



President's Report

**Welcome to 2010,
I hope the New Year brings
you everything you could wish for.**

The sailing season has begun with a flourish. Anyone who was around Manly over the Christmas New Year break could not fail to be impressed by 110 14 foot skiffs filling Manly and the Harbour, a sight almost as good as our own sailability fleet on Australia Day competing in the Australia Day Regatta.

The announcement of the NSW Government grants we have been waiting on has been made and unfortunately MYC was unsuccessful, but not to be put off Stephen Teudt is preparing more applications for grants for the various major projects we will have to undertake over the next year or two. These include the renovation of the toilets, repairs to the wharf, and the instillation of new racking and sliding doors for the dingy, sailability and centreboard storage areas.

Manly Yacht Club is a fairly unique club on the Harbour as it runs pretty much solely on the efforts of its volunteers. As a result of many people volunteering their time we can keep our membership fees and race entries costs to a minimum. To ensure we can maintain these low costs I hope every member and boat owner will donate a little of their time each year helping out on a working bee, race committee, or special project, many of our member have taken a small job at MYC and made it their own, this relieves the burden on the few that seem to do the most. This has the added benefit of being a great way to meet fellow members and form some great friendships.

The club is currently in need of volunteers to help on the Twilight start and finish, general painting, and people to help organise and run Twilight Ball and Annual General Meeting. some of these jobs, especially the twilight starts need not be club members or even sailors, so please consider helping with one of these projects.

Barry Newell, a new member to the club has been working away quietly replacing all the putty holding the glass in windows, you may have seen him with a bung knee on a scaffold repairing the top floor windows from the outside, a mammoth effort as he has done it all on his own, thanks Barry. This now means we have to get all the timber windows painted pretty quickly so if anyone can donate some time to paint a window please let either myself or Brian Wilson know, maybe each boat can adopt a window or two. Unless we can recruit some really tall members we will look at getting professionals to do the top floor.

Margaret Lucas is off overseas for a few months and Carol Orbell has kindly offered to produce the newsletter in her absence, Margaret has done a great job and I wish her well in her travels and thanks to Carol for stepping in.



MANLY YACHT CLUB

MUSTO/STURROCKS WOMEN'S CHALLENGE

SUNDAY 21 MARCH 2010

Calling all Female skippers!

Get your team together for this premium yearly regatta.

Our sponsors are brilliant, the racing is challenging and the experience the most fun you'll have with your sailing clothes on.



YACHTS/CENTREBOARDS/MANLY JUNIORS/ACCESS DINGHIES/
INTERNATIONAL YNGLING/I 3FT SKIFFS/J24'S

www.myc.org.au

Photography Christophe Launay

Of course as we grow there may be jobs that members will not take on or require professional resources and expertise. David Lewis has a committee looking into the management of these jobs and will have a report for the members to comment on in the near future.

While we were enjoying our Christmas turkeys and New Year bubbly many of our members were off sailing in major regattas and races. Congratulations to everyone who was competing in various parts of the country, Maz has all the competitors named in her report.

Please remember that we need people to offer a little of their time to keep MYC running. If you can find a couple of hours or know someone who can please give Maz, or myself a call. We urgently need helpers on Friday evenings for the twilights.

Maz 9938 1296 Ian 9949 3939

Ian Dennewald - President

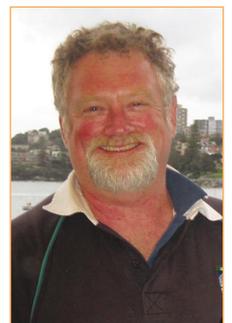
JOURNAL OF MANLY YACHT CLUB

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COMMODORE'S REPORT

Welcome to the New Year; the second half of the sailing season and a whole lot of sailing fun! ... and by the way, whoever annoyed the weather gods, can you please apologise so that we can have some wind for the twilights and a little less rain for the Sunday races.

Over the holiday period we had club members compete in all sorts of regattas and sailing events representing Manly Yacht Club. Members sailing south in the Sydney to Hobart Race were Julian McPherson (Okavango Delta) on St Jude; Dee Smyth on Polaris of Belmont; Penny Meakin on Chancellor (see p 10); Ivan Fitzgerald on Zephyr (congratulations to Zephyr - 3rd on IRC in their division and Ivan's first Hobart - well done!) and of course Copernicus and crew Greg Z, Jim N, Ken T, Felicity N, Alex S, Michael D, Duncan McC and Robert M. I'm sure there's a story somewhere in this newsletter about their racing experiences. Still on racing in the south, Michael Quirk placed first in the International 505 Australian Championships in Victoria; Nik Burfoot placed first in the Australian Finn Championships in Adelaide with Bob Buchanan placing 13th in the same regatta. If I've missed anyone, my apologies ... and, please, write an article for the newsletter for next month.

You may have noticed over the New Year and into January, the spectacular sight of the International 14 Worlds, take place in our little part of the harbour. 109 boats competed in the event which was run by the I14 Association and hosted by the Manly 16ft Sailing Skiff Club; with a small amount of participation by MYC in the form of use of the hall for protest hearings and the deck for I14 storage for some of the international competitors. The competitors I spoke to, spoke highly of the venue and the organisation.

The Australia Day regatta, I hear, was another great success. Thanks Brian and the race committee for taking up what Graham and I were scheduled to do. We were occupied elsewhere. As part of the return trip from Hobart, Copernicus was entered in the Victoria Week Sailing Regatta in Geelong. This turned out to be an interesting experience for the regatta

crew of Greg and Leanne, Bruce and Pam, Jim, Ken, Graham and I. Tactics and advice notwithstanding, the navigation through the narrow channel and around the course in the inner and outer harbours of Corio Bay was pretty good. The long passage race from Melbourne had 440 boats on 2 start lines and was pretty congested from what I was told. I (un)fortunately drove from Melbourne to Geelong to meet the wet and tired competitors at the finish line.

After a long wet week, it was hoped that the rain would hold off for the Mini Regatta. Eleven boats were entered, 10 came to the course; the weather forecasts contradicted each other, but an acceptable course was laid - and the rain held off...for a while anyway. Thanks must go to the race committee and a well done to those who competed.

Looking forward, and the beginning of March brings with it the Audi Sydney Harbour Regatta as part of Sydney Harbour Week. The organising authority for this regatta is MHYC. Two days of racing; free entry for those entered in MYC club point score series; great beach parties afterwards. As you can imagine, a lot of resources are needed to run this event. MHYC is seeking assistance on some of their committee boats, so if you aren't sailing; have some race committee experience; and want to be part of the weekend; contact the sailing office at MHYC.

As always, the third weekend in March is on again...our major event...the Women's Challenge. We have again included the Yngling, J24 and 13ft skiff divisions in this regatta. This event attracts yachts from most of the clubs in Sydney Harbour. Visit the MYC website to view any alterations to NOR and SI. We thank our sponsors, Musto/Sturrocks for coming aboard for another year. The Musto/Sturrocks Women's Challenge 2010...a challenge, not only for the women but for the men who step off the boats to leave the females "to it"!

Thank you to everyone who has made the sailing season a success so far and may we continue in the same vein. See you on the water.

Maz - Commodore 



The start of the passage race from Melbourne to Geelong



Copernicus crew photo shoot for the start of the Sydney to Hobart 09 and leaving on time from Davis Marina!



*Ivan on
Zephyr
S2H*

Sydney To Hobart photo link: Thanks Pam Davis

[http://picasaweb.google.com.au/PENWIL1161/SydneyToHobart2009?
authkey=Gv1sRgCM3b5vz49KL7Dw#](http://picasaweb.google.com.au/PENWIL1161/SydneyToHobart2009?authkey=Gv1sRgCM3b5vz49KL7Dw#)

MYC THREE ISLAND RACE

(MYC disclaimer. This story is purely fictional, names are not real, any resemblance to reality is purely coincidental and in your own imagination).



Sounds exotic doesn't it, a gentle breeze, a tropical cocktail in one hand, a tiller on the other, crew enjoying horsd'ouvers, with refreshments, yacht at gentle but jaunty lean. Picture an atoll with tropical palms swaying in the breeze, calm waters lapping at the sandy beach, a yacht smoothly cutting the turquoise lagoon waters.

Well the reality can be very different, a 35 knot head wind, with a short gnarly choppy sea, that jars the fillings in your jaw every ten seconds, crew dripping wet in their oilskins, looking like the proverbial "Fishermans friend" and hanging on the rail with white knuckle grips.

But Sunday of the Three Island Race revealed weather somewhere between the above two, sunny no cloud, 25C, moderate S to SE winds 15 to 20 knots, sea one metre waves. The perfect sailing weather, how often does that happen??

The only snag was The Sound and Manly Cove in particular was filled with over one hundred, very eager contenders in the serious 14 Foot Skiff World Championship. So the MYC start was set 5 minutes early to avoid the potential carnage of colourful language incidents.

The start was right on time, and all yachts were at the line except Capt'n Big Bang Theory (names changed to hide the guilty) who somehow got confused about the early start, and Capt'n Expensive was doing a zig zag track on the start line, causing trouble, and requiring Capt'n T'Bone to keep a greater safety distance than usual. But while he was zagging Capt'n T'Bone was let through and by accident had a good start. With Capt'n Pole Dancer and Capt'n Wish Bone jamming the pin end of the line, together causing dirty air to the others. Capt'n Greka Wind was caught in the washing machine of dirty air and water, unable to get traction or exit the scene. Capt'n Adam's Cruz neatly tacked to avoid the turmoil as did Capt'n T Bone.

Seen near the Sydney Heads was a beautiful pod of dolphins jumping around the bow of Capt'n T Bone, these rare sightings bring an added surprise and wonderment to sailing.

The first mark was Wedding Cake Island about 10 nautical miles south just off the southern end of Bronte beach. With a beat to windward the initial tacks were quite pleasant and progress was fast. Then the wind built to 20 knots and the beat was not so pleasant, and strangely slower. Wedding Cake Island sounds romantic but it is just a disappointing hard to see rocky out crop, to be carefully avoided. At the island mark all yachts set spinnakers (except Capt'n Wish Bone), for a quick run back to South Head. Then another work to Shark Island, fast reach to Clark Island. At this point the pecking order was first Capt'n Big Bang Theory, second Capt'n Pole Dancer, third Capt'n Expensive, fourth Capt'n Wish Bone, fifth Capt'n Adam's Cruz, sixth Capt'n T'Bone and seventh Capt'n Greka Wind.

The run to Manly finish should have been uneventful, and was except for Capt'n Adam's Cruz having had a delinquent spinnaker, it had a hissy fit amounting to a flappy tantrum, and would not play anymore that day.

Return to Manly Cove under spinnaker on port tack was a worry with all the 109 of, 14 footers and a multiple of cruising yachts anchored on the finish line. But concerns were of no avail when they all parted like a school of bait fish being charged by predators, natures balance really?

Provisional (barring the usual garrulous arguments from the Capt'n's and the race committee) scratch results. First Capt'n Big Bang Theory, second Capt'n Pole Dancer, third Capt'n Expensive, fourth Capt'n Wish Bone, fifth Capt'n T'Bone, six Capt'n Adam's Cruz and seventh Capt'n Greka Wind (who also got the best value sailing on the day, an hour more than anyone else, some appetites are insatiable!)

Yours, Inflicta Drivel 



RACE 3 [10/01/2010] MYC OFFSHORE 2009-2010											BLACK HEART					
OS3 - THREE ISLANDS RACE DIVISION 1 KEEL TOT HC RESULTS START : 10:55:00																
PI	Sail No	Boat Name	Elap	sd	AHC	HCC	td	BCH	CHC	Skippers	Class	Score	Fin	Tim	ET	Ord
1	MYC12	San Toy	3:35:15	1.018	3:38:08	1.028	1.016	G Radford	Radford12		Radford12	1.0	14:30:15	4		
2	MYC10	Pensive	3:34:58	1.027	3:40:46	1.029	1.027	B Davis	Nsx38		Nsx38	2.0	14:29:58	3		
3	6499	Supernova	3:30:56	1.049	3:41:16	1.049	1.046	D Bates	Sydney36		Sydney36	3.0	14:25:56	1		
4	MYC7	Ten Sixty	3:45:47	0.993	3:44:12	0.980	0.988	P Vidler	Radford10.6		Radford10.6		14:40:47	5		
5	6776	DWWaves	3:31:50	1.062	3:44:58	1.045	1.056	J Thomas	BeneteauFirst40.7		BeneteauFirst40.7	4.0	14:26:50	2		
6	A22	Torquill	3:50:56	0.989	3:48:24	0.958	0.979	B McCorquade	CruisingAdams10		CruisingAdams10	5.0	14:45:56	6		
7	MYC5	Eos	4:46:06	0.827	3:56:36	0.773	0.810	B Wilson	BrittanySloop		BrittanySloop	6.0	15:41:06	7		
DC5527		PetersofBalmont			0.960			C Dawe	Cole43		Cole43	10.0				
DC6295		Ratty Tooeey			0.881			I Dennewald	Northshore34		Northshore34	10.0				
DC6689		Copernicus			1.061			G Zyner	Radford12		Radford12	10.0				



Photos thanks to Christabel: Pensive and San Toy, 14ft fleet and Supernova.

Maintenance Director's Report

Since my last report in December quite a bit of work has been done to maintain the premises in good order. The following is a list of the tasks I am aware of. If anyone has carried out works which could be classified as maintenance and which I am unaware of please let me know and I will write it up in my next report.

The Diggers Torch has been replaced in its new position. The hall down lights have been repaired with a new ballast and bulb.

Robert Steffens and Howard Sullivan took a massive load of rubbish to the tip before turning up at Davis Marina with the trailer. With the help of Kees van Lamoen and myself the baulk of timber (for the step at Robbie R) was loaded onto the trailer and delivered to the Club. Kees and I cut it to length and manoeuvred it into position. This job is not quite finished yet.

Barry Newell has completed a huge job of repairing all the windows in the hall facing the street. It now remains for these windows to be painted on the outside and it is likely that a painting contractor will be appointed for this job.

"WANTED VOLUNTEERS TO PAINT THE REAR GROUND FLOOR WINDOWS TO THE BOAT STORE" in my absence please advise the President, Ian Dennewald.

The exit sign above the door to the vestibule from the hall has been fixed but may need to be replaced in the long run. The door handle which has a tendency to fall off has been screwed back in position.

The roller door to the deck which unwound itself and came out of its track was fixed by a contractor and I popped rivetted guides for the locking bar onto the door.

A leak in the kitchen was fixed by Ian Dennewald and the broken soap dispenser in the Gents has been replaced.

The lattice to the boat storage area facing the deck which fell off has been nailed back in place.

Matt McKenzie is preparing a Capital Works Program which will identify major projects for the future and will include such things as wharf repair, boat storage racking etc. This Program will be annexed to our Plan of Management (Operation).

The Mark 2 Manly Junior which was on display in the vestibule has been removed to make way for the Mark 1 Manly Junior which was restored brilliantly by Robert Luttrell. If anyone is interested in acquiring the Mark 2, hull only, please let me know.

By the time you read this I will be cruising down the Mekong river in a boat which has cabins and an onboard dining room and kitchen. Last year, you may recall, I cruised down the Ganges in a rowing boat and slept, with my wife Jenny, on sand banks. This year we are trying to restore some kind of balance.

Brian Wilson



**Sail at a regatta in 2010
with Manly Sailing.
Crew Places available!**

What are your sailing plans for 2010?

**Well ours are coming together quite well as we gear up
for a great winter of regattas.**

**Manly Sailing will be racing a Beneteau 40.7 at Cork
Week 2010 in Ireland from July 10th to 16th this year.**

One of the oldest regattas in the world, Cork Week is famous for the quality of yacht racing - a different course everyday, with plenty to do on the social side as well. Over 500 boats from all around Europe and America attend this regatta, so big and well organized that it's only held every two years. Last time we made an appearance at Cork Week in 2008 we attracted national media attention due to the fact that we were the first ever Australian crew to race on behalf of an Australian yacht club (our very own MYC). This year we are hoping to be the second ever and also hope to attract media attention for winning our division!!! We have just a couple of crew places left so get in touch with Anne on info@manlysailing.com.au or 0414 209269 for more info.

Once we have collected the silverware at Cork we will be flying back to compete at Airlie Beach Race Week from 12th to 19th August and Hamilton Island Race Week from 20th to 28th August.

Manly Sailing will be racing on the gorgeous KAT, a Beneteau 50. She maybe be big and heavy but she has had a few successes on her last few outings at Airlie and Hammo. The big fat KAT has attracted quite a loyal following amongst those who have sailed on her previously and places are filling up fast.

So whether you want to sail at the Tropical Shirt Regatta by day and dance to the Wolverines by night or you want to join the fun at Hamilton Island, dodging whales on the race course, sipping cocktails by the pool on lay day and doing some fabulous sailing through the Whitsunday islands, get in touch now.

We still have a couple of stay on-board places left for Hammo so get in quick. And we will also have places available on the delivery legs for those who just want to go cruising.

**Anne & Chris Stockdale, Manly Sailing
0414 209269
info@manlysailing.com.au**



MYC CHRISTMAS RACE 2009

PI	SAIL NO	BOAT NAME	BOAT TYPE	HELM	ST TIME	ACT ST TIME	FIN TIME
1	MYC5	Eos	Brittany Sloop	Brian Wilson	11:08:00	11:09:13	12:43:50
6776		D/W/Waves	Beneteau First 41.7	Jim Thomas	11:36:00	11:36:15	12:44:41
MYC100		Shear Magic	Adams 10	Steffens/Evans/Sullivan	11:30:00	11:30:39	12:54:44
6499		Supernova	Sydney 36	David Bates	11:38:00	11:38:05	12:59:50
MYC12		San Toy	Radford 12	Maz Theaker	11:35:00	11:36:12	13:03:02
3354		Whistling Kite	Dart SB3	Ivana Gattegno	11:18:00	11:31:27	13:07:19
MYC34		Sip Ahoy	Northshore 340	PDuncan/MBates	11:21:00	11:22:08	13:08:27
MYC7		Ten Sixty	Radford 10.6	David Ashton	11:30:00	11:30:02	13:08:50
6295		Ratty Tooley	Northshore 340	Ian Dennewald	11:21:00	11:21:58	13:13:28
MYC9		Beausoleil	Cavalier 28	Bill Spence	11:15:00	11:15:07	13:27:17
KA55		Atalanta	J24	Nick Scott	11:17:00	11:16:36	DNF
1255		Melody	Swanson Dart	Jim Nixon	11:14:00	DNC	
5231		Esra Tew	Northshore 27	J Morgan/S Stone	11:00:00	DNC	
5393		Runaway Taxi	Custom Jbg Racer	Rebecca Sadleir	11:05:00	DNC	



EOS Christmas Race and BBQ day.

From the left- Kai, Lili, Brodie- and Grandpa Brian!

They were so pleased that they won!

It's only early February and yet Copernicus has already covered over 1000nm since Jan 1st. After completing this year's Hobart we decided to turn left just north of Tasmania and go to Victoria rather than NSW; that accounts for about 450nm. The trip from Melbourne to Sydney is somewhat longer than I initially assumed (400nm) and is 580nm long.

The regatta, first held in 1844 is 166 years old and is the largest gathering of boats anywhere in AUstralia, according to the event's website. Some 450 competitors in 19 classes competed over 4 days on Port Philip Bay. Copernicus was one of 52 entries in the spinnaker cruising division. In fact the local handicapper took us rather seriously and assigned us 3rd or fourth highest handicap, I tried to take it as a complement although I did lodge an unsuccessful request for reconsideration. Copernicus had a star studded crew made up of our commodore Maz, vice commodore Jim, past commodore Bruce, our handicapper Graham, PRO Pam, Leanne, Ken, Jeremy and yours truly. As you may gather we did not suffer from shortage of ideas and advice; tactical or otherwise.

The first race which was also the highlight of the event, was the 32nm passage race from Melbourne to Geelong. It was a little intimidating to be at the start line with 200 other yachts (we had two start lines 400m apart); how do you find clear air and not bump into anyone. The breeze was fresh some 30min before the start, however, it eased to 5-7knots just before the gun; marvelous, just what Copernicus does not approve of. Despite the light breeze and lack of maneuverability we almost had a perfect start ,if it had not been for a Sydney 36 sailing above us and reaching along the line. Repeated calls for him to go up did not produce any response - could have been an easy win for us in the protest room.

So the almost perfect start quickly turned into a start that was anything but perfect as yacht after yacht rolled over us as we tried to find clear air. It took us about 30min to find a clear lane and we started sailing towards a large, wet looking cloud to the south, hoping for more pressure. More pressure we certainly got and soon the wind was well in the twenties and we were sailing with a #2 jib and a reef in the main. Graham at the helm had Copernicus moving at more than respectable speed of 7.3knots hard on the breeze. The first leg was a little wet and bumpy in short choppy waters of Port Philip bay, with wind varying between 15-25knots and an occasional rain rinsing us of salt water.

After rounding the first mark, a channel separation marker between the main shipping channel and the western channel, we were able to crack off a little bit and pick up quite a bit of speed in the smoother water. Alas, we were not able to hoist a spinnaker of any kind; not the masthead, or the heavy runner or even Code0. This probably was not all that bad, as part of the channel we were reaching through was quite narrow in places and did not give much room for any trimming mistakes. In that race we came 21st over the line and 40th on handicap; so certainly plenty of room for improvement. However, we were very happy with the result having hear that an Adams10 actually sunk during the race after having been t-boned (port-starboard situation with the Adams being on starboard; I will let the readers draw their own conclusions here).

The other three races were held in the western part of Port Philip Bay close to Geelong. The courses were quite challenging both form the navigational and weather point of view. A number of mistakes in the sailing instructions did not make the job any easier. Maz kept the organizing committee honest and pointed out a number of mistakes that resulted in at least one amendment being issued prior to race 2. Bruce, our navigator, quickly deciphered the courses and identified the various laid marks (black, yellow or red and white),

beacons, navigation marks and sections of commercial channels that we had to sail through while racing. If anyone needs assistance with making the most of raymarine chartplotter Bruce is the man to ask.

We steadily improved our performance through the regatta despite the very light conditions; 4-8knots and very fluky breeze. At the first bottom mark of the second race, our tactician, Graham, pulled a real rabbit out of his Tilley Hat. On approach to the mark, in about 1-2knots of breeze, we coasted between a couple of boats and managed to get on the inside of the whole fleet. We then sailed above everyone and with 300m to go to the mark we picked up a little zephyr of 3-4knots that Graham spotted through his x-ray glasses. Accelerating to about 2.5knots of boat speed we rounded the mark in 4th spot (easily picking up 15 or so places), after being well back for most of the leg. Our start in this race was again somewhat suboptimal, just like in the passage race, and we also sailed to the wrong side of the course on the first beat. In this race we finished 10th across the line (I would not worry about the handicap position).

We finally got our starts sorted for the last race; it was a downhill start, Jim called for port pole with pin end start; with most of the fleet starting with starboard pole closer to the boat end - we were second to the first mark, third to the second mark only to round it and run out of breeze some 100m away from it. Oh well, that gave us plenty of time to bask in our glory waiting for the new breeze to come in. After trying a lot of different things with limited boat speed and steering, the whole race restarted some 30min later, when the forecast southerly change came through and brought the fleet home. Needless to say it was quite a lottery as to which boats would get the breeze first.

I would say that if Geelong were in Queensland I would do this regatta every year. The atmosphere was terrific, the racing quite challenging, and the completing and sailing first class. I thoroughly enjoyed the racing and I think the great company of the crew had also a lot to do with it.

Greg Zyner 



<http://picasaweb.google.com/gzyner/Geelong09?authkey=Gv1sRgCNUDyu2AtPvipQE#>

Some more great photos on the above link.

ZILZIE WINES TWILIGHT SERIES 15 January 09 RESULTS - RACE 11									
Sail No	PI	YachtName	Owner/Helm	YachtType	S/Time	AS/Time	F/Time	CI/St	Times
MYC28		Kestrel II	Jeff Lea	Herreshoff 28	17:53:00	17:53:49	DNF		
MYC820		Good Intent	Peter Bennell	Clansman 30	18:03:00	18:03:41	DNF		
KA55		Atalanta	David Harris	J24	18:06:00	18:06:00	DNF		
MYC79		Pompadi	Frith/O'Brien	Catalina 309	18:07:00	18:07:07	DNF		
5393		Runaway Taxi	McKenzie/Sadleir	Custom Jog 23	18:08:00	18:10:24	DNF		
1152		Bokarra	Iain Cameron	Santana 22	18:08:00	18:08:35	DNF		
MYC9		Beausoleil	Spence/Thomson/Dorely	Cavalier 28	18:10:00	18:11:36	DNF		
MYC25		Topaz	John Malins	Holland 24	18:12:00	18:13:04	DNF		
1124		Puffin	Bevan Cavenagh	Adams	18:12:00	18:12:52	DNF		
A73		Top Odds	Karen Petersen	Northshore 27	18:14:00	18:15:34	DNF		
MYC5		Eos	Brian Wilson	Brittany Sloop 33	18:15:00	18:15:16	DNF		
6295		Ratty Tooley	Ian Dennewald	Northshore 340	18:16:00	18:16:20	DNF		
MYC157		Lady Canasta	Edward Pieck	Catalina 380	18:17:00	18:17:10	DNF		
MYC34		Sip Ahoy	Duncan/Bailes	Northshore 340	18:17:00	18:17:09	DNF		
MYC24		J Curve	Morrison/McKay	J24	18:17:00	18:17:55	DNF		
MYC1		Aussie Rules	Gene Scott	Cavalier 975	18:20:00	18:20:03	DNF		
AUS102		Flying Carpet	Nick Chatham	J24	18:21:00	18:22:23	DNF		
AU135		Boudicea	Jonathon Sinton	J24	18:22:00	18:22:22	DNF		
557		Occur's Razor	Fairclough/Garmsten	Dun/Offshore 30	18:23:00	18:23:34	DNF		
MYC10		Pensive	Pam Davis	NSX38	18:27:00	18:27:05	DNF		
6510		Poets Day	Steve Wilton	Elan 40	18:28:00	18:28:50	DNF		
AUS147		Okavango Delta	Reid/McPherson	J24	18:29:00	18:29:23	DNF		
MYC375		Out There	Gabrielle James	Cavalier 375	18:30:00	18:30:23	DNF		
MYC7		Ten Sixty	Phil Vidler	Radford 10.6	18:30:00	18:30:40	DNF		
MYC12		San Toy	Graham/Maz	Radford 12	18:31:00	18:31:25	DNF		
6499		Supernova	David Bates	Sydney 36	18:32:00	18:31:26	DNF		
MYC100		Shear Magic	Robert Steffens	Adams 10	18:32:00	18:32:20	DNF		
6776		D/W/Waves	Jim Thomas	Beneteau First 407	18:34:00	18:36:13	DNF		
M313		Minder	Tim Stewart	Triton 24	17:53:00	DNC	DNC		
MYC27		Esra Tew	Jackie Morgan	Northshore 27	17:57:00	DNC	DNC		
NH555		Gramarye	Andrew Morrison	Top Hat Mk III	18:05:00	DNC	DNC		
169		Palga	James Roberts	East Coast 31	18:09:00	DNC	DNC		
MYC33		Lautrec	Helen Ebeling	Passage 33	18:17:00	DNC	DNC		
5563		Blue Rhino	John Richardson	Catalina 36	18:18:00	DNC	DNC		
MYC37		Moonraker	Kliman/Watson	Beneteau Oceanis 37	18:18:00	DNC	DNC		
NH14		Hagar IV	Chris Cope	Endeavor 30	18:18:00	DNC	DNC		
KA355		Nickel	Troy/Grosser	Mod/Etchells 22	18:22:00	DNC	DNC		
4863		TwoCan	Teudt/Lewis	Masram 920	18:23:00	DNC	DNC		
5216		Starship	Peter Richter	Hudson 34	18:24:00	DNC	DNC		
KA16		Pam	Matt Walker	International 5.5	18:27:00	DNC	DNC		
6439		James Arthur	Matt Triglione	Bavaria 44	18:29:00	DNC	DNC		
6689		Copernicus	Greg/Leanne Zyrer	Radford 12	18:31:00	DNC	DNC		
1236		Local Hero	Peter Mosely	Sydney 36	18:35:00	DNC	DNC		

ZILZIE WINES TWILIGHT SERIES 22 January 09 RESULTS - RACE 12									
Sail No	PI	YachtName	Owner/Helm	YachtType	S/Time	AS/Time	F/Time	E/Time	CI/St
4863		1 TwoCan	Teudt/Lewis	Masram 920	18:23:00	18:23:06	19:31:20	01:08:14:00:06	
MYC820		2 Good Intent	Peter Bennell	Clansman 30	18:03:00	18:03:08	19:32:15	01:29:07:00:08	
6510		3 Poets Day	Steve Wilton	Elan 40	18:28:00	18:28:47	19:32:17	01:03:30:00:47	
MYC34		4 Sip Ahoy	Duncan/Bailes	Northshore 340	18:17:00	18:17:20	19:32:23	01:15:03:00:20	
6499		5 Supernova	David Bates	Sydney 36	18:32:00	18:31:58	19:35:35	01:03:37:early	
KA55		6 Atalanta	David Harris	J24	18:06:00	18:05:32	19:35:40	01:30:08:early	
NH14		7 Hagar IV	Chris Cope	Endeavor 30	18:18:00	18:18:00	19:35:51	01:17:51:00:00	
1124		8 Puffin	Bevan Cavenagh	Adams	18:12:00	18:12:32	19:36:18	01:23:46:00:32	
6776		9 D/W/Waves	Jim Thomas	Beneteau First 407	18:34:00	18:34:10	19:37:22	01:03:12:00:10	
MYC28		10 Kestrel II	Jeff Lea	Herreshoff 28	17:53:00	17:53:12	19:37:24	01:44:12:00:12	
MYC5		11 Eos	Brian Wilson	Brittany Sloop 33	18:15:00	18:15:04	19:37:50	01:22:46:00:04	
169		12 Palga	James Roberts	East Coast 31	18:09:00	18:08:55	19:38:20	01:29:25:early	
1152		13 Bokarra	Iain Cameron	Santana 22	18:08:00	18:08:25	19:39:02	01:30:37:00:25	
AU135		14 Boudicea	Jonathon Sinton	J24	18:22:00	18:22:30	19:39:06	01:16:36:00:30	
KA16		15 Pam	Matt Walker	International 5.5	18:27:00	18:27:16	19:41:42	01:14:26:00:16	
A73		16 Top Odds	Karen Petersen	Northshore 27	18:14:00	18:14:09	19:41:43	01:27:34:00:09	
MYC100		17 Shear Magic	Robert Steffens	Adams 10	18:32:00	18:32:18	19:42:02	01:09:44:00:18	
MYC79		18 Pompadi	Frith/O'Brien	Catalina 309	18:07:00	18:07:25	19:42:08	01:34:43:00:25	
AUS102		19 Flying Carpet	Nick Chatham	J24	18:21:00	18:21:34	19:42:40	01:21:06:00:34	
MYC24		20 J Curve	Morrison/McKay	J24	18:17:00	18:17:03	19:42:58	01:25:55:00:03	
MYC7		21 Ten Sixty	Phil Vidler	Radford 10.6	18:30:00	18:29:50	19:44:19	01:14:29:early	
MYC7		22 Local Hero	Peter Mosely	Sydney 36	18:35:00	18:32:45	19:44:38	01:11:53:early	
MYC9		23 Beausoleil	Spence/Thomson/Dorely	Cavalier 28	18:10:00	18:14:39	19:44:40	01:30:01:04:39	
MYC25		24 Topaz	John Malins	Holland 24	18:12:00	18:12:50	19:47:32	01:34:42:00:50	
6295		Ratty Tooley	Ian Dennewald	Northshore 340	18:16:00	18:16:14	DNF	0:00:14	



ZILZIE WINES MYC TWILIGHT SERIES - 05 FEB 2010 - RACE 14									
PI	Sail No	YachtName	Owner/Helm	YachtType	S/Time	AS/Time	F/Time	CI/St	Times
	MYC27	Esra Tew	Jackie Morgan	Northshore 27	17:57:00	17:57:43	DNF		
	NH555	Gramarye	Andrew Morrison	Top Hat Mk III	18:03:00	18:03:10	DNF		
	MYC79	Pompadi	Frith/O'Brien	Catalina 309	18:04:00	18:04:15	DNF		
	MYC820	Good Intent	Peter Bennell	Clansman 30	18:06:00	18:09:07	DNF		
	5393	Runaway Taxi	McKenzie/Sadleir	Custom Jog 23	18:06:00	18:09:47	DNF		
	MYC25	Topaz	John Malins	Holland 24	18:10:00	18:10:10	DNF		
	1124	Puffin	Bevan Cavenagh	Adams	18:10:00	18:10:47	DNF		
	MYC24	J Curve	Morrison/McKay	J24	18:15:00	18:15:52	DNF		
	MYC9	Beausoleil	Spence/Thomson/Dorely	Cavalier 28	18:16:00	18:16:47	DNF		
	MYC157	Lady Canasta	Edward Pieck	Catalina 380	18:17:00	18:17:10	DNF		
	MYC34	Sip Ahoy	Duncan/Bailes	Northshore 340	18:18:00	18:18:02	DNF		
	AUS102	Flying Carpet	Nick Chatham	J24	18:18:00	18:18:20	DNF		
	MYC1	Aussie Rules	Gene Scott	Cavalier 975	18:20:00	18:19:45	DNF		
	KA355	Nickel	Troy/Grosser	Mod/Etchells 22	18:22:00	18:22:11	DNF		
	557	Occur's Razor	Fairclough/Garmsten	Dun/Offshore 30	18:23:00	18:25:36	DNF		
	MYC7	Ten Sixty	Phil Vidler	Radford 10.6	18:29:00	18:29:09	DNF		
	4863	TwoCan	Teudt/Lewis	Masram 920	18:29:00	18:29:26	DNF		
	MYC100	Shear Magic	Robert Steffens	Adams 10	18:30:00	18:30:30	DNF		
	AUS147	Okavango Delta	Reid/McPherson	J24	18:27:00	18:31:20	DNF		
	MYC10	Pensive	Pam Davis	NSX38	18:31:00	18:31:50	DNF		
	6510	Poets Day	Steve Wilton	Elan 40	18:32:00	18:32:04	DNF		
	6776	D/W/Waves	Jim Thomas	Beneteau First 407	18:34:00	18:34:32	DNF		
	MYC375	Out There	Gabrielle James	Cavalier 375	18:30:00	18:30:23	DNF		
	6776	D/W/Waves	Jim Thomas	Beneteau First 407	18:34:00	18:34:32	DNF		
	5216	Starship	Peter Richter	Hudson 34	18:24:00	18:24:00	DNF		
	KA16	Pam	Matt Walker	International 5.5	18:26:00	18:26:00	DNF		
	6439	James Arthur	Matt Triglione	Bavaria 44	18:29:00	18:29:00	DNF		
	6689	Copernicus	Greg/Leanne Zyrer	Radford 12	18:31:00	18:31:00	DNF		
	1236	Local Hero	Peter Mosely	Sydney 36	18:35:00	18:35:00	DNF		

ZILZIE WINES MYC TWILIGHT SERIES - 29 JAN 2010 - RACE 13									
PI	Sail No	YachtName	Owner/Helm	YachtType	S/Time	AS/Time	F/Time	E/Time	CI/St
1	MYC9	Beausoleil	Spence/Thomson/Dorely	Cavalier 28	18:06:00	18:06:24	19:27:42	01:19:18	0:00:24
2	1152	Bokarra	Iain Cameron	Santana 22	18:07:00	18:07:19	19:27:43	01:20:24	0:00:19
3	MYC10	Pensive	Pam Davis	NSX38	18:27:00	18:27:15	19:28:30	01:01:15	0:00:15
4	MYC28	Kestrel II	Jeff Lea	Herreshoff 28	17:53:00	17:53:18	19:29:02	01:35:44	0:00:18
5	6295	Ratty Tooley	Ian Dennewald	Northshore 340	18:16:00	18:16:24	19:31:15	01:14:51	0:00:24
6	MYC25	Topaz	John Malins	Holland 24	18:10:00	18:10:40	19:31:45	01:21:05	0:00:40
7	MYC24	J Curve	Morrison/McKay	J24	18:15:00	18:18:20	19:32:32	01:14:12	0:03:20
8	557	Occur's Razor	Fairclough/Garmsten	Dun/Offshore 30	18:23:00	18:23:08	19:33:03	01:09:55	0:00:08
9	MYC375	Out There	Gabrielle James	Cavalier 375	18:30:00	18:30:17	19:33:10	01:02:53	0:00:17
10	NH14	Hagar IV	Chris Cope	Endeavor 30	18:18:00	18:18:03	19:33:36	01:15:33	0:00:03
11	6510	Poets Day	Steve Wilton	Elan 40	18:32:00	18:32:49	19:33:37	01:00:48	0:00:49
12	MYC34	Sip Ahoy	Duncan/Bailes	Northshore 340	18:19:00	18:19:54	19:33:45	01:13:51	0:00:54
13	MYC7	Ten Sixty	Phil Vidler	Radford 10.6	18:30:00	18:30:33	19:33:56	01:03:23	0:00:33
14	AUS102	Flying Carpet	Nick Chatham	J24	18:19:00	18:19:29	19:34:25	01:14:56	0:00:29
15	6776	D/W/Waves	Jim Thomas	Beneteau First 407	18:34:00	18:34:27	19:34:34	01:00:07	0:00:27
16	MYC100	Shear Magic	Robert Steffens	Adams 10	18:31:00	18:31:18	19:34:54	01:03:36	0:00:18
17	MYC820	Good Intent	Peter Bennell	Clansman 30	18:09:00	18:09:24	19:34:58	01:25:34	0:00:24
18	6499	Supernova	David Bates	Sydney 36	18:32:00	18:32:14	19:35:18	01:03:04	0:00:14
19	MYC37	Moonraker	Kliman/Watson	Beneteau Oceanis 37	18:18:00	18:20:48	19:37:19	01:16:31	0:02:48
20	MYC5	Eos	Brian Wilson	Brittany Sloop 33	18:15:00	18:16:41	19:37:24	01:20:43	0:01:41
21	MYC79	Pompadi	Frith/O'Brien	Catalina 309	18:06:00	18:06:34	19:38:00	01:31:26	0:00:34
22	4863	TwoCan	Teudt/Lewis	Masram 920	18:31:00	18:32:15	19:38:31	01:06:16	0:01:15
23	NH555	Gramarye	Andrew Morrison	Top Hat Mk III	18:05:00	18:05:50	19:39:06	01:33:16	0:00:50
24	1124	Puffin	Bevan Cavenagh	Adams	18:12:00	18:12:59	19:40:40	01:27:41	0:00:59
25	AUS147	Okavango Delta	Reid/McPherson	J24	18:29:00	18:29:19	19:40:45	01:11:26	0:00:19
26	5393	Runaway Taxi	McKenzie/Sadleir	Custom Jog 23	18:08:00	18:11:56	19:44:04	01:32:08	0:03:56
	MYC157	Lady Canasta	Edward Pieck	Catalina 3					

RACE 5 [7/02/2010] Pittwater YHA Mini Regatta 2009-2010 Pittwater Youth Hostels												
Pittwater YHA Mini Regatta Race 5 (MR2 - Race 1)												
Division 1 Keel TOT HC results Start : 12:05:00												
PI	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	BCH	CHC	Skipper	Class	Score	Fin Tim	ETOrd
1	1255	Melody	37:49:00	0.862	32:36:00	0.922	0.879	A Clarke	SwansonDart	1.0	12:42:49	3
2	AUS1161	Wild Life	32:22:00	1.043	33:46:00	1.077	1.042	B Davis	Etchells	2.0	12:37:22	1
3	A73	Top Odds	43:26:00	0.797	34:37:00	0.802	0.800	K Petersen	Northshore27	3.0	12:48:26	7
4	1152	Bokarra	44:58:00	0.775	34:51:00	0.775	0.775	C Cameron	Santana22	4.0	12:49:58	8
5	3354	Whistling Kite	37:23:00	0.945	35:20:00	0.932	0.897	I Gattegno	DartSb3	5.0	12:42:23	2
6	AUS147	Okavanga Delta	41:10:00	0.895	36:51:00	0.847	0.876	E Reid	J24	12:46:10	5	6
7	AUS102	Flying Carpet	42:28:00	0.887	37:40:00	0.821	0.870	C Stockdale	J24_1	6.0	12:47:28	6
8	4863	Two Can	38:57:00	0.972	37:52:00	0.895	0.955	S Teutd	Masram920	7.0	12:51:57	4
9	MYC9	Beausoleil	46:48:00	0.810	37:54:00	0.745	0.784	B Spence	Cavalier28	12:51:48	9	9
10	6295	Ratty Toey	47:30:00	0.867	41:11:00	0.734	0.867	I Dennewald	Northshore34	8.0	12:52:30	10
DNC	MYC100	Shear Magic		0.965				R Steffens	Adams10	10.0		

RACE 6 [7/02/2010] Pittwater YHA Mini Regatta 2009-2010 Pittwater Youth Hostels												
Pittwater YHA Mini Regatta Race 6 (MR2 - Race 2)												
Division 1 Keel TOT HC results Start : 13:05:00												
PI	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	BCH	CHC	Skipper	Class	Score	Fin Tim	ETOrd
1	3354	Whistling Kite	36:19:00	0.897	32:35:00	0.950	0.928	I Gattegno	DartSb3	1.0	13:41:19	2
2	1255	Melody	37:10:00	0.879	32:40:00	0.928	0.893	A Clarke	SwansonDart	2.0	13:42:10	1
3	1152	Bokarra	43:27:00	0.775	33:40:00	0.794	0.782	C Cameron	Santana22	3.0	13:48:27	8
4	AUS1161	Wild Life	33:06:00	1.042	34:29:00	1.042	1.040	B Davis	Etchells	4.0	13:38:06	1
5	4863	Two Can	36:20:00	0.955	34:42:00	0.949	0.950	S Teutd	Masram920	5.0	13:41:20	3
6	A73	Top Odds	43:26:00	0.800	34:45:00	0.794	0.801	K Petersen	Northshore27	6.0	13:48:26	7
7	AUS147	Okavanga Delta	40:09:00	0.876	35:10:00	0.859	0.863	E Reid	J24	13:45:09	5	5
8	MYC9	Beausoleil	45:01:00	0.784	35:18:00	0.766	0.769	B Spence	Cavalier28	13:50:01	10	10
9	AUS102	Flying Carpet	41:22:00	0.870	35:59:00	0.834	0.855	C Stockdale	J24_1	7.0	13:46:22	6
10	6295	Ratty Toey	44:40:00	0.867	38:44:00	0.772	0.854	I Dennewald	Northshore34	8.0	13:49:40	9
DNC	MYC100	Shear Magic		0.965				R Steffens	Adams10	10.0		

RACE 7 [7/02/2010] Pittwater YHA Mini Regatta 2009-2010 Pittwater Youth Hostels												
Pittwater YHA Mini Regatta Race 7 (MR2 - Race 3)												
Division 1 Keel TOT HC results Start : 14:00:00												
PI	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	BCH	CHC	Skipper	Class	Score	Fin Tim	ETOrd
1	4863	Two Can	33:06:00	0.950	31:27:00	1.032	0.970	S Teutd	Masram920	1.0	14:33:06	2
2	AUS1161	Wild Life	32:05:00	1.040	33:22:00	1.065	1.052	B Davis	Etchells	2.0	14:32:05	1
3	AUS102	Flying Carpet	39:10:00	0.855	33:29:00	0.872	0.855	C Stockdale	J24_1	3.0	14:39:10	5
4	1152	Bokarra	43:42:00	0.782	34:10:00	0.782	0.783	C Cameron	Santana22	4.0	14:43:42	9
5	A73	Top Odds	42:43:00	0.801	34:13:00	0.800	0.798	K Petersen	Northshore27	5.0	14:42:43	8
6	MYC9	Beausoleil	44:45:00	0.769	34:25:00	0.764	0.765	B Spence	Cavalier28	14:44:45	10	10
7	AUS147	Okavanga Delta	40:12:00	0.863	34:42:00	0.850	0.857	E Reid	J24	14:40:12	6	6
8	1255	Melody	39:04:00	0.893	34:53:00	0.875	0.896	A Clarke	SwansonDart	6.0	14:33:04	4
9	3354	Whistling Kite	38:16:00	0.928	35:31:00	0.893	0.915	I Gattegno	DartSb3	7.0	14:38:16	3
10	6295	Ratty Toey	42:00:00	0.854	35:52:00	0.813	0.840	I Dennewald	Northshore34	8.0	14:42:00	7
DNC	MYC100	Shear Magic		0.965				R Steffens	Adams10	10.0		

RACE 8 [7/02/2010] Pittwater YHA Mini Regatta 2009-2010 Pittwater Youth Hostels												
Pittwater YHA Mini Regatta Race 8 (MR2 - Race 4)												
Division 1 Keel TOT HC results Start : 15:00:00												
PI	Sail No	Boat Name	Elapsed	AHC	HC Cor'd T	BCH	CHC	Skipper	Class	Score	Fin Tim	ETOrd
1	A73	Top Odds	19:56	0.798	15:54	0.819	0.804	K Petersen	Northshore27	1.0	15:19:56	7
2	4863	Two Can	16:44	0.970	16:14	0.975	0.970	S Teutd	Masram920	2.0	15:16:44	2
3	AUS147	Okavanga Delta	19:00	0.857	16:17	0.859	0.855	E Reid	J24	15:19:00	4	4
4	AUS102	Flying Carpet	19:05	0.855	16:19	0.855	0.851	C Stockdale	J24_1	3.0	15:19:05	5
5	1152	Bokarra	20:53	0.783	16:21	0.781	0.783	C Cameron	Santana22	4.0	15:20:53	9
6	AUS1161	Wild Life	15:58	1.052	16:48	1.022	1.051	B Davis	Etchells	5.0	15:15:58	1
7	6295	Ratty Toey	20:21	0.840	17:06	0.802	0.827	I Dennewald	Northshore34	6.0	15:20:21	8
8	3354	Whistling Kite	18:42	0.915	17:07	0.873	0.912	I Gattegno	DartSb3	7.0	15:18:42	3
9	1255	Melody	19:23	0.896	17:22	0.842	0.894	A Clarke	SwansonDart	8.0	15:19:23	6
DNC	MYC9	Beausoleil		0.765				B Spence	Cavalier28			
DNC	MYC100	Shear Magic		0.965				R Steffens	Adams10	10.0		

Pittwater YHA Mini Regatta 2009-2010 Mini Regatta 2												
Pittwater Youth Hostels Series Results for Mini Regatta 2 (Drops = 0)												
PI	Sail No	Boat Name	Skipper	Sers	Score	Race 4	Race 3	Race 2	Race 1			
1	AUS1161	Wild Life	B Davis	14	6	2	4	2	2			
2	A73	Top Odds	K Petersen	15	1	5	6	3				
3	4863	Two Can	S Teutd	16	2	1	5	8				
4	1152	Bokarra	C Cameron	16	5	4	3	4				
5	1255	Melody	Angus Clarke	20	9	8	2	1				
6	AUS102	Flying Carpet	C Stockdale	23	4	3	9	7				
7	3354	Whistling Kite	I Gattegno	23	8	9	1	5				
8	AUS147	Okavanga Delta	E Reid	23	3	7	7	6				
9	MYC9	Beausoleil	B Spence	35	12	6	8	9				
10	6295	Ratty Toey	I Dennewald	37	7	10	10	10				
11	MYC100	Shear Magic	R Steffens	48	12	12	12	12				



I love the way Anne wasn't even there and Chris is still making her write the article!! Thanks Anne, we all know who the Horse's Arse Trophy belongs to and it's not Penny or Colin!



MR 2 The final day in the 2009/2010 Pittwater YHA Mini Regatta Series loomed wet and miserable.

After a very windy part 1 to the regatta in December it seemed that part 2 was to be the opposite with no breeze and just relentless rain. But no - the breeze picked up just in time and the 10 yachts were off competing for the glory of the mini-trophy and the overall series prize a accommodation for two at Pittwater YHA Hostel, kindly donated by our sponsors Michael Doherty and Sarah Polomka of the Pittwater YHA.

The mini-regatta is not for the fainthearted, four races on short courses with each race starting as soon as the last boat finished the previous race meant there was no time for resting. Racing was very close and very wet with occasional showers keeping crews alert. Especially when they couldn't see the top mark through the rain!

The results show exactly how close the racing was with only 10 minutes between first and last place in most races. Wild Life blitzed the fleet and took out the prizes for the day but it was TwoCan who had sailed a very impressive first day and were well up there on Day two who took the title of the Overall Mini-Regatta Series Winner, the Mini-Trophy and best of all the Mini-Break at Pittwater YHA!

Thanks to all participants, our Race Committee of Maz, Graham, Ken, Cary and Nick, and most of all to our wonderful sponsors at Pittwater YHA.

If you want to take a break why not check them out:

Pittwater YHA: via ferry/water taxi from Church Point to Halls Wharf, then 15min walk uphill to hostel
Postal: PO Box 197 Church Point NSW 2105
Phone: (+612) 9999-5748
Fax: (+612) 9999-5749
Manager: Michael Doherty & Sarah Polomka
Email: pittwater@yha.com.au

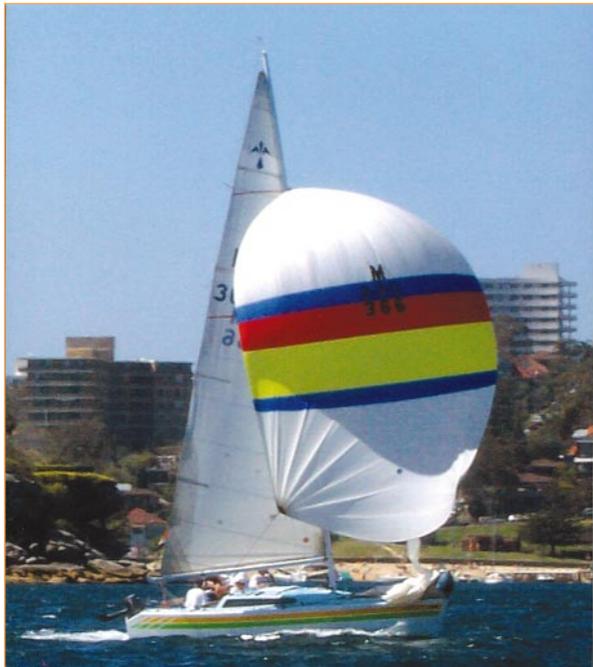
Pittwater YHA Mini Regatta 2009-2010 Pittwater Youth Hostels													
SERIES SCORES for Keel TOT HC up to Race 8 on 7/02/2010 Ties not resolved!													
Duty Score Average of 4 best scores													
(Ties: S=Score R=Race B= Bettered. Penalties: A=ARB B=BFD C=DNC D=DNE E=ESP F=DNF G=RDG L=Late Entrant M=DGM N=ENP O=OCS P=Protest Q=DSQ R=RAF S=DNS U=DUT V=AVG X=EXC Z=ZFP Y=SCP #=NoData [x.y]=Discarded)													
Series Results [Keel TOT HC] for Division 1 up to Race 8 (Drops = 0)													
PI	Sail No	Boat Name	Skipper	Sers	Score	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1	4863	Two Can	S Teutd	23.0	2.0	1.0	5.0	7.0	1.0	4.0	2.0	1.0	
2	A73	Top Odds	K Petersen	26.0	1.0	5.0	6.0	3.0	3.0	1.0	4.0	3.0	
3	1255	Melody	A Clarke	34.0	8.0	6.0	2.0	1.0	4.0	2.0	5.0	6.0	
4	AUS1161	Wild Life	B Davis	37.0	5.0	2.0	4.0	2.0	6.0	6.0	7.0	5.0	
5	6295	Ratty Toey	I Dennewald	40.0	6.0	8.0	8.0	8.0	2.0	3.0	3.0	2.0	
6	3354	Whistling Kite	I Gattegno	41.0	7.0	7.0	1.0	5.0	5.0	8.00F	1.0	7.0	
6	AUS102	Flying Carpet	C Stockdale	41.0	3.0	3.0	7.0	6.0	7.0	5.0	6.0	4.0	
8	1152	Bokarra	C Cameron	55.0	4.0	4.0	3.0	4.0	10.00C	10.00C	10.00C	10.00C	
9	MYC100	Shear Magic	R Steffens	80.0	10.00C	10.00C	10.00C	10.00C	10.00C	10.00C	10.00C	10.00C	



Check out the great sailing photos by Ken on the MYC gallery



Steve Teutd receiving the Overall Mini-Regatta Series Winner, the Mini-Trophy and best of all the Mini-Break at Pittwater YHA!



FOR SALE:

Adams 8

Extensive sail wardrobe,
racing condition,
proven performer,
Mariner 4hp outboard,
boat bag included

\$17,000

Contact Andy Cooper

0418 476 462 or 02 9977 8861

174th AUSTRALIA DAY REGATTA 2010

The race day was hot with a weak north easterly blowing by the start of the first race at 11.05am. A fleet of eleven Access Dinghies competed. Seven 303s and one 2.3 from Manly, two 303s from Dobroyd Sailability and one 303 from Pittwater Sailability lined up for the start of the first of two races.

With Brian Wilson, Patrick Lynch and Britta Huttel on the starter's boat, Jan Jensen and Helen Hendry on Charlie's Chariot and Bob Ronai photographing the action, the races took about an hour and a half to complete. A group of sunburnt, thirsty sailors returned to the deck to await the results and presentation.

The winners, from Pittwater Sailability, were Alyse Saxby and Bob Hamilton in "Janice". They will be presented with their engraved medallions at a ceremony to be held at the Sydney Town Hall hosted by the Lord Mayor, Councillor Clover Moore, later this year. Jude Cole and an ecstatic Jessika Kelderman (Manly Sailability) came in at second in "Jade". Third placegetters were two delighted young women, Debbie McIntosh and Kaye Charlesworth, sailing "Olympic Spirit" from Dobroyd Sailability.

Other sailors on the day were Evelyn Shervington, Vin Gallagher, Wayne Teagle, Kees Van Lamoen, Crosbie Lorimer, Alan Bimson, Wayne Black, Ivan Denemy, Jill Musgrove, Denis Furze, Peter Singer, Paul Butler, Robert Sawyer and Eli Demeny. Judith Geppert, who sails a specially modified 2.3 with her chin, found the conditions less than ideal but will keenly contest the Women's Challenge in March.

At the conclusion of the "business" part of the day the sailors and a great group of volunteers celebrated Australia Day 2010 with a lunch organised by Jill Madden.

Peter Hamilton - Commodore - Manly Sailability



- 1st** Alyse Saxby and Bob Hamilton
"Janice" - Pittwater Sailability
- 2nd** Judy Cole and Jessika Kelderman -
"Jade" - Manly Sailability
- 3rd** Debbie McIntosh and Kaye Charlesworth -
"Olympic Spirit" - Dobroyd Sailability



Clockwise: Jan, Bob and Helen Crosbie and Alan Dennis and Jill Jude and Jessika Paul and Peter



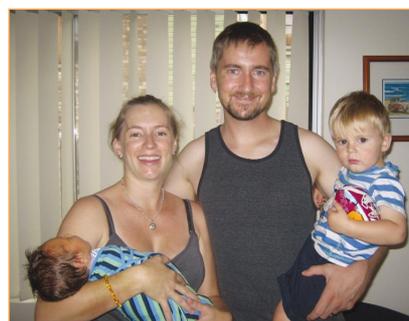
Congratulations



A first for Ken Terrens: photo in the SMH see more of Ken's great sailing photos on MYC Gallery web site. CYC SOLAS Big Boat Challenge etc.



Congratulations MYC Club Captain Matt McKenzie and Rebecca Sadleir 'Taxi' on their engagement.



A new crew member for 'Minder' Samuel Stewart with Sara, Tim and Jake.

Congratulations



'LIFE'S AN ADVENTURE' for the Club Championship series 2009-2010.

CC7 Check the MYC web for results

L: Occam's Razor and Helen E, Greg W (Supernova) and Jim N.



HEMPEL YACHT PAINT FOR THE SUMMER AND WINTERS SERIES

SS5 Check the MYC web for results



BLACKHEART NEW SPONSOR FOR THE OFFSHORE SERIES. OFFERING SENSATIONAL RACE PRIZES AND A SUUNTO WATCH TO SERIES WINNER.
<http://www.blackheart.com.au>



OS -3 Kees van Lamoen on San Toy
 Al Thomson and David Parle on Carlyle



Benefactor brings out our team spirit.

Gazing across the waters of Middle Harbour, former owner of Ferguson's Boatshed at The Spit, Robert Ferguson, noticed the colourful Sailability fleet, and wondered if his seldom used "Adventurer 23" would be suitable for teaching disabled sailors and volunteers to sail.

In an incredibly generous frame of mind, he approached long time family friend, Jill Musgrove, a Manly Sailability volunteer, and offered the yacht with no strings attached!

A team of enthusiastic volunteers sprung into action, and project "Fergo" is well under way to preparing the yacht for it's trial run.

Like most boats this one needs lots of TLC, and Manly Sailability can't afford to spend much on it, so we are appealing to our fellow members of Manly Yacht Club, their expertise and contacts for help.

What we need :

Ropes suitable for running rigging (medium and small guage) - excuse to sort through your garage!

Sikkens marine paint (for woodwork); surplus antifoul; winch grease.

YOUR SKILLS: Love mucking about on boats and have some time to spare?

For servicing winches (only 2); carpentry; sealing windows; tinkering with outboards, and many other delightful boat jobs!

Also: A mooring this side of Dobroyd, temporary or permanent, suitable for a 23ft yacht that only draws 1 metre. She comes with her own mooring tackle.

Anyone who can contribute any of the above please call:

Jill Musgrove on : 9905 6706



left to right: David G; Jill; Senny; David W; Ian



Sydney to Hobart on Chancellor

Chancellor true to form was sitting on a mooring having a relaxed lunch with 15 minutes to the start. Oops. Like professionals we dove into action and headed up to the messy start area. The crew pulled out a perfect kite set and burnt up the Harbour. We called 'overlap' several times and managed to squeeze our way to the front of the fleet. We headed straight out and settled in for a bumpy ride the first night. There

was minimal sea sickness which was a pleasant change for Chancellor! All went to plan until 11pm that night when the 'other watch' blew the number 1 heavy, our secret weapon.

Highlights: Spinnaker start - and watching all the other yachts come within millimetres, awesome team work and awesome crew, the Skipper's 'Happy Hour in the Paddock' and his interesting idea of two fingers, sheds and working out where the other yachts were, watching the Skipper's face when the second kite blew up, watching the Skippers face as we repaired one of the kites, the scenery around Tasman Island, harassing an ex Hobart winning yacht while parked in Storm Bay for two hours, hero's welcome at 3am courtesy of the British Armed Forces, passing through Customs, seeing my friends who had raced on other yachts.

Lowlights: blowing three sails, having to say goodbye to the crew in Hobart one by one, the smell of unwashed bodies, listening to 'Land Down Under' 200 times a day - 3 cd's was a mistake, realising three days in to the race that some bright spark had reset the y-valve to inboard tank and carrying 300 litres of sewage, the quarantined area - please don't ask.

I had a fantastic time on the way down, the crew were amazing and the photos and video footage show how much we were enjoying ourselves. I now consider Chancellor one of my homes. Hopefully we will get a little more wind this year.

Penny Meakins 

Some Tips for You and Your Boat.

As we are now half way through our sailing season it might be time just to check that our safety and safety standards on board are being maintained.

It is time to check through the gear and make sure it is in good condition, in date and stored in its correct place. Equipment which has been used should be restored and such items as in the first aid kit which have been opened and now missing need to be replaced.

Have you displayed in the cabin a stowage chart listing all gear especially safety gear and where it is stored?

If your crew has changed during the season does everyone on board know all the emergency procedures? Each crew should be allocated a procedure in case of an emergency such as failed rigging or spar, man overboard or perhaps fire.

Your crew should be familiar with mooring set ups and anchoring, also approaching and tying up at jetties. Aware of and avoiding ropes on the deck etc., depths and swing circles and indication of hand signals when used from bow to stern.

When under the boat cleaning the hull make sure the engine is off and the key removed from the ignition. No smoking when refuelling and clean up any spill.

These few little checks will hopefully ensure you enjoy a trouble free season. **Happy Boating** 



Dear Member,

Manly Yacht Club has been advised by Maritime NSW of changes to the Manly Yacht Club Aquatic Licence. This licence allows Manly Yacht Club to race on Sydney Harbour. The Aquatic Licence has been altered as follows.

"Under the original condition 100, the clause stating 'Participant vessels must remain at least 200m from the bow and at least 30m from sides/stern of any ship or SFC ferry' has been removed and replaced with...

All competitors must maintain a minimum distance of 500m from the bow of any ship and 200m from the bow of any ferry and no less than 30m from the sides/stern of any ship or ferry underway.

The Aquatic Licensee must ensure that all competitors receive a briefing in relation to the requirement to keep clear of ships and ferries."

Manly Yacht Club is required to inform you of your obligations while sailing with the club as each members actions affects the outcome of other sailing members. Therefore, I would remind you all to continue to comply with the maritime and yachting authority requirements at all times and particularly when representing Manly Yacht Club on the water as infringements may lead to heavy fines for you and/or the club and ultimately, the cancellation of our licence. If in doubt about these requirements or you wish to see the conditions of the Aquatic Licence, please don't hesitate to contact me.

I draw your attention to the MYC Noticeboard; the MYC newsletter issued September 2009 and Section 6.10 of the Manly Yacht Club handbook which will be amended in the next edition. For further information please go to <http://www.maritime.nsw.gov.au/bigships/safety.html>.

Thank you for your co-operation in this matter.

Maz - Commodore 

A warm welcome to our new members



Andrew Bowman, Associate
Alison Hayman, Associate
Paul Chambers, Associate
William MacKinnon, Associate
Hannah Dodds, Associate
Steve McKeogh, Associate
Karen Webster, Associate

Elizabeth Munnings, Associate
Candida Surgenor, Associate
Matthew Miles, Associate
Lynette Budd, Sailability
Phil Dressler, Senior
Barry Newell, Senior
Megan Rae McCormick, Family

Diary Dates

Fri 12 Feb	Yachts Zilzie Twilights 15
Sat 13 Feb	Training - Safety Boat induction and practical
Sun 14 Feb	Yachts SS-6 CBs - APS - 4
Fri 19 Feb	Yachts Zilzie Twilights 16
Sat 20 Feb	Sailability - STATE TITLES BIRDS, Geneal
Sun 21 Feb	Yachts OS4 Lonitude race
Mon 22 Feb	Sailing Committee Meeting
Fri 26 Feb	Yachts Zilzie Twilights 17
Sun 28 Feb	Yachts CC - 8 CBs APS - 5/CC - 8
Tue 2 Mar	Board Meeting
Fri 5 Mar	Yachts Zilzie Twilights 18
Sat 6 Mar	Sailability - General Hornsby Lifestyle
Sat 6 Mar	Audi S/H Regatta -1
Sun 7 Mar	Audi S/H Regatta - 2
Wed 10 Mar	Sailability - Truscott St, RFW, MAPS Forestville
Fri 12 Mar	Yachts Zilzie Twilights 19
Sat 13 Mar	WORKING BEE
Sun 14 Mar	Yachts -SS-7 CBs - APS-6
Fri 19 Mar	Yachts Zilzie Twilights 20
Sat 20 Mar	Sailability - Birds General
Sun 21 Mar	Womens Challenge 2010 Yachts, Juniors, CBs and Sailability
Fri 26 Mar	Zilzie Twilights BALL Please check the 2009 - 2010 Handbook DUTY ROSTER CREW : CONTACT: Pam Davis: 9939 1972 pensive@iinet.net.au



3rd of February 2010, Valencia, Spain

I am in Valencia, Spain and with tears in my eyes I would love to send warm greeting to all members of the Manly Yacht Club and my dear friends, from the 33th America's Cup and give you some news on the one of the world's oldest and most prestigious regatta competition.

After long winter months in cold, covered in snow polish mountains finally I can see the sun and the water and the boats. I had good excuse to run away...first of all I was getting claustrophobic from being indoors (average temperature -2 during the day and 16.00 it's already dark) so not much to do outside, some of you know our winters in Europe...but the main reason I have run away from Poland was sailing and the America's Cup Regattas being just 3 hours flight away from my home town.

My sailing adventure have started in 2007, during trail day with Anne and Chris, (didn't learn much that day and didn't understand much of Chris jokes but it was fun enough to come back again, then I was barrel girl for Stephen for the first presentation of the Twilight season in 2007 and then Twilight season on "Two Can" (gosh not sure how I got by, I just couldn't get any of maritime vocabulary in my mind, the boys were saying something to me and I was just smiled politely, pretending that I understood, I was afraid that if I don't understand I would not be able to come back) but the guys were patient and I have learned, Stephen thank you for believing in me, and then "Nickel" and my first Women's Challenge (gosh I never ever was more proud and happier in my life, Michael and Simon I miss you)...oh and so many more great memories.

Quickly Manly Yacht Club and everybody there became like a family to me and sailing started to be a big part of my life in Australia, far away from home.

I would never thought that a few years later I would be so much in love with sailing and my passion about the boats that I would travel to Europe, just to see the Regattas (Cork, Ireland), just to take the photos of the fancy sailing boats (Volvo Ocean Race 2009) and now Valencia ...just to feel the pressure and see people in deck shoes and sailing gear.

I have just arrived here; first stop was the port and the America's Cup village. I haven't seen much yet, as it was 20.00, just two big, modern, operational and logistic building set up for the teams, one for Alinghi and for BMW Oracle, with own gym, restaurant, souvenir shops, and high tech warehouses. I was trying to go inside but not much luck, I will try again, maybe I will tell them that I am writing the blog for Australian, Manly Yacht Club and will get some media pass for myself and get all inside gossip and photos for you.

Ah and I just saw few very handsome people in sailing cloths rushing to dinner. I can't wait till tomorrow morning to come back to the village for more and to take photos of the boats and the place.

The America's Cup is a challenge between two boats in which there is only one winner. During this edition of the Cup, the participating vessels are catamarans; Defender: Alinghi and Challenger: BMW Oracle. Valencia has special natural characteristics, and with local climatology and orography makes Gulf of Valencia an excellent course for regattas.

So you know who is writing to you, this one is from home in Poland last week.

Iлона Malinowska

IMPORTANT PLEASE NOTE:

I will be travelling this year, so I'm very pleased to announce that Carole Orbell will keep the "oxygen" of MYC Newsletter going, starting in March to June. Hopefully Carol will enjoy formatting the newsletter for our members and with your support she will continue to help out or take over when I return.

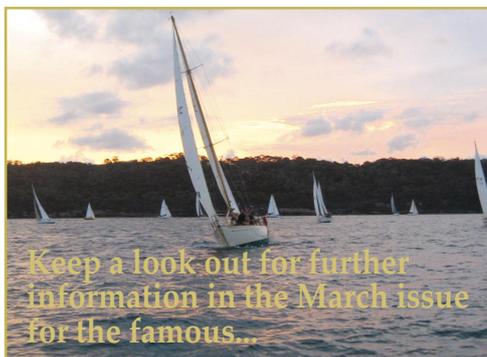
**Deadline for the March issue
Wednesday 10th March.**

**As from March please forward all
newsletter articles to Carole Orbell:
carole_orbell@hotmail.com**

**Please assist Carole by naming the
people and boats in photos
that you send her - Thanks**

Thank you all for your support and fabulous stories and pics over the last 6 years, YOU make the MYC Newsletter. I hope Carole has as much fun as I have and has the opportunity of meeting you all very soon.

**Regards: Margo, Marg, Margie,
Margaret and Blossom.**



**Keep a look-out for further
information in the March issue
for the famous...**

MYC
Twilight Ball
March 27th

Mark your diary NOW!

Volunteering their time

Many thanks to the MYC Board, the Sailing Committee and MYC members who volunteer their time to coordinate the huge MYC sailing events, administration, club maintenance, MYC Shop and Sponsors. Check your Hand Book and don't hesitate to contact any one of them to give the MYC some of your time. HELP REQUIRED NOW - TWO BIG EVENTS coming up, they are looking for extra volunteers to help out on the Women's Challenge 21st March and the Zilzie Twilight Ball 26th March, please contact the Sailing Committee.

The photo is if the multihull Alinghi 5. Boatspeed is 16 knots - windspeed, well look at the water - perhaps 4 knots...

Photo C/O Alinghi.

Article courtesey Seahorse magazine.

Blue Robinson.

Frightening...

Grant Simmer, who is the design co-coordinator for the America's cup team Alinghi, has seen much in his sailing career. **When he gives you a long hard stare, and says, "It's scary" you listen.** Blue Robinson spoke to Grant and discovered designing, building and sailing an America's Cup multihull is not a walk in the park.

Blue Robinson: The multihull Alinghi 5 started when?

Grant Simmer: From December 2007 we started conceiving the boat, which is now Alinghi 5. Our head engineer Dirk Kramers led a lot of that - because he had been involved in 1988 America's Cup, and Dirk was a multihull sailor and really into it - so we started with a blank sheet of paper. We were planning on racing in October 2008, so we had to work fast, conceiving the boat, working on how to build it, and finding somewhere in Switzerland to build the boat.

BR: Who was in overall control?

GS: I was project manager in terms of how we were going to build it and what resources we needed. We had some very good people including Silvio Arrivabene as construction manager and Tim Gurr as head boat builder, working out how things are going to be done - what tooling we needed, exactly how will things be made and obviously Dirk Kramers and Rolf Vrolijk were conceiving ideas all through that time, with the experience knowing what was achievable. Brad Butterworth and Murray Jones were quite clear about the need to have the boat sailing for a couple of months to debug it, and basically learn how to sail it. So we were working with that schedule, then we got a stay after an appeal, so things were delayed a bit. We started construction in May 2008. We had decided beam, length and hull shape, so started building the tooling for the hulls, then brought all the team to Switzerland.

Things like the beams; we knew how long they were, but we hadn't really figured out the laminate design. Kurt Jordan was in charge of modeling each of the components for the boat; he did a huge amount of work. Without Kurt, we would have struggled to design something that can take these loads. We had to make some decisions on what we thought was maximum righting moment we could live with (structurally). Obviously the greater the righting moment, the faster you will be, but we had to set a limit because if you go back to your VPP it is telling you more sail - more righting moment - more sail - more righting moment, and eventually we had to decide what is a reasonable limit. This also involved the rig size. How big a rig did we think we could deal with? We always had a strategy of building a conservative rig then a larger rig, which is where we are now. That, we feel has been a good strategy, because we could develop and de-bug the boat with the small rig, and quickly go to the big rig.

BR: How smooth was the design process?

GS: Pretty smooth. The only thing that was stop-start was when we won the appeal in the appellate court and started working with the challengers again developing the AC 33 rule. What also complicated matters was the economic crisis, and that affected some sponsors decision to commit. Throughout that time we kept building Alinghi 5, and gave the designers like Kurt an opportunity to go over the things they had done - have a really good look at it, and get a level of comfort. That was important for us. We have fiber optics with strain gauges all throughout the boat, so we can monitor the structure in real time. Dirk and Kurt pushed for that. Without this monitoring, a failure could be catastrophic. You could lose the whole thing.

BR: Plenty of offshore multihulls have extreme failures.

GS: For sure. Of course things will break on the boat, but it is valuable to know exactly why. We have a guy called Daniele Costantini from EPFL in Switzerland, that builds all the fiber optic gauges and embeds them in the structure, then calibrates them - and that is critical. So now when we are sailing we normally have Kurt onboard, who is monitoring the structure in real time via the spine rigging elements throughout the structure of the boat. We



have alarms going off from time to time when we have an unusual load case. We started with the alarm levels set very low, and the sailors were fed up when we started sailing in Geneva and Genoa, because the alarms were going off too frequently; then gradually we raised the levels to what we were comfortable with. Now the alarms seldom go off, but if we have an unusual load case, they do. I have to say it really is fantastic - really, really fantastic, to know before you have a problem, that you are reaching it - or close to it. Vibration caused by the boards can be high frequency, which can confuse things a bit which is a risk - but if you get an unusual load spike, an alarm will go off.

BR: So the key things about Alinghi 5 are?

GS: The key things about this boat are the conception - beam, length, hull shape and sail plan. We are continuing to develop the sail plan and the centerboard and rudder configurations, which will be on going until the day of the race. Everything takes a long time to build. It used to in the Version 5 A/C boats, things like building a new bulb, or keel fin, but everything on this boat is a couple of magnitudes bigger, so you have to plan a long way - several months in advance, for each project. That is how long it takes to design, analyze and build. Even getting the sails built takes a long time.

BR: Anything during the build you thought was fairly straightforward, and then when you got closer to it, you realized you perhaps had to re-asses?

GS: (Pause) Not really. Nothing is straightforward. Nothing. I think everything is bigger and higher loaded than anything any of us have ever done before. Any of us. And we had Nigel Irens involved, and the loads he had seen on his offshore mutihulls were way, way less that we are dealing with. Nigel was good to have around, particularly at the beginning to make sure we didn't make a mistake conceptually. Things like making sure the boat would tack well, which it does just fine. The centerboards are a long way forward in the boat, which has turned out to be a good decision. And concerns like did we have enough reserve buoyancy for bearing away? Even now when we bear away, as all multihull sailors know, when there is a bit of wind it is heart-in-the-mouth stuff getting through the danger zone. The monohull sailors in our team quickly learned to know when to be scared! The fundamental thing is the stability is diminishing in multihulls, where as in a monohull, every degree of righting moment we have more stability, so we are nicely "damped" sailing a monohull, and this thing is quite the reverse.

BR: Any 'eureka' moments during the design?

GS: No, we were nervous the whole way. Nervous about everything - the whole way. And we have some good predictive tools. As I said we were working with Nigel Irens and Benoit Cabaret, but really quite quickly Michael Richelsen and Dan Bernasconi, who do our predictive work together with the sail designers, reached a higher level than Nigel and Benoit were using in predicting performance. So really no eureka moments. We were nervous about making the boat so wide, but had to rely on the tools we had to evaluate that. It is a trade off. The beam of the boat gives you power, but it adds weight, because the beams get heavier the wider they go, so that trade-off was a difficult choice. We had a good idea BMW Oracle would be 90 foot wide, so we knew they would be powerful.

Continued on pages 13 and 14

BR: In the 32nd A/C, you said you were working on an interesting sail material idea, but had to stop as you were running out of time. Anything similar in any area during this project?

GS: That was the NSA project that North sails have taken on. That was a really promising project, really interesting, but in the end we realized we only had a certain amount of time and resources left - we simply ran out of time. In this project the classic one would have to be the solid wing sail. Dirk Kramers and Duncan MacLane (who worked as a consultant for us) were involved in the solid sail in the 1988 cup, so they were keen for us to try a solid wing. When we were on a schedule to race in October 2008, there was no way we could do it. Even as late as the middle of 2009 we were reassessing it again - and we concluded we didn't have enough time to do it. We believe it has the potential to be fantastic, but to build a solid wing sail this big, in the time we had, we just didn't think we would get it done. We really, really want to be racing in February. BMW Oracle look like they are getting ready to put a solid wing sail in their boat. I am not sure I would bet the whole farm on a solid wing project.

BR: Before construction, were you confident with your load analysis?

GS: The loads come from the sails, and we use the North sails flying membrane software, and Mike Schreiber runs that so we are pretty confident with those loads - and that is confirmed now we are measuring the loads on the rig or corner of sails, so the modeling is good. We use a software called ANSYS that Kurt is a high level user of, so the modeling was verified. The thing with modeling loads is, say you stuff the bow in during a bear away, you simply don't know what those loads are. We could model the loads when we are sailing along heeled at 5 degrees, but we don't know what they are in an unusual loading case. Say we bear away and the rudder fully stalls, and you wonder if it is designed to take that load, then rudder alarm goes off - which is good, that is what it is for, so you know you have those loads and sensor levels about right. But if you stuff the bow into the water up to the forward beam, I wouldn't have any clue what the loads would be, so we have to allow for that. It is the unusual load-cases and peak loads that we may not have been able to predict that we can come unstuck with...

BR: One of the most remarkable features of the boat is the stunning "S" foils. Who brought that idea to the table?

GS: A young guy called Dan Bernasconi who works for Michael Richelsen who came from McLaren, where he used to work on their race modeling software, and Dan is one of the few guys I know who can deal head to head with Richelsen - he is that smart. On the 41 footer we were testing various foil configurations, which Dan had been designing with Michael looking over his shoulder. We tried an "L" shaped foil and that was good, but the problem with an "L" shape is you always have the lifting part of the foil under the windward hull, so in marginal flying conditions you get quite a bit of drag, then he conceived the "S" foil, which we have developed through several stages. We did test "C" foils - which they use on ORMA 60's, but the problem with the "C" foil is it is only a lifting device really - not much lateral force, so the ORMA's have a normal centre-hull board with a trim tab, to provide the lateral force, while the lifting force comes from the "C" foil. On Alinghi 5 we wanted to do it all in the one foil. You could have a canting "C" foil, which we believe Oracle have done, so you could do away with the centerboard on the centre hull. It almost seems Oracle are morphing from a tri to a cat.

BR: And your "S" boards fit and works well?

GS: They do. We have adjustment in the case so we can adjust the angles of the board using hydraulics. You need a certain amount of side force and these foils also generate lift, which is dependent on your foil pitch and the speed you are doing. Being able to adjust pitch with the boat speed is quite important. People often talk about what evolves from the America's Cup to other classes, and this is a classic example of something that people will look at and use on multihulls, developing it with their own ideas.

BR: At a certain speed, with the windward hull flying and the leeward board down, is it possible to lift the leeward hull out of the water?

GS: That is something we have experienced, having too much lift, and that is frightening in a boat this big. Frightening. If you go faster and faster, yes, you can generate too much lift. The classic example in using a "C" foil in an ORMA 60. The boat lifts and lifts and lifts, then the foil gets near the surface where it aerates, and the boat drops down. In a boat of our size and power, the violent dropping action from the foil lifting then collapsing because the flow on the foil aerates and slams back down - I have to tell you, it is not a great feeling.

BR: Throughout the design and construction, how much was Alinghi president Ernesto Bertarelli involved?

GS: Ernesto is in love with this boat, and that has been great for everyone who has contributed. He just loves it. We had some sailing days in Genoa, but pretty much every day we go sailing in Ras Al Khaimah, the conditions are perfect. We start off in 8 knots of breeze, and end up in 13-14 knots of breeze. It is wonderful sailing, so Ernesto is very happy. Obviously he hates the situation off the water, but I can tell you now, as a team we are committed to racing in February 2010, and we will do everything we can to get on the starting line in February. I am sure the sailors in the Oracle team feel the same way. I think everyone is itching to go.

BR: Dropping their rig didn't help...

GS: Well that is a setback, but they will deal with that quickly. They have two other rigs plus this wing sail. Everybody would like more time. Everybody would. We are working towards February and that is when we will race.

BR: This was always the boat you were going to have to race with. There was never going to be time for extensive modifications or paring away layers of structure. Did that knowledge create much of a headache during the build?

GS: It is always tricky. We would change things if we had another run at it - and because we have been measuring the loads we know a lot more about the boat structurally now, so we would change some things; if we were building a second boat we would be a hell of a lot smarter, but I am pleased to say none of them are show-stoppers, they are not big ticket items, they are just refinements.

BR: What is the most complex area of the boat?

GS: The engine and hydraulic systems are quite elaborate, and getting that right, and matching that to the sailors requirements has been a challenge. Getting a mast that is that long, to be stable is a big deal - I am sure Oracle have the same issue, and they may have just demonstrated how difficult that is. Concerning the structure of the boat we all know multihulls have to be light - they simply must be light, and balancing making the boat strong enough to take these tremendous loads and still chasing the weight out of the boat wherever we can has been a major challenge for us. That is why the boats are inherently quite dangerous, because you have to build them light - and they have to be strong enough, so you are always pushing. The factor of safety is like aircraft factor of safety - not like normal yacht factor of safety. That is the trick.

BR: Any areas of the boat you think are over-engineered?

GS: I hope not. There are one or two areas where we could perhaps cut a little bit of weight out, but nothing major. Again all credit to Dirk, and Kurt and the other engineers because they are building something we have never had experience with. Kurt was involved with Playstation, but that boat was much narrower and designed for a completely different application with a much higher factor of safety, but his involvement in that earlier project has helped us.

BR: Sail design - how involved were you?

GS: Not that much, Mike Schreiber does most of that, and you can see in the photos of the boat the sails are really, really nice. Chasing the weight out of the sails is critical, and I was surprised how light our sails were when Mike told me the weight, and we don't see distortion in the shapes. We are building second and third sets of sails now, and they are not very different from the first ones.

BR: What sort of wind range is the boat designed for?

GS: We have sailed the boat in up to 19 knots of true wind - and I have to tell you Blue, it's scary. It is scary at that sort of wind speeds.

BR: Which would give you an apparent of?

GS: Well the apparent is between 35-40 knots. That is why windage is so important. In 8 knots of wind we can easily be doing 20 knots of boat speed. Easily. Very easily. So you are going two and a half or three times the wind speed. So the windage is always a major factor.

BR: What are you most proud of in the sail wardrobe?

GS: The shape of the sails. The fact that Mike could build sails that are that light and retain their shape. The mainsails are just gorgeous, and yeah, the jibs are too. So far the sail inventory has come together very well and this will be heavily influenced by the venue, so when the venue decision is finally taken next week, we will then configure the rest of our sail inventory.

BR: Two Australians that have become involved are Greg Waters and Mick Dunn.

GS: They work with us on the hydraulic and PLC systems, and the reason is they have a huge amount of experience in powered systems. They are both good guys and are easy to work with, and were not spooked at all by this project. Two great laconic Australians with a good sense of humor, it has been good working with them.

BR: What sort of things did you ask of them?

GS: When we conceived this system, we didn't know if we would go with electric or hydraulic control systems - how winches shift gears - everything. Initially with Greg, we worked on how we would configure the system - where the manifolds would be, Mick more on the software side, he programs the PLC and the engine control unit. We worked with a Swiss company who makes engines for motorbikes, and they developed interfaces between PLC and engine so we can have a relatively light engine that can handle the loads. And it is quite a brutal loading.

BR: Rope management and deck systems. Are you burning many ropes up?

GS: Gennaker sheets are the highest loaded rope on the boat, and you can easily burn the cases of the ropes off, so we are dealing with Maffioli in Italy and they have developed some special high modulus dyneema and that is working well.

BR: How much time have you spent sailing the boat?

GS: In RAK, virtually every day I go on the boat, because I am quite involved in the testing program.

BR: Your first impression?

GS: The very first day we went sailing, we had these grand plans of being very conservative, not allowing the boat fly... just take it easy... and we got a little gust and the thing started to fly, and we just sailed off! It seemed perfectly natural... Since then we lost a bit of time on the lake de-bugging the hydraulic systems and the engine, and in Genoa we lost time, mainly because it was too windy or there was no wind. We went to RAK because the weather conditions were great, and since we have been in RAK we have lost I think just one day because it was too windy.

BR: Communication on board?

GS: We have a communication system on board - but right in front of the helmsman is the mainsheet, traveler and headsail trimmer. Right there. And they can talk, even though there is a lot of apparent wind, they can talk, so that group is linked in quite well. Behind the helmsman is the runner guy, so he is working the runner together with the mainsheet loads, so that little group of trimming the boat is tight. Even though the headsets are good, it is not that easy to communicate well in headsets. Apparent wind can distort sounds on the mike, so the boat has been designed that little group of guys are close together. I am little surprised Oracle have the helmsman standing off to one side.

BR: Is it likely we will see helmets and padding worn on Alinghi 5?

GS: We have helmets and lifejackets and they are available for all the guys, but they are pretty comfortable with it so far. With helmets, having anything cover your ears can be quite distracting.

BR: Top speeds?

GS: Firstly, it is not designed for top speeds, but it is quite happy reaching at 30 knots. No problem at all.

BR: After Justice Cahn's 12 May 2008 New York Supreme Court Order 'that the location of the match be in Valencia or any other location selected by the SNG', the boat was configured for UAE. You had trained in UAE prior to the 32nd Americas Cup and the weather was steady. That has all changed now, which means the cup may now return to Australia.

GS: After that ruling from Justice Cahn we were committed to RAK, and we shipped the boat and team to RAK. We had to train somewhere in winter - we never would have trained in Valencia in winter - never. Or anywhere else in the Med. In RAK we have a great base and we can work efficiently, so we will stay in RAK as long as we can, or go to Valencia if we are told to go there - or come to Australia. We are pushing for Australia, because Valencia in winter is, well... We didn't train in the winter prior to the 32nd Americas cup, we trained in the UAE for the very reason we wanted steady weather. Oracle didn't train in Valencia the winter prior to the 32nd cup either, so we are not sure why it is being pushed, and that is why we said let's come to Australia. There are plenty of venues in Australia we can use. Probably more in Queensland than New South Wales, and Oracle are saying, "Tell us a venue and we will tell you if we can come..."

BR: So if it's Valencia - you will go to Valencia.

GS: Of course. We think it is crazy, but we will go there. The water temp is around 7 degrees and the other problem is on a good day it is offshore until 12 noon-1pm, then you get a weak sea breeze, so potentially we have to take everyone - including spectators and sponsors twenty five miles offshore to start a race. Then we sail in the offshore breeze, where it could die and we will sail back in the sea breeze. That could be the typical scenario.

BR: Not the easiest sell for sponsors and the light may not be the best for photography.

GS: It is a long way to go on any boat to start a race. I don't understand why Valencia is being pushed in February - and they say infrastructure is there - our mast is 60 meters long it doesn't fit in our yard there, the sails don't fit in our sail loft, and our boat doesn't fit in the boat shed there... All we have in our base in Valencia is a canteen, some offices, a gym and somewhere to park the tenders. These are the only things we could use. That is why we proposed a base in RAK. Steady weather, a big sail loft, a big mast shed, a lot of yard space - a lot of space, to move stuff around.

BR: People have very fond memories of 1987 in Fremantle.

GS: The guys in Perth were interested in having us - but in February the sea-breeze is pretty strong and you have to go quite a long way north to get a twenty mile course, and get away from Rottnest. But "Chink" Longley and Skip Lissiman were pushing "Come to Perth, it'll be great!"

BR: Finally, Ernesto is a pretty accomplished helmsman. Five times Bol d'or winner and Farr 40 world champion, how do you think he would respond if the prospect of an "owner driver" rule was raised?

GS: He would be fine. I think he is going to steer our boat anyway. I think he will. In the end it is his decision. I know Brad, I, and most of the guys would support Ernesto if he wanted to - he steers the boat as well as anyone else. He is fine.

BR: The cup settled against Larry on the water, mano a mano?

GS: Well Ernesto would love that, but you would have to ask Oracle if Larry is steering the boat - I think they have already announced the skipper.



**BR: Thanks Grant.
È Blue 2010.**

