



MYC NEWS

Issue No.9 November 2006
2006 Season

When is a rope not a rope?

When it's a sheet of course!

Yesterday was the beginning of a whole new world for me, I tried sailing. I was so excited to be doing something different, meeting new people, being on the water and venturing outside of 'The Shire'. Who would have thought I was going to have so much fun. Allocated to the job of foredeck, I was told I would be 'good in that position'. Little did I know that foredeck was a sailing term for 'sucker at the front'. Why would I be good in this position, well this quickly became evident when the sails went up, the boat went on a lean, I slid across the deck and could almost kiss the water. I suspect my position had alot more to do with the fact that I was a confident swimmer and if I fell overboard, which almost happened 3 times, I'd have no problems treading water. So, decked out in my new crew shirt, hat and boat shoes, I certainly looked the part. Little did anyone know I had no idea what the hell I was doing. Someone yelled at me, cleat the halyard to the life line. I was looking around for clues.....what were they pointing at, uuuummm, I had no idea. Finally I worked it out but why couldn't they have told me to grab the red rope attached to the silver cable around the boat? I mean who made up these names. How the hell does a rope become a sheet? Later in the day Chris told me to bounce the sails. Now being a police officer, I have had to bounce a few people in my time, but bouncing the sail this was going to be a challenge. I finally worked out that when you get yelled at more than twice you must be doing something wrong, so I grabbed a rope and



Chris and Lynda Shelly experienced crew teaching new crew how to tie a bowline whilst sitting on the yacht in 40 knots.
Kim McKay skipper of the The Usual Suspects.

yanked on it, the yelling stopped and I was now bouncing a sail! The tricky bit came when I was told to go below and grab the Genoa. Youknowa I had no idea what the Genoa was. They all looked the same to me. And then to confuse me more they have numbers like 1 and 3. Why not just say, big one or small one? I was really confused now. Then they told me to put it up, what were they expecting, a miracle? I had to tie bowlines, which I had practised everyday for a week, and do you think I could tied the bloody knot... no way, but I tied some type of knot and hoped for the best. And finally we come to my main job on the foredeck, tacking. Crikey, I slid up and down the deck, dragged my foot in the water, almost fell over the lifeline, nearly spewed as I laid on the deck hanging on for dear life, trying to get my feet out of the water and casually move up the deck to take my seat as a ballast. Did I have a good time....you bet, and I have the bruises to prove it!

We are trying very hard, and Kim is putting in a big effort to train us. We spend every spare minute on her boat trying to get our act together. We have heaps of fun, love our crew shirts and hats, setting a bench mark for other crews!! Well we have taken it one step further and we now have our own website:

www.freewebs.com/kimsusualsuspects

Donna Bruce, *The Usual Suspects* 



President's Report

Well, the Goddess of the dawn with an insatiable desire for young men celebrated her fiftieth birthday on Saturday, 11 November 06. For those of you who are not up on your Greek Mythology that is EOS. About thirty Club Members gathered at Davis Marina, enjoyed a glass of champagne and a BBQ lunch. EOS was neater and tidier than usual, the sun shone and the wind was gentle for a change. It was a very pleasant day.

Ex President Keith Woodward returned from India briefly and sent off sets of drawings and specifications to three construction companies that have expressed interest in tendering for the rigging deck. Even although NSW Maritime has granted approval to construct the deck a Construction Certificate is still required from Manly Council. I am pursuing that at present, however, complications arise because the original development consent was granted back in 1998. I will keep you informed.

The Sailing Committee is considering the future of the famous Manly Junior. Interest has fallen to an all time low and enthusiasm has been further dampened by recent heavy winds at the weekends resulting in races being cancelled. It seems that the critical mass of boats required to run a successful fleet no longer exists at MYC. It is not simply a lack of interest on the part of the kids. It's a lack of interest on the part of the parents. Is a Manly Junior with its Spinnaker too complex a craft for the modern family? Craig from Big Blue is considering a fleet of much simpler Optimist Dinghies. Is he right? If you have any bright ideas please put them in writing and fax or Email them to the Club. The best suggestions will be printed in the Club News letter.

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JOURNAL OF MANLY YACHT CLUB

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Sailability is still exploring the ultimate design for the accessible toilet. The difficulty is that it must comply with Australian Standard 1428 and that severely limits the options.

New Director for Sponsorship, Patrick Lynch, has had his first success. Zilzie Wines has agreed to sponsor the Twilight Series. The MYC members and winners will be drinking Zilzie from now on. *Well done Patrick, here's to your next success.*

(see page 5 for Zilzie Order Form and Zilzie Twilight Results page 4)



Brian Wilson
President



A warm welcome to our new members

Family:

Iain Cameron and Peta Smith -
(Lasers) 'Seanile & Rampage'

Robert and Joanne Dettmann -
(Jarkan) 'Peking'

Carter Jackson -
(505) 'Farm'

Associates:

Marc Cullen - 0403951711

John Johansson - sailing on
'The Usual Suspects' (Northshore 33)

Ben Howell - 0422 550 215

Brian Vowels - sails with MYC

Philip Wright -
sailing on 'Morna' (Cavalier35)

Damon Jacobs - sailing on
'The Usual Suspects' (Northshore 33)

Alan and Chrissie Wilson -
0412794421

Robin Wilson - 0421735454

Student:

Max Pleger - sailing on
'Sheer magic' (Adams 10)
interested in teaching MJ sailors

Honoraries:

Yuko Sakamaki

Ted Simpson

Courtesy of "Seahorse" magazine

Ben Lexcen arrived at the Mexico Olympics as a reserve in 1968 with two things; his passport and a toothbrush. He borrowed clothes from friends, and during one dinner at the sailing teams hotel, marched in with a twenty piece brass band he found on a street corner "who had about six teeth between them." As they were playing, Ben (who was Bob Miller then) walked around the hall carrying a tuba, calling for money from the two hundred and fifty cheering athletes to be thrown in for the band. Ben Lexcen was not a conventional man.

He grew up without a father, bundled from one relative to another by his mother, finally fetching up in Newcastle. Living with a grandfather he attended school until he was 14, then left to work at a metal foundry, and apprentice fitter and turner for the railways. Weekends were spent at the Newcastle and Lake Macquarie sailing clubs, racing dinghy's, and sixteen foot skiffs.

Transferring to Sydney, he decided to become an apprentice sail maker for Peter Cole in Balmain, where he "adopted" the Ryves family in 1956. Sleeping on the couch, he washed his trousers by wearing them in the shower then ran around in them until they dried. He also had a passion for the harmonica, which he played in the shower whilst scrubbing his laundry. Carl Ryves was 14 when Bob arrived and they became lifelong friends, "My parents nourished him both physically and mentally. Mum of course fed him, and Dad had a library of technical books by Uffa Fox on yacht design and construction plus Manfred Curry's incredible book with chapters on aircraft wings and yacht sails, the resistance of air and water, and nature as a guide to the construction of a sail. Just as important were my parents friends who were the directors of art galleries, senior genetics researchers, scientists, and people like Archie Middleton, the surgeon that separated Siamese twins." Ben devoured the yachting books and was fascinated with the intellectual range around the dinner table. Throughout his whole life Ben looked at things and wondered.

In 1958 he fell 40 feet from the top of a mast and broke his back. A friend and boat builder Norm Wright took in a small drawing board and a set of cedar curves to use during the six weeks in hospital. The results were the 18 footers Taipan and Venom. When the existing skiffs were heavy and carried five crew, Taipan was light and had a crew of three, two on trapeze. Miller was working of the problems of tip vortex so he fitted small wings on Taipan's centerboard and rudder (also on a 5.5 metre, his Catamaran and Moth). He removed them from the centerboard after problems launching the boat and jellyfish getting snagged, but kept them on the rudder that could be cleaned whilst sailing. When Taipan beat other 18 footers by 12 minutes on an 11 mile course, it caused howls of protest with claims the boat was not legal and should be banned - phrases he was going to hear again in 1983.

Bob teamed up with Craig Whitworth to form the sailmaking and design company Miller and Whitworth, both named Yachtsmen of the year in 1964 for winning the State, National and inter-Dominion titles in the Flying Dutchman class. Bob skippered a Soling in the 1972 Olympics, designed the International Contender single-handed dinghy, Admirals cup yachts Apollo II, Ginkgo, and Mercedes III (the best individual boat in the 1967 series), plus Ballyhoo which beat Kialoa in the California Cup and San Francisco perpetual trophy races. During the business split with Craig Whitworth in 1974 Ben chose a new name, so Bob Miller became Ben Lexcen

The America's cup yachts began with Alan Bond's Southern Cross in 1974, co - designing Australia in 1977, which also raced in 1980, Challenge 12 plus Australia II in 1983, and Australia III and IV in 1987. Southern Cross was a long boat with too little sail area, and Australia had a problem with her hull shape at around nine knots. Lexcen altered the bustle for the 1980 campaign and the boat improved. Crew member John "Chink" Longley who first sailed with Lexcen in 1971 remembers, "Benny was very intuitive. He knew there was a problem with the bustle, he knew the shape was wrong, and knew the shape it had to be, so he just fixed it. When we sold it to the British team they later told me it was the best twelve they had!"

The big story in 1980 was the mast. The British twelve Lionheart sailed with a bendy rig, allowing a larger mainsail. Lexcen saw this, and armed with only a few photos he and a small team cut their spare mast off at the hounds, scarfing a long fiberglass section on top. John Longley, " We sprayed it silver and got it measured and signed off, then had four days to put it in and make it work which we did, but it was mayhem. After a long day of fitting it we wound the backstay on hard to test it overnight, then floodlit this great 'hockey stick' of a mast to show the Americans. The next day the New York yacht Club were onto us like a flash, saying "We can't use it, its not measured!" So we waved the certificate at them and said "Yes we can" "This was Ben at his best, hands on the job, with quick accurate sketches. We trusted him, we knew it would work".

John Bertrand remembers, " When we sailed with it the first day, we sheeted the mainsheet on and the mast bent, and bent and bent, and the sectional shapes in the sail were almost perfect; an extraordinary feat when the mast stiffness had to be calculated relative to balance out the leech tension. That one opportunity, and that's all we had time for was an extraordinary design solution by Ben in collaboration with our sail designer Tom Schnakenberg."

Continued on page 3



18 foot skiff Taipan in 1959 with Ben Lexcen (Bob Miller then) helming. Photo Yvonne Lexcen.

Carl Ryoes with copy of 18 foot skiff Taipan's 1959 rudder he presented to the America's cup hall of fame.



Continued from page 2

The model testing for Challenge 12 and Australia II was done in a tank in Holland, normally used for testing ship models. Bertrand, "He saw the carriage system that was presented to him didn't give the refinement that was required in lift and drag, so surrounded by dozens of PHD engineers who had worked there for years, he re-designed the towing tank apparatus for his testing program, so the towing point was the centre of effort on the sail plan. This was typical of Ben. He was a living, breathing developer of technology. For instance the mast on Australia II made Liberty's rig look like a farmer's plough, Dennis Conner made that comment to me, he couldn't believe the refinement of our rig, so in every aspect of the boat Ben's development was superb, in reducing aerodynamic drag from the spreaders, his shroud attachment to the mast and the design of the head crane - not without their problems, we blew that up twice because Ben was interested in the power to weight ratio, the more weight carried the slower the boat, and total perfection for Ben was for the boat to implode into a million pieces once it had won the America's cup. That is of course a design dream you don't want to go near, but that was Benny's mentality to refine everything to the enth degree, and that of course was the philosophy required to win the America's cup."

John Longley, "When Australia II's design was finished, we had full scale lofting on big Mylar sheets on the floor from the original lines. I was there and Benny spent about two weeks crawling over the lofting with his pen, just etching a bit here and there, intuitively adjusting it. The boat wasn't such a potent weapon from the point of view of the keel, but by the time our whole package was refined we were pushing every edge we could. Benny wanted to push everything so the keel was only a part of it, but the good thing about the keel was it became that absolute focus for the Americans, so to them it wasn't our rig or sails or crew, just the keel."

It was the Conventional shaped Challenge 12 he worked on first, and only when that was completed did Ben use his time at the tank to try ideas he had thought about since 1957. Australia II emerged, but Challenge 12 was a quick boat. Bertrand, "The first time we sailed Australia II against Challenge 12 was off Fremantle in perfect 8-10 knots of breeze for about 12 miles upwind. The two boats were locked together, you could tie a piece of string to them, then we turned and sailed downwind and Challenge 12 wobbled away from us. That caused us to scratch our heads and we eventually solved it by re-designing our spinnakers for greater stability."


In 1984 pro surfer Cheyne Horan contacted Ben to discuss surfboards and fins. "The first thing Ben asked me when we met was how the relationship was with my parents. He always checked everything was OK, which it was, then he looked at my board changing the design, putting a 'V' that released the front rail allowing the board to travel faster through the water. We also worked on a fin for the board that has wings on, I still use it, and it hasn't changed in 22 years. Ben explained that the angles on the fin had to be correct, to influence the pressure flow before it got to the tips. The fin was fast! I used it against guys like Kelly Slater (eight times World surfing champion) for down the line speed it was faster. Ben KNEW how water worked, how shapes moved through water, he was always into speed. When I said he should have the royalties from the fin Ben declined, saying "No you keep that." An incredible guy, without doubt a genius."

According to Bertrand "He didn't have the normal process of decision making that formally educated people had, he was a walking talking ideas man. I have undergraduate and post graduate degrees in engineering, and early on it became clear to me whilst working with Ben just how brilliant he really was, the rigging details in Australia II's mast were just sensational, as were the boom and pole development"

Ben Lexcen was inducted into the America's cup hall of fame on October 26th 2006, yet there is still a minority that claim he didn't design Australia II as he had no "formal" education. Bruce Farr left school at 16, and when an attack of jaundice forced Olin Stephens to leave M.I.T. after one term, he chose to continue designing rather than return to study. Nobody questions these brilliant individual's natural ability.

Ben died in 1988 aged only 52. Good humoured, generous, amusing, mischievous with a sharp analytical and intuitive mind. Journalist Bob Fisher said of Ben's talent "outrageous in its naivete', fundamental in its approach, and gloriously effective in its delivery." Warren Jones said " We pay Ben to dream", and John Bertrand called him "A crazy lovable genius that would have people laughing and spellbound at the same time. He was the Leonardo da Vinci of Australia."

The final word about his most famous creation, the winged keel should go to Ben himself. In 1983 he said "I have in mind to admit it all to the New York Yacht Club that I really owe the secret of the design to a Greek guy who helped me out and was invaluable. He's been dead for 2000 years, bloody Archimedes..."

Blue Robinson  The article Blue wrote was commissioned and paid for by the UK magazine of the Royal Ocean racing Club 'Seahorse' magazine



18 foot skiff Venom 1961.

A design sketch of Bens showing wings on rudder that was a third the size of conventional 18 foot skiff rudder.

MYC Open Day
incorporating
Try Sailing Day 2006
A SPECIAL THANK YOU
TO SORRELL LAMBIE
for the huge job of
coordinating the event,
along with all the usual and
new members who offered
their time manning
the club, setting up and
putting the Club back
in order at the end of a
very disappointing day
for everyone.
It was the first time an
Open Day/Try Sailing Day
has been cancelled due to the
bad weather conditions.





Colour me happy! on a 40ft Grand Soliel



Sailing on the Baltic

It's the first week of September and I am in Stockholm to catch up with my supplier. Turns out they are so happy with the year's results that they have rented me a 40ft Grand Soliel and we're going sailing on the Baltic Sea! Colour me happy!

Stockholm is on the Eastern side of Sweden, and sits on an archipelago of about 2000 islands leading to the Baltic. Boat ownership is about 40% which is surprising when you realise their sailing season is only 4 months (September is the last gasp) and then all boats have to be lifted out because the Baltic freezes over in the winter.

In fact Stockholm is on the same latitude as Siberia (59 degrees north), and if it wasn't for the Gulf Stream they wouldn't even have a sailing season.

So we got to the boat and after the obligatory 5 minute briefing (no kidding) I was handed the keys to this massive (for me) yacht. Not helped by the fact that none of my companions had any real sailing experience, we nearly ran aground getting out of the pen. We finally got the sails up and were on our way.

Sailing through the archipelago, many of the islands have summer houses down by the water. There are so many islands that you could always find a quiet and snug anchorage to spend the night. But we only had the afternoon so we sailed on through the islands and finally out onto the Baltic proper.

If we could have kept sailing, about 9 hours would have seen us reach the island of Gotland, which is the destination for one of the Swede's most popular races ... something like Gosford to Lord Howe. Unfortunately we had to turn around. We were 3 hours out and it was 6pm and the sun looked like it would set in under an hour. But even in September, this far north sunset wasn't until 9:30pm so we had beautiful sunsets all the way home.

All in all my short sail on the Baltic was a fantastic experience. My supplier says if I do better next year we will take the boat out for a week, so needless to say I am going to be selling like crazy over the next 12 months.

David Lewis



Patrick Lynch, Director - Sponsorship & Steve Teudt - Twilight Series

A big thank you to Zilzie from all MYC Members



The Forbes family and their dedicated team run Zilzie Estate in North West Victoria, which has been devoted to high quality vineyards for over three decades. In 1999, the family built one of the most innovative wineries in Australia and decided to produce wine under their own label from the best vineyards in the region. Since then Zilzie has been dedicated to producing high quality, value wines with an emphasis on fresh fruit flavours, character and style. Zilzie currently produce wines under the Zilzie Estate, Zilzie Alternative, SELECTION 23, BULOKE and Forbes Family labels for the Australian and global market.

www.zilziewines.com



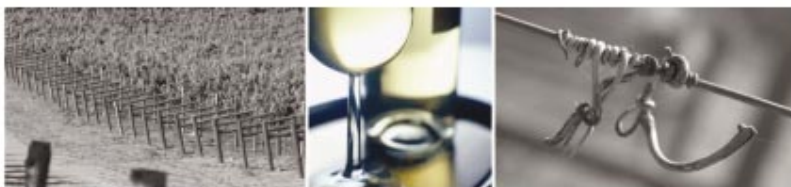
ZILZIE WINES TWILIGHT SERIES 03 Nov 06 RESULTS - RACE 1						
Sail No	Yacht Name	Yacht Type	Owner/Helm	S/Time	F/Time	E/Time
AUS113	Flying Carpet	J24	Nick Chatham	18:15:00	19:23:00	01:08:00
MYC9	BeauSoleil	Cavalier 28	A.Thomson/B.Spence/L.Tots	18:11:00	19:24:30	01:13:30
4384	First Light	Adams 12	Nick Ewald	18:26:00	19:26:00	01:00:00
MYC12	San Toy	Radford 12	Graham Radford	18:30:00	19:26:30	00:56:30
MYC24	J Curve	J24	J. Morrison/A. McKay	18:13:00	19:27:30	01:14:30
MYC32	Pacific Breeze	Farr 11.6	Bruce Hitchman	18:27:00	19:28:00	01:01:00
MYC7	Ten Sixty	Radford 10.6	P.Vidler/D.Ashton	18:26:00	19:28:30	01:02:30
M313	Minder	Triton 24	Tim/Sara Steward	18:00:00	19:29:30	01:29:30
MYC6	Big Blue Sailing 02	S80	Craig Rosevear	18:22:00	19:29:40	01:07:40
MYC820	Good Intent	Clansman 30	Peter Bennell	18:10:00	19:30:00	01:20:00
MYC3	Big Blue Sailing 01	S80	Chris Stockdale	18:22:00	19:35:00	01:13:00
4617	T/Usual Suspects	Northshore 33	Kim McKay	18:21:00	19:35:30	01:14:30
4863	TwoCan	Masram 920	S.Teutd/D. Lewis	18:25:00	19:35:50	01:10:50
6776	D/With Waves	Beneteau First 40.7	Jim Thomas	18:33:00	19:35:51	01:02:51
MYC33	Lautrec	Passage 33	Helen Ebling	18:12:00	19:36:00	01:24:00
4948	Budgie Smuggler	Swanson Dart	Robbie Trehane	18:23:00	19:37:00	01:14:00
MYC99	Jabiru	Bavaria 42	Middleton Syndicate	18:25:00	19:38:00	01:13:00
MYC100	Shear Magic	Adams 10	R.Steffers/H.Sullivan/D.Decomps	18:26:00	19:39:00	01:13:00
NH14	Hagar	Endeavour 26	Taylor/Eaton/Cope	18:14:00	19:40:00	01:26:00
MYC5	Eos	Brittany Class 33	Brian Wilson	18:15:00	19:41:00	01:26:00
555	Gramarye	Top Hat Mk III	I.Dennewald/O.Rees	DSQ	#VALUE!	
2035	Blu-e	Endeavour 24 Mk II	C. Rose/P. Sullivan	18:00:00	DSQ	#VALUE!
1255	Melody	Swanson Dart	MYC member	18:04:00		
KA55	Atalanta	J24	Mark Griffiths	18:04:00		
A73	Top Odds	Northshore 27	P.Hocking/K.Petersen	18:10:00		
MYC1	Aussie Rules	Cavalier 975	Gene Scott	18:11:00		
3683	Ratty	Northshore 27	I.Dennewald/D.Smyth	18:16:00		
MYC200	Slipstream	Sigma 36	R.Buchanan/J.Legoux	18:19:00		
AUS147	Okavanga Delta	J24	J.McPherson/K.Reid	18:20:00		
4254	Xcess	S80	C. Matthews/O. Rees	18:22:00		
KA16	Pam	International 5.5	Peter McDonald	18:25:00		
6510	Poets Day	Elan 40	Steve Wilton	18:29:00		

ZILZIE WINES TWILIGHT SERIES 10 Nov 06 RESULTS - RACE 2						
Sail No	Yacht Name	Yacht Type	Owner/Helm	S/Time	F/Time	E/Time
KA55	Atalanta	J24	Mark Griffiths	18:04:00	19:07:08	01:03:08
M313	Minder	Triton 24	Tim/Sara Steward	17:59:00	19:12:59	01:13:59
NH14	Hagar	Endeavour 26	Taylor/Eaton/Cope	18:12:00	19:13:48	01:01:48
MYC33	Lautrec	Passage 33	Helen Ebling	18:10:00	19:14:57	01:04:57
MYC24	J Curve	J24	J. Morrison/A. McKay	18:13:00	19:15:28	01:02:28
2035	Blu-e	Endeavour 24 Mk II	C. Rose/P. Sullivan	18:00:00	19:15:40	01:15:40
MYC1	Aussie Rules	Cavalier 975	Gene Scott	18:11:00	19:15:58	01:04:58
555	Gramarye	Top Hat Mk III	Andrew Morrison	18:01:00	19:18:09	01:17:09
MYC100	Shear Magic	Adams 10	R.Steffers/H.Sullivan/D.Decomps	18:24:00	19:18:27	00:54:27
MYC7	Ten Sixty	Radford 10.6	P.Vidler/D.Ashton	18:26:00	19:18:55	00:52:55
MYC9	BeauSoleil	Cavalier 28	A.Thomson/B.Spence/L.Tots	18:17:00	19:19:45	01:02:45
4254	Xcess	S80	C. Matthews/O. Rees	18:22:00	19:19:50	00:57:50
4384	First Light	Adams 12	Nick Ewald	18:30:00	19:20:27	00:50:27
4863	TwoCan	Masram 920	S.Teutd/D.Lewis	18:24:00	19:23:30	00:59:30
MYC3	Big Blue Sailing 01	S80	Chris Stockdale	18:21:00	19:24:10	01:03:10
MYC99	Jabiru	Bavaria 42	Middleton Syndicate	18:23:00	19:24:21	01:01:21
MYC200	Slipstream	Sigma 36	R.Buchanan/J.Legoux	18:19:00	19:24:30	01:05:30
KA113	Flying Carpet	J24	Nick Chatham	18:23:00	19:24:33	01:01:33
A73	Top Odds	Northshore 27	P.Hocking/K.Petersen	18:10:00	19:24:58	01:14:58
6776	D/With Waves	Beneteau First 40.7	Jim Thomas	18:32:00	19:25:04	00:53:04
MYC12	San Toy	Radford 12	Graham Radford	18:33:00	19:26:28	00:53:28
4617	T/Usual Suspects	Northshore 33	Kim McKay	18:20:00	19:31:49	01:11:49
6510	Poets Day	Elan 40	Steve Wilton	18:29:00	DNF	
1255	Melody	Swanson Dart	MYC member			
3683	Ratty	Northshore 27	I.Dennewald/D.Smyth			
4948	Budgie Smuggler	Swanson Dart	Robbie Trehane			
AUS147	Okavanga Delta	J24	J.McPherson/K.Reid			
KA16	Pam	International 5.5	Peter McDonald			
MYC5	Eos	Brittany Class 33	Brian Wilson			
MYC6	Big Blue Sailing 02	S80	Craig Rosevear			
MYC820	Good Intent	Clansman 30	Peter Bennell			

Winners
Zilzie Wines
Twilight Race 1
1st Nick Chatham -
'Flying Carpet' and
2nd Al Thomson -
'BeauSoleil'



www.zilziewines.com



Contact Name _____

Ph•Fax•Mobile _____

Delivery Address _____

Delivery Instructions _____



METHOD OF PAYMENT

Cash Cheque Visa Bankcard Mastercard

Card Number

Signature _____ Expiry Date



ORDER FORM

Purchase a case (12) of any of these wines and receive 2 complimentary bottles of Zilzie Pinot Grigio 2006


ZILZIE ESTATE	Region	\$ Bottle	\$ Case	QTY	Sub Total	Total
Zilzie Chardonnay 2005	Victoria	\$13.99	\$11.99			
Zilzie Cabernet Sauvignon 2004	Victoria	\$13.99	\$11.99			
Zilzie Merlot 2004	Victoria	\$13.99	\$11.99			
Zilzie Shiraz 2004	Victoria	\$13.99	\$11.99			
ZILZIE ALTERNATIVE	Region	\$ Bottle	\$ Case	QTY	Sub Total	Total
Zilzie Pinot Grigio 2006	Victoria	\$13.99	\$11.99			
Zilzie Viognier 2005	Victoria	\$13.99	\$11.99			
Zilzie Rose 2004	Victoria	\$13.99	\$11.99			
Zilzie Petit Verdot 2004	Victoria	\$13.99	\$11.99			
Zilzie Sangiovese 2004	Victoria	\$13.99	\$11.99			
Zilzie Tempranillo 2004	Victoria	\$13.99	\$11.99			
SELECTION 23	Region	\$ Bottle	\$ Case	QTY	Sub Total	Total
SELECTION 23 Sauvignon Blanc 2006	Victoria	\$9.99	\$8.99			
SELECTION 23 Chardonnay 2006	Victoria	\$9.99	\$8.99			
SELECTION 23 Cabernet Merlot 2005	Victoria	\$9.99	\$8.99			
SELECTION 23 Merlot 2005	Victoria	\$9.99	\$8.99			
SELECTION 23 Shiraz 2005	Victoria	\$9.99	\$8.99			
					TOTAL \$	

FAX ORDERS to (02) 9905 7397 FREE DELIVERY TO MANLY LOCAL AREA
Promotion through Brookvale Cellars until 31st March 2007

Please note that there is always a single bottle purchase price AND a bottle price if you purchase a mixed or straight dozen.


I want to race BUT
I can't find crew... 'MELODY'



The BEST MYC clue for crew: The club's Swanson Dart, Melody, needs someone to sail her for the rest of the summer season as Al and Louise have gone and bought themselves a boat 'BeauSoleil'. So any new or old members out there who want to give Melody a go can contact: **Jim Nixon on 0403 836 221**. Jim will be giving orientation sails on Melody on Monday afternoons for prospective sailors, who must be club members. 

Clues for Crews - You are probably aware that not all boats at Manly Yacht Club sail every race series. So what do crew on these boats do when their regular boat is not out sailing? Should the crew encourage their regular boats to go out more often?... Yes! But what if that doesn't work? Find a boat that cries "I can't race because I can't find crew".

Here are a few hints that may get you sailing as often as you want.

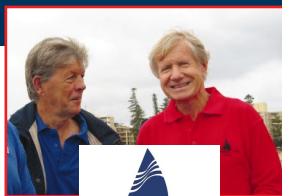
1. Use the Handbook which contains yachts that currently race with MYC.
2. Use the newsletter; which publishes results; and work out which boats don't race all the time. Use their crew or skippers!
3. Encourage some of the Twilight boats to come out for a Sunday sail - spinnakers are NOT mandatory in any race.
4. Use the webpage to publish your availability or need.
5. Use The Big Blue Sailing School to get your new recruits - train them as foredeck crew before they know any better.
6. Use the noticeboard downstairs to register or get details of crew.
7. Mingle! Come back to the club after racing; even if you didn't race that day!
8. Contact? The handbook contains phone numbers of board members and sailing committee members who own boats, as do some of the advertisers in the handbook. And if all else fails, look in the white pages!
9. If you commit, make sure you show up. Skippers won't ask twice if they have been let down by a "no-show".
10. **DON'T BE SHY. If you want to go sailing...make it happen!** 



Junior Sailing at MYC (*Only when we can*) MJ's and cadets have been keeping a low profile and out of the weather! But November is going to be our month. We will be sailing every Saturday during November and welcome anyone interested in sailing and helping new kids to sail. Bring friends and family as it will be Try Sailing Day every day Saturday 9:30 til 12:00. Give me a call if interested. Looking out for new helpers with boating experience. Emphasis is on fun and participation (weather permitting)

I have tried to organise a sailing day (or it has been scheduled) it has blown like the clappers or been 'orrible so we have had nothing to report. Try Sailing Day was a wash out!!! (I think I am jinxing everyone)

Richard Donaldson 0418 209 668 rcdonaldson@hillscroft.com.au 



We are very pleased to announce that David Barr, M.P. has accepted our request that he become the official patron of our group. Over the years, he has been a

wonderful support to us, attending sailing days, and functions and fundraisers whenever possible. He is eager to do whatever he can to help us.

Warringah Council has given us a grant which will help us produce, edit and distribute our 'Signals from Sailability Manly' for the coming year. We are very grateful for this grant, as it enables us to add colour and photos to our newsletter, as well as increasing the number we post, rather than email to our members.


We have not been able to get much sailing in this month, as the weather has not been in our favour. October 18th looked like a good day, so we commenced our sailing at 9.30 a.m with our Fisher Rd students, however by 11.00 a.m., when our MAPS people arrived, the wind was gusting beyond

the manageable stage, with the result that sailing was discontinued, and a picnic was the order of the rest of the day.

October 28th became a wonderful lesson time for all volunteers and sailors, a dry weather sail upstairs, followed by a barbecue lunch.

Again, the Try Sailing Day weather was less than suitable for taking clients for a joy-ride, so we were there for a chat, and not much else.

Petitions from a number of groups including the Little Manly Precinct Committee, the public who walk up and down the steps, and sailability members and friends have been sent to Manly Council asking them to consider extending the accessible pathway to join the lower part of East Esplanade to the upper section near the Yacht Club. Hopefully, this will go ahead in the next council budget.

We are hoping that the accessible bathroom will be completed before the end of this year, with the injection of funds from the Master Builder's Association of Dee Why. **Eli Demeny** 

MYC RESULTS

RACE 2 [22/10/2006] MYC Cumberland Cup 2006-2007													
Cumberland Charter Yachts		MYC Cumberland Cup Race 2											
Place	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	CHC	Division 1 Skipper	Class	Keel TOT HC	Score	Fin Tim	ETOrd	
1	AUS147	Okavanga Delta	2:24:27	0.827	1:59:28	0.848	J McPherson	J24	1	15:29:27	5		
2	MYC1	Aussie Rules	2:42:58	0.816	2:12:59	0.821	G Scott	Cavalier975	2	15:47:58	9		
3	2090	Morna	2:18:46	0.96	2:13:13	0.966	G Zyner	Cavalier35	3	15:23:46	3		
4	MYC24	J-Curve	2:43:34	0.827	2:15:16	0.829	J Alan McKay	J24	4	15:48:34	10		
5	MYC9	Beau Soleil	2:47:37	0.81	2:15:46	0.811	A Bill Spence	Cavalier28	5	15:52:37	12		
6	MH22	Cape Fear	2:04:59	1.09	2:16:14	1.09	M Grant	Cape35	6	15:09:59	1		
7	3683	Ratty	2:45:00	0.826	2:16:17	0.826	I Dennewald	Northshore27	7	15:50:00	11		
8	MYC3	Big Blue Sailing 01	2:31:48	0.9	2:16:37	0.899	C Stockdale	S80	8	15:36:48	7		
9	MYC100	Shear Magic	2:23:31	0.975	2:19:56	0.969	R Steffens	Adams10	9	15:28:31	4		
10	4617	T/Usual Suspects	2:38:10	0.889	2:20:37	0.882	K McKay	Northshore33	10	15:43:10	8		
11	MYC20	Manyana	2:58:49	0.805	2:23:57	0.795	D Fairclough	Cole26	11	16:03:49	13		
12	5830	Cheap Thrills	2:31:36	0.955	2:24:47	0.943	B Miffin	Ross830	12	15:36:36	6		
13	1152	Bokarra	3:10:13	0.775	2:27:25	0.765	C Cameron	Santana22	13	16:15:13	14		
14	MYC12	San Toy	2:16:34	1.1	2:30:13	1.086	G Radford	Radford12	14	15:21:34	2		
15	MYC820	Good Intent	3:12:49	0.805	2:35:13	0.795	P Bennell	Clansman30	15	16:17:49	15		
16	2035	Blu-e	3:26:16	0.8	2:45:01	0.79	C Paul Sullivan	Endeavour24Mk216	16	16:31:16	16		
DNC	1255	Melody		0.775			L Tofts	SwansonDart	23			DNC	
DNC	A73	Top Odds		0.8			K Petersen	Northshore27	23			DNC	
DNC	KA16	Pam		0.982			P McDonald	International5.5	23			DNC	
DNC	MYC5	Eos		0.85			B Wilson	BrittanySloop	23			DNC	
DNC	MYC32	Pacific Breeze		1.044			B Hitchman	Farr11.6	23			DNC	
DUT	MYC33	Lautrec		0.855			H LeeEbeling	Passage33				DUT	

Cumberland Cup

Race 2 of the CBL Series was sailed on 22 October with 16 starters in a 15 to 20 knot southerly which was fading over the last leg. Cape Fear lead from the start and took line honours, ahead of San Toy and Morna. Handicap Results were: 1st Okavango Delta (J24) skippered by Julian Mc Pherson, with Aussie Rules in 2nd and Morna in 3rd place. Congratulations to Okavango Delta on her first race with MYC, and her new owners. Beware - the handicapper will be keeping a close eye on you now.

All starters will have one entry placed in the barrel, with 1st, 2nd and 3rd having an additional 3, 2 and 1 entry respectively, for the draw to win the Major prize of a \$2,000 voucher for a bare-boat charter in the Whitsundays, courtesy of Cumberland Charter Yachts.

The Cumberland Cup is a 5 race series and its not too late to enter as there are still 3 races to go, with the final one earning double entries for the Major prize.

Cumberland Charter Yachts have provided brochures detailing their business and these are available at the clubhouse. Please circulate these brochures to any of your sailing mates who may be interested in a 'Whitsunday Sailing Experience'.

Howard Sullivan 

RACE 3 [8/10/2006] MYC Centreboard SPS SPS 3 Division 3 Mixed Class HC results												
Place	Sail No	Boat Name	Elapsed	AHC	YS	HC Cor'd T	CHC	Skipper	Class	Score	Fin Tim	ETOrd
ABN	275	Musashi		0.903	95			V Morgan-Smith	29er	0		ABN
ABN	123247	Gumbaru		0.84	113			H Fairweather	Laser	0		ABN
ABN	156731	Seanile		0.996	113			I Cameron	Laser	0		ABN
ABN	156769	Rampage		0.9	113			P Smith	Laser	0		ABN

RACE 4 [22/10/2006] MYC Centreboard SPS SPS 4 Division 3 Mixed Class HC results												
Place	Sail No	Boat Name	Elapsed	AHC	YS	HC Cor'd T	CHC	Skipper	Class	Score	Fin Tim	ETOrd
DNC	275	Musashi		0.903	95			V Morgan-Smith	29er	5		DNC
DNC	156731	Seanile		0.996	113			I Cameron	Laser	5		DNC
DNS	123247	Gumbaru		0.84	113			H Fairweather	Laser	3		DNS
DNS	156769	Rampage		0.9	113			P Smith	Laser	3		DNS

RACE 5 [29/10/2006] MYC Centreboard SPS SPS 5 Division 3 Mixed Class HC results												
Place	Sail No	Boat Name	Elapsed	AHC	YS	HC Cor'd T	CHC	Skipper	Class	Score	Fin Tim	ETOrd
1	123247	Gumbaru	1:20:46	0.84	113	1:00:02	0.848	H Fairweather	Laser	1	15:20:46	3
2	21	Mickey Finn	1:15:29	0.95	113.5	1:03:10	0.95	B Robinson	Finn	2	15:15:29	2
3	156731	Seanile	1:12:01	0.996	113	1:03:29	0.993	I Cameron	Laser	3	15:12:01	1
4	156769	Rampage	1:21:35	0.9	113	1:04:59	0.894	P Smith	Laser	4	15:21:35	4
DNC	275	Musashi		0.903	95			V Morgan-Smith	29er	7		DNC
DNF	167060	Kookaburra		0.85	113			C Christenson	Laser	6		DNF

RACE 2 [8/10/2006] MYC Centreboard CC CC 2 Division 3 Mixed Class YS results												
Place	Sail No	Boat Name	Elapsed	YS	Skipper	Class	Score	Fin Tim	ETOrd			
ABN	275	Musashi		95	V Morgan-Smith	29er						
ABN	123247	Gumbaru		113	H Fairweather	Laser			ABN			
ABN	156731	Seanile		113	I Cameron	Laser			ABN			
ABN	156769	Rampage		113	P Smith	Laser			ABN			

RACE 3 [8/10/2006] MYC Centreboard CC CC 3 Division 3 Mixed Class YS results												
Place	Sail No	Boat Name	Elapsed	YS	YS Cor'd T	Skipper	Class	Score	Fin Tim	ETOrd		
1	156731	Seanile	1:12:01	113	1:03:44	I Cameron	Laser	1	15:12:01	1		
2	21	Mickey Finn	1:15:29	113.5	1:06:30	B Robinson	Finn	2	15:15:29	2		
3	123247	Gumbaru	1:20:46	113	1:11:28	H Fairweather	Laser	3	15:20:46	3		
4	156769	Rampage	1:21:35	113	1:12:12	P Smith	Laser	4	15:21:35	4		
DNC	275	Musashi		95		V Morgan-Smith	29er	7		DNC		
DNF	167060	Kookaburra		113		C Christenson	Laser	6		DNF		

RACE 3 [29/10/2006] MYC Club Championship RACE 3 2006-2007 Division 1 Keel TOT HC results												
Place	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	CHC	Skipper	Class	Score	Fin Tim	ETOrd	
1	KA16	Pam	2:27:40	0.97	2:23:14	0.974	P McDonald	International5.5	1	15:42:40	2	
2	6776	D/With Waves	2:11:27	1.102	2:24:52	1.101	J Thomas	BeneteauFirst40.72	15:26:27	1		
3	AUS166	Slangivar	2:29:11	0.974	2:25:18	0.976	S Lambie	Soiling	3	15:44:11	4	
4	MYC100	Shear Magic	2:30:16	0.968	2:25:28	0.966	R Steffens	Adams10	4	15:45:16	5	
5	MYC7	Ten Sixty	2:39:13	0.96	2:32:51	0.948	P Vidler	Radford10.6	5	15:54:13	6	
6	MYC12	San Toy	2:27:56	1.098	2:42:26	1.082	G Radford	Radford12	6	15:42:56	3	
DNC	2090	Morna		0.951			G Zyner	Cavalier35	8		DNC	

RACE 3 [29/10/2006] MYC Flotta Lauro 2006-2007 Flotta Lauro Race 3 Division 2 Keel TOT HC results												
Place	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	CHC	Skipper	Class	Score	Fin Tim	ETOrd	
1	AUS160	Kaotic	2:19:03	0.95	2:12:06	0.964	A Crothers	J24	1	15:24:03		
2	4617	T/Usual Suspects	2:21:53	0.958	2:15:56	0.959	K McKay	Northshore33	2	15:26:53		
3	1152	Bokarra	2:44:37	0.84	2:18:17	0.84	C Cameron	Santana22	3	15:49:37		
4	MYC3	Big Blue Sailing 01	2:18:41	1	2:18:41	0.999	C Stockdale	S80	4	15:23:41		
5	MYC5	Eos	2:25:58	0.968	2:21:18	0.96	B Wilson	BrittanySloop	5	15:30:58		
6	3683	Ratty	2:31:09	0.955	2:24:21	0.944	I Dennewald	Northshore27	6	15:36:09		
7	MYC9	Beau Soleil	2:39:39	0.96	2:33:16	0.948	A Bill Spence	Cavalier28	7	15:44:39		
DNC	127	Carinya IV		0.995			J Nixon	SwansonCamen3012				
DNC	1255	Melody		0.846			L Tofts	SwansonDart	12			
DNC	4239	Tapeti		0.91			L McIntyre	Santana30	12			
DNC	MYC202	Isea II		0.76			M Collis	BlueBird	12			

Results Mini Regatta next page

MYC RESULTS

12.11.06 Manly Yacht Club Mini Regatta 1 - Race 1
Sponsored by: JUTON PAINTS AND SCOTT SAILS Division 1 Keel TOT HC results

PI	Sail No	Boat Name	Elapsd	AHC	HCCor'dT	CHC	Skipper	Class	Score	Fin	Tim	ETOrd
1	AUS4	Yeoman IV	33:26:00	0.808	27:01:00	0.815	R Hewitt	International5.5	1	12:48:26	9	
2	1152	Bokarra	33:21:00	0.812	27:05:00	0.818	C Cameron	Santana22	2	12:48:21	8	
3	MYC9	Beau Soleil	35:21:00	0.782	27:39:00	0.784	A BillSpence	Cavalier28	3	12:50:21	10	
4	KA16	Pam	27:24:00	1.017	27:52:00	1.017	P McDonald	International5.5	4	12:42:24	1	
5	MYC3	BigBlue Sailing 01	30:56:00	0.915	28:18:00	0.911	C Stockdale	S80	5	12:45:56	4	
6	AUS26	Baragoola	28:59:00	0.98	28:24:00	0.975	D DeCoster	International5.5	6	12:43:59	3	
7	AUS24	Kings Cross	31:01:00	0.917	28:26:00	0.912	M Lutowski	International5.5	7.5	12:46:01	5	
9	AUS166	Slangivar	28:13:00	1.008	28:26:00	1.003	S Lambie	Soling	7.5	12:43:12	2	
9	3683	RATTY	36:12:00	0.818	29:37:00	0.808	I Dennewald	Northshore27.1	9	12:51:12	11	
10	MYC100	Shear Magic	32:48:00	0.934	30:38:00	0.922	R Steffens	Adams10	10	12:47:48	7	
11	2090	Morna	31:25:00	0.985	30:57:00	0.973	G Zyner	Cavalier35	11	12:46:25	6	
DNC	KA55	Atalanta		0.87			M Griffiths	J24.1			14	
DNC	MYC820	Good Intent		0.72			P Bennell	Clansman30			14	

Division 2 Keel TOT HC results

PI	Sail No	Boat Name	Elapsd	AHC	HCCor'dT	CHC	Skipper	Class	Score	Fin	Tim	ETOrd
1	MYC202	Isea II	38:42:00	0.638	24:41:00	0.641	M Collis	BlueBird	1	12:53:42	4	
2	1255	Melody	31:00:00	0.81	25:07:00	0.81	J Nixon	SwansonDart	2	12:46:00	1	
3	MYC24	J-Curve	34:39:00	0.774	26:49:00	0.764	J Morrison	J24.2	3	12:49:39	2	
4	893	Pacifica	36:47:00	0.768	28:15:00	0.758	C Rogers	Catalina30	4	12:51:47	3	
5	M313	Minder	40:40:00	0.724	29:27:00	0.715	T Stewart	Triton24	5	12:55:40	6	
6	A73	Top Odds	40:32:00	0.748	30:19:00	0.739	K Petersen	Northshore27.2	6	12:55:32	5	

12.11.06 Manly Yacht Club Mini Regatta 1 - Race 2
Sponsored by: JUTON PAINTS AND SCOTT SAILS Division 1 Keel TOT HC results

PI	Sail No	Boat Name	Elapsd	AHC	HCCor'dT	CHC	Skipper	Class	Score	Fin	Tim	ETOrd
1	1152	Bokarra	32:17:00	0.818	26:24:00	0.828	C Cameron	Santana22	1	13:37:17	8	
2	3683	RATTY	33:41:00	0.808	27:13:00	0.807	I Dennewald	Northshore27.1	2	13:38:41	10	
3	AUS24	Kings Cross	29:53:00	0.912	27:15:00	0.913	M Lutowski	International5.5	3	13:34:53	5	
4	AUS4	Yeoman IV	33:40:00	0.815	27:26:00	0.816	R Hewitt	International5.5	4	13:38:40	9	
5	2090	Morna	28:13:00	0.973	27:27:00	0.969	G Zyner	Cavalier35	5	13:33:13	3	
6	AUS26	Baragoola	28:11:00	0.975	27:29:00	0.974	D DeCoster	International5.5	6	13:33:11	2	
7	KA16	Pam	27:23:00	1.017	27:51:00	1.013	P McDonald	International5.5	7	13:32:23	1	
8	MYC9	Beau Soleil	35:43:00	0.784	28:00:00	0.78	A BillSpence	Cavalier28	8	13:40:43	11	
9	MYC3	BigBlue Sailing 01	30:47:00	0.911	28:03:00	0.905	C Stockdale	S80	9	13:35:47	6	
10	MYC100	Shear Magic	31:03:00	0.922	28:38:00	0.91	R Steffens	Adams10	10	13:36:03	7	
11	AUS166	Slangivar	28:43:00	1.003	28:48:00	0.99	S Lambie	Soling	11	13:33:43	4	
DNC	KA55	Atalanta		0.87			M Griffiths	J24.1			14	
DNC	MYC820	Good Intent		0.72			P Bennell	Clansman30			14	

Division 2 Keel TOT HC results

PI	Sail No	Boat Name	Elapsd	AHC	HCCor'dT	CHC	Skipper	Class	Score	Fin	Tim	ETOrd
1	MYC202	Isea II	36:26:00	0.641	23:21	0.658	M Collis	BlueBird	1	13:41:26	4	
2	1255	Melody	31:45:00	0.81	25:43:00	0.81	J Nixon	SwansonDart	2	13:36:45	1	
3	MYC24	J-Curve	34:54:00	0.764	26:40:00	0.755	J Morrison	J24.2	3	13:39:54	2	
4	A73	Top Odds	36:32:00	0.739	27:00:00	0.728	K Petersen	Northshore27.2	4	13:41:32	5	
5	893	Pacifica	35:52:00	0.758	27:11:00	0.746	C Rogers	Catalina30	5	13:40:52	3	
6	M313	Minder	43:43:00	0.715	31:15:00	0.704	T Stewart	Triton24	6	13:48:43	6	

12.11.06 Manly Yacht Club Mini Regatta 1 - Race 3
Sponsored by: JUTON PAINTS AND SCOTT SAILS Division 1 Keel TOT HC results

PI	Sail No	Boat Name	Elapsd	AHC	HCCor'dT	CHC	Skipper	Class	Score	Fin	Tim	ETOrd
1	2090	Morna	29:20:00	0.969	28:25:00	0.974	G Zyner	Cavalier35	1	14:24:20	2	
2	AUS166	Slangivar	28:53:00	0.99	28:36:00	0.992	S Lambie	Soling	2	14:23:53	1	
3	AUS24	Kings Cross	31:27:00	0.913	28:43:00	0.917	M Lutowski	International5.5	3	14:26:27	5	
4	AUS26	Baragoola	30:11:00	0.974	29:24:00	0.972	D DeCoster	International5.5	4	14:25:11	4	
5	MYC9	Beau Soleil	38:13:00	0.78	29:48:00	0.777	A BillSpence	Cavalier28	5	14:33:13	11	
6	3683	RATTY	37:19:00	0.807	30:07:00	0.799	I Dennewald	Northshore27.1	6	14:32:19	8	
7	KA16	Pam	30:04:00	1.013	30:28:00	1.004	P McDonald	International5.5	7	14:25:04	3	
8	MYC3	BigBlue Sailing 01	33:55:00	0.905	30:42:00	0.893	C Stockdale	S80	8	14:28:55	6	
9	AUS4	Yeoman IV	37:41:00	0.816	30:45:00	0.809	R Hewitt	International5.5	9	14:32:41	10	
10	1152	Bokarra	37:21:00	0.828	30:56:00	0.821	C Cameron	Santana22	10	14:32:21	9	
11	MYC100	Shear Magic	36:01:00	0.91	32:46:00	0.892	R Steffens	Adams10	11	14:31:01	7	
DNC	KA55	Atalanta		0.87			M Griffiths	J24.1			14	
DNC	MYC820	Good Intent		0.72			P Bennell	Clansman30			14	

Division 2 Keel TOT HC results

PI	Sail No	Boat Name	Elapsd	AHC	HCCor'dT	CHC	Skipper	Class	Score	Fin	Tim	ETOrd
1	1255	Melody	35:09:00	0.81	28:28:00	0.81	J Nixon	SwansonDart	1	14:30:09	1	
2	893	Pacifica	38:14:00	0.746	28:31:00	0.741	C Rogers	Catalina30	2	14:33:14	2	
3	MYC24	J-Curve	38:42:00	0.755	29:13:00	0.746	J Morrison	J24.2	3	14:33:42	3	
4	MYC202	Isea II	45:10:00	0.658	29:43:00	0.656	M Collis	BlueBird	4	14:40:10	6	
5	A73	Top Odds	41:51:00	0.728	30:28:00	0.714	K Petersen	Northshore27.2	5	14:36:51	4	
6	M313	Minder	44:16:00	0.704	31:10:00	0.69	T Stewart	Triton24	6	14:39:16	5	

DIARY DATES

Fri 17 Nov	Yachts Twilights 3
Sat 18 Nov	MJ's Training/Racing
Sun 19 Nov	Cumberland Cup 3 Centre Boards SPS-6
Wed 22 Dec	Sailability Royal Farwest/ Truscott Street
Fri 24 Nov	Twilights-4
Sat 25 Nov	Radio Operators Course-2
Sat 25 Nov	MJ's States-MH16s
Sat 25 Nov	Sailability - General/B.I.R.D.S.
Sun 26 Nov	MJ's States-MH16s
Sun 26 Nov	Centre Boards - SPS-7/ CC-4 Yachts - CC/ FL4
Mon 27 Nov	Sailing Committee Meeting
Fri 1 Dec	Yachts Twilights 5
Sat 2 Dec	MJ's SPS-3
Sun 3 Dec	Cumberland Cup 4 Centre Boards SPS-8 OCEAN CARE DAY
Wed 6 Dec	Sailability Truscott St.
Fri 8 Dec	Yachts Twilights 6
Sat 9 Dec	MJ's SPS-4 and CC-2
Sat 9 Dec	Sailability Race Day/Picnic
Sun 10 Dec	Centre Boards SPS-9/CC-5 Yachts CC/ FL-5
Mon 11 Dec	Board Meeting
Fri 15 Dec	Yachts Twilights 7
Sat 16 Dec	MJ's Fun Day
Sun 17 Dec	Cumberland Cup 5 Centre Boards SPS-10

**Christmas and New Year
MJ's Nationals-Perth**

DUTY ROSTER CREW:

Call Ann Webber on 9948 6724.
Please double check your 2006-2007
Handbook

Big Blue News

We held our first spinnaker course recently and opened up a whole new world for the participants! They are now all ready to get racing, having being introduced to the mysteries of the kite! Two of them, Alan and Chrissie, have joined the club and will be looking for boats to practice their newly found skills on so keep an eye out for them!

We are scheduling another spinnaker course for the beginning of December so if you have crew that want to fine tune those spinnaker skills then get them to give Anne a call on 0423 110000.

We like to ensure our students learn both the sailing and the social side of racing; a gentleman called John Kolius said "Sailing is a good sport. You don't have to beat up the other guy like you do in boxing and football; you just try to outsmart him, and then you go out and have a beer with him." And our students agree that MYC Twilights demonstrate that philosophy perfectly. In our first twilight race of the season both Big Blue Boats were entered. Craig on Big Blue 02 was crying foul play before we even hit the start line because Anne had put all the crew on Big Blue 01 with Chris. As a result Craig had to ask Andrew and Job from Sydney Sailing to help out and at the last minute Job disappeared with another skipper! But Craig got his revenge in the end; Big Blue 02 beat Big Blue 01 by a slight margin.

We are scheduling regular Introduction and Competent Crew Courses every week and can also do race clinics and crew training for those of you who want to get the edge this season. These can be done on your own boat or using one of the school boats - your choice!

Finally, in the interests of sharing a sailing knowledge with all; here's a sailing term for you to ponder: A Spar - To some this is a chain of convenience stores, to others a boxing workout. But at sea, a Spar essentially means "big stick", as spars are the masts, booms and other big sticks from which sails are held aloft. Originally all spars were the trunks and branches of trees but now hollow metal or high-tech carbon spars are to be found on yachts. This may help a yacht sail faster, but broken masts can no longer be replaced by stolen telegraph poles, as they could in the good old days!



See you on the water!
The Big Blue Team

To all members a little house keeping

AUTHORISED STORAGE AT MYC

Only authorised items may be left in designated spots at MYC. This includes tenders / oars and sailing dinghies / skiffs and accompanying sails / spars etc. This applies only to those who have approval and are financial. All other gear MUST be removed from the premises immediately.

So, if you have any of your property "stored" at MYC, please remove it **NOW**. For example, someone has dumped blue bunk cushions in the inside dinghy storage area. Please remove these ASAP.

Many thanks, **Robert Steffens Club Captain MYC**

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MYC KITCHEN CREW ROSTER

It's important that the fridges are restocked at the end of an event ready for the next race and the kitchen windows, cupboards and fridges are locked.

Please check the locking up procedure inside the fridge door and notify the race director when your finished your roster.

Do the right thing...

Recycle Bins on the deck and down stairs,
**THE COUNCIL NOW CHARGE US EXTRA FOR
CONTAMINATED RECYCLE BINS**

Thanks for your cooperation



MANLY OCEAN CARE DAY

Free for the community

Sunday 3th December-06

Manly Ocean Beach Promenade

For further information:

Call Manly Environment Centre
9976 2842

Deadline for the December issue

Sat 10th December.

There will be no January 07 issue.

Thank you for your contributions of stories and photos. All items of interest and photos to:
margaretlucas@bigpond.com

H: 9977 1611 Mob: 0402 647 109