 10 minutes early; seemed to realise it but had difficulty tacking back to the start line. They appeared to give up in perhaps the hope that the race committee would feel sorry for them, but with the PRO as RO that was never going to happen.

So, a DSQ was awarded which was somewhat academic as, like most of the rest of the fleet, they never made it back.

Finally, the Race Committee would like to thank those boats that radioed in their intent to retire, and others that also noted they had not finished and were heading home.

Thank you, *Mondo* skipper Stephen and crew, and assistant Santo on the race committee.

tick,
tick,
tock,
tock.





One day's maintenance on O'pen Skiff rudders.

- Filled with foam (hopefully to prevent any more losses)
- Lots of gudgeons replaced
- Lots of UV joints fixed
- A few other bits and pieces.

Shout out to Bevan, Seamus with a little hand to get us over the line from Will and Caleb.

Moral of the story: keep it a secret if you have extra days of school!!

THANK YOU

SUNDAY JUNIORS



Sunday 30 Feb and a shortage of coaches meant that Chris had to pull a double shift (Sat & Sun) and enlist the help of Bruce to assist on the day.

Upcoming Events:

- 12-13 Feb Kurnell Cup
- 13 Mar Narrabeen Super Cup

- 360 Plate Series Sunday
- 20 Feb
- 27 Feb
- 06 Mar
- 20 Mar

THANK YOU Both for your dedication to the Juniors program.



LASERS IN REGATTA LAND



13 - 17 JANUARY 2022

While our bodies whinge after an afternoon's sailing, Evie was doing two races a day for five days as she competed in the Laser Radial (ILCA 6) open class at Sail Melbourne at Brighton.

Out of 28 boats, she finished an incredible third place and had the winner Zoe Thomson and second place (Olympian) Mara Stransky spending a lot of time looking over their shoulder.



Bronze-d Aussie



Ahead of the pack

Image Beau Outteridge/Sail Melbourne 2022

Next time it could well be Evie looking over hers.

On behalf of the Laser fleet I'd like to congratulate Evie on this amazing performance and wish her ever-increasing boat speed for her upcoming regattas.

Geoff Reid - Lasers

CONGRATULATIONS EVIE - WELL DONE!

RESULTS <https://sailingresults.net/?ID=81250>



FEBRUARY 5-6: 2022 NSW/ACT LASER MASTERS REGATTA.

Ian, Iain and Philip travelled to Soldiers Point, Port Stephens on 5-6 February for the NSW Laser Masters regatta.

With 73 sailors in the Radial fleet and 38 in the Standards it was great

to have some big fleet sailing after all the Covid disruptions. Ian and Iain chose to sail with the Radials given the heavy wind forecast. Unfortunately for Iain his plans backfired when before the first Radial start his sail broke forcing him ashore. However, with the first of many general recalls for the Radials (which was before the Standard race start) he had enough time to swap back to his usual Standard rig for the first Standards start.

There were 3 races on each day. On Saturday the wind ranged from ESE to S, 15-25 knots causing chaos for the starting committee having to change the start line multiple times and contributing to 8 general recalls. The short chop was also difficult to master for the Masters, so after 5 hours on

the water, it was a relief for the Manly sailors to get back to headquarters located in a cabin in the local Caravan Park. Dinner at Bannisters over the road was very nice with grain fed sirloin, whole Barramundi washed down with glasses of Shiraz just some of the highlights.

Fortunately, the team got in a nice hot breakfast at the local cafe the next day, because they needed their energy as conditions only intensified with a solid 20-28 knot SE blowing in. Racing was tight and hard with no one being spared capsizes in the gusty conditions.

Full results can be found below, but the highlights were Ian's heat placings of 3rd on the Saturday and 2nd on Sunday to finish a fantastic 7th overall amongst some really big sailing names (if not a bit old - like us!). Iain and Philip were each a very credible 13th in the Standard and Radials respectively.



Iain, Phil and Ian...
tired, happy and in one piece, Sunday evening

Phil Reid - Lasers

Full results here: <http://laser.asn.au/wp-content/uploads/2022/02/Masters-2022-Final-Results.html>



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

TWILIGHT RACE 15 and not to be deterred by last week's Nor'easter call, the race committee was confident that, this time the NNE breeze would stay in so let's complete course 5 this time! With steady breezes of 15-18 knots, gusting 18-23, all 24 competitors completed the course on a gorgeous evening.



Good starts by *Waterhound* and *San Toy* on 0:00:00 of their start times with *Shear Magic* off by just 2 secs. No early starters this time either and a few boats being very cautious not to approach the start line too soon - I'm looking at you *Aqualuna* 😊.

Fastest around the course looks to be casual entry *San Toy* with *Jupiter* just 9 seconds behind.

Congratulations *Shear Magic* 1st across the line, followed by casual entry *Waterhound* and *Esprit De Four* in 3rd spot. Overall placings still have *Kia Kaha* in top spot with *Esprit De Four*, *Sirius* and



Gecko nipping at her heels.

Thank you to our race committee for the night - Roger and *Pinta II* crew. That would have been one stressful finishing with most boats coming back in a less than 12-minute window - well done!

TWILIGHT RACE 16 / TWILIGHT FEMALE HELM RACE 4

After several days of the SSE still blowing; the swell coming through the heads; the strong wind warning during the day was removed with the 4:05pm BOM forecast; the race committee decided it was safer to keep the fleet in North Harbour on Course 4 - a few loops around Cannae and Manly West and East.

Fourteen boats ventured out on the course in 15-25+ knot conditions that blustered into the high twenties throughout the race. Two retirements meant that 12 boats completed the course. *Kia Kaha* was the leader of the pack this time followed by *Magician V* and *Moonraker*. This puts *Kia Kaha* 15 points ahead of nearest rival *Esprit De Four* in the series, but watch out *Esprit De Four*, as *Gecko* is only 3 points behind you and closing.



Fastest around the course again, is new boat *Jupiter*, then *Kia Kaha* and *Magician V*. The SSE meant that the start/finish line was empty of anchored yachts, which maybe was a hindrance in the race for closest to the start, with no additional reference points - *Moonshadow* at +5 seconds, *Kia Kaha* and *Jupiter* at +11sec and *Shear Magic* and +13sec.

The Twilight Female Helm Series sported only one competitor for this race - congratulations Aurora Warren on *Gecko*, which keeps you on the leader board with 9 points with *Mondo* and *Pinta II* both on 11 points, so the final race 5 is going to be interesting!

Thank you Race Director Jason Bond (RO) and John Mclurcan (from Sailsys) for stepping up as race committee and Barry for keeping the bar and the snags going for those who came back to the club.

We are gradually returning to after racing presentations and opening the bar, so if you are feeling comfortable about coming back, we'd love to see. The club is operating under our current [COVID Safe Plan](#).

SUMMER SERIES - RACE 2

30 JAN 2022



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

SUMMER SERIES RACE 2 - with a NNE-ENE of 10-15knts predicted and a whole lot of activity on the harbour with MJ Championships, Farr 40 Championships and 18ft Skiff Championships - to mention a few - RO Phil with input from RD David, chose Course 5 for the 12 yachts competing in this race and kept their fingers crossed that the breeze wouldn't die out. The course took the fleet from Fairlight Beach to an MYC laid mark (for those not familiar with this mark, there is a useful chartlet in the back of the handbook 😊), on to Cannae, Obelisk, MW&ME, down to Rocky and back to MW&ME before a final run to Cannae and then to the finish.



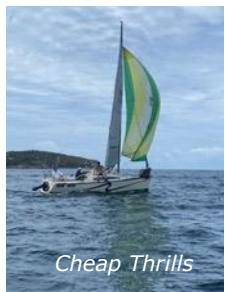
Around the MYC laid mark; up go the kites - race on Esprit & Jupiter

HINT: It's always a good idea to keep a look out where *Carlyle* is so that you know where to finish. The laser fleet run different courses to the yachts, so their Windward/ leeward legs dictate the *Carlyle* finish position for the yachts. And remember, you are racing at the 4-minute prep, so motors off and no sailing amongst the moorings - this includes using the police buoy as a rounding mark 😊.



Jupiter certainly blitzed the fleet in this race - just the right conditions for the J99, taking out line honours and 1st on handicap. Second fastest around the course was *Mondo*, just 42 seconds slower. Second on handicap was late entry to the series *Cheap Thrills* just 12 secs on handicap behind *Jupiter*, with *San Toy* in 3rd spot just knocking out *Pinta II* by 3 seconds - sorry Roger!

Unlike last week, there were enough legs for those who wanted to fly spinnakers - some a bit rusty as to which way was up! Closed to the start at 1sec was *Ludicrous Mode*, and *Esprit* next with 5sec.



Thank you, Phil and *Ça Va* crew for your race committee efforts - a difficult job with yachts finishing while in the middle of a laser start sequence, and still managing to take photos for the newsletter (much appreciated).

More images by Phil Dressler and Maz Radford [here](#):



PEPPER TREE WINES





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

27 years
 MANLY YACHT CLUB
HELLY HANSEN
 WOMEN'S CHALLENGE 2022

Images and poster
 Marg's Yacht Photos





Story by Peter Grayson



26 DECEMBER 2021

Due to good preparation *Crux* was ready to go on Boxing Day. The original plan was to leave the Marina at about 11:30. We decided there was no need to be at the start line too early. As other boats slowly made their way out of the Marina, Carlos was busy downstairs doing some last-minute navigation on the latest wind data and I went about setting up the sheets and getting the boat ready for sail.

Before we knew it, it was 11:45. We quickly cast off and made our way out to the start line, hoisted our storm sails and checked off with the start boat. Carlos finished checking the latest winds and before we knew it, it was 12:45.



We hoisted the mainsail, but as it went up, we discovered the blanking plug on the mast hadn't been put in after the storm sails were up, and on hoisting, one of the slugs on the main had come out. Consequently, we had to drop the main, add the blanking plate and re-hoist; easy but it chews a few minutes without realising. Carlos suggested getting the spinnaker up on deck. I went about setting the spinnaker up and Carlos said, "*you might as well connect all the sheets up to the spinnaker*". I asked, "*how long till the start?*" to which he replied 2 minutes. I looked at him and said, "*two minutes to our warning signal?*" and he said, "*no two minutes to the start!*". Time sure goes quickly.

We hit the start line with our spinnaker going up and before we knew it, we had started the Rolex Sydney to Hobart Yacht Race. As we made our way towards the Heads, we were quite shy with the spinnaker and only just holding it. I suggested to Carlos that we get rid of the spinnaker as I did not believe that we would be able to carry it and being two handed, if we decided to keep pushing on and then we needed to drop it, we would not have enough resources and time to be able to drop it without actually losing a lot of ground.

This decision turned out to be a wise choice as others started losing their spinnakers. We rounded our Mark and then made our way out to sea to our next mark.



As we made our way out, it was clear that heading out to sea before tacking was the preferred tactic. At this point, Carlos decided to go down for a nap and I don't blame him. Getting the boat to the start line is no easy task.

As I continued out to sea, I saw a helicopter approaching. I took the jacket I had half on, off and put it in the cockpit and basically focused on looking forward as most photographers prefer action shots and not waving at the camera. The helicopter did a complete loop around the boat quite close and quite low and the boat got a good whack of downdraft from the helicopter, but the result was a very good shot.

We got out to the point that most the boats were tacking. I could see going a little bit further was preferable before tacking. We tacked and started making our way down the coast,



Image by Andrea Francolini

averaging about 3 hours on 3 hours off. I ended one of my shifts and went downstairs. I was only downstairs around two or three minutes, and suddenly I heard the number 3 flogging and the boat leaning over. I quickly popped my head upstairs to see what was going on. Carlos yelled back that we had over 30 as he was about to tack. We completed the tack and then quickly discussed what we're going to do. Did we think the squall was short lived or going to hang around? I responded that we needed to get the three down immediately as it was flogging, and it was not going to survive. We discovered later when we had to flake the number three that it had a small tear in it, so we couldn't actually use it anymore for the race.

About 20-30 minutes after this, we came across a full crewed boat crossing in front of us and we're a little bit puzzled because it had no main and look like they had either their #4 or storm Jib up only and we thought that was a little bit of overkill. It wasn't until the next few skeds that we discovered that there was a small, isolated squall and a lot of boats got hammered with a lot worse than we did.

During the night around about 3:00am, Carlos was yelling down to me for help, this was tiny little bit odd, because Carlos would normally just come down and wake me. He then continued to calmly tell me we had lost Mary, the auto pilot. I came up on deck and Carlos repeated that Mary was dead. There was a job to do and he couldn't leave the helm anymore to do the job. So, he needed me to do it.

I did the job and then we discussed what we're going to do with Mary. We knew that we needed an autopilot to be able to radio in Eden and continue racing.

Continued next page ...



CRUX GOES TO HOBART



... continued from previous page

The conditions were still 20 knots from the South. The boat was bouncing around and both of us were suffering a little bit from seasickness. Neither of us wanted to attempt to even work or repair the autopilot, doing so would just lose parts.

On Christmas Eve, I had called Carlos asking him about a backup autopilot and I actually ended up going to *Khaleesi* and stealing hers and all the electronics and converters so that in the rare case that the primary autopilot died, we had a backup. *Khaleesi's* autopilot was a self-contained system, but it had not been tested on *Crux*. I had actually updated the software and hadn't even tested it at this point.

Carlos suggested that as long as we could physically mount the autopilot, then we could wait until the conditions improved to actually wire it in. With a small modification, this was doable and with that I went back to bed.

27 DECEMBER 2021

The wind was consistently from the South between 20 and 30 knots and we just continued to sail and make our way down the coast.

28 DECEMBER 2021

At some point during the 28th, conditions started to improve, the rain had gone away. There was a bit of sunlight, and both me and Carlos were starting to feel a little bit better. Carlos decided that he was going to start attempting to wire in the new autopilot, so while I was sailing, I was yelling the colours of the wires to him, how to wire it up and where we needed to mount the head unit. After about 20 minutes, Carlos came upstairs, opened up the rear locker and pulled out two wires. We cut the plug of the backup actuator; hard wired it; flicked the switch; pressed auto and the system came alive and was steering *Crux*. It was working and we were still in the race!

29 DECEMBER 2021

The 29th was another glorious day. We had some good wind and had some spinnakers up. Ultimately it was just a really pleasant day. As me and Carlos were upstairs talking, Carlos pointed as a flipper looking item past the boat. I looked at and instantly was like "this is a sun fish!". Carlos was not convinced, but after seeing a few more in the following days, agreed that it was actually a sun fish.



Carlos decided that, given the 29th was such a good day, that he would make the night difficult and tiring. My shift ended and I went downstairs. Normally I sleep in all my gear, wet weather gear and PFD. This way when someone yells for help, you can

jump up and be on deck in 5 seconds. The conditions were calm, the boat was warm inside, the bunks were dry so I thought I'd take the opportunity to sleep without all my gear so not to run hot, but with my PFD still on.

I checked with Carlos to see if he was ok with me not having all my wet weather gear on and that if he needed me, to give me early warning so that I could completely get dressed. I could still get up on deck quickly if needed, but my gear would get wet if I did.

I struggled to get to sleep a little bit this night. I think not being 100% in my wet weather gear and 100% ready to go was itching at me. I could feel the boat was getting more and more powered up as time went by, and after about an hour of not sleeping I got up and got completely dressed as I could tell the wind had increased. I tried to get some sleep, but unfortunately although I was now ready, the boat was trucking along and powered up and even from my bunk I could feel the boat was on edge. After 20 or 30 minutes the spinnaker collapsed and reset. "That's 1" I thought, then not long after that it did it again, "that's 2".

I had learnt from a previous offshore skipper about the "3 kite rule". When the kite collapses or is very unhappy 3 times, it's time to get it down before you tear it or break something. I did not get to "3". At "2", I got up and went to check what was happening and see if we could run a little deeper. Carlos responded that we were already running deeper than we should have been and bearing off more would be starting to really track away from our run line.

I had a quick look at the direction we were going and our run line and suggested that we needed to drop our spinnaker and swap to something that would allow us to run parallel to our run line. We decided that it was going to be quicker to just drop the spinnaker, go bare head and hoist a jib top afterwards so that we were going in the right direction with the main. We discussed how we were going to drop the spinnaker, because we were running really shy and the spinnaker had a lot of power in it. We prepped the spinnaker, moved the pole forward and got ready to do the letterbox drop. Carlos and I were about to look at each other to check that we were both ready to do the drop, when suddenly the brace let go and jumped out of the winch. Decision made for us, dropping now! It was a very quick drop down the hatch and the jib top was up before we knew it.

I tried to get some more sleep, but it wasn't long before Carlos woke me again to change to another sail as the wind angle meant we needed the #4 up now. Carlos gave me as much sleep as he could, before needing to swap, since I hadn't got much in my off shift, what with the sail changes. Between sail changes you need to spend 20 minutes cooling off again and letting the excitement die, before trying to go down and sleep.





GOES TO HOBART

... continued from previous page



30 DECEMBER 2021

Seeing land is always a bit of a trick, you see it and think not long now. Tasmania isn't that small and as the wind dies it gets bigger.

I came up on deck around 9am on the 30th for my next shift. The wind was soft, and Carlos told me that the wind, although it might pick up for a little while, was likely to die. There was a possibility that we were going straight into a hole towards the bottom of Tasmania that we couldn't really avoid.

For the rest of the day there wasn't much to report, except how stunning the view and conditions were. Eventually the wind started to die, and we parked down towards the bottom of Tasmania; as did everyone else in Storm Bay.

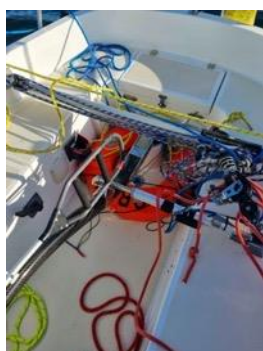
31 DECEMBER 2021 - 10 HOURS IN A HOLE

I woke around midnight to the sound of the sails slamming back and forth and came up on deck to start my shift. Carlos told me that the wind had completely died in the last half an hour. He had centred the main and basically set the boat pointing in the right direction as there was nothing much more that could be done. Carlos told me the hole was around for at least another 10 hours. Although this was bad news, it made one decision easy... that Genoa needed to come down! In 10 hours, it would have many holes in it from slamming into the spreaders.

Carlos had let me sleep longer on my off shift than normal; I expect he was trying to make the most of the wind before it completely died. Carlos went down to sleep and I could tell he was tired. It was now my shift and I was quite fresh, so I looked at the boat situation, what speed were doing over ground and started to think about ways of getting the boat to move faster and/or make things more pleasant.

First item was Genoa down as discussed, I then looked at the birdy at the top of the rig and the backstay flags

for puffs of wind and where they were coming from. I also took my beanie off so that I could feel the puffs on my face and ears. The wind was at a reach, so I got some spare sheets, tied them to the end of the boom and took the other end to a forward fitting or bow bollard. Basically, I pinned the main at the correct angle to the puffs, rather than centred.



The autopilot was too noisy, after all, it was dead silent apart from the main slapping back and forth. It was also too active for 0.8knot boat speed. I could use the autopilot to hold the helm steady, but its adjustments were also too large. So, I set up a rope wrapped around the end of the tiller tied to either side, which held the tiller, but still allowed adjustment of the helm as needed to any angle and silently.

The main halyard where it enters the mast was squeaking and was soon quietened by throwing some water on it. I couldn't go any faster, but I could make it more pleasant for all on board; moving around the boat slowly, so as not to make noise and not to rock her.

Carlos was below snoring! I have never heard him snore; he was tired and slept through the rig shaking from the main slapping back and forth in the sea chop.

If you have ever raced with no wind for any length of time, it can be very maddening. Plenty of sailors lose their cool and I have heard stories of crew crying after days of no wind. By morning I was starting to get annoyed. During the night, every 20 minutes or so a puff of 5 knots would appear, it wouldn't last long, so I would hoist the Genoa from the pit and catch what I could for 2-3 minutes. It would die and I would open the clutch, drop the Genoa, set it up in the pre-feeder and wait for next puff and do it all again.

The hole though, was an opportunity to enjoy where I was. To the right over the land the glow in the distance of Hobart. To my left there were two fishing boats. One was lit up as you would expect in the distance on the horizon. The other, however, was a small city. The amount of light it was putting out was phenomenal; the entire sky over that way was lit up more than Hobart.

Despite the glow, you could still see millions of stars you can't see on land with ease. It is spectacular to sit and watch. It really is breath taking. Suddenly I heard something nearby. "What the hell was that noise?" It got a bit closer and the noise became clearer and it turned out to be dolphins taking breaths, swimming towards *Crux*.

I greeted them! Tasmania always has heaps of dolphins in large pods that greet you when you get to Tasmania and I look forward to this every time. I moved to the bow looking over them, talking to them, trying to keep their interest.

Continued next page ...



★ ★ ★ ★ ★ CRUX GOES TO HOBART

... continued from previous page



I couldn't actually see them because of how dark it was, but the water was slightly phosphorescent. I could see these glowing streams running around the boat as the dolphins played and raced around the boat. Other dolphins were moving more slowly around the bow. Their entire body slightly glowing and their noses, tails and fins brightly glowing.

There might have been no wind but spending 20 minutes on the bow of the boat talking to the dolphins as I watched their glowing shadows come and go and listening to them taking breaths, was a pretty unique experience. More dolphins came and went but eventually it was back to slam, slam, of the main while watching the stars and waiting for a puff.

As morning dawned there was just enough light for me to see puffs coming and clouds forming over the shore. The wind was coming from the West now and it looked like there was wind near land. I didn't really want to go towards land, as there was likely to be no wind in a few hours, but there was nothing to my east. Eventually a puff came along and I turned the boat towards land. After a few puffs a constant 5 knots settled in. It felt like light speed; fingers crossed it would hang in.

Eventually Carlos appeared and we had breakfast and chatted. Any suggestions of sleep were dismissed - I told Carlos "I'm not sleeping till I get Crux around Tasman Island!".



We eventually made Tasman Island; the land scape is beautiful - selfie time! I could see bigger boats catching us further out to sea.

The sea looked like there was more wind further out, which wasn't unexpected, but it isn't easy to creep out to it with the little wind we had.

There was a little more wind as we came around Tasman Island, but we were now going straight into a 1-1.5m swell with the wind behind us at about 6-7 knots. It was torture to say the least. On every single wave the spinnaker collapsed and reset, and there wasn't much we can do as there wasn't enough wind to keep it filled; and to hot up would take us South!

Eventually, as we entered Storm Bay the wind built, and we made good time across the bay. I headed down to get a quick nap before entering the Derwent River.

I was on helm entering the Derwent River as the wind softened, but was just hanging in. As we continued up the river, the wind suddenly died, and the spinnaker collapsed. The spinnaker then started blowing over the rig. A quick look around showed a wind line to my starboard and in front of me. It changed direction from behind to in front of me. I quickly moved the pole and



dragged the kite off the rig, and it started to fill as I bore away. The wind continued to build, and I worried that it would continue building and turning. I asked Carlos to get the Genoa up. We needed to get the spinnaker down.

Carlos suggested that we try to keep flying the spinnaker. I was a little concerned as we were powered up on the limit and I couldn't follow our run line - we might pass the sandbar, but there wasn't much in it. As we continued up the river, the wind thankfully shifted aft a bit and we then had some wiggle room.

The wind held in and we crossed the finished with a few boats following us. We quickly dropped sails and did the obligatory pass down the wharf where the crowds cheered and congratulated us. As we entered the marina Danielle and Rachel (our 18-month old daughter) were waiting at the entrance. I could see that Rachel was a little confused and not really responding to me much, but as we continued on towards our marina spot, I could hear Rachel crying and trying to get to me. I then spent the rest of my time in Hobart with Rachel keeping a close eye on me and, for the first time, actively holding my hand everywhere we went.

Continued next page ...





CRUX GOES TO HOBART



... continued from previous page

CARLOS AND PETER...

Pretty happy with themselves but also glad that they are surrounded by supportive family...



BUT HOW TO GET CRUX SAFELY BACK TO HOME PORT?

The delivery back was braved by Carlos Aydos, Jack Barnes, Zeljko Berkovic and Ramon Berkovic. Young Ramon sails lasers and O'pen Skiffs at MYC. He was obviously super excited with the delivery and demonstrated his ability to sleep anywhere! All are/where MYC members and regular *Khaleesi* crew.



SUPERNOVA - THE HARD PART

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

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.

Read the rest of this story on the MYC blog:

<https://www.myc.org.au/supernovas-rolex-sydney-to-hobart-yacht-race-2021-the-hard-part/>

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



CREW LINK

Name: Kieran Shanahan
Email Address: kpshano@hotmail.com
Phone: 0400 809 320
Experience: Limited, but have completed Competent Crew 5-day course through Flying Fish

Name: Nikki and Yamen
Email Address: otheryams+sailing@gmail.com
Phone: 0435 024 050
Experience: Have done competent crew and are going to do day skipper in May. We are not very experienced at racing have been on a few boats before and are looking to learn but we are really just wanting to learn more, help out and have a good time too. We live right near the club so keen to get involved. We are in our early 40's and keen to meet new people and help out on the Yacht. :-)

Name: Flavia McDowell
Email Address: flavsmc@gmail.com
Phone: 0417 453 848
Experience: Just finished the Start Crewing course at Manly Sailing

Name: Rory Scott
Email Address: rorybscott@gmail.com
Phone: 0414 399 441
Experience: Have been sailing twilights and weekend races from RMYC for the past few years. Sailed cats and lasers and NS14s for many years.

MYC SROS Juniors Development Program

What is a SROS?
Small **R**ig **O**pen **S**kiff

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

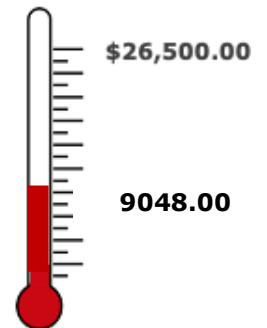


THANK YOU

To a very generous anonymous donor

Please Donate

only \$17,452 to go!



WELCOME NEW MEMBERS

ADULTS

Philip King Gwen Korebrits Alison Devlin

JUNIORS

Louis Mandin Zhixing (Mickey) Shan

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.

GET PUBLISHED!!!

PLEASE SEND SUBMISSIONS FOR THE NEXT NEWSLETTER BY 10th March 2022

TO... newsletter@myc.org.au

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Varietal	Region	Vintage	Cellar Door Bottle Price	MANLY YACHT Bottle Price	Quantity Bottles	MANLY YACHT Case Price	Quantity Cases	Total
Single Vineyard Range						12 Pack		
"Alluvius" Semillon	Orange	2021	\$50.00	\$42.50		\$510.00		
"Venus Block" Chardonnay	Orange	2018	\$50.00	\$42.50		\$510.00		
"Pump Shed" Chardonnay	Wrattontully	2020	\$50.00	\$42.50		\$510.00		
"8R" Merlot	Wrattontully	2017	\$50.00	\$42.50		\$510.00		
"The Gravels" Shiraz Viognier	Wrattontully	2016	\$50.00	\$42.50		\$510.00		
"Elderslee Road" Cabernet Sauvignon	Wrattontully	2016	\$50.00	\$42.50		\$510.00		
"Calcare" Cabernet Sauvignon	Coonawarra	2018	\$50.00	\$42.50		\$510.00		
"Tallavera" Shiraz	Hunter Valley	2017	\$60.00	\$51.00		\$612.00		
"Coquun" Shiraz	Hunter Valley	2017	\$90.00	\$76.50		\$918.00		
"Block 21A" Cabernet Sauvignon	Wrattontully	2016	\$60.00	\$51.00		\$612.00		
"Rock Knob" Cabernet Sauvignon	Wrattontully	2019	\$60.00	\$51.00		\$612.00		
"Strandlines" Cabernet Shiraz	Wrattontully	2016	\$60.00	\$51.00		\$612.00		
Limited Release Range						12 Pack		
Semillon 'Casuarina'	Hunter Valley	2021	\$35.00	\$29.75		\$357.00		
Chardonnay	Wrattontully	2019	\$35.00	\$29.75		\$357.00		
"Four Clones" Chardonnay	Orange	2019	\$35.00	\$29.75		\$357.00		
Pinot Rosé	Wrattontully	2021	\$30.00	\$25.50		\$306.00		
"The Pebbles" Shiraz Viognier	Wrattontully	2018	\$35.00	\$29.75		\$357.00		
"Venator" Shiraz	Hunter Valley	2018	\$35.00	\$29.75		\$357.00		
Shiraz	Orange	2019	\$40.00	\$34.00		\$408.00		
"Claude" Shiraz	Hunter Valley	2018	\$50.00	\$42.50		\$510.00		
Varietal Range						12 Pack		
Semillon Sauvignon Blanc	Varietal	2020	\$20.00	\$17.00		\$204.00		
Verdelho	Varietal	2021	\$20.00	\$17.00		\$204.00		
Pinot Gris	Varietal	2020	\$20.00	\$17.00		\$204.00		
Chardonnay	Varietal	2020	\$20.00	\$17.00		\$204.00		
Merlot	Varietal	2018	\$21.00	\$17.85		\$214.20		
Cabernet Sauvignon	Varietal	2018	\$21.00	\$17.85		\$214.20		
Shiraz	Varietal	2018	\$21.00	\$17.85		\$214.20		
Dessert Wines						12 Pack		
Late Harvest "Sticky Pig" Pinot Gris	Wrattontully	2019	\$30.00	\$25.50		\$306.00		
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