



Europol Copper's Capper's!

In September, this year I found myself sitting on a Bavaria 36' yacht at the International Sailing Regatta Centre, Medemblik Holland thanking my lucky stars. We had just completed our second day of racing on the IJsselmeer. The sky was an impeccable blue and our fellow competitors on 29 other Bavaria yachts representing 11 other countries were all sporting healthy suntans having revelled in a rare Northern Europe Indian Summer's Day.

I was occupying a position in the cockpit with my fellow crewmates who were the Australian entry "Down Under" in the Europol Copper's Cup, This is a regatta run every two years by Europol for law enforcement officers mostly from Europe, The Australian Boxing Kangaroo was hoisted up the forestay declaring our oddity among others displaying Bears, Vikings and Leprechauns. The cockpit was full of our competitors who we had (coaxed, shanghaied, kidnapped, press ganged) invited onto our yacht to sample good Australian Bundie Rum, The Irish believed it was a plot on our behalf to knock out the opposition, If it was it backfired, All who had visited felt inclined to return the favour by plying us with their local beverages of Irish Whiskey, Dutch Snaps, Belgium Beer and Croatian Wine.



The ECC Team on the yacht

How did we end up in this predicament? The New South Wales Police have a Sailing Association which holds regular racing regattas for police entrants, The Commodore of the Association Ewen Hreszczuk received notice of the upcoming Europol Cup and put it to the Sailing Association. A number of us believed it was a great idea to be involved and represent the Southern Hemisphere. Not to mention then being able to sport a TShirt that revealed we were international sailing competitors representing our country! We received a grant from the NSW Police Sporting Association which covered the cost of registration and yacht hire, David Fairclough and I represented the Manly Yacht club as entrants, Ewen sails from Middle Harbour and the other crew; Ian Hamilton and Lynn Marshall finalised the number of volunteers.

The regatta consisted of five race days, It started on the Sunday from Lemmer, a small village on the east side of the IJsselmeer, with a Navigation Race to Mebemblick 20 nautical miles to the west. This didn't count in the regatta scoring.

Continued on page 3



President's Report

After several years of enjoying a dream-like existence on Sydney Harbour, Michael Troy (*above*) has swapped a sheet for a suit, sold Penguin Sailing School and got a real job! Penguin Sailing School has been associated with Manly Yacht Club for several years and has been a good source of new members. It is essential to have a good quality sailing school associated with the Club and we thank Michael for his help over the past few years and wish him well in the corporate world.

The new operator, Craig Rosebear, has re-named the school **Big Blue Sailing School** and had his first day of operation on Try Sailing day. Craig is very enthusiastic and intends to operate Big Blue on a full time basis.

Try Sailing day was a success again although, despite the great weather, the numbers appeared to be down on last year. Most visitors enjoyed a free sail on Pacific Breeze, Manly Too, Morna, Dances with Waves and Reality. Thanks to all those who organised the day and manned the Club. It was a great day, lots of fun and good to see that many of the visitors were locals who were interested both in the Club and in sailing.

The new industrial strength dishwasher has been installed and was ready for the first Twilight washing up duty. This was a mammoth task to organise the carpenter, plumber, electrician and vinyl floor tradesmen. The carpenter was looking to relocate his factory when we needed him, the plumber advised us that our hot water system had seen better days, and now the club needs to install a new hotwater unit....so the fund raising never ends.

Continued on page 2

JOURNAL OF MANLY YACHT CLUB

P.O. Box 22 Manly NSW 1655

Tel: 02 9977 4949

Fax: 02 9977 3573

Email: myclub@tpg.com.au

www.myc.org.au

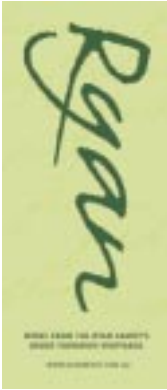


*"The Big Blue"
team on Open Day*

Continued from page 1

The twilight season is with us again. Sponsor this year is Ryan Wines. New burgees are very expensive and do not give our sponsors any real exposure so it has been decided to put the cost of burgees into prizes and use MYC burgees for this season.

(see page 7 for Christmas wine)



Keith Woodward President 

Sunday 20th Nov
NEW MEMBERS BBQ
all members welcome

Sailability.- Fundraiser Dinner.- Accessibility for Sailability.

We invited 100 of our closest friends to have dinner with us on Thursday evening, along with special guests, Admiral Rusty Stern and Sir James and Lady Joan Hardy. Michael Troy was our superb MC. There were two conditions of invitation. One was an open wallet, and the other, a sense of fun. Both of these conditions were met a thousand times over, and we would like to thank over and over again all of our guests, and all of the other people who helped us raise around \$12,000 for improvements to accessibility for our sailors with disabilities.

Nava George started off the evening for us on video, with her tear jerking story of her determination to sail, and the people who helped her on her way. An excellent dinner followed, and Admiral Rusty Stern arrived direct from America, the land of the twisted politic speak. We needed dessert after laughing so much.

Sir James Hardy took the floor then, with lots of stories of his sailing and wine-making days, setting the scene for an auction without par.

John Cunningham was the auctioneer, doing brilliantly with your help, entering into the spirit of things, making many of his own bids to keep the money flowing. In this section of the evening, we made around \$6,500, thanks to the generosity of our donors, many of whom were at the dinner, so that they could see who were the purchasers of their donated prizes. This money is not yet all in, so please, if you had the final bid on an item, get the money to us by Monday, 14th November.

The evening ended with lots of good fellowship, generated by the wonderful spirit of our guests, so I would like to finish by thanking again everyone involved in the event.

Eli



Hornsby Lifestyle and General Sailing, Saturday, 5th November.

What a fabulous day sailing we had today!!!!!! A most unpromising start weather wise, but we decided to push ahead regardless, and as usual, the weather cleared and we were able to get fourteen disabled sailors on the water.

We were very happy to say Hello to Brent, from Goodman-Fielder, who came down to our sailing event to check out what use we would be putting our new Safety Craft that has been donated by the Paul Newman Foundation to. He was treated to a sail, as well as a ride on our current Charlie's Chariot. Our total attendance today was 32 including helpers and sailors with a disability, making it a very busy day on the deck and pontoon of Manly Yacht Club.

Wednesday, 9th November, 2005.

Thanks to our wonderful helpers, Safety boat crew; Chris and Corey, Skippers; Malcolm, Glynn, Darren, John, Ivan, Peter, and working hard on the pontoon and deck; Jackie, Cheryl, Robyn, Norman, and Vlad, we were able to give 16 children an experience of a lifetime today.

Jessica, Tanna, David, Thomas, Luke, Jake, Luke B, Ben, students at the Royal Far West School took advantage of the wonderful weather, and the generosity of their teachers and some of their parents to have a fabulous morning on the water. All of these families are from country NSW, and for some, this was their first sight and feel of the water. Ben was the chronicler of events, and his video will be shown at a

meeting next week. He filmed the other students embarking and disembarking from the pontoon, then went on the safety boat to capture the rest of the adventure. I can't wait to see the video that eventuated. Well done Ben!!! I know that that took a whole heap of courage. The other students all managed both a sail, and a short trip on the Safety boat, accompanied by parents, and some of the teachers. Judging from the facial expressions when it was time to go back to school, I believe this was a never to be forgotten experience, and we expect that groups like this one will become a regular part of our routine.

Following them, another group that is new to us, Aranounbai Special School, paid us a visit. We had to use our ingenuity to make some of these children comfortable on the water, and we really have to applaud our own achievements with some. Can you imagine how it would feel to be in a car-seat in an Access Dinghy?.

Or to be propped up with cushions so that you can see over the gunnel?. So thanks to the courage of 8 students, we finished off our morning feeling that we really had achieved another milestone in our experiences, gave the children a magnificent experience of freedom on water, and have another group who will become regulars. Two of the older students showed us the right way to wash and put the boats away at the end of the morning, so we finished with a wonderfully satisfied feeling of a job well done. Many thanks also to the fabulous, dedicated staff of Aranounbai who were able to show us the tricks to make this morning worthwhile.

Eli Demeny 



Kim trimming with Ewren on the helm and most of the yachts behind them!

Continued from page 1

From Monday to Thursday the Race proper commenced with three races planned for each day. The yachts were hired from "Enjoy Sailing" and ranged from 31' to 37'. The yachts were allocated to the teams through a 'lottery system' where the skipper drew the yachts name from a bunch of envelopes when they registered. The keen skippers hoped for the smaller yachts as they tended to have the better handicap while the social crews hoped for the larger yachts as most were sleeping (off handovers) on the yachts.

The Saturday before saw we Aussie's arrive at Lemmer and getting to know our yacht. Assistance was given by the

Lancaster Constabulary, in the form of a good cup of tea on a cold afternoon, and the Belgium Water Police with advice on how to read the Dutch words on the 'Blister'. The Blister is their term for the geniker that we were all going to use instead of our usual spinnaker, words like 'Hoot' turned out to be the head. I enjoyed the Navigation Race, which commenced with us all using a lock to get into the Lake. Also for the sheer novelty of marking on the chart degrees and minutes that were North and East instead of our usual South and West.

Monday saw great racing on this large brown lake with huge modernistic windmills sticking out of the water and providing interesting bearing marks! As the regatta progressed the sun got hotter and the wind got lighter. Fortunately for us we had practiced in light conditions and had picking the wind puffs and shifts to a fine art. Wednesday provided a nice change when no wind at all resulted in the Down Under Team hiring bikes and riding the dikes of Holland. However at the end we were quietly proud of our effort when we managed to make sixth overall. In our 'division' of ten other 36' Bavaria's we managed to come first.

The other highlight of the trip was talking to police from other jurisdictions, I found that mostly our lives are very similar; however there are some stark differences, I was fascinated by the concept of sailing in such cold climes as Norway. In conversations with the Norwegians they told tales of seas freezing over and yachts housed inside marina sheds for winter. They further described their sailing races as occurring, "In the weeks of Summer". Weeks of Summer??!! I smiled, a little sad for them thinking of Manly Yacht Club and our endless months of sun.

KIM MCKAY 



*MJ's
on display at
MYC
Open Day*

Every week on Saturday I look forward to going down to Manly Yacht Club for sailing. I love rigging up the boats in the morning because almost every week I learn how to tie a new knot. When we get out there on the water we have to dodge all the boats on their moorings. Sometimes we have races and other times we have fun water games like sailing a race standing up or trying to crawl around the bow (the front of the boat) in front of the jib.

After sailing we derig the boats and put them away and then sometimes we have a swim if we're not in a hurry.

Then Rod Wills gives out weekly trophies for Crew of the Week and Skipper of the Week. Then everyone goes home saying to themselves: "I hope we can make it to sailing next week".

Wow – what an action packed day!

Hugo Lumdsaine (MJ Crew, aged 9)



A great day was had by all **At the Mini Regatta** **November 13**

When you take on a project/event of any kind you have doubts as to whether it will be a success. Especially yacht racing regattas. Will the type of format interest the members of the club? Is the date right? What time should it start and the list goes on and on. Not to mention what will the weather be doing on the day.

After Tannis and I were told, that we were the generous volunteers who would organise the Mini Regatta, we knew we had to get our act together really quick. These things tend to creep up on you before you know it.

With a few contacts in the marine industry, I called in some favours and sweet-talked would-be sponsors into parting with some of their much sought after boating products.

Once that was out of the way, the nitty-gritty stuff had to be dealt with: notice of race, sailing instructions and the race entry forms. All had to be checked and re-checked to weed out any possible mistakes thanks Graham and Maz!

Behind the scenes a nucleus of volunteers sprang into action, all having their own special area of expertise. You could probably run an event like the Mini Regatta without this group of dedicated stalwarts, but let me assure you it would be a total disaster! The one thing I will say about our little club, is when it organises an event it does so professionally but with a lot of fun!

As for the day, well the weather-gods smiled on us with a slightly shifty Nor-east sea breeze. We had a fantastic turn out (much better than we had expected) with 15 crack skippers and crews. Everything from Blue Birds to a bunch of 5.5 Metre Class dinosaurs.

The starts were one for all and all for one, which sorted the men out from the boys. There was only a little bargaining, but some verbal advice from the 'skippers in the right' assisted those 'skippers in the wrong' about their choice of start positions. By race 4 all boats were hitting the start line like battle-seasoned veterans.

On the up wind legs of the event, some boats went left, some went right hopefully placing themselves on the correct side of the course. The unsteady sea breeze was paying off for those who read the shifts correctly. Some of the bottom mark roundings were cause for some rule reading moments with even a near bump or two. We had planned to jam in 3 races, but due to the fact that our officials were turning around the races so fast, they decide to add a 4th. Great idea, but by the end of that last race most crews were toast.

Back at the club the usual thing happened; without any prompting members/friends started taking care of the BBQ, the shop etc. At the prize giving, our sponsors generous gifts were divvied up to worthy recipients and a great time was had by all.

So to surmise, we would like to crack the 20 mark for the next race on 19 February 2006. If you missed out on this most excellent of days, get a crew together and come along. If you are unsure of the amount of fun that was had, just ask one of our competitors it was a blast!

Once again, thanks to all of the hard working volunteers and don,t forget our sponsors or they might forget us:

Jotun Anti-foul

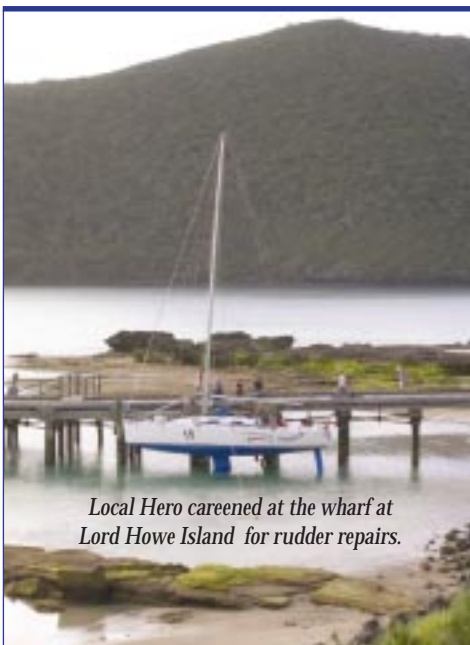
Scomar Marine Products in Dee Why (who sell Jotun)

Scott Sails (just up the road in Manly Vale)

See you on the water, MAD DOG 



Start of Race 2



Local Hero careened at the wharf at Lord Howe Island for rudder repairs.

Lord Howe Pow-Wow

Manly Yacht Club boats have finished in the honours list after the recent Gosford to Lord Howe Island Race. Peter Mosely's Local Hero finished third in the IRC division of the 420-mile blue water event, while Gill Whitton's NSX 38 Torpan International came third in the PHS division. The race was a true test of seamanship this year with the breeze being on the the nose for most of the way and tricky currents also adding further complications for navigators. Peter and his crew's efforts must be applauded as they went to the start line with engine water-pump problems and then broke the boat's tiller 30 miles out from the island on the return passage and had to be towed back to effect repairs. "My hair used to be brown before I took up sailing," Pete (Mad Dog)said at Davis Marina while cleaning out his boat last week.

Jim Nixon 

MYC RESULTS

RYAN WINES TWILIGHT SERIES		2005-2006 RESULTS - RACE 1 - 11-NOV-04 -		
Sail No	Boat Name	Boat Type	Owner/Helm	F/Time
MYC259	YEVANNA	Cavallier 26	Tomas Kliman	19:21:50
MYC24	J-CURVE	J24	Jack Morrison/Alan McKay	19:22:00
MYC820	GOOD INTENT	Clansman 30	Peter Bennell	19:24:16
MYC200	SLIPSTREAM	Sigma 36	Joelle Legoux	19:26:11
3683	RATTY	Northshore 27	Ian Dennewald	19:28:10
MYC7	TEN SIXTY	Radford 10.6	Phil Vidler	19:29:24
4863	TWO CAN	Masram 920	D Lewis/S Teudt	19:29:52
NH14	HAGAR	Endeavour 26	Chris Cope	19:30:48
MYC10	PENSIVE	NSX 38	Bruce Davis	19:30:51
6747	HAP HAZARD	Moody 31	John Webber	19:31:04
MYC6	AIDA	S80	Bill Spence	19:31:37
WP69	SHEAR MAGIC	Adams 10	Robert Steffens	19:32:10
KA16	PAM	International 5.5	Peter McDonald	19:32:11
6510	POETS DAY	Elan 40	Steve Wilton	19:32:53
6776	DANCES WITH WAVES	Beneteau First 40.7	Jim Thomas	19:32:57
MYC36	CROSS YOUR FINGERS	Bavaria 36	Peter/Vicky Cumbers	19:34:20
MYC32	PACIFIC BREEZE	Farr 11.6	Bruce Hitchman	19:34:39
MYC375	OUT THERE	Cavallier 375	Greg James	19:34:41
KA55	ATALANTA	J24	Mark Griffiths	19:35:24
MYC47	REALITY	Passage 33	Keith Woodward	19:35:31
MYC33	LAUTREC	Passage 33	Helen Ebling	19:36:14
929	SOJOURN	Catalina 32	Harold Hooper	19:36:58
4384	FIRST LIGHT	Adams 12	Nicolas Ewald	19:37:59
MYC11	MANLY TOO	Bavaria 44	Andrew Robinson	19:38:57
4948	BUDGIE SMUGGLER	Swanson Dart	Robbie Trehane	19:40:15
KA113	FLYING CARPET	J24	Nick Chatham	19:41:00
A73	TOP ODDS	Northshore 27	Karen Petersen	19:44:58
4524	XCESS	S80	C Matthews/O Rees	DNF
NH1	MEANDER	Bluebird 22	Brian Shilland	DNC
MYC20	MANYANA	Cole 26	D Fairclough/S Gamston	DNC
983	PACIFICA	Catalina 30	Chris Rogers	DNC
MYC1	AUSSIE RULES	Cavallier 975	Gene Scott	DNC
1236	LOCAL HERO	Sydney 36	Peter Mosely	DNC
MH22	CAPE FEAR	Cape 35	Kevin Boxhall	DNC

MYC375 OUT THERE Cavalier 375 Gabrielle and Greg James



Ryan Wines Twilight Series has started

Skippers don't miss out on the best series of the season, if your looking for crew we have two fantastic members Louise and Cliff Keen who were there for 4-5hrs at the working bee the day before Open day, then on Open day on duty from 8am and they are looking for willing skippers to take them on as crew in this year's Twilights. Their experience is....last year's Twilights (and lots of enthusiasm)! and we love members who come forward and are willing to do their bit to help the club.



Contact:

Louise and Cliff
9976 5441
04159 75097
04159 75098

Don't forget dinner back at MYC after each race and choose from an impressive variety on the menu each week prepared by Chris and new chef Mark.



MANLY OCEAN CARE DAY FESTIVAL

Free for the community and all the family

Sunday 4th December 2005 - 11am to 5pm

Manly Ocean Beach Promenade

For further information:

Call Manly Environment Centre - 9976 2842

Email – mec@manly.nsw.gov.au

For Updates on the program keep watching www.mec.org.au

Open Day and Try Sailing Day with new members and new boats helping out on the day along with the regular team of helpers



Manly Juniors, Sailability, Pacific Breeze, Manly Too and Morna further out in the harbour



Jim Thomas and crew at the end of the jetty ready with Dances With Waves



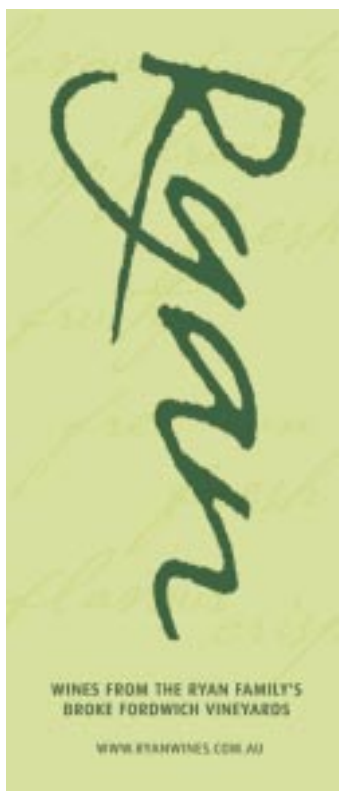
John Baker along with Rob Garnsey cooked a great sausage sizzle...10kg of sausages and 5kg of onions

Thank you...

Money raised last month for the Prostate Cancer Research was \$172.00 and Open Day Raffle \$92.00



**Ryan Wines
Tastings Room
an original
settlers cottage on
Broke Estate Vineyard**



retail order form

Name:

PH/Mobile:

Address:

..... Post Code:

Email:

Payment Method Visa Mastercard Amex Other

Card Number:

Name on Card: Expiry Date:

Email orders to: tinaryan@ryanwines.com.au

Fax orders to: 612 65745199 **Phone:** 612 65745188

Post orders to: Ryan Family Wines Broke Estate Vineyard
Broke Rd Broke NSW 2330



WINE	DESCRIPTION	RRP	CASE PRICE	QTY	TOTAL
Ryan 2001 Free Run Chardonnay	An easy drinking style, fresh and fruity with melon and citrus flavours	\$15	\$144 @ \$12 bottle		
Ryan 2001 Single Vineyard Cabernet	A smooth red. Ripe plum and herbaceous characters	\$17	\$156 @ \$13 bottle		
Broke Estate 2001 Semillon	A lean drinkable style, citrus and honey with a hint of body	\$22	\$120 / 6 box @ \$20 bottle		
Broke Estate 2000 Chardonnay	A big buttery style with Luscious and toasted oak flavours	\$28	\$150 / 6 box @ \$25 bottle		
Broke Estate 2003 Cabernet	A benchmark Hunter Cabernet Ripe cherry, cigar box and vanilla	\$32.50	\$180 / 6 box @ \$30 bottle		
Broke Estate 2000 Lacrima Angelorum	A luscious sticky. Flavours of poached peach and honey nectar with a crisp finish.	\$28	\$150 / 6 box @ \$25 bottle		
			TOTAL		\$

Ryan Wines new champagne from our limited edition Idlewild range. SOLITAIRE is a sparkling Barbera Free Run. There are only 80 dozen of these and they are presented in hand etched bottles.
(in lieu of a traditional label)

CELEBRATION GIFT BOX \$180 - Celebrate with something special !

Created for Christmas 2005 including 1 x bottle of 2003 SOLITAIRE with 2 x hand blown, hand etched champagne glasses created exclusively for us by the Orrefors glassworks in Sweden and individually valued at \$80, all immaculately packaged in a custom made presentation gift box.

Orders/Inquiries Idlewild Vineyard PH: 612 65745188
www.wildbrokewines.com.au



DIARY DATES

Fri 18 Nov	Yachts Twilights 2
Sat 19 Nov	MJ's Training Sailability General Sailing
Sun 20 Nov	Cumberland Cup 3 Centre Boards SPS-6 NEW MEMBERS BBQ all members welcome
Tue 22 Nov	Radio Operators Course Day 3
Fri 25 Nov	Yachts Twilights 3
Sat 26 Nov	MJ's - State Championship
Sun 27 Nov	Centre Boards - SPS-7 / CC-4 Yachts - CC / FL4
Mon 28 Nov	Sailing Committee Meeting
Tue 29 Nov	Radio Operators Course Day 4
Fri 2 Dec	Yachts Twilights 4
Sat 3 Dec	MJ's SPS-3 Sailability General Sailing
Sun 4 Dec	Cumberland Cup 4 (OCD) Centre Boards SPS-8 OCEAN CARE DAY
Mon 5 Dec	Board Meeting
Wed 7 Dec	Sailability M.A.P.S.
Fri 9 Dec	Yachts Twilights 5
Sat 10 Dec	MJ's SPS-4 and CC2
Sun 11 Dec	Centre Boards SPS-9 / CC-5 Yachts CC / FL5
Fri 16 Dec	Yachts Twilights 6
Sat 17 Dec	MJ's Fun Day Sailability Picnic/Race Day
Sun 18 Dec	Cumberland Cup 5 Centre Boards SPS-10

Christmas and New Year

DUTY ROSTER CREW:

Call Ann Webber on 9948 6724.
Please double check your 2004-2005 Handbook

WANTED LIFE JACKET

If you have a Life-jacket that you may like to sell, Please call our new member

Candace Christensen
on 04 24 79 81 36

**Advertise your sailing items or gear,
wanted or for sail in the newsletter
Contact details below**

**Deadline for the December issue
Sat 10th December.**

There will be no January 06 issue.

Thank you for your contributions of stories and photos.

All items of interest and photos to:
margaretlucas@bigpond.com
H: 9977 1611 Mob: 0402647109



Sblings Jibing in winds over 20 knots

The one experience in a soling that can be intimidating is jibing in over 20 knots of wind. At the windward mark the spinnaker goes up and away you go on a plane headed more or less for the distant leeward turn. You will realise things seem more stable (less out of control feeling, while rolling) by heading a few degrees "up" from directly downward. But, the wind shifts 10 degrees, so in order to avoid more departure away from the course, you realise you have a jib. He leaders seem to take it in stride, but a boat nearby enjoys what we term a "death roll". A death roll while jibing ends up in complete disarray, spinnaker flogging, crew hanging on, and the boat half full of water. What went wrong? The single answer (except for a freak gust or the tiller breaking) was the skipper failed to steer the boat downwind – he got distracted by more than steering and allowed the boat to round up out of control. To avoid this on your boat, follow these simple steps:

- (1) The number one priority is to have the skipper do nothing but steer. He must steer away from their 5 degree "safety" course to directly downwind, to 5 degrees more to get the boom across, to directly downwind again for a brief period – in a flat S tack, then to the "safety" 5 degree for the new tack
- (2) The boat's middle crew is in charge of the mainboom – NOT THE SPINNAKER – during the jibe. Before the jibe, he over trims the spinnaker somewhat and cleats it. This person also trims the guy several feet as a response to the pole getting detached from the mast and cleats that too. He is now free of spinnaker duties and should be coached, cautioned, and given mindset to do his job with the main boom complete, with the boom again tugging at the mainsheet on the jib. If he hurries to get back to the spinnaker, the boom might not be quite ready to assume position and go back just in time for the skipper to be heading into the jibe. Trouble will be on the way.
- (3) The pole man is on his own – doing his own thing. He will get help from the middleman when the boom is safe on its new side. The new guy will need enough easing to allow the pole to be attached to the mast – be aware that he eases it with restraint. An eased guy at the end of a jibe in heavy air is the next most frequent cause of a broach (after bad steering). Cleating the guy and the sheet will be more work for the pole man – but it is safe.
- (4) Practice the above in 15 knots so when it blows over 20 you'll have the technique down. ▶

To all members a little house keeping

Our NEW CHAIRS in the function room are being DAMAGED through people not stacking them properly, please take time to check they are straight and only stack TWO chairs together.

Recycle Bins on the deck and down stairs,

Do the right thing...

THE COUNCIL NOW CHARGE US EXTRA FOR
CONTAMINATED RECYCLE BINS

Thanks for your cooperation