

MYC NEWS

SEPTEMBER 2013



IT'S SEPTEMBER – MUST BE TIME TO RACE!



Peter selects the short course.
Roland on the flags



Great start for Esprit who led for most of the way around the Div1 course, but did cross tacks with Copernicus on a few occasions!

MARATHON RACE 1



Melody and Eos at the start line



Felicity "sweats" the halyard on Copernicus



Div 2 racing- Bella and Melody in hot pursuit of Bokarra



Div 1 racing – Twilight Express and Ten Sixty

RESULTS ON PAGE 9

MYC WELCOMES NEW AND RETURNING SPONSORS!

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- Sailor Marine
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Sailor Marine Engineering
6/ Davis Marina - Gosford Avenue - Balgownie
Phone (02) 9948 2768 Fax: (02) 99949 9155



THANK YOU!

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



Like us on Facebook, share experiences and help promote club events like Women's Challenge + Mini Regatta.
www.facebook.com/ManlyYachtClub

JOURNAL OF MANLY YACHT CLUB

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Social Sailing Saturdays!

This year, the club would like to make the effort to better integrate the junior and senior sailors so that we can better act as one club rather than two. One initiative to this effect is that we have scheduled some social sailing Saturdays with the intention of taking some Junior parents out on a yacht. This could just be a bit of a motor around watching the junior fleet race, or it could be putting the sails up and getting well away from the little tackers! Hopefully we can get the parents addicted to our sport just as much as their kids are, so that they can become crew or even end up buying their own yacht!



The days scheduled so far are 14 September, 12 October and 26 October and we already have a few yachts that have come forward. The rough plan is to pickup the junior parents from the MYC Jetty soon after 2pm and to have them back on the hard by 4:30pm so they can help the juniors put away.

If you'd like to participate in these social Saturdays then, yachts please contact Greg Wilkins and parents please contact Greg Taranto.

Technology is having an incredible impact on our sport and is greatly increasing safety, accessibility and entertainment. This is true for all levels of our sport and ever boat from an Americas's cup 72 foot winged cat doing 45kn's to a kid in an opti can benefit.

It is fantastic to be able to watch the Americas Cup currently in progress from the on board cameras and with superimposed lay lines and tracks (see <http://www.youtube.com/user/AmericasCup>), and I really encourage all sailors to have a good look at this top level racing.

But we can also start watching our own racing with technology based on the all pervasive smart phone! PredictWind.com have created a tracking application for android and iphones that will plot the progress of each boat on a web accessible map, using just the phones GPS and network connection. This is viewable both in real time and for replay. Having this app enabled on boats in our fleet has many benefits:

- The race committee can see the fleet in real time, thus they can monitor progress, potentially shorten a course or just be ready on the finish line.
- The duty officer can monitor the location of support boats and the fleet, which can greatly help during or after any incidents or emergencies.
- Skippers and crew can review their race against other boats in the fleet, to see where loses and gains were made, which tacks were good or bad etc.
- Coaches can also analyse races and help explain how to improve tactics etc.
- The race can be put up on the big screen back at the club for extra entertainment and post mortem analysis during the BBQ/Dinner

This application was tested during the Marathon by Esprit, Copernicus and Robbie R and you can see the results at <http://myc.org.au/racing/tracker.shtml>.

The application is \$3 per user (first 7 days free) and is pretty simply to use. Ken Terrens is supervising its usage and it would be great to see more boats on the tracker after the next race.

Greg W



VALE KEN DONAGHUE



The club has received a note from a family member advising that Ken has recently passed away. Ken was a MYC director for over a dozen years and was a regular attendee at all board meetings and contributed generously to debate about the club's workings and future.

To my knowledge Ken never owned a boat but sailed regularly with Vic Hall on his catamaran. Back in the late 80's and 90's there were a number of cats that raced with the yachts and I know Ken enjoyed the thrill of mixing in with yachts.

Ken was awarded life membership of the club in the late 90's and he and his wife Betty continued living in Balgowlah before moving into a retirement facility some years ago.

We fondly remember Ken and thank him for his commitment and support of the MYC.

Gene Scott



AIRLIE BEACH AND HAMILTON ISLAND RACE WEEKS

It was an all Manly Yacht Club crew that gathered in Abel Point Marina on a gloriously sunny and windy day to board *Eureka II* and join the Manly Sailing Crew for Airlie Beach Race Week. We had a fabulous training day in 20 knots plus of breeze and were prepared for anything.



While the forecasts were that the breeze would build during Hamilton Island Race Week - it proved not to be the case with the winds so light for day one that the race committee ditched plans for a Molle Islands Race and just set a short course out to the east of Hamilton Island. A drifter of a race set the pace for the week - with the first race shortened in a glass out at Sidney Island.

But sadly that was the last breeze we saw for the week. As the yachts left the marina for day 1 of racing it was forecast for little or no breeze for the week. That first day on the Cones Armit race we powered away from the start line in a whole 10knots thinking - this isn't so bad, but as the days progressed the wind didn't and it got lighter and lighter with each passing race. The Race Committee did a sterling job in trying to get races away with delayed starts, shortened courses and even one abandonment (to the huge disappointment of the Manly Sailing crew who were leading by about 4 miles at the time the abandonment was called). And despite the conditions the crew managed to pull out a line place most days with one day even coming first over the line and first on handicap.

It was a rare day thereafter that we saw a puff of breeze. An average of 5 knots or less on the race course along with a 4 knot tide saw races start and stop every day with the fleet separating only to catch up again at a rounding mark. Our competition was again *Hammer* and *Condor* and we were joined by the old maxi *Bobsled*, now renamed *Whitebirds*. But with all four of us giving time to the rest of the fleet and the light breezes, we rarely had the opportunity to convert our line places into handicap results. On one day we did achieve a second on handicap - something the handicapper never forgave us for and saw us coming last overall by the end of the week. Knowing this the crew went all out to achieve line honour places and it became something of a competition amongst the four boats to achieve a line honours place and the worst result on handicap.

There was strong competition in the fleet with *Eureka II* racing against *Storm 2* (a Warwick 66) *Hammer Of Queensland* (an 80ft maxi) and the 90ft *Condor*. All four boats raced close and swapped line places everyday - making for great competition and lots of sledging back at the marina. For most of the week *Eureka II* and her hardy crew led the series on handicap until the last day



when, despite a strong placing over the line, the handicapper got us and we ended up a 6th overall. Still, an amazing week and an amazing result for the crew, the majority of whom were doing their first ever regatta.

The media machine was also in full force with two of our crew being interviewed for ABC Radio and a professional cameraman on board taking some amazing footage which you can see on the Manly Sailing Facebook page.

As the last race at Airlie finished, the breeze picked up just in time for our two hour motor to Hamilton Island to meet our new crew and start all over again.

Despite the conditions all of the crew agreed that it made for harder racing as everyone had to concentrate to pull out even the slightest advantage. I can report from the bow that in one leg we hooked up the asymmetrical kite and the symmetrical kite no less than four times. A glorious last overall saw us take out the Maxi Handicapper Trophy (an empty can of XXXX Gold) from our fellow maxis and we headed home tanned, with our wet weather gear still packed away in the bottom of our bags hoping against hope that the wind gods will be kinder next year!

The conditions did make for some exciting spectating with the fleets bunching up in glassy conditions and the tides pushing boats onto shores. One poor SunSail yacht ended up high and dry on Plum Pudding Island while another three yachts hit Sidney Island. It really brought home the fact that Sydney Harbour Skippers should study tides and charts before attempting to race in the Whitsundays.

Til next time ... Anne



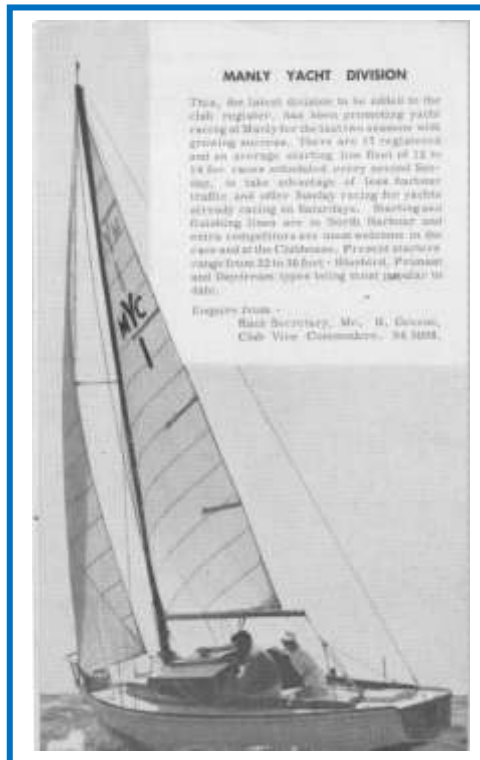


SAIL NUMBER MYC 1

Owing to the diligence and archival expertise of Keith Smith (MG sailor of extreme longevity) the early records of MYC have been preserved for posterity and reveal that the first MYC 1 was yacht “Leanne” which was owned by Ray Douglas and is shown on the cover of the MYC Magazine 1964-65. This was in the days of Robbie Richardson (President) and Bon Ogilvie (Hon. Sec.) both of whom have now passed away. It was also at the time when the club was basically a centreboard club with the Board consisting mainly of Manly Junior parents with about 40 MJ’s and 20 Manly Graduates. The Ebeling family joined around 1970 with an MJ and an MG. I believe there were less than 10 yachts registered at that time.

In 1974 after the big storm which took out most of Manly waterfront, Club Secretary Bon Ogilvie applied for 6 moorings in the newly cleared area previously occupied by the Manly Baths and suggested that anyone thinking of buying a yacht should apply for one of these. One such family was the Ebelings. Helen used an inheritance to buy an Endeavour 26 hull and mast, and this was fitted out over the next 6 months to accommodate the family of five. Since the hull was bright red and they had spent all their spare money, it was named “Dans le Rouge”. They later discovered the phrase really meant “Bullseye” but that seemed OK too. During the fit out, Bon mentioned that the sail number MYC1 was available, so it became the registered number of “Dans le Rouge”, even though it gave the impression that the boat was 20 years old.

After about 10 years of happy and eventful sailing, the boat was sold to a chap named Finch, but he never registered the boat for racing and the number was passed to a Ray Gow, not a member of the club, who handed it in again a few years later. “The number had won a club championship or two, and a few point scores, but I think its main claim to fame is that it came from the origin of the Manly Yacht fleet.” Doug. Ebeling’s quote.



**Leanne - Owner/skipper Ray Douglas
First yacht on the Club Register**

In 2002, it was decided that the original sail number, rather than just being arbitrarily awarded, should be auctioned to the highest bidder, and the occasion chosen was the farewell dinner held in September 2002 to honour long-term President, Gene Scott on his retirement from the Board.

Everyone felt it was very fitting that Gene himself should win the bidding, and he has carried the number ever since on his Cavalier 935 “Aussie Rules” in many club races.



There is a story around that MYC 1 was associated with Elle Macpherson ‘the body’. It is quite true. Her father, Peter Gow, had MYC 1 and returned it to the club prior to the auction. He was divorced when Eleanor (Elle) was in her early teens and her Mother remarried Neil Macpherson.

Metung Information thanks to the late Keith Smith and Peter Bull.

METUNG – MYC 26

The first yacht to sail in the Sydney Hobart Race flying the MYC colours was “Metung” in 1968. She was built in the Victorian town of Metung after which she was named. Designed by Alan Paine she was a 48 foot cruising ketch built in 1956 for Dr. Toby Beatty who became the first Commodore of Metung Yacht Club which was established in 1958. Her original sail number was GL 20 the GL standing for Gippsland Lakes.

She sailed the first of her six Sydney Hobart races in 1957 and was 5th with an elapsed time of 4 days, 19 hours, 01 minute and 40 seconds. Incidentally, that was the year that Eos sailed in her first Sydney Hobart Race.

“Metung” was a heavily built cruising boat and under the new ownership of the Holmes Brothers of MYC she embarked on a round the world cruise in 1969. The Clubs 1969/70 Annual Report states “the Homes Brothers Metung has left the Mediterranean and is heading for Durban, South Africa and the Indian Ocean”.

The 1971/72 Annual Report records a change of plan. “Metung” had crossed the Atlantic, and made a landfall near the Panama Canal Zone. The final stages of her voyage was to be via the Galapagos Islands and points west across the Pacific.

Peter Bull from the Metung Yacht Club, whose father was involved in building Metung, reports that she had a chequered career. She did return to Victoria some years ago and probably went to Hobson’s Bay Yacht Club and was owned by a Bill Woodward. At one time she was abandoned with all her crew taken off during a severe storm off Jervis Bay, but she survived and was towed into port. So MYC now has two stories of yachts abandoned but surviving to tell the tale.



IMPORTANT NOTICE FROM YOUR NEW CLUB CAPTAIN



SUBJECT: Unidentified Club Objects

MYC is at the point of bursting due to the amount of boats and equipment stored at the premises and I'd like your cooperation in maintaining some semblance of order within the Club.

All boats racked must be registered on a 'Dinghy Storage/Tender Storage form and conditions of storage should be carefully read and complied with. I'd like to stress the importance of having clear identification on all your boats and equipment. Please put your name in a prominent position on your tenders.

I'm attaching a Racking plan drawing and if you can forward to me your designated rack number and details, that would be great.

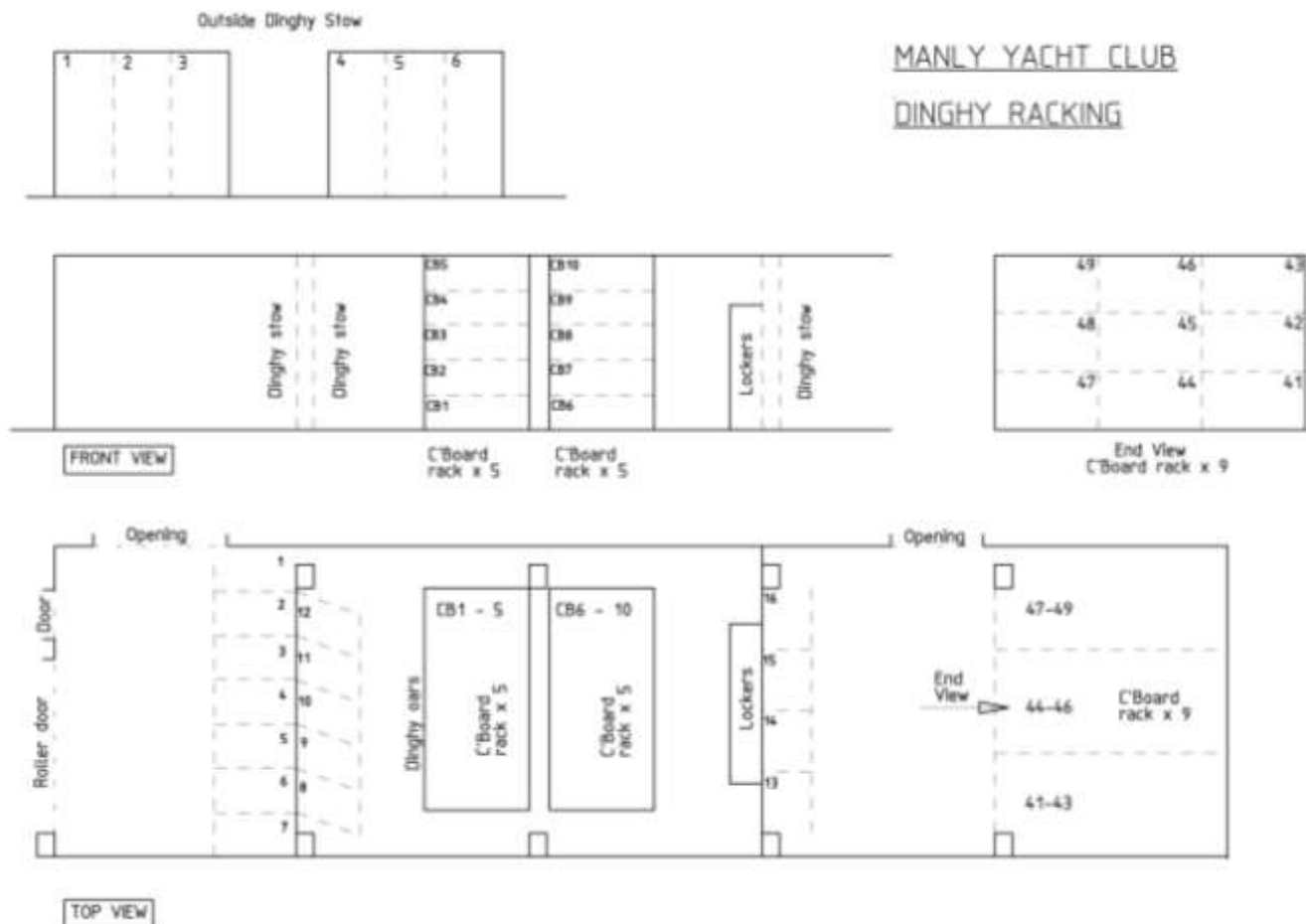
Any unidentified boats and equipment will be removed from MYC.

If you have any questions or doubts about your items contact me on Mobile: 0412391035 or E-mail: clubcaptain@myc.org.au

Colin Cameron



*UCO seen outside MYC.
Little green men have abandoned their craft, with everything but the kitchen sink on board.
Help!*



Welcome to a new season of Sailability.



Life jackets washing day

We commenced with a Working Bee at the end of August, when the boat-room was cleaned and tidied, along with a life-jacket laundry, boat hull repairs, and minor repairs on Charlie's Chariot.



Left: fixing the hulls



The sails need a good scrub too...

Close on the heels of this effort, was our Orientation Day for new Volunteers, with an attendance of 34 people.

Lots of effort went into teaching the new guys how to rig our dinghies, discussion about the disabilities the new people are likely to encounter, and a delicious lunch.

Next week at the Practise Day we are going to throw our effort into increasing the number of competent sailors.

Over the next few weeks, we will be learning a whole set of new cooperative skills with Manly Sailing starting a little later in the day, and Manly Juniors rigging during the time we are de-rigging. This will all work really well, giving an opportunity for some truly inclusive experiences.

After our AGM in the middle of August, we have a new President, Brian Guest, a new Minutes Secretary, Alice Cleary, a new Signals Editor, Lianne McGrory, a new Marketing Manager, Kandy Tagg, with the rest of the committee remaining largely the same.

Inclusion 28 July 13

Extracted from Signals from Sailability, Edition 94, August 2013

Today's try out of inclusive sailing worked really well, thanks to perfect weather, a cooperative group of Manly Junior sailors from MYC as well as the Skiff Club and an interested group of parent helpers.

Philip is now ready to test his sailing skills against other youngsters in his age group, and Greg from MYC is keen to include Sailability sailors within his group.

We are starting off in a limited way to give the idea room to grow, and today was an example of how we can all work together to make this happen.

Being a first time trial, all of the boats were rigged early, then all we had to do was talk about what is going to happen once the boats get on the water, then wait for the wind.



Activity with Manly Juniors and the Skiff Club



That's Phillip!

Within 30 seconds of the wind getting up, 10 Skiff Club Manly Juniors, then 4 Manly Yacht Club Manly Juniors were on the water, accompanied by one 2.3, skippered by Phillip.

They were trailed by Charlie's Chariot, along with 5 support boats for the remainder of the group. We set off across the ferry lane to group on the other side -one group with experienced sailors in one area to practise race skills; starter sailors in the other group to practice a course.

We were all most impressed with all the sailors, and thrilled with Phillip's confident joining of the course practising group, and actually sailing with a group of friends.

Yeah, Phillip!!!!

We are constantly amazed by the intuitive increase in Phillip's sailing skills, and can see that he can confidently make his way through the moored boats, across the ferry lane, and back home when fatigue sets in. A great morning's sailing, and definitely to be repeated soon.

MYC JUNIORS UPDATE



Sunday, 11 August. Winter training session...

Saturday, 31 August. Registration and Rigging Day...

A NEW HIGH OF 34 KIDS REGISTERED



8 Optis



6 MJs



8 PJs



3 Flying 11s



A Big Thanks to...

David Poole (our Boat Captain) for getting the sheds and racking ready and also running the Rigging Day.



Bruce Davis for getting Support Boats, motors, cranes and sheds ready.



Thanks to **Paula Morel** (our Registrar) for a huge effort collecting and registering the 34 kids.



what does Paula look like?
Someone snap a pic and send it to the editor

All set for a big season. Thanks to yachts for volunteering to take out Juniors Parents to spectate!!

Peter G



TRAINING UPDATE

Racing Rules - Tony Mooney
Monday, 14th October, 7pm, MYC

Tony will explain all the changes in the new Racing Rules of Sailing (the 'Blue Book'); which are the most important rules; and what they really mean when you're on the water.

Tony Mooney has been sailing since he started in VJs in the 1950s, moved on to Gwen 12s then ocean racing in the 1970s and 80s.

He has served on YA and ISAF Racing Rules Committees, and on international juries for the Olympic Games, Arafura Games, Sydney to Hobart, various Presidents Cups, BT Global Challenge, Whitbread and Volvo Round the World races, Admirals Cup, Commodores Cup, Fastnets, and class world championships for Etchells, Ynglings, Solings, and more.

He has also been a guest commentator for Sydney to Hobart starts and Americas Cup races.

Cost: \$15 adults, \$5 juniors
RSVP: Training@myc.org.au

The last few training sessions I have attended have been excellent. September's presentation by Genevieve White on personal safety equipment was particularly enlightening.

Don't miss out on Tony Mooney's presentation of the Racing Rules of sailing in October.

Thank you, Helen Buckland for sourcing such interesting speakers.

I'm sure Helen would appreciate any feedback regarding sessions presented or ideas for future presentations. Email training@myc.org.au

Maz Radford

Skippers... make sure you brief your crew on safety items onboard and MOB procedures before you start racing



Introducing Avoka...

You may not know it but ...



Avoka are a Manly based software company with an office right above The Corso. Operating globally, with clients in several different continents, **Avoka** was founded over eight years ago in Manly where the headquarters still remain.

Avoka has some sailing fanatics in our midst - including our CEO, Philip Copeland, whose daughter Lucy Copeland actually sails for Australia in the youth championships!

Here are some other things you might not know:

- Just the other week, **Avoka won the New Product category at the 2013 iAwards** for our Transaction Experience Management (TxM) platform – Avoka Transact.
- Avoka Transact has helped **over 150 organisations** around the globe to move their paper based forms and transactions into the digital and online channel.
- We have won several awards – with five of them being for **product innovation**.
- Since 2002 we have created **16,000 SmartForms**.
- Recently, Avoka Transact has helped Westpac to migrate form-based transactions such as insurance claims to the digital channel. Their first **form was moved from paper to digital in just six days** – and can be completed using **Desktop, Tablet or Smartphones**.



Avoka Transact makes transactions fast, easy and convenient
So businesses and their customers can Transact ANYWHERE

Keep following our journey:

www.avoka.com | info@avoka.com | twitter.com/avokatech |
LinkedIn, Google+, Facebook, YouTube



Finally, after 24 years, Maz and Graham were married on board San Toy on 22nd August
(No, the Marriage Celebrant is not advising us against it!)



2013-2014 Marathon Series Race 1 - 08 September 2013

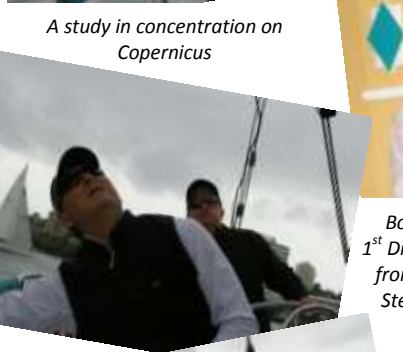
| Division:1 | | | | | | | | | | | |
|-------------|----------------------------------|--------|---------------------|-----------------|----------|------|---------|-------|---------|-------|--------|
| PLACE | BOAT | SAIL | DESIGN | SKIPPER | FINISH | CODE | ELAPSED | PHS | HC TIME | CHC | POINTS |
| 1 | ESPRIT | MYC32 | Archambault 32 | Greg Wilkins | 15:37:39 | | 3:45:39 | 0.998 | 3:45:12 | 1.010 | 1.0 |
| 2 | TENSIXTY | MYC7 | Radford 10.6 | David Ashton | 16:07:24 | | 4:15:24 | 0.955 | 4:03:54 | 0.956 | 2.0 |
| 3 | COPERNICUS | 6689 | Radford12 | Greg Zyner | 15:56:50 | | 4:04:50 | 1.002 | 4:05:19 | 1.002 | 3.0 |
| 4 | TWILIGHT EXPRESS | 2306 | Adams 10 | Xavier Decomps | 16:18:25 | | 4:26:25 | 0.938 | 4:09:54 | 0.934 | 4.0 |
| 5 | RATTY TOOHEY | 6295 | Northshore 340 | Ian Dennewald | 17:02:17 | | 5:10:17 | 0.832 | 4:18:09 | 0.827 | 5.0 |
| 6 | SHEAR MAGIC | MYC100 | Adams 10 | Robert Steffens | 16:30:41 | | 4:38:41 | 0.939 | 4:21:41 | 0.933 | 6.0 |
| | MANHATTAN | 7888 | Beneteau Oceanis 37 | Stephen Coleman | | DNC | | 0.850 | | 0.850 | 10.0 |
| | MOONRAKER | MYC37 | Beneteau Oceanis 37 | Muir Watson | | DNC | | 0.835 | | 0.835 | 10.0 |
| | SAN TOY | MYC12 | Radford 12 | Graham Radford | | DNC | | 1.009 | | 1.009 | 10.0 |
| Division: 2 | | | | | | | | | | | |
| PLACE | BOAT | SAIL | DESIGN | SKIPPER | FINISH | CODE | ELAPSED | PHS | HC TIME | CHC | POINTS |
| 1 | MIM | AUS855 | Etchells | Robert Allan | 15:10:05 | | 3:28:05 | 0.825 | 2:51:40 | 0.832 | 1.0 |
| 2 | MELODY | 1255 | Swanson Dart | James Nixon | 15:10:27 | | 3:28:27 | 0.839 | 2:54:54 | 0.842 | 2.0 |
| 3 | BELLA | 8081 | Js8 | Scott McCarthy | 15:11:43 | | 3:29:43 | 0.846 | 2:57:25 | 0.846 | 3.0 |
| 4 | BOKARRA | 1152 | Santana 22 | Colin Cameron | 15:45:41 | | 4:03:41 | 0.729 | 2:57:39 | 0.729 | 4.0 |
| 5 | CHEAP THRILLS | 5830 | Ross 830 | Barry Mifflin | 15:06:07 | | 3:24:07 | 0.873 | 2:58:12 | 0.872 | 5.5 |
| 5 | POMPADI | MYC79 | Catalina 309 | Steve Frith | 15:43:47 | | 4:01:47 | 0.737 | 2:58:12 | 0.736 | 5.5 |
| 7 | LAUTREC | MYC33 | Passage 33 | Janette Syme | 15:26:10 | | 3:44:10 | 0.819 | 3:03:36 | 0.814 | 7.0 |
| 8 | EOS | MYC5 | Brittany Sloop | Brian Wilson | 15:37:38 | | 3:55:38 | 0.806 | 3:09:55 | 0.801 | 8.0 |
| | AIDA | MYC6 | S80 | Bill Spence | | DNC | | 0.782 | | 0.782 | 13.0 |
| | CINCINATTI KID | MR24 | Marauder 24 | Deanna Smyth | | DNC | | 0.680 | | 0.680 | 13.0 |
| | CZECH MATE | 6361 | Beneteau 361 | Phil Dressler | | DNC | | 0.820 | | 0.820 | 13.0 |
| | SIP AHOY | MYC34 | Northshore 340 | Murray Bailes | | DNC | | 0.825 | | 0.825 | 13.0 |



A study in concentration on Copernicus



Twilight Express



Bob Allan - Mim 1st Div 2, accepts prize from Race Director Stephen Coleman



Commodore Greg Esprit - 1st Div 1



Shear Magic - last but still winners!



Yes it's still there!



Greg Zyner - Copernicus 3rd Div 1



Ratty Tooley



Ten Sixty - 2nd Div 1

JACKPOTS!
This is how they work ...
If you aren't on the deck, then your prize jackpots to the next boat on the deck.
Shear Magic (6th in Div 1) and Lautrec (7th in Div 2) walked away with a lovely bottle of wine, thanks to our sponsor Avoka.

INTERNATIONAL FLEET REVIEW

SYDNEY · AUSTRALIA · 3 – 11 OCTOBER 2013



A CENTENARY OF PRIDE 1913-2013



Extract from [http://www.navy.gov.au/ifr/...](http://www.navy.gov.au/ifr/)

In late 2011, the Chief of Navy (CN) - Vice Admiral Ray Griggs, AO, CSC, RAN extended an invitation to over 50 nations to send a warship and/or tall ship to participate in an International Fleet Review (IFR) to be held in Sydney from 3 - 11 October 2013. The Review is being held to commemorate the centenary of the first entry of the Royal Australian Navy's Fleet into Sydney. On 4 October 1913 the flagship, HMAS *Australia*, led the new Australian Fleet Unit comprising HMA Ships *Melbourne*, *Sydney*, *Encounter*, *Warrego*, *Parramatta* and *Yarra* into Sydney Harbour for the first time to be greeted by thousands of cheering citizens lining the foreshore. This was a moment of great national pride and importance, one recognised as a key indicator of Australia's progress towards national maturity.

The IFR is a high profile international event and Navy's signature commemorative event for 2013. Planned in partnership with the NSW State Government and the City of Sydney, it is anticipated that approximately 40 warships and 16 tall ships will participate in this historic event. The RAN Sea Power Conference 2013 and Pacific 2013 International Maritime Congress and Exposition, are also scheduled to take place at Darling Harbour from 7 October 2013 to coincide with the IFR.

The current plan will see RAN and visiting warships rendezvousing in Jervis Bay, NSW on 1 October 2013 to conduct final preparations and briefings. The formal aspects of the IFR will commence with all tall ships entering Sydney Harbour on Thursday 3 October 2013 and all warships entering on Friday 4 October 2013 - exactly 100 years after the first RAN Fleet entry.

For more info see <http://www.navy.gov.au/ifr/>



The Tall Ship Festival and International Fleet Review is on Sydney from 3 - 11 October 2013 to commemorate the centenary of the first entry of the Royal Australian Navy's Fleet into Sydney.

More than 40 warships and 17 tall ships will participate in the International Fleet Review.

You can be part of this once in a lifetime experience with Manly Sailing.

Join us on one of our yachts to witness:

**Tall Ships Entry
- Thursday 3 October 2013**

**Ceremonial Fleet Review - Saturday
5 October 2013**



Book early so you don't miss out!

Call 02 9977 4000, or email info@manlysailing.com.au

www.manlysailing.com.au



HOBART – SYDNEY 25 SEPTEMBER - 3 OCTOBER 2013*

Nine ships sailing north from Hobart will meet another 10 ships from Australia, New Zealand, Columbia, Argentina and Canada en route to Sydney. Many vessels are seeking crew for voyages from one to fourteen days duration from Hobart, Sydney and Auckland. The Tall Ship Fleet will sail together into Sydney Harbour on 3 October 2013 and be present to witness the international Navy fleet enter Sydney Harbour on 5 October 2013 for the International Fleet Review.



R-A-N SAILING ASSOCIATION

International Fleet Review Regatta

WHEN?

Thursday, 10th October 2013

Entries close 18th September

Late entries accepted till 3rd October

Non spinnaker Racing conducted on the Harbour by RANSA.

For entry forms or more information go to <http://www.ransa.yachting.org.au/>

OFFSHORE SERIES – RACE 1 - ABANDONED

Unlike other races, MYC Offshore Race 1, the Lion Island Race, which is run by Sydney Amateur Sailing Club, was not called off due to inclement weather.

Because the breeze was so light, SASC decided to hold an inshore race which could be shortened. Torquil was looking good there for a while as being the only boat from the MYC fleet to show up. Other MYC series starters - San Toy – no mast; Pensive – owners O/S; Ten Sixty – no crew excuses made sure Torquil was going to win this race.

BUT... in Peter's own words ... "because of the lack of breeze the SASC RC decided to use the inshore course, but as there were three SSAA two-handers, including a trimaran, the three of us decided to race up to Barrenjoey anyway - we started after the SASC yachts, and had a very slow trip up the coast!

So I informed the SASC RC we were a DNC. Had a good trip up - saw all directions and strengths of breeze. Even had a 15 knot NE breeze to finish - which then dropped out again at Bangalley... then a 20 plus knot Southerly at Long Reef..."



RACE MANAGEMENT



Why is he pointing at this?



What's happening here?



What's this?

The new season of racing has begun and our race management teams are starting to come together. **But we need you** to contact dutyroster@myc.org.au to complete the task. Check out the calendar, be creative and get 2 people from your boat on the roster, ASAP. The alternative will be that your boat may have to give up sailing to fulfil your race management duties.

The on-water race management team consists of 5 people, an experienced race officer and assistant on Carlyle, a power boat licensed driver and assistant on Robbie R and a duty officer who mans the radio and phone in the office.

No experience required, but we do ask those using the club boats complete the online powerboat course, which takes about 10 minutes.

See details in the August 2013 edition of the newsletter.

Go to www.myc.org.au, following the training link on the left hand side, read and/or download the "How to operate the MYC support Boats" PDF and then complete the online questionnaire, and you are ready to go!



Why is this valve on?
Or is it off?



Huh?

New Mast installation
for San Toy
at Davis Marina



REMEMBER...

For the coming season Helly Hansen is offering a **20% discount** to all Manly Yacht Club members on presentation of your YA card at the Chatswood store, or on-line by entering the MYC promotional code of **MYC2013** - details in new handbook



DIARY DATES: PLEASE CHECK THE CALENDAR FOR ALL UPCOMING EVENTS

WWW.MYC.ORG.AU

PLEASE THANK OUR SPONSORS
BY SUPPORTING THEM



PEPPER TREE WINES



GET PUBLISHED!!! PLEASE SEND SUBMISSIONS FOR
THE NEXT NEWSLETTER BY 10TH 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

CREW LOOKING FOR BOAT

Name: David Bowan
Email: digbowan@gmail.com
Phone: 0411 138 518

Experience: Have limited racing experience but have regularly skippered an Endeavour 24' with my family, skippered hired yachts to 32' and sailed dinghies and cats. I am fit and keen to crew in twilight races.

Name: Michael Elith
Email: michaelelith@gmail.com
Phone: 0429 938 421

Experience: I have completed a couple of courses with Manly Sailing School. I am still relative new to sailing but extremely eager to learn and improve.



Call our Crew Coordinator, Lyn
On the crew link number 0400 269 148

WELCOME NEW MEMBERS!

Family Membership
Richard and Sven Lees

The Club Spirit and Volunteering

MYC is founded on its volunteering heritage. The Club is based on and continues only because of the spirit of co-operation that exists between its members, especially those who manage its activities and operations. *Extract from MYC Members Guidelines*

It is the responsibility of all members of MYC to assist with the operation of the Club ... *Extract from MYC By-Laws in the MYC Handbook*

DISCLAIMER: All results published in the newsletter are published on the Manly Yacht Club website at the time of going to press. All results are provisional until ratified by the individual Race Director and/or Sailing Committee.