

6. MYC JUNIOR AND YOUTH PROGRAM

6.1. INTRODUCTION

The Club is committed to introducing new sailors to the sport and supporting their development. The junior's program is for 8 to 18-year-olds, from novices to experienced racers, with the provision of qualified instructors.

MYC's commitment to making sailing accessible to all, has resulted in our unique "Club owned fleet". Our fleet of training O'pen Skiff Sports boats is available to junior members, providing a very cost-effective entry point to the sport.




The program is provided in partnership with Manly Sailing who are a commercial sailing school. They offer Level 1 and 2 courses and students who have completed Level 2 can join the MYC racing and Adventure fleets.

The cost of providing the racing and adventure fleet programs on a commercial basis is prohibitive and the MYC program is only sustainable because we rely on parents volunteering their time and skills. Hence only kids whose parents are prepared to volunteer are allowed to join.

PARENTAL ASSISTANCE IS A MANDATORY REQUIREMENT OF PARTICIPATION IN THE PROGRAM.

6.2. JUNIOR AND YOUTH BOATS SAILED

MYC supports three classes of sailing dinghies:

	O'pen Skiff is an international class of high performance, single-handed dinghy. Ideal for experienced sailors in the 30-65kg ranges, the O'pen Skiff is an established and competitive racing fleet and provide the ideal platform for sailors to develop their skills. The O'pen Skiff is sailed with a 3.5m or 4.5m rig
	The ILCA 4 and 6 are based on a standard ILCA hull fitted with a smaller sail and amended mast. Suited to highly experienced sailors with minimum of 45 kg, the ILCA 4 is sailed mainly by teenagers. Meanwhile, the ILCA 6 is suited for 55-70 kg and is sailed by both teenagers and adults.
	Flying 11. Another Australian design, this high-performance sailing boat is ideally suited to teenagers and is a natural transition from junior dinghies to a range of senior international classes.

6.3. CLUB-OWNED BOATS

MYC recognises the dilemma facing most parents when they want their kids to try sailing. It is expensive to buy a boat and if the child decides they don't want to continue then it has to be sold. The Club has solved this problem by buying fleets of O'pen Skiffs (both small and full rigs) that are used by Manly Sailing and Manly Yacht Club. Kids enrolled at Manly Sailing use the club boats and it is usual for kids moving into the club fleets to use the boats for about a season.

Those kids who have been sailing club boats for the longest will be asked to buy their own boat in order to make way for newcomers.

6.4. PRIVATELY-OWNED BOATS

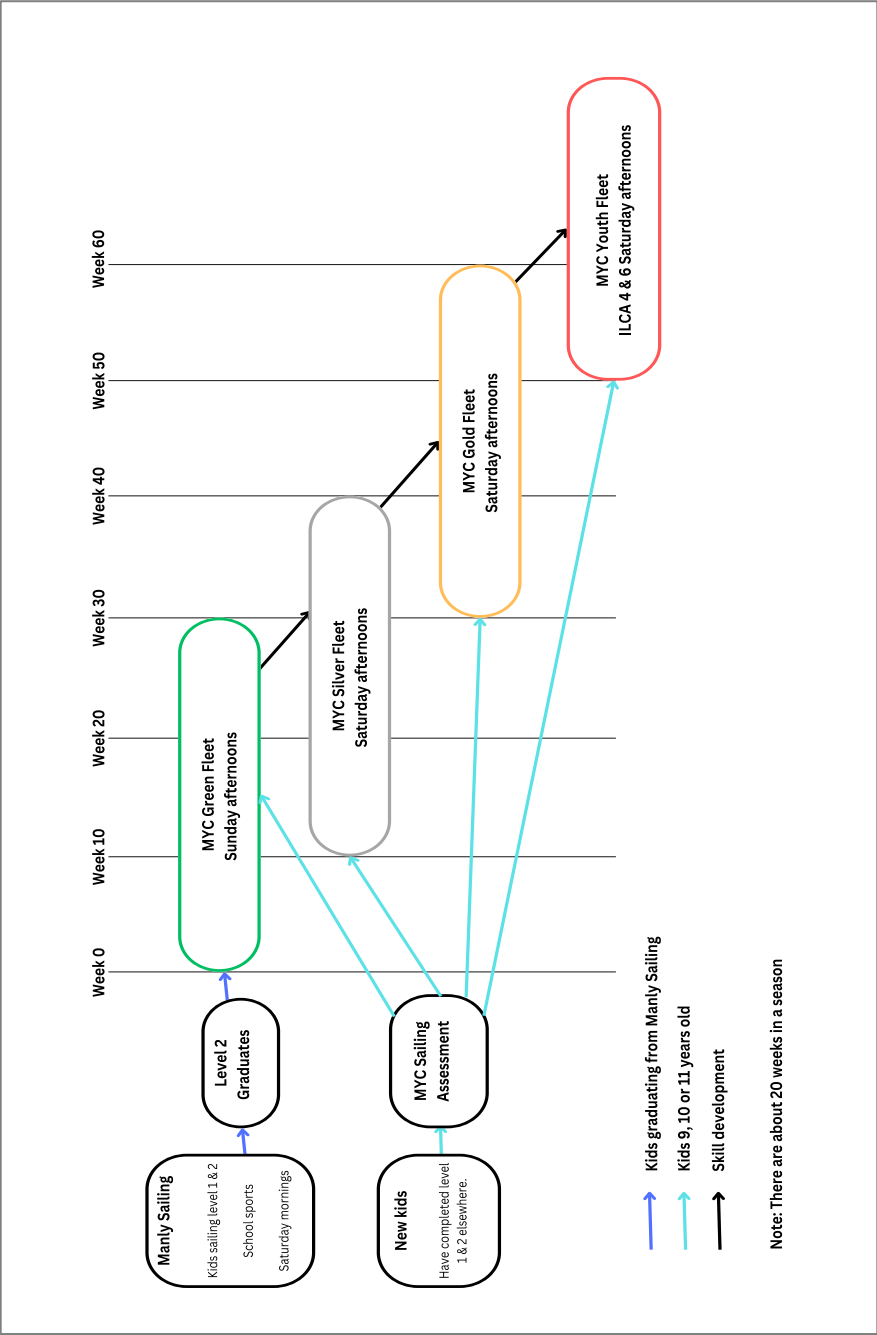
The Club encourages families to buy their own boats and has some boat storage available. There is storage available for O'pen Skiffs and ILCAs.

Manly Sailing: Manly Sailing is an independent organisation and sub tenant of Manly Yacht Club. It teaches all ages but has a focus on juniors and is affiliated with the Australian Sailing's "Start Sailing Levels 1, and 2".

Manly Sailing takes junior sailors from non-sailors to Level 2. Once they have passed Level 2, they are introduced to the Manly Yacht Club Junior sailing program in the Sunday Green Fleet.

Fleet	Race Day	Class
Gold	Saturday Afternoon	O'pen Skiff (4.5m rig)
ILCA	Saturday Afternoon	ILCA 4 and ILCA 6
Silver	Sunday Afternoon	O'pen Skiff (3.5m & 4.5m rig)
Green	Sunday Afternoon	O'pen Skiff (3.5m rig)

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6.6. NEW RECRUITS

New recruits to our Junior Fleets usually come from Manly Sailing. Those who apply to join our program but who have not been students of Manly Sailing are known as New Kids.

Manly Sailing recommendations

Kids referred by Manly Sailing will enter Green Fleet sailing on Sundays, or the Silver Fleet, sailing on Saturdays, depending on their ability and body weight. These sessions will combine training, racing and fun exercises. Intakes to the Green and Silver fleets are made at the beginning of each season and again in February.

Children who show an ability to race properly and have completed Levels 1 & 2 may be promoted to the Gold fleet. This fleet provides a high level of competition and training. As well the kids can compete in the state championships and other events.

New Kids

If there are vacancies within the Junior Fleets that haven't been filled by Manly Sailing graduates, the Club will consider applications from New Kids. Factors such as their ability and experience, availability of club boats or racking for privately owned boats will need to be considered before the application can be accepted. All New Kids will need to undertake a sailing assessment conducted by our more experienced instructors who will recommend them to the Manly Sailing or MYC Junior Fleets as appropriate.

6.7. PARENTS INDUCTION COURSE

All parents have to complete an induction course before their children commence sailing. The course usually takes about an hour and explains how the Club works, what is required of parents and how the roster is set up.

6.8. JUNIORS PRE-REQUISITES

All Juniors must:

- Be invited to join the Juniors Program.
- Complete the registration process.
- Be confident swimmers and be able to swim 25 metres.
- Be sailing above AS Start Sailing Level 2
- Have the confidence to sail directly from the Club pontoon in the company of a Juniors support boat.
- Have parents who have completed the induction course.
- Have parents who are prepared to join the Roster.

6.9. JUNIORS GEAR (WHAT TO BRING WITH THEM)

Juniors must wear:

- Lifejackets (supplied at club or their own).
- Booties or other appropriate footwear (at all times, including on deck).
- Hat (preferably with chin strap or string lock).
- Sunscreen.

Recommended gear includes:

- Wetsuits – optional but recommended for early-Spring or late-Autumn. Board Shorts may be worn over wetsuits to avoid damage.
- Alternatively, swimming costume/board shorts with rashie (ideally long sleeve for sun protection and warmth).
- Drink Bottle (one you can afford to lose if they are carried in the boat).
- Bag (waterproof if possible).
- Sailing Gloves, Sunglasses.
- Towel and jumper or warm clothes to change into.
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6.10. COMMUNICATIONS

All communication for the juniors will be via our WhatsApp group or email to juniors@myc.com.au. In the WhatsApp group, you will find the Parent Roster by clicking the group name at the top and then choosing the tab "Links". The Head Coach will also post the link in the group each week, so all parents can quickly check if they are rostered for the following Saturday and, as soon as possible, let the group know if they can't make it and start looking for a replacement.

6.11. RACING FLEETS

Overview

Manly Yacht Club's juniors are split into Gold, Silver and Green Fleets. Gold being the most experienced, followed by Silver and Green.

Green Fleet

The Green Fleet is sailed in Small (3.5m) Rig O'pen Skiffs. They generally join the fleet after completing a learn to sail course (Level 1 & 2) with Manly Sailing.

They sail on Sunday afternoons. The sailing includes a mix of fun racing and sailing games and events such as the Capsize Cup and Splash Down Dash and a trophy will be awarded.

Silver & Gold Fleet:

As the sailors' skills improve they will move to Saturday sailing. This consists of the Silver and Gold Fleet sailing together with more of an emphasis on racing on a course set by volunteer parents with an on-water start and finish line. Silver Fleet focuses on introducing sailors to racing and how to improve their racing skills. The Silver Fleet have a separate start to the Gold Fleet with a focus on coaching to allow them to progress and not be intimidated by the more experienced Gold Fleet sailors. Gold Fleet sailors are generally older than Silver Fleet sailors and are encouraged to mentor and assist the Silver Fleet sailors. Both Silver and Gold Fleet sailors are encouraged to take part in O'pen Skiff regattas that take place at Manly Yacht Club and other sailing clubs all over the state and nationally.

ILCA Fleet:

Sailors generally move on from the O'pen Skiff at approximately 15 years of age. Although this depends on their body mass, it can be later, and it can be earlier. The next step is the ILCA 4 or ILCA 6. This is a dinghy designed for adults with a smaller (4.7m) sail designed for teenagers and young adults. The ILCA fleet sails on Saturday afternoons with the O'pen Skiff Silver & Gold Fleets.

Instructors and Parents

Instructors are rostered to accompany all fleets, and parents are required to skipper and crew support boats and committee vessel. Parents are also rostered on as Deck Captains and for the fuel run.

Training

Training will consist of theory, practice starts, upwind technique, downwind technique, mark roundings, boat handling tactics, racing rules, sail trim and some adventure sailing. The exact nature of the training will be announced at the skippers' briefing. It may also involve the fun stuff like capsizes, stand-up sailing, sailing backwards.

Training sessions will last about 60 to 120 minutes on the water, excluding the time it takes to rig, launch, and de-rig.

For some training sessions, sailors may be split up according to ability so that instructors can provide a more targeted lesson. These lessons may be structured to be part fun and serious.

Adventure Day

This may include 2-up sailing and other formats that will be both lots of fun and develop boat handling skills. The specific format will depend on weather conditions and sailor demand.

6.12. PARENTAL PARTICIPATION AND THE MANAGEMENT FRAMEWORK

We know parents are busy and any extra, unnecessary workload is not acceptable. Over the years our management systems have been streamlined so that only essential tasks are undertaken. For example, we know that kids won't rig their boats unless supervised; that we are required to provide support boats; kids won't learn to sail properly unless they are instructed; and dinghy racing is not taken seriously unless the racing is conducted properly. These are the key elements that need to be done properly.

On the one hand, we are trying to reduce the workload on parents but on the other hand we are required to manage a wide range of issues to make sure our junior sailing program can go ahead safely and smoothly.

At every session for all Racing Fleets:

Every child is required to have a parent to assist them to rig and de-rig whether an allocated club boat or their own boat. This includes carrying, rigging, attending briefings, launching retrieving, de-rigging, washing and stowing.

Children of 12 or more years are exempt from needing a parent if they can demonstrate an ability to rig and de-rig properly.

Standing Positions

A Race Director is appointed for the Junior and Youth Fleets. They are assisted by a Head Coach and report to the Board. They have the following responsibilities.

Standing Positions	
Juniors Racing Program Director	Board position and will be responsible for ensuring the program is meeting its objectives
Juniors Race Director	Responsible for overseeing all operations on race days, assisted by the Head Coach and reporting to the Juniors Racing Program Director
Head Coach	<ul style="list-style-type: none"> • Organise and assist with information meeting • Assist with registration • Assist with parents' induction course • Assist with rigging and boat equipment day • Provide and organise paperwork on sailing days • Manage parents' roster • Maintain WhatsApp • Seek instructors • Keep on file their qualifications • Manage instructors' roster • Keep kids' progression records • Make boat allocations • Deliver a training program for the Junior Fleets

Parents Roster

To ensure continuous and unbroken supervision of sailing activities by parents, a roster has been developed. Each sailing day parents are rostered onto the following positions: Deck Captains, Support Boat Crews, Race Committees and Fuel Duties.

Parents are required to acknowledge their rostered duties by Friday morning before the weekend through WhatsApp.

Parents may also be required at working bees, social events and for administrative duties.

Check the roster as soon as it is published and transfer your duties to your own personal diary. If you can't make a rostered day try and swap with another parent and, if you just can't, please contact the Head Coach as early as possible.

If you have issues or suggestions, talk to your fellow members – there's a lot of experience and it's likely someone has been there before, or has similar ideas that they want to develop. Communicate them to the Head Coach. We want this program to evolve into something better each season.

The Roster can be found on WhatsApp.

Scan the QR Code to join the group. For further information email the Head Coach at juniors@myc.org.au.



Parents Rostered Positions			
Position	Role / Job description	Silver & Green	Gold, ILCA 4 & ILCA 6
Deck Captain	<p>This requires an on-time arrival to unlock and set-up as well as late finish to pack up. Captain remains on Deck during sail activities to man the radio (in case of emergencies), assist in receiving any early retirements and to co-ordinate parents for reception of the fleet at the end of the session. They also have a role to ensure the sign on and off sheets are completed properly and that boats are rigged in the correct place in accordance with Section 5.21 Deck, Boats and Action Plan in the MYC Handbook.</p> <p>Issue Boat Holding Tags.</p>	✓	
Support Boat Crew	<p>The support boats to be used will be displayed in Section 5.21 Deck, Boats and Action Plan in the MYC Handbook and all skippers must hold a valid TfNSW boat licence. In addition, skippers must complete a short induction prior to taking control of a MYC support boat.</p> <p>Only a qualified crane licenced person can launch but crew are needed to prepare the support boat; support the instructor or Race Committee as they require; lay and retrieve marks as directed and return the boat to storage.</p>	✓	✓
Race Committee	<p>All racing is conducted in accordance with the Racing Rules of Sailing. A Race Committee is led by an experienced Race Officer and has overall control of the race area but works closely with the Instructor to ensure all competitors are comfortably sailing the course. The Race Committee sets courses; starts and finishes races; collects results and manages the race area.</p>	✗	✓
Fuel Duties	<p>They refill fuel cans. No Ethanol! The Payment Reimbursement Form is available on WhatsApp</p>	✓	

Instructors Roster

Most kids won't learn to sail without well targeted and trained instructors. It is often difficult for parents to teach their own kids to sail, whereas young, but qualified instructors, seem to connect with youngsters saying to them that sailing is in fact fun.

Manly Yacht Club employs qualified instructors from Australia and overseas to work with our Junior Fleets. Each sailing weekend, the instructors are rostered to manage fleets of 5 to 6 kids each.

6.13. GENERAL CONDITIONS OF RACING FOR JUNIOR & YOUTH FLEETS

6.13.1 RULES

Racing is governed by:

- a) the current Racing Rules of Sailing (RRS) of World Sailing (WS) and the Australian Sailing Special Regulations ('The Blue Book').
- b) A vessel in breach of IRPCAS also known as COLREGS may be disqualified (DSQ) by the Race Committee.
- c) The current Sailing Instructions (SI), which may be amended. It is the competitor's responsibility to check for amendments. The Sailing Instructions may amend, delete or replace rules contained in the Racing Rules of Sailing, MYC General Conditions of Racing for Junior Fleets, and any Class Rules.

6.13.2 NOTICES TO COMPETITORS

Notices to Competitors will be posted on WhatsApp.

6.13.3 SIGNALS MADE ASHORE

Signals made ashore will be displayed on the MYC flagpole at the end of the jetty.

6.13.4 MARKS

MYC laid marks are orange spherical buoys.

6.13.5 AREAS THAT ARE OBSTRUCTIONS

- The areas of water between the outer line of all permanent moorings and the shoreline of Port Jackson shall be 'prohibited waters' for boats that are racing.
- All cardinal marks shall rank as 'obstructions' for boats that are racing and shall be passed on the side indicated on the cardinal mark, with the exception of the channel separation marker north of the Sow and Pigs reef.
- The area of water around any commercial ships, 30m on either side and astern and 500m ahead; or ferries, 30m on either side and astern, and 200m ahead - shall be an active exclusion zone and shall rank as an 'obstruction' for boats that are racing.

6.13.6 THE START

- The committee vessel will fly the MYC Burgee and an Orange Flag when it is on station.
- The starting line will be between the flagstaff on the committee vessel at the starboard end and an orange spherical buoy at the port end.
- The course number will be displayed on the committee vessel before the start.
- Boats whose warning signal has not been made should avoid the starting area.
- Individual and general recalls shall be in accordance with RRS 29. In the event of a general recall, the order of starting will not be altered.
- The warning signal of the next class/division will be made 3 minutes after the start of the previous class/division.
- Times shall be taken from visual signals; the failure of a sound signal shall be disregarded.
- A boat starting later than 9 minutes after her starting signal will be scored DNS. This changes RRS Appendix A4.
- Starts will be conducted with a Warning Signal 3 minutes prior to the Starting Signal. The preparatory signal shall be made 2 minutes prior to the starting signal. This changes RRS 26.

6.13.7 THE FINISH

- The committee vessel will fly the MYC Burgee and a Blue Flag when it is on station.
- The finishing line will be between the committee vessel flagstaff and an orange spherical buoy at either end of the line.

6.13.8 PENALTY SYSTEM

Your attention is drawn to RRS Rule 44.2 which states in part that 'a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe'.

6.13.9 PROTESTS

- Protests shall be in writing. A recommended Protest Form is available at the MYC Office and the MYC website www.myc.org.au.
- Protests shall be lodged at the MYC Office within two (2) hours after the time of the last boat's finish.
- Protests will be heard in approximately the order of receipt as soon as possible.

6.13.10 SCORING

- Rule A5.3 will apply.

6.13.11 PRIZES AND TROPHIES

- Perpetual trophies awarded by MYC are shown in Section 5.9, Trophies and Presentations in the MYC Handbook.
- Trophies will be presented on the Club's Presentation evening.

6.13.12 DISCLAIMER OF LIABILITY

Competitors participate in the racing entirely at their own risk. MYC will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the racing. MYC is not responsible for the seaworthiness of a privately-owned boat whose entry is accepted or the sufficiency or adequacy of its equipment. MYC reserves the right to refuse an entry. Attention is drawn to RRS Rule 3 - Decision to Race.

6.13.13 INSURANCE

For MYC Juniors, ILCAs and all other boats racing at MYC, the entrant or their parents or guardians shall ensure that each participating boat is covered by the appropriate insurance.

6.14. ON DECK MANAGEMENT

Our deck is the central focus of our sailing program, but it is not big enough to rig, at one time, all the boats we hold in storage. In fact, we can't rig half the boats in storage and so we have to be clever; we need to use space efficiently and stagger our rig and launch times. For MYC it is a precious asset. Remember the deck is managed by the Deck Captains and users must do as they are asked.

Deck Etiquette

If properly organised there's plenty of space on the deck. Be aware of Section 5.21 Deck, Boats and Action Plan in the MYC Handbook and make sure you are rigging at the right time and in the correct place. If you need to tilt your boat to access the mast, try to minimise the time that the boat is tilted and hence reduce the disruption to others. Make sure your kids are on time for the briefings and launchings.

Launching support boats

The Deck Captain should assist the Head Coach, or better still, organise other parents to help prepare the support boats so that the deck is freed up for rigging. All support boats should be launched before any sailing boats are rigged, to increase deck space. To use the crane, you must participate in a short safety introduction to receive your licence.

Once the boats are launched, the inflatable boats' dollies, along with any racks can be rolled back into the boat storage area to make room for rigging.

The deck and equipment usage

We have two plans: Section 5.21 Deck, Boats and Action Plan tells you **WHEN** and Section 5.22 Deck Rigging Plan tells you **WHERE** to rig your boat. Often, not every boat scheduled to sail turns up, and if there is space and you want to start rigging early then that's fine, but if it becomes a full house you will have to give way.

Section 5.22 Deck Rigging Plan is for normal days, but on occasions we will have special events and a special rigging plan will be issued and posted on WhatsApp and on the Notice Board in the foyer of the ground floor of MYC before the pre-race briefing. Section 5.22 Deck Rigging Plan works well in south, easterly and north easterly wind, but for other directions the plan may need modification. For these winds the Deck Captains will modify the layout but keep the same general pattern.

Rigging boats

Arrive to sailing days with plenty of buffer time. Whatever can go wrong will go wrong at rigging time and it's better to have time to sort things out than rush equipment preparation. Make sure:

- The boat you are rigging is the one your instructor wants you to sail.
- Ensure each boat is **FULLY RIGGED** prior to taking it onto the pontoon to avoid delays.
- The mast, boom, centre board and rudder need to be properly secured in case of a capsized.
- Make sure the bungs are fitted properly.
- Tie your rudder on
- Fit your name tag.

Fleet Launches

All boats need to be launched at the times stated in Section 5.21 Deck, Boats and Action Plan. Each junior sailor is required to have a parent present to assist with the launching. Training each sailor on rudder/centreboard/sheet/launch routines will help speed up this process.

Fleet Retrieval

Unless otherwise announced (e.g. at the Sailor Briefing) all parents should be back on the pontoon by the times shown in Section 5.21 Deck, Boats and Action Plan. It's all hands-on deck and the process works best if everyone pitches in, don't wait until your own sailor arrives. Many hands make light work. Ultimately it is the responsibility of each parent to ensure that their kid's boat is washed and returned to the racks. Make sure that all salt is washed from blocks, ropes and especially cleats.

Locking up

The clubhouse contains a great many valuable boats and associated equipment and it needs to be locked up properly when not being used by its members. It is the Deck Captains' job to open and close the building for the junior's program. They do not have to lock the building if they can confirm that another user will do the job.

Jumping and diving from the wharf

Statistics show that jumping and diving into uncontrolled water is very dangerous and a risk assessment of our sailing program has identified diving from the MYC wharf as the most dangerous activity at the Club. **The MYC Board has banned jumping and diving from the wharf** and requests parents to be proactive in enforcing this rule. For more information see Section 4.4 MYC Wharf and Moorings in the MYC Handbook.

Support Boats

The Club owns the following support boats:

Boat	Description	Usage	Call sign	Capacity
Margo	Rigid Inflatable Boat	Support/Instructor	Margo	2 adults
Christabel	Rigid Inflatable Boat	Support/Instructor	Christabel	2 adults
Nigel Holman	Centre console RIB	Instructor for F11s	Nigel H	3 adults
Robbie R	Aluminium workboat	Mark laying	Robbie R	8 adults
Charlie's Chariot*	Aluminium workboat	Support/Mark laying	Cha Cha	3 adults
Ready, Get Set!!! **	displacement power boat	Committee vessel	Ready Get Set	8 adults

* Owned by Manly Sailability but loaned to MYC if required.

** On permanent loan.

These boats are dedicated to various purposes as shown in Section 5.21 Deck, Boats and Action Plan.

Abandonment of Sailing

Weather, equipment failure or other events may necessitate sailing to be abandoned.

The decision whether or not to launch will be made by the Head Coach or senior instructor for each fleet. An announcement will be made on the deck at about the time it becomes available for the particular fleet. In the event of severe weather forecasts the decision to abandon may be made after the 5pm forecast on the previous day and broadcast on WhatsApp.

The decision to abandon may also be made on the water if conditions become unexpectedly difficult. For the Gold & ILCA fleets this will be signalled in the usual way according to the RRS by the Race Committee (see also Section 5.20 Strong Wind Abandonment Guidelines in the MYC Handbook), and for the Silver and Green fleets the decision will be made by the Head Coach or senior instructor and conveyed to the boats by the instructors and parents.

Sign-on/off

For a variety of reasons from just knowing how well our services are being used, to the serious matter of responding to an on-water incident, the Club needs to know who is participating in its events. All Fleets need to sign on and off and this includes noting their sail number if appropriate.

Note that parents are allowed to sign on behalf of their children.

Instructors/Support Boat Briefing

To plan the day's activities properly and to respond to special circumstances, particularly the weather, Deck Captains, instructors and support boat drivers need to meet briefly before the on-water activities commence. They should confirm the program for the day, consider the latest weather forecasts and any special participants requirements, support boat availability etc.

Sailor Briefing

The sailors briefing for each fleet will be held on the deck, in the foyer or boat storage area at the times shown in Section 5.21 Deck, Boats and Action Plan. They confirm the program for the day, consider the latest weather forecasts and provide an opportunity for the instructors to lead the kids through the day's program.

Damaged Club Boats

The Club acknowledges the need for routine maintenance and also that damage to boats and equipment will occur from time to time. Of course, repeat offenders will be investigated but otherwise occasional damage simply needs to be repaired. If no action is taken, then the Manly Yacht Club and or Manly Sailing's program will be disrupted when the boats are next used.

The repair process is started by recording the damage in an email to juniors@myc.org.au and to info@manlysailing.com.au. These emails will warn other boat users that the boats are unserviceable, allowing them as much time as possible to make alternate arrangements.

Boat Licences

Our Juniors Program can't function without support boats, Race Committee and mark laying boats. All of these boats need to be skippered by parents with boat licences. If you do have a boat licence, please let the Head Coach juniors@myc.org.au know. If you don't have a licence, please consider getting one.

Other Club Members and Users

Juniors are one of many stakeholders in MYC. We share responsibility for the safe operation and maintenance of the Club and to operate with courtesy towards all members. Events are scheduled and rigging times are staggered so that there should be enough room and opportunity for all of us to sail. However, from time to time things can go wrong and we all have to give way a little and make things work.

Calendar of Events

The full list of events can be found in Section 5.8 MYC Calendar in the MYC Handbook.

Abbreviations can be found in Section 3 Abbreviations in the MYC Handbook. A legend of calendar events follows immediately after Section 5.8 MYC Calendar.

NEED A BREAK FROM SAILING?

WHY NOT CHILL OUT IN THE BLUE MOUNTAINS...

"ASHWOOD"

3-BEDROOM
MOUNTAIN COTTAGE
NEAR KATOOMBA FALLS



Enquiries: Contact Barry on 0423 519 863