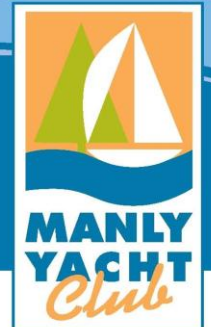


MYC NEWS



September 2012

Commodore's Report

The sailing season got under way this month with a very successful Marathon race. But before we could go racing, there was a lot of work put in by our volunteer safety inspectors and also by our skippers to get their boats ready. It was a long day, but most boats were well prepared and passed without much ado. Now that you've passed the inspection and the subject of bribery is mute, don't be shy in buying your inspector a drink to say thanks for their efforts!

Entries in our series are mostly going well and we received over half our entries via the web Top Yacht entry system. For those of you who couldn't master the online entry, your handwriting was mostly legible although I can't guarantee that during those late nights of data entry that I didn't accidentally add a meter to your water line length - oh well mistakes can happen unless you do it yourself. It is only the offshore series that is down on entrants at the moment, so if you are thinking of getting your boat up to cat 4, do say and we'll see what assistance we can give to get you offshore.

The 3 of the 4 boats that are entered in offshore commenced the season with the SASC Lion Island race. San Toy did a great job representing the club by winning division 1 beating Ez Street (racing of the same handicap) by 8s over the line and on corrected time. Copernicus also had a very respectable finish, while Esprit competed in division 2 and enjoyed the day out:)

It's not just the yachts that have started and the juniors are soon to dip their toes into the warming waters. Yachting NSW is providing two days of MJ coaching as part of their class development program. The dates for these sessions are 27th October and 3rd November and hopefully this will be a big boost to our racing juniors, as well as helping out our parent volunteers.



Helen Buckland, our new training coordinator, has made a start on a new syllabus to help further our sailing educate and the new dates and topics are in this newsletter. Please note that due to trainer availability, these have changed from the dates published in the handbook (which for once is not the source of all true knowledge). For the latest up to date information of what is coming up, please check the online calendar on the front page of <http://myc.org.au>. Ken has been doing a lot to spruce up the website so please do have an explore to check out the calendar and other useful information.

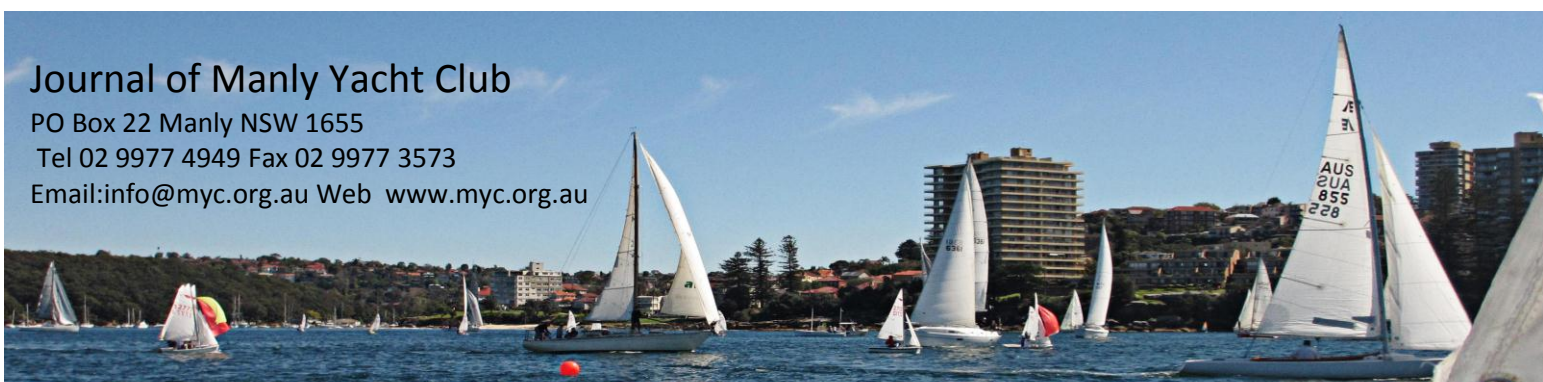
Greg Wilkins

Journal of Manly Yacht Club

PO Box 22 Manly NSW 1655

Tel 02 9977 4949 Fax 02 9977 3573

Email: info@myc.org.au Web www.myc.org.au



Manly Sailability

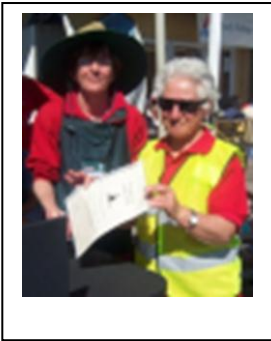
New volunteers get to know us

At the start of each season, recently joined and new volunteers get the opportunity to find out what Sailability is all about at our Orientation morning.

Through a series of promotions, posters at local community hubs, online volunteer websites and word of mouth, twenty two new volunteers arrived to be enlightened, and get out on the water of Manly Cove.

Following informative background presentations upstairs, the action moved down to the deck and pontoon, where experienced volunteers had rigged and launched four dinghies, and moored the safety boat, Charlie's Chariot.

A gusty 15 knot S/W had us reefing the sails for more comfortable sailing, as most of our newbies are new to sailing. During the morning they took turns at sailing, crewing on the safety boat and cooking sausages on the new barbeque donated by Bunnings Warringah Mall.



Their broad range of skills include experienced occupational therapists, marketing and general business, and students doing

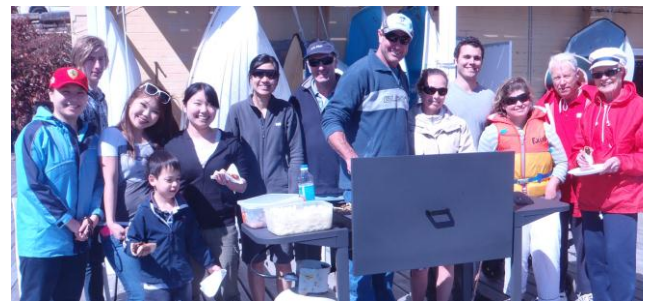
Duke of Edinburgh Awards. Most expressed an enthusiasm to return for our full on training session next Saturday 15th Sept, and many are keen to get involved in sailing at Manly Yacht Club.

New office bearers after the 2012 AGM are: President – Jude Cole ; Maintenance and Safety – Barry Newell ; Race Organiser – Helene Francois ; NSW Rep. – Denis Linney.

So with two new boats on order, Cromer Golf Club's "Black Swan" and "Vin" in memory of Vin Gallagher, we have a very full season to look forward to. Jude



New office bearers: President Judy Cole , Maintenance and Safety – Barry Newell ; Race Organiser – Helene Francois.



Cooking sausages on the new barbeque donated by Bunnings Warringah Mall.



For those who might have missed it: the MYC Newsletter has a new editor since the August issue.

After more than three years of brilliant service, our editor Carole Orbell has called it a day and handed the tiller over to me, Manny Mitternacht.

Carole's professional editing skills have set a benchmark for the design and layout of the MYC newsletter.

Thanks Carole, for a job well done!

MANLY YACHT CLUB HISTORY PROJECT

On the 29th and 30th of September all of the Club's records and historic information was carted up from cupboards in the lower floor and spread out on tables in the clubroom. A veritable treasure trove of memories and past adventures.



Helen Ebeling handing over the Club history to the MYC Research Team

Most of this information had been collected by Helen Ebeling during her stint as Club Historian and stored in plastic document boxes. The first task was to separate out all the Club's official records for permanent storage. This included the Constitution, the Lease, the Board Minutes, AGM Minutes and Financial records, Development Applications and Approvals, to name but a few.



Ten boxes filled with rescues, daring deeds and disasters dating back more than sixty years.

Some of these records date back to the early 1950's and are contained in huge leather bound volumes which have been eaten by rats. But perhaps the most interesting stuff was the recollections, the stories and the old photographs.

This other stuff related to the more energetic wet activities and the colourful events in the Clubs past and it was tabled in 10 separate boxes as themes. These boxes have titles like "Genesis" the late Doug Ebeling's word for the beginning at Manly Sailing Club from which Manly Yacht Club evolved. Other titles include "Rescues" "Daring Deeds" and "Disasters." There is a large number of photographs but unfortunately some of these are often photocopies from undated newspaper articles. Originals would be much appreciated.

The idea is that each of these themes will be developed into a self-contained chapter capable of being published in the Club Newsletter or Journal, as it is now called, and available on the web. Eventually these chapters will add up to a complete history capable of being printed as one volume.

There is a lot more exciting work to be done involving more research and collection of material and careful editing. I will be looking for more volunteers to share the fun.



Eaten by rats: The MYC archaeological team assessing the data.

In the meantime my thanks go to Christabel C, Margaret (Margo) L, Maz T, Jenny W, Helen E, Judy R, Gene S, Ken T, Ian D and Greg P for the great job they did over a two day period.

Brian Wilson

Anyone interested in becoming involved in this fascinating project should get in touch with Brian Wilson at 9949 1073 or qbrianwilson@optusnet.com.au

Club Champs Starts With A Bang

How many times have you got halfway up the first leg of a race and thought, "Geez, that was a crap start". And how often back at the club afterwards have you heard, "Yeah, we sailed ok but had really bad start".

Getting out of the blocks in front is important for success in most sports, just ask Usain Bolt or Tiger Woods, but in yacht racing it's absolutely vital. If you can hit that start line at speed and at the right end when that division flag drops and get out ahead on the first windward leg, often the race is half won.

Out in front there is nice clean air and an open seaway, while in your wake you can control those chasing in several ways: disturbing their wind, preventing a tack, and having the choice of which side of the course you want to send them (a great example of that was the women's match race final the London Games).

Missing the start, whether it be in time or position, puts you back in the second row, where you have to start sailing what I call "catch-up": tacking away to avoid dirty air or starboard tackers, ducking boats, or taking a gamble on an upwind route you might not have sailed had you been out in front.

So here's a few things Ivana, Sorrell and I usually go through on Melody before a race to fine-tune our upwind starts:

1. Work out which end is favoured. There are several ways to do this, so I won't go into detail, but running up and down the line usually gives you a fair idea. Bruce Davis on Wildlife tends to sit head to wind for a while to do the job.
2. Find two transits on the shore up high, like a tree or a tower, that are in line with either ends of the start line so you can glance at them when things become hectic to tell where you are in the final seconds of the start sequence without having to search for the pin or boat which may be obstructed by other boats.
3. Get to the start area with plenty of time to spare and do a windward beat with a few tacks to set up the mainsail trim, jib cars, backstay tension and traveller for

the conditions. Maybe hoist the spinnaker to make sure it works, and throw in a few gybes.

4. Work out which side of the course you are going to take on the first leg and then make a plan B in case things turn to toffy. Look for the ferry arriving/departing!!! ... it arrives on the half hour and departs on the quarter hour. 5. Practise a timed run to the line from a fixed object, like a YA mark or another transit, or better still, know how far your boat will sail in one minute. Melody does about 80 metres in a minute in a good breeze. Use a proper starting watch, the bigger the better, and set it off the flag drop not the sound signal.

6. If it looks like a boat-end start, line up another transit when you are hard on the wind, one between you and the start boat and an object in the distance; anyone to the right of that imaginary line will be barging, so kept an eye on them.

7. If it is a light day, don't get too far from the start line. If it's blowing, don't get too close.

8. Don't start on port unless everyone else is at the other end of the line. Lots of people will disagree, but even if the pin end is really, really favoured we still start on starboard at the pin and then

tack when it all calms down.

9. Don't let anyone get on your port "hip" in the final minute before the start, especially an Etchells that's gonna luff you to the gun and then shoot off while you

are stuck in irons. Put yourself in a spot where you have the option to bear away if necessary.

10. And finally the most important thing for Melody, the smallest boat in the fleet ... clear air. If you don't have it before the gun, get it as soon as you can after it. Get away from the bunch and the bargers and hit the line at speed ... easy-peasy! If only it were.

If you have got this far, why not give the 2012-13 Club Championships a go this year, it's the best fun you'll ever have in wet pants. Call me if you need any assistance in any way.

See you at the pin end. Jim Nixon 0403 836221



Ken Terrens' photo taken from the pin end on Robbie R during last year's YHA Mini Regatta shows a gaggle of J/24s battling for position at the start, with the lead boat having to bear away to avoid being early as Melody (1255) slips into a gap to windward with clear air, speed and height.

Postponements – A Timely Review

Postponements are a necessary and common call by the Race Committee. As sailors and volunteer race committee members we all need to understand postponements.

Within the 5 minutes starting sequence of both divisions for the Marathon Series – M-1 on 2 September, the Race Officer (being me that day) needed to postpone the starts.

RRS 27.3 states: “Before the starting signal, the race committee may for any reason postpone (display flag AP, AP over H, or AP over A, with two sounds) or abandon the race (display flag N over H, or N over A, with three sounds).”

The definition in RRS is: “Postpone. A postponed race is delayed before its scheduled start but may be started or abandoned later.”

Reasons why the race committee may choose to postpone a race include matters relating to a fair race or to safety.

Under fair racing, we could include:

- Race committee not ready to start race on time
- Insufficient wind
- Race committee decides to change the course number/signal after warning signal made (RRS 27.1)
- Race committee decides to move a starting marker after preparatory signal made (RRS 27.2)
- Race committee makes a mistake during its race signalling and decides it would be better to commence the start sequence again



Under safety factors, we could include:

- Maximum wind speed exceeded, as specified in the sailing instructions
- Other safety factors as assessed at the time

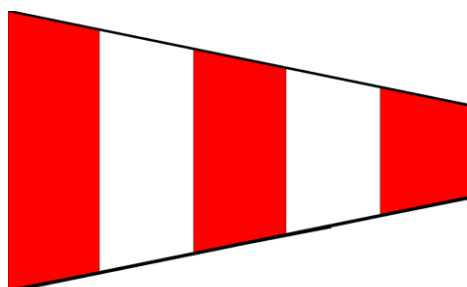
On 2 September, the postponements were called due to a safety factor. The Manly Skiff Club had their Manly Juniors sailing on North Harbour. During the MYC’s 5 minute start sequences, some MJs were near or crossing the MYC start line, and hence postponements were needed to ensure the safety of the young crew on those MJs.

Postpone signal sequence is:

- AP flag is hoisted – with 2 sound signals
- Race committee determine when appropriate to again commence the 5 minutes start sequence (as per RRS 26)
- AP flag is lowered – with 1 sound signal
- 1 minute later the Warning signal (5 minutes signal) is made
-

As always, skippers or designated crew should watch the flag signals made on the race committee boat, as the absence or failure of a sound signal is disregarded.

Good sailing everyone
Peter Bennell – P.R.O.



Oh what fun we had...

Many Sailings annual trip north to compete at the Queensland Season of Sailing was an extra special one this year owing to the fact that we had so many MYC members join us as we raced our Sydney 60 Eureka II at Airlie Beach Race Week and Hamilton Island Race Week.

Chris and I arrived a few days early to help prep to boat as we transformed her from charter operations to racing mode. Eureka II was purpose built to compete in the Sydney to Hobart so it didn't take long to get her race ready. As the crew arrived all that was left to do was put on the bow stickers and polish her up so she shone in the sun. And sunny it was, the crew gathered on the bow for a crew briefing on the first morning



ARLIE CREW

looking bright and enthusiastic in their red shirts. The reason for the briefing on the bow? To be away from the prying ears of the crews of Hammer and Condor, our main competition, who were berthed right next to us. We headed out to the start line and were soon off and racing in a stiff 20 -25 knot breeze flying our brand new green monster - a huge asymmetrical kite purchased specifically for the regatta. The hoist was perfect, we got the trim settled and were flying across the water - when BANG - suddenly in a big gust of wind the kite just disappeared. The crew all realised at the same time what had happened - the halyard had given away and the spinnaker was now heading for the water. Everyone jumped into action stations and the kite was recovered and back on board before it even had a chance to get wet. While we repacked and got the kite back up on our second halyard, Mal was on the phone to the local rigger asking for a new halyard to be



Close Racing

made up and delivered to the boat when we got in. He was still having the conversation when again BANG, again the kite disappeared and again the crew recovered kite and bits of halyard as they heard Mal say to the rigger - ah, can you make that two halyards, please.

Luckily we were almost at the mark and didn't require kites for the rest of the day and we came home with the green monster intact, unlike Condor who did a similar thing the following day and shredded their Kite under the keel and rudder so much that they had to finish the race with huge strips of spinnaker flying off their rudder and keel , a slow day for them.



Crew briefing

Thankfully that was about as much drama as we had for the week and with brand new halyards we were off and flying (literally) the next day. The competition in our division was fierce, we had two maxis, a Volvo 60, a Warwick 66, a Warwick 88 and some of the newest raciest Beneteau's out of Sydney so we were kept on our toes all week. The racing was fantastic, the crew work impeccable and the socialising not too shabby either. Thanks to our fabulous crew of Janette Syme,

our toes all week. The racing was fantastic, the crew work impeccable and the socialising not too shabby either. Thanks to our fabulous crew of Janette Syme, Tristan Pether, Mark Bothwell, Nil Trevallyn-Jones, Megan McCormick, Andrew Williams, Lyn Humphries, Caroline Busvine, Marieke Koppenol and David Busvine.

Then it was time to move on to Hamilton Island, where we sadly said goodbye to our crew, tearfully watching them walk up the marina as we prepared for a full new crew to come in. We had our crew briefing and we were pumped - ready for action - but the weather gods had decided to play with us and we were held ashore for a postponement as the breeze lolled around a lazy 0 - 1knots.



Hammo Crew

Finally, at about 12pm the race committee decided to let our divisions go on a shortened course in an 8 knot breeze. We almost led the fleet to the first mark - Denman Island - but as we turned for home the

breeze started dying out...we finally drifted across the line on 4 knots of tide and 0 knots of breeze some hours later, achieving a glorious last.

Ah well, it helped the handicap and we had a great training day! Things improved rapidly throughout the week, we still had light breezes and some really weird fog but some stellar tactics from Mal and Chris ensured we had a first across the line and a first on handicap. The joy of racing at Hamilton Island is that you can get some really close racing amongst the fleets and even some serious whale dodging. On one particularly narrow part of the course we had Team Vodafone the multihull from New Zealand on a starboard call - she had to duck behind us, the resulting photograph shows just how close she was.

Of course we had to put in an equally dedicated performance on the social side of things, enjoying with some great crew meals, great bands and lots of catching up with other crews and members of MYC. Not to mention the parade for the Australian Olympic Sailing Team, where we got a chance to applaud our Sailing heroes. Many thanks to our crew of Alex McKiernon, John Daly, Mark Bothwell, Renato Semedo, Nichola Pilch, Maria Levtova, Alena Ambrosvia, Karen Moser, Tara McCabe for a fun and exciting Hammo.

Anyone who wants to join us next year better get in quick as many of our crew members from this year have booked in already.

Anne - Manly Sailing



Manly Sailing

www.manlysailing.com.au
info@manlysailing.com
02 9977 4000

Sailing Mums

Sailing Lessons with Onsite Childcare

Fridays from September 21st

Learn a new skill, make new friends while your child is being taken care of by our onsite professional nannies

Book Now @ Manly Sailing

Call us or check out our website for more details

President's Report September 2012

Well here it is September and most of us have been through safety inspections. The first race of the new season has come and gone.

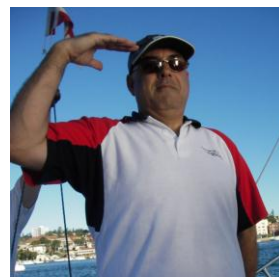
W
On a serious note, Waterways are becoming very strict in monitoring compliance with aquatic license conditions. On Sunday during the Marathon Waterways were seen to me following MYC boats and taking photos. Fortunately all boats were being compliant, but please continue to observe the new restrictions and safe distances from ferries and commercial vessels exiting the harbour ... you and the club can be fined for non-compliance and this can put our future aquatic licenses, and our ability to race, at risk.

On a brighter note, Maz has found a new caterer for Twilights. He is intending to offer new menu items and a wider variety of food, with some special meals throughout the season. The menus look delicious and I encourage you to come back to the club and try them out. The caterer has agreed to put measures in place so that food will be available when we come back to the club, and to make sure no-one misses out because of being late.

The board is going to be looking for paid help to assist our hard-working bookkeeper Sue with membership management, and also some additional tasks. This is a role that will need a self-starter with some management experience and may well be suitable to someone recently retired and looking for part time work. Look out for more details soon.

We are also looking for members to take on some volunteer positions, including events coordinator and merchandising. If you would like to help please let me or one of the other board members know.

The board is working hard on a number of innovations including air conditioning for the hall and further facilities for junior sailing (including additional racking). One of our biggest projects will be the development of a new constitution for the club which we hope to have ready for a vote by the next AGM. We are also reviewing our Membership categories with a view to being more inclusive of our



“Associate” members. If you have any ideas on any of these projects I would love to hear from you.

Finally I am happy to report that for once TwoCan is (currently) fully functional and ready to sail, so I look forward to seeing you all out on the water very soon.

Let's go sailing!

David Lewis
President

ANCHORS AWAY!

Here is a timely reminder for the start of the sailing season, to **stow those anchors while racing**.

It will be the perfect tack or the exceptional spinnaker drop that will win you the race, **NOT** that extra 20 or 30cm protruding from your bow.

For reasons of safety, and because it's in your sailing instructions, please make sure you comply.



Dear Crew,

I am doing the rounds of friends who will crew with me from time to time and reminding them that they must be a paid up member of a club affiliated with Yachting NSW.

This is principally for insurance purposes although we'd love to have you as a member of Manly Yacht Club and enjoy the club facilities too!

Please confirm you are now a paid up member of a club.

If you are not, why not join MYC now?

Thank you
Your Skipper

MYC Offshore Race 1 – Lion Is Race

The Lion Is Race is the first offshore race in the MYC calendar and is run by Sydney Amateur Sailing Club (SASC). The fleet includes boats from most of the clubs on the harbour and this year was no exception, sporting 18 boats in Division 1 and 15 boats in Division 2.

The small MYC fleet was represented by Copernicus, Esprit and San Toy – a bit of déjà vu as the Croatia Rally trio of captains were now sailing against each other (albeit in different divisions) instead of sailing on the same boat.



The weather, unlike last year, was much kinder to the boats and favoured one particular MYC boat exceptionally well. With regulars Graham Radford, Ken Terrens, Dave Dillon and Ivan Fitzgerald taking turns on the helm (and the tactics), the always well catered San Toy took the handicap win in SASC Division 1.

Copernicus, finishing just over a minute behind San Toy on scratch, achieved a creditable 6th on handicap.

Esprit apparently had the most fun on the day with a fabulous spinnaker run – days later Jan was still washing the salt out of her hair!

(photo credits Leanne Zyner on North Head).

Did you know... that in our club we have over 100 members with a boat licence, over 80 members who have participated in a race officer's course and 50 odd people with radio licences?

To those wonderful members who have already taken up the opportunity to make use of their skills by volunteering to participate in the coming season's Sunday Race Committees... **Thank You!**

For those of you, who haven't quite gotten around to volunteering... never fear... there are still some prime spots on Carlyle and Robbie R and a chance to brush up on your skills.

We will place you with experienced Race Committee members, provide you with a great lunch and a drink back on the deck at the end of the day, and promise you a fun day out on the water!

You'll find the roster on the front page of www.myc.org.au. Contact dutyroster@myc.org.au when you have found a date that suits you - even if it's already occupied and we'll attempt to place you.

It's that easy!





ON-SITE CATERING + EVENTS

www.FLAVOURSOFSpain.com.au

MYC TWILIGHT RACING AND A FESTIVAL OF FOODS!

Manly Yacht Club welcomes Flavours of Spain as our new caterer for the Twilight Racing Season. Miguel, and his team of chefs, promises a wonderful food experience on deck after a fabulous evening of racing.

Proposed dishes for most nights (these are all home-made cooking and options might vary from night to night)...



A range of different pasta dishes (carbonara, amatriciana, bolognese, seafood, vegetarian); Spanish potato omelets; Chicken schnitzel; Fish Steaks (depending on season); Meat steaks; Mussels on sauce; Prawns with Sauce; Vegetarian options; Salads; Rice

The 20 week race series will be peppered with special nights such as ... Spanish night; Italian night; BBQ night; Chicken night – all with vegetarian options and salads.

Invite family and crew back on the deck to enjoy the food and camaraderie after your Friday night sail. *(Note: there is no price increase*

from last year).

2011 Winner - Australian Achiever Awards - NSW's Function, Conference, Event & Exhibition Services

2011 NSW Gold Licence Caterer - Restaurant & Catering Industry Association

2011 Finalist - Australian Local Business Awards

2010 Finalist - Australian Local Business Awards

2010 Finalist - Highly Recommended - Australian Achiever Awards- NSW's Function, Conference & Event Exhibition Services

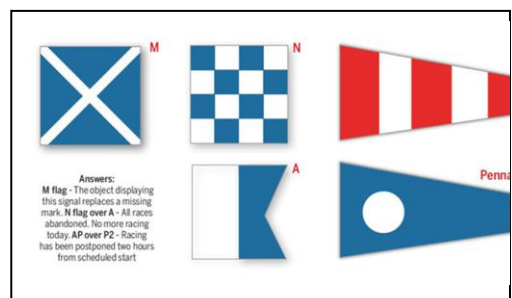
Miguel Cuevas • Director/Chef

Certified Professional Restaurateur ☎ 02 8068 1717 📞 0421 348 638

✉ miguel@flavoursofspain.com.au 🌐 flavoursofspain.com.au

RESULTS SASC Lion Is Race

Place	Sail No	Boat Name	Skipper	From	Sers Score	Race 1
1	MYC12	SAN TOY	G Radford	MYC	1.0	1.0
2	6689	COPERNICUS	G Zyner	MYC/CYCA	2.0	2.0
3	MYC32	ESPRIT	G Wilkins	MYC	3.0	3.0
4	MYC7	TENSIXTY	D Ashton	MYC	5.0	5.0C



Crewlink / Crew looking for boat

Name:: Mark Greaves
Email: markgreaves26@gmail.com
Phone: 0431678833

Experience: YA Inshore skipper qualified. Now 43 but as a younger man spent 18 months working as crew aboard 62 ft sail boat, crossing Atlantic twice. Several years ago sailed in Weds afternoon races out of MHYC until work got in the way. Looking for opportunity get back onto the water.

Name:: Rhys Hargreaves
Email: rhysh@idtec.com.au
Phone: 0407450282

Experience: Hi,
Looking to crew regularly on Friday evening and/or Sunday. Have moved local (Curl Curl), was racing at Balmain on 30' (Wainunu). 34yr kiwi male, grew up sailing on Dad's Nolex 30 in Wellington (also windsurfing).

Name:: Billie Carrigan
Email: billie.carrigan@gmail.com

Experience: Keen to enjoy starting some yacht racing having recently moved back to Sydney after 20 years! Am relatively inexperienced but keen to learn. Chartered a yacht in the Whitsundays 2010 and sailed on fathers yacht over the years. Dinghy sailing on and off for number of years.

Name:: Oli Randell
Email: ollysan79@hotmail.co.uk
Phone: 0412 769 121

Experience: Beginner
A few day trips Plus a 2 week sailing trip northern France
Marine Electrician - so experienced being aboard yachts

Name:: Simon Horrocks
Email: simon@simonhorrocks.com
Phone: 0407 074151

Experience: Lots of racing around cans in Sydney, Singapore & UK South Coast. Sailed from Australia to UK a few years back, skippered the leg from Athens to Ipswich. Skippered boats throughout Australia and in UK, Croatia, Greece, France etc. Qualified first aider & handy with electronics.

Twilight Mathematics!

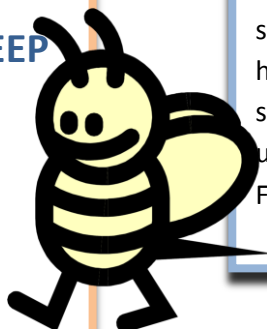
This year entrants into the Twilight Series will need to use a bit of brain power to work out their start times.

We are using the TopYacht software for the twilight this year and it reports the handicaps as minutes after the 18:00 start time.

For example, if you handicap is 14, then your start time is 18:14. A first trial run of twilight handicaps has been published on the website, so please check to see if you can find and understand your start time long before the first Friday evening.

**BORED?
LOOKING FOR FRIENDS?
NEED SOMETHING TO KEEP
YOU OCCUPIED?**

Meet at Manly Yacht Club every Tuesday between 9:00am and 12:00 and lend a hand at the working bee.



Results Marathon Race Div I

D1 PHS results Start : 12:00 Wind 10 knots at 90 deg. Waves 0.5m.

Class	Place	Sail No	Boat Name	Elapsd	AHC	Cor'd T	BCH	CHC	Skipper	Score	Fin Tim	ETOrd	DidNot	Design
D1	1	NH1	OLD HABITS	03:44:20	0.808	03:01:16	0.867	0.824	B Shilland	1.0	15:44:20	7		Ritual 30
D1	2	5830	CHEAP THRILLS	03:42:39	0.821	03:02:48	0.873	0.837	B Miflin	2.0	15:42:39	6		Ross 830
D1	3	4436	OKAVANGO DELTA	03:42:25	0.870	03:13:30	0.874	0.871	J McPherson	3.0	15:42:25	5		J24
D1	4	MYC37	MOONRAKER	04:08:21	0.783	03:14:28	0.783	0.783	M Watson	4.0	16:08:21	9		Beneteau Oceanis 37
D1	5	2306	TWILIGHT EXPRESS	03:33:48	0.915	03:15:38	0.910	0.913	X Decomps	5.0	15:33:48	2		Adams 10
D1	6	AUS4770	KAOTIC	03:45:38	0.870	03:16:18	0.862	0.867	A Crothers	6.0	15:45:38	8		J24
D1	7	MYC32	ESPRIT	03:36:16	0.941	03:23:30	0.899	0.928	G Wilkins	7.0	15:36:16	3		Archambault 32
D1	8	6689	COPERNICUS	03:33:38	0.974	03:28:05	0.910	0.961	G Zyner	8.0	15:33:38	1		Radford12
D1	9	MYC12	SAN TOY	03:36:20	0.976	03:31:08	0.899	0.963	G Radford	9.0	15:36:20	4		Radford 12
D1	DNC	4863	TWOCAN		0.900				S Teudt	14.0			DNC	Masrm 920
D1	DNC	6867	EUPHORIA		0.847				T Docker	14.0			DNC	Northshore 370
D1	DNC	7888	MANHATTAN		0.795				S Coleman	14.0			DNC	Beneteau Oceanis 37
D1	DNC	MYC7	TENSIXTY		0.941				D Ashton	14.0			DNC	Radford 10.6

RESULTS DIV II MYC MARATHON RACE

D2 PHS results Start : 11:42 Wind 10 knots at 90 deg. Waves 0.5m.

Class	Place	Sail No	Boat Name	Elapsd	AHC	Cor'd T	BCH	CHC	Skipper	Score	Fin Tim	ETOrd	DidNot	Design
D2	1	MYC6	AIDA	03:21:33	0.731	02:27:20	0.779	0.746	B Spence	1.0	15:03:33	3		S80
D2	2	MYC5	EOS	03:18:15	0.760	02:30:40	0.792	0.771	B Wilson	2.0	15:00:15	1		Brittany Sloop
D2	3	6361	CZECH MATE	03:21:05	0.754	02:31:37	0.781	0.763	P Dressler	3.0	15:03:05	2		Beneteau 361
D2	4	5393	RUNAWAY TAXI	03:26:53	0.747	02:34:32	0.759	0.751	M McKenzie	4.0	15:08:53	8		Custom Jog 23
D2	5	MYC25	TOPAZ	03:29:24	0.740	02:34:57	0.750	0.743	J Malins	5.0	15:11:24	9		Holland 25
D2	6	1152	BOKARRA	03:44:13	0.700	02:36:57	0.700	0.700	C Cameron	6.0	15:26:13	13		Santana 22
D2	7	MYC79	POMPADI	03:40:18	0.715	02:37:31	0.712	0.714	S Frith	7.0	15:22:18	11		Catalina 309
D2	8	MYC34	SIP AHOY	03:22:49	0.802	02:42:40	0.774	0.793	M Bailes	8.0	15:04:49	4		Northshore 340
D2	9	5563	BLUE RHINO	03:25:37	0.795	02:43:28	0.763	0.784	J Richardson	9.0	15:07:37	6		Catalina 36
D2	10	6295	RATTY TOOHEY	03:26:31	0.796	02:44:23	0.760	0.785	I Dennewald	10.0	15:08:31	7		Northshore 340
D2	11	MYC33	LAUTREC	03:41:19	0.751	02:46:12	0.709	0.741	L Ebeling	11.0	15:23:19	12		Passage 33
D2	12	MYC157	LADY CANASTA	03:37:38	0.768	02:47:08	0.721	0.758	E Van Oort-Pieck	12.0	15:19:38	10		Catalina 380
D2	13	AUS855	MIM	03:23:53	0.840	02:51:16	0.770	0.829	R Allan	13.0	15:05:53	5		Etchells
D2	DNC	1255	MELODY		0.798				J Nixon	16.0			DNC	Swanson Dart
D2	DNC	1620	KRYPTONITE		0.763				D Wright	16.0			DNC	Catalina 34

**Get published! please send
Submissions for the next
newsletter by 10.October to:
newsletter@myc.org.au**

**If you are receiving a printed black and
white copy of this newsletter and would
rather receive an email in glorious
technicolour please let us know at
info@myc.org.au**