

MYC NEWS

March 2020



JOURNAL OF MANLY YACHT CLUB

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PRESIDENT'S REPORT

There are less than 4 weeks until we finish our 19/20 summer of racing and it's been a fantastic season. We welcomed a number of new yachts, lasers, open skiffs and members to our Club. I hope you are all enjoying your sailing adventures.

This year has also seen an increase in the number of members who are relatively new to sailing.

TRAINING

To assist with your learning, we have scheduled a number of learning opportunities prior to the start of the next sailing season. Greg Wilkins will be running a "Rules of Sailing" training session and Stephen Teudt will be running both the theory and practical training sessions on how to officiate races. Australian Sailing will also be running their Club Race Officers course and Club Judges course at MYC. We will add to the training program so if there are any suggestions please reach out to me.

See details in this newsletter... Ed



"Bangin' at the corners!" on page 6 is a good starting point...



CHANGE TO RULE 46

There has been a lot of talk around the club about the change to **Rule 46** which would require every person who participates in a race to either be a financial member of an AS affiliated Club or register for a **SailPASS**.

This change presents a number of challenges for our Club and skippers, which we presented to Australian Sailing in a meeting last month. The Board has resolved to form a Committee to review the **SailPASS** scheme in detail and report to the Board at the next Board meeting. In general, the committee will look at the IT and implementation requirements, effects on Club culture, and membership building opportunities/challenges.

We will keep you all engaged as we work our way through this change in policy.



HELLY HANSEN WOMEN'S CHALLENGE

We are looking forward to hosting the Helly Hansen Women's Challenge at the end of this month - 28th & 29th March. Our goal is to get more than 50 boats competing over the two days.

If you would like to participant, either female or male, please contact:

Cath womenschallenge@myc.org.au,
myself president@myc.org.au or
Lyn mycrew@myc.org.au.

There are a number of yachts who I know are intending to participate but are yet to enter – please do ASAP. I want to say a special thank you to all the Laser owners who have made their boats available for ladies to be able to compete on the laser fleet. Your generosity is most appreciated.

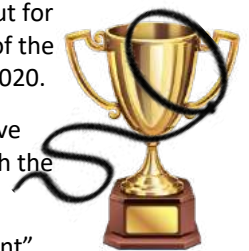
Lisa Callaghan – MYC President



THANK YOU

In the February newsletter a plea went out for assistance with preparations in advance of the Presentation Night on Saturday 16 May 2020.

Thank you to Charlie and Jeannie who have volunteered to help wrangle and/or polish the trophies.



There are still a few more "positions vacant" leading up to the night and on the night, so look out for a tap on the shoulder if you are a whizz kid, techo, caterer, photographer, greeter, or muscle to set up and put away on the night.

Maz and Barry will toss for who does the cakes with coffee after...



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

www.facebook.com/ManlyYachtClub

COMMODORE'S REPORT

Welcome one and all.

What a fabulous summer of racing it has been.

Autumn has arrived with some strong southerlies keeping us on our toes.

As the days are getting shorter it is time to remind everyone to please use your navigation lights. Please turn them on prior to the twilight race so you don't have to remember during the race.

The handicaps have been getting sharper as the season has progressed. The fleet is getting to the last mark together, giving us a new challenge – congestion.

Please keep your sense of humour and remember to go around the outside. This is not Olympic racing. Greg has written a fabulous article to remind everybody about the nuances of the rules in these situations.

The Commodore's Race is coming up on the 19th of April. We shall have a race around the bay and then head over to Store Beach for a BBQ on the beach. Come by boat, or drive and walk. We will have a tender to ferry between boat and shore. Keep an eye out for the Sailing Instructions that will be emailed for details.

It would be great to have everybody at the Summer Ball on the 4th of April. Come and enjoy the entertainment at 7pm. This year it will be a Texas BBQ – tickets here <https://www.myc.org.au/mycball.shtml>.

Fair Winds and Following Seas

Jason Bond – MYC Commodore



RACING RULES OF SAILING NIGHT

20TH OCTOBER 2020

Presented by Past Commodore
Greg Wilkins

IMPORTANT NIGHT: Put it in your Calendar



Images by Freya Paternall

It's great to see so many MYC members on the podium after a successful Sydney Harbour Regatta 2020.

Boats representing MYC (in no particular order) ... *Mondo, Sirius, Jabberwocky, Ace, Kaotic, Ratty Tooey, Sequel, and Ca Va.*

THANK YOU

Stephen Teudt, Jason Bond, Jeannie Opitz, Roger Freney, Jackie Morgan, Barb Jones, Graeme Gaggin, Stephen Smith, Mark Bode and Muir Watson for providing the Race Committee for this two-day regatta.



Thank you to MHYC and associated clubs for staging this event ... more images, results and reports at: <https://www.shr.mhyc.com.au>



Stephen Smith & Muir Watson on Robbie R
Image by Marg Fraser-Martin



**NOMINATIONS FOR THE
GRAEME COTTON
GOOD CITIZENSHIP SHIELD**



Each year Manly Yacht Club acknowledges those members who have made a special effort or contribution to the club. It does this by awarding the Good Club Citizen Trophy annually and on rare occasions, Life Membership. The Good Club Citizen trophy rewards members for hard work that assisted the club.

This award was created in memory of Graeme Cotton for his contribution to Manly Yacht Club. This award acknowledges the qualities and values he instilled in this club.

If you have a nomination to put forward to the subcommittee reviewing nominations please send to newsletter@myc.org.au with the reason for nominating.

Nominations close on 30 April 2020.

Past Recipients:

2019	Jan Bartel	2005	Ann Webber
2018	Graham Radford	2004	Margaret Lucas
2017	Catherine Thornton	2003	Mary Peacock & Judy Richardson
2016	Ken Terrens	2002	Christabel Casimir
2015	Ivana Gattegno	2001	Keith Woodward
2014	Stephen Teudt	2000	Peter Wilkins
2013	Greg Wilkins	1999	Pam Davis
2012	Greg Taranto	1998	Bob & Merle Rowland
2011	Matt McKenzie	1997	Bruce Davis
2010	Jim Nixon	1996	Gene Scott
2009	Ian Dennewald	1995	Lionel Bray
2008	Brian Wilson	1994	Colin Cameron
2007	Maz Theaker	1993	Janet Houlihan
2006	Eli Demeny	1992	Trevor Baker
		1991	W G Cotton

Six MYC sailors (Felicity Nelson, Alex Seja, Dom Winn, Chris Meehan, Alan Sims and Jim Nixon) recently headed west to compete in the Adelaide to Port Lincoln Race and the following Port Lincoln Regatta aboard the former Sydney yacht *Flying Cloud*, a Beneteau First 40, with great success, including a IRC division win, second in PHS and third in AMS for the passage race, and second place in IRC and third in AMS div 2 for the Port Lincoln regatta.



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**SAFE SAILING
TO ALL COMPETITORS IN THE
MYC HELLY HANSEN
WOMEN'S CHALLENGE
25TH ANNIVERSARY
28 & 29 MARCH**

**MANLY YACHT CLUB HELLY HANSEN
WOMEN'S CHALLENGE 2020
25th ANNIVERSARY**

INVITES SKIPPERS AND THEIR CREW TO ENTER THE
**25th ANNIVERSARY
MYC HELLY HANSEN WOMEN'S CHALLENGE 2020**
SATURDAY MARCH 28 - LASERS, HANSE303, JUNIOR CLASSES
SUNDAY MARCH 29 - YACHTS

Exciting sailing and wonderful prizes, plus a trophy for the winner of the largest one-design fleet.
More information at www.myc.org.au

(report and images in the April Edition ... Ed)

**THE MANLY YACHT CLUB
MARATHON
RACE 3
Sunday 15th March 2020**



**REMINDER... NO LICENCE
BYO
MARATHON RACE 3
SUNDAY 15 MARCH 2020**

**GRAND
PRIZE
DRAWN
RACE 3**

**Be on the deck
to claim your
prize...
2 nights' accom
... not the house!**



NEED A BREAK FROM SAILING?
WHY NOT CHILL OUT IN THE BLUE MOUNTAINS...
"ASHWOOD"
3-BEDROOM
MOUNTAIN COTTAGE
NEAR KATOOMBA FALLS

Enquiries: Contact Barry on 0423 519 863

A MESSAGE FROM OUR PRO (PRINCIPAL RACE OFFICER)

The **Club Race Officer Course** is aimed at educating MYC members in the basics to conduct consistent, fair and safe club racing.

The **MYC Race Officer Course** is in two parts.

PART ONE is a in the classroom for about a ½ day and discusses the theory and practice of running a race.

PART TWO is a practical on water ½ day course showing you how to use the club's equipment and support boats.

Course Prerequisites

There are no prerequisites to attend this seminar.

Who should do this course?

People who have a keen interest in Sailing and want to participate in another facet of the sport.

Being an all-volunteer club where in summer we are running races on Friday nights, Saturday (Juniors) and Sundays, the Club needs as many ROs and assistant ROs as it can get to fulfil the needs of all of this racing. The course is presented in an interesting way and is informative and entertaining.

Each session will have 5 participants.

If you are interested please email the Principal Race Officer on pro@myc.com.au When we get enough participants to fill a course we will arrange a convenient date for all, to run the course.

Stephen Teudt
MYC Principal Race Officer



WORK IN PROGRESS

Still a work in progress but the MYC tenders are now available for use. Speak to Club Captain Fynn, before you use a tender, please.



The year was 2016 ... the gauntlet had been thrown ... Stephen Teudt on **TWO CAN** ... the inaugural winner of the Parle Cup in 2015... had challenged all comers to take the trophy from him!

2016 turned out to be a "no go" for the Pittwater Race
2017 and archrival, Bruce Davis claimed the Parle Cup on **PENSIVE**
2018 saw Ian Green on the mighty **TEN SIXTY** take the honours
2019 and **PENSIVE** does it again



Who will take the Parle Cup in 2020?

SYDNEY - PITTWATER RACE
GOOD FRIDAY, 10TH APRIL 2020

Or cruise up in company and spend the weekend on the Hawkesbury
Or just come up for the dinner at the Royal Motor Yacht Club

The Entry Fee includes the overnight berth fee at Royal Motor Yacht Club.

ENTER NOW
so that we can secure a berth for you.

Contact Stephen on 0411 262 121
for more details.



David Parle was our dedicated Offshore Race Director and RO who sadly passed away in 2014 ...Ed

PRESENTATION NIGHT

CELEBRATE

Come celebrate the Grande Finales of the 2019/20 Season.

All classes at Sydney's most inclusive sailing club are welcome to celebrate another fantastic season.

When: Saturday 16th May
Start: 6.30pm
Entry: \$15 (for Adults)
Juniors: Free

PUT IT IN YOUR DIARY
NOW!

PLEASE RETURN YOUR TROPHY IF YOU HAVEN'T
ALREADY DONE SO...



Upcoming Events:

Dates
for your



SATURDAY 28TH AND SUN 29TH MARCH 2020
MYC -WOMEN'S CHALLENGE

TUESDAY 31ST MARCH 2020
SHESAILS CLUB RACE OFFICER COURSE

SATURDAY 4TH APRIL 2020
MYC BALL – TEXAS BBQ STYLE

SUNDAY 19TH APRIL 2020
COMMODORE'S PICNIC

SATURDAY 12TH MAY 2020
NSW CLUB JUDGE COURSE @ MYC

SATURDAY 16TH MAY 2020
MYC PRESENTATION NIGHT

SUNDAY 17TH MAY 2020
FIRST WINTER SERIES RACE

MYC SROS Juniors Development Program

What is a SROS?

Short Rig Open Skiff

Manly Yacht Club is building its Junior Sailing fleet with 9 additional SROSs. This is an excellent, fun class of boat giving kids the thrill of sailing at an entry point to our juniors' development sailing program.

Introducing 9 new SROSs means some 70 juniors can experience the enjoyment of sailing with other like-minded children, progressing together through our juniors' development sailing program.

The total project cost for the new SROS boats is \$26,500.

We seek your support to give our next generation of sailors the opportunity to participate in a fun outdoors family orientated sport in the beautiful sailing waters surrounding Manly.

Your donations are tax deductible.

Donate

<https://asf.org.au/projects/manly-yacht-club/>

Please give generously when making your donations to this worthy project directed at developing our future generation of sailors.



End-Of-Summer Ball Texas BBQ - Tickets Selling Fast



This year the theme will be an authentic Texas style BBQ, with fabulous food, great music, and entertainment and of course tasty cocktails to wash it all down with.

Everyone is welcome, including members, family and guests. The more the merrier, so dust off those boots and Acubras and Stetsons for a night of food, fun and friendship (please note: guns, knives and saddles will have to be left at the door).

You can get your tickets at the club on Twilight nights or Sundays after the races; via the website <https://www.myc.org.au/mycball.shtml> or contact David Lewis or Cary Budd and they will get your tickets organised for you and your crew.

DATE: 4TH APRIL 2020

TIME: 7PM-11PM

VENUE: MANLY YACHT CLUB

TICKETS: \$50 PER HEAD (includes entry, food, entertainment/dancing)

DRINKS: Will be at MYC Bar prices (no BYO)

CONTACTS: David Lewis m: 0411 883 475 e: david.lewis@fulcrum.net.au

Cary Budd m: 0419 600 108 e: cary@myc.org.au

TEXAS BBQ
PLATEFULS OF LEGENDARY LONE STAR FLAVOR
★★★

MANLY YACHT CLUB
MYC BALL 2020
4 APRIL 2020 7PM
\$50
INCLUDES FOOD & ENTERTAINMENT
ORDER TICKETS ONLINE VIA
WWW.MYC.ORG.AU/MYCBALL
OR
BUY AT TWILIGHTS &
SUNDAY RACES



DATE IN DIARY



TICKETS PURCHASED



INVITED CREW, FAMILY, FRIENDS



JOB DONE

Bangin' at the corners!

While the tactical merit of "Bangin' the corners" is dubious, I think we can all agree that boats banging together at the actual corners of the course (i.e. marks) is a bad thing! Unfortunately, a little too much of that is happening at MYC and we all need to review the rules and our approach to sailing to ensure that we are not a "if you're not rubbing then you're not racing" style club!

When boats collide at a mark, it is almost always a result of either, a boat thinking they have rights when they don't or a boat thinking that their rights absolves them of some basic obligations. So, we are going to break down some of the principles that establish rights between boats and then look at the limitations of those rights.

SO! ARE YOU READY? LET'S GO...

1: Spirit of the Rules

The Racing Rules of Sailing have been developed with consideration towards safe and fair sailing. With regards to the rules governing mark rounding, the intention is that the boat leading when approaching a mark, all things being equal, should be leading when it leaves the mark. An excellent example of this is when two boats approach a windward mark: one clear astern on the lay line; the other clear ahead below the lay line. In the absence of a mark, the boat clear astern is probably in the lead as the boat clear ahead cannot tack in front of them, thus the clear astern boat is in control. With a mark, the boat clear ahead is due mark room, but the rules explicitly exclude room to tack from mark room, so they still cannot tack until the boat clear astern does, thus the boat clear astern will round first because they were more to windward and had laid the mark!

Thus, if you think that having mark-room (or denying it) will allow you to gain some tactical advantage over a fellow competitor, then you are wrong. The rules are only intended to preserve a tactical advantage you already have (or lack). You can gain at a mark, but you do so by superior boat handling and tactics, not by applications of **rule 18.2**.

3: Overlap

"They obviously didn't have an overlap! they had no rights!", is a common refrain you'll hear after an incident. Yet if the boats banged gunnels then clearly an overlap was established at some stage and there is nothing "obvious" about it! A difficult detailed analysis is required that will include the 3-boat length zone, the definition of a technical overlap, the turn on and off again nature of **18.2** among many other things, not least the obligation under **rule 14** to avoid a collision even if you have rights!

So, what do you do if you think a boat is sticking it up the inside when they have no rights? Slamming the door at the mark is not the way! Boats without rights can't teleport out of there so the resulting collision will likely get yourself disqualified. Even **IF** you establish to a protest committee that you had rights, you must still consider some combination of **14** Avoiding Collision, **16** Changing Course, **13** Tacking, or mark room not including room to tack.

If you think there is no overlap, then well before the zone you can "shut the door" by putting your transom between them and the mark! If you can't get clear ahead of them to do that, then perhaps they do have an overlap after all! If you have to change course to make the mark, you may establish overlaps with boats clear astern. If you are on opposite tacks and sailing downwind then you are almost certainly overlapped with any boat that is a collision risk, so port vs starboard hardly matters for overlapped boats downwind near the mark.

If an overlap is established inside of you, then go around the outside! If you think a rule was broken, then protest rather than collide. If tactically you wanted the inside, then you should have taken the inside long before the final seconds of approach! If you couldn't take the inside, then you probably were not clear ahead.

Conversely, if you are striving to establish an inside overlap, you should consider if you should instead take their stern and go around the outside! If you can do that, then you really don't have that overlap you were wishing for, so around the outside you go! Remember that mark room doesn't entitle you to a fast in-wide-out-high/fast tactical rounding, so often the outside is faster anyway.

2: Keeping Clear vs Giving Room

The Racing Rules of Sailing establish which boat has right of way by ruling which boat must keep clear: **10** port keeps clear of starboard; **11** clear astern keeps clear of ahead; **12** windward keeps clear of leeward; **13** tacking keeps clear of everybody. A boat keeps clear when they allow the right of way boat to sail her course and to change course without immediate contact.

But right of way boats cannot always sail where they want because the rules also define obligations and limitations on right of way: **14** avoid contact; **15** initially give room when acquiring rights; **16** give room when changing course; **17** not sail above proper course. Giving room means that a right of way boat must allow a keep clear boat to continue keeping clear in a seaman like fashion. Moreover, the rules **18**, **19** & **20** for mark rounding and obstructions are effectively limitations on right of way in certain circumstances.

So, if you think you have right of way, you must consider what limitations you may have on that right of way. Before yelling "Starboard" at another boat, consider if you may owe them room at a mark or an obstruction, or if you have just gybed perhaps you must give them opportunity to keep clear. Conversely if you are a keep clear boat that is owed room, you still must keep clear once that room is given.

Collisions are frequently the result of boats that either do not know the limits of their right of way or that think being owed room gives more rights than it actually does.

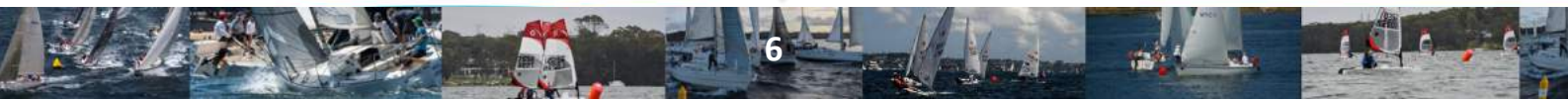


4: Obstructions

Even if a boat is due mark room due to **18.2**, they still need to consider the rules of right of way and obstructions with regards to other boats. Consider a group of overlapped port tack boats approaching a mark, where there is a starboard tack boat already rounding which is clear ahead. All the port boats must keep clear of the starboard boat, which is an obstruction to all of them. Specifically, the inside port boat that is owed mark room by the other port boats might not be able to sail to the mark as they will T-bone the starboard boat! The inside boat may need to sail wide, thus it is not sufficient for the boats outside them just to give them minimal mark rounding room. **Rule 19.2(b)** still applies and requires that they need to give room to pass the obstruction that is the starboard tack boat. You can't squeeze a boat into a collision with an obstruction!

If **18.2**-mark room doesn't apply between boats, then it is just the normal section **2** rules that apply which can get complex when rounding a mark. The obligations of avoiding collisions, on changing course, on acquiring rights, and tacking are still absolutely relevant, and a mark does not allow them to be violated. Rules **19** and **20** regarding obstructions may also still apply. You can never squeeze a boat into an obstruction, nor can you just turn in front of them because you think you don't owe them mark room!

(If you are ready for a scenario, head to page 9)





When *Blondie* became available for sale, it was an opportunity too good to miss for someone who was searching for a while. She is a Mark II Sparkman and Stephens 34, Constellation series: a combination of a classic design with a modern build from cored vacuum infused vinylester hull and a good IRC rating.

The seller was Simon, a Perth based doctor and the new owner of a JPK 1080 who was keen to sell *Blondie*. After several email exchanges, I got on a plane to Perth. Simon managed to round up half his regular crew, the boat builder, the electrician and the shipwright who originally fitted her. We all spent the morning on the boat and went out for a sea trial. I was all smiles. She had been raced up to Cat 2 both to Geraldton and Albany. In the 2014 Geraldton, she did win all Division 2 categories and a 2nd overall on IRC. At this stage, I knew I was on to something special. I stayed at a friend's place in Perth that evening and managed to book a crane lift at the Fremantle Sailing Club (FSC) for the following morning.

Jason, our Commodore, put me in contact with Lindsay, an old mate who used to be a boat builder and would help me inspect the boat. Next day, I met Lindsay at the FSC and we went through the boat together. At the end, Lindsay turned to me and virtually said that if I don't buy it, he will. *Blondie* was regularly berthed at the Royal Perth Yacht Club Annex and the FSC was a 10-minute motor trip, during which, smoke and hot liquid started pouring out of the engine. Oh great, I was about to make an offer and now this?! It turns out, the engine was recently serviced, and the mechanic had forgotten to tighten the coolant hose clamp. Crisis behind us and a couple of hours later, **Crux** was officially on its way to become the new **MYC8**.

At this stage, MYC members crawled out of the woodwork with unsolicited delivery offers. Sorry peeps, our youngest son was 2 months away and road delivery was the only option. Crux arrived in Sydney on February 2018 and was largely left alone for several months.



Delivery from WA

Now, who wants to sail offshore on a boat that exceeds the CYCA minimum waterline length by a mere 620mm? Finding those courageous souls was the next hurdle. Those tend to hang around the MYC twilight BBQ dinner.



MHYC Sydney Short Ocean Racing Championships

After snatching some crew members from *Ratty*, *Enigma*, *Moonraker* and *Khaleesi*, we slowly build a cohort. Many of us hadn't sail together before. In one race, the number of crew who never sailed on *Crux* was such that I asked everyone to be at Davis Marina earlier than usual. We took advantage of the breeze being very light and practiced spinnaker hoists, jibes and drops while tied up to the end of the tee. All of that to the amusement of Greg Wilkins who was working on *Copernicus* that morning.



Conditions always varied. One time we had a DNF due to lack of wind and had to motor back to Sydney from Botany Bay. During another Botany Bay race, I made a series of poor headsail calls and as a result, we ended up sailing to windward with 40 knot gusts under a storm jib with 2 other headsails on the foredeck being permanently held down by the bodies of 2 very wet crew members while the code-0 was streaming in the water behind us only attached by the clew. I think we all slept really well that night.

The surprising bit was these people kept coming back. I think there was something to do with Joanna's specially made fruitcakes and caramel slices she brought aboard. They are insanely delicious!

Saturday 29th February was the last race of the series. Forecast was for a light SE'er turning into light NE'er during the afternoon. Start was at 10am with 3 knots from the SW and a big flooding tide, not good. Shortly after the official start, which included some yelling at other boats (hey, we are small, but we can be loud!) Richard suggested we stick to the eastern side of the Harbour, hoping the incoming NE will hit us first. Soon, the SW had gone and the whole fleet was bobbing around at 0.0 knots of wind. It was a patience game, but we were drifting ahead of several boats who chose the other side. Finally, the breeze hit from the NE and steadily increased from nothing to about 15 knots over the course of the day.

(continued on page next page...)



PEPPERTREE WINES CLUB CHAMPIONSHIPS RACE 8

PROVISIONAL RESULTS HERE: <https://sites.google.com/site/mycresults/2019-2020/club-championship>



Club Champs Race 8... much better weather than the abandoned race 7 but not the promised 15kt NE.



Thank you to the race committee made up of Team *Etre Jeune* with *Fast Company's* Graeme Gaggin as *Robbie R* driver.

Division 2 start

Once racing was done, RO Nick beat a hasty retreat to the club so that he could open up the bar for the thirsty sailors. Thanks, Nick for doubling up as RSA for the afternoon.



Course 1 to Rocky, Taylors or Obelisk depending on division



Congratulations to all competitors for struggling through the day; and to the victors...

Division 2 - *Pinta II* 1st, beating *Junior* on handicap by 3 seconds to *Cheap Thrills* 3rd.

Division 1 - *Mondo* 1st, *Corum* 2nd, *Wildlife* 3rd.



Division 1 to Rocky Point AS

CRUX ...continued from previous page



At this stage we knew we done reasonably well, but it was only after a check at the Sailsys website that we found we won both IRC and PHS overall. Yes, the building wind favoured us, but after a whole season of sailing, the feeling of seeing the **MYC8** number on the top of the list of glitzy professionally crewed boats was very special. **Crux** also managed to score a series 3rd place on IRC Division 2.

Yes, winning is awesome, however, there are some other things that I was proud of:

- Having great people aboard who came along to some dicey situations just for fun and the love of sailing.
- After a total of 243 miles and 8 races we haven't had a single injury aboard.

All up, we had 18 sailors on **Crux** over the offshore racing season. The MYC members in order of races sailed: Paul Immerglück, Florian Lafont, Anne Immerglück, Luke Schoen, Jeannie Opitz, Jason Bond, Keenan Taylor, Alain Denieul, Peter Bennell, Jack Barnes, David Wright and Charlie Cooper. Non MYC members were Henry Harding, Dmitry Filatov, Richard Lees, Joanna Copeland, Peter Warde and Zak Nichol.



Carlos, and crew – still smiling

Carlos Aydos – MYC8 Crux

MYC LASERS REPORT



RESULTS: <https://sites.google.com/myc.org.au/lasers/results/2019-2020?authuser=0>



PEPPER TREE WINES

deVita
TASTES OF NAPOLI



Club Championship heats 11 & 12 held today with 18 boats (equal fleet record from 2018), with Philip Reid getting a "Double Double" taking out both the scratch & handicap results in both races!

With everyone belted with the "yardstick" today, special mentions must go to Gordon Lacy and Geoff Reid who sailed brilliantly with big rigs in really testing breeze.

One of the most vocal fleets of the season with everyone being in everyone's way in close racing!

Thanks to Cristy & Chris for running the fleet and for the excellent food & beverages for post racing celebrations!



Excellent Laser racing today for **4P-13&14** with Ben Thompson taking out the scratch race and Sam Jackson donning the cap!

Special mention to Iain Cameron and Phillip Reid and Shaun O'Reilly who sailed very fast!

And thanks to Michael Franklin for officiating the whole thing!



Bangin' at the corners!

To reiterate: When boats collide at a mark, it is almost always a result of either, a boat thinking they have rights when they don't or a boat thinking that their rights absolves them of some basic obligations. So, let's work through a scenario ...

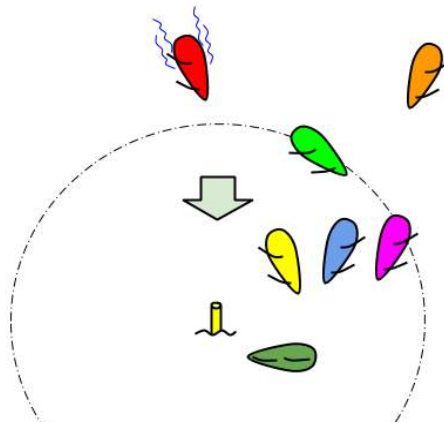
A Scenario

The fleet is sailing towards a starboard rounding downwind mark, with boats approaching on port and starboard. The wind at the mark is very light (perhaps due to the wind shadow of the fleet), so the boats that arrived there first are all stalled, almost drifting and with very little steerage, yet those behind are still moving.

Some of the boats at the mark may have technically rounded the mark, in which case **rule 18** doesn't apply and they will be on starboard tack and leeward of the fleet. Thus, they are **right of way boats** with regards to all approaching boats. Others may not have rounded, but they were first to the zone and thus are **owed mark-room** and **must be allowed to sail to the mark**, including gybing if need be.

Boats arriving late to this scene will thus need to **either** keep clear of the parked boats **or** will owe them mark-room. Thus, when the parked boats start yelling: "**YOU HAVE NO RIGHTS**", they are probably correct. The approaching boats will have some momentum and no hand brakes, so if they attempt to sail to the mark, they are at significant risk of colliding with the boats parked there. If they are lucky, rather than collide, they too will park either astern or between two other parked boats, becoming just another obstruction, plugging any available space for the boats following them. A shouty pile up is very likely to result.

Thus, to meet their obligations under **rule 14** to avoid a collision; **rule 18** to give mark room; and/or **rules 10, 11 or 12** to keep clear; the late arriving boats must go to the outside of the parked pack. Moreover, they should do so by some way as to not squeeze the pack and cause a chain of violations. Tactically, having some distance from the parked boats is going to give them a better chance of keeping the wind longer and the miracle "overtake" is much more likely on the outside than the inside.



- **DARK GREEN** is clear ahead of the fleet, on starboard and to leeward. She **owes no room** and **has right of way** on all other boats, so she is an obstruction to the approaching boats.
- **YELLOW** is inside overlapped on **BLUE** and **PURPLE** (and probably was when they reached the zone), so even though she is on port, **BLUE** and **PURPLE** must **give her mark room** and let her sail to the mark and round it. But since **DARK GREEN** is an obstruction to all three, then **YELLOW** must be **given room** to pass astern of **DARK GREEN**.
- **RED** is coming in fast, looking at the hole between **YELLOW** and the mark, thinking they can get in there! They can't, they have **no rights** on any other boat, although it looks likely that **ORANGE** will soon owe them mark room. **DARK GREEN** is likely to be closely followed by **YELLOW**, **BLUE**, **PURPLE** and eventually **LIGHT GREEN**. No hole will miraculously appear, and **RED** will be in trouble if they continue their course.
- **LIGHT GREEN** doesn't owe **RED** anything as she was clear ahead at the zone, but instead of trying to squeeze **RED** out, she is smartly sailing wide to go around the slower boats in front, to whom she **must keep clear and/or give mark room**.
- **ORANGE** **owes LIGHT GREEN mark room** due to overlap, plus she must give room for the obstructions ahead, so even though she has right of way over **LIGHT GREEN**, she is doubly obligated to let **LIGHT GREEN** continue to sail to the outside.

FAIR SAILING

Rule 2 says that a boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. Giving another boat a good shouting at a mark is seldom called for and is often against **Rule 2**. The rules of marks and obstructions are complex and seldom fully understood nor can the facts required to apply them be precisely determined. Also, perspective and recollection are very subjective, so please do approach these situations in good faith and in the spirit of sport. Don't use rules to justify sailing your boat into a dangerous situation nor to push others into such situations.



TEUSNER WINES SUMMER SERIES RACE 8

RESULTS HERE: <https://sites.google.com/site/mycresults/2019-2020/summer-series>



Summer Series Race 8, the last in this season's series; a gorgeous day, SSE wind at 15knts had the Race Committee from Team *Melody* send the fleet off on course 6 down to Rose Bay, Chowder South, Rose Bay and back to the finish via Shark Island... "a long way for a little boat" was heard from *Flakey Mojo*.

Two (very) late casuals made up the fleet of 7 boats attending the start.

Fastest around the course was casual entry *Spiritbird* but the winner on handicap goes to casual entry *Aqualuna*; second was *Ratty Tooey* and third *Pinta II* who also took out the starters prize. Thank you to Teusner Wines and Da Vita Pizzas for the daily race prizes. Thank you, *Robbie R* driver Jim Nixon for the images.

Being the last race of the series meant the Grand Prize of a \$1500 voucher from The Quays Marine was "drawn from the barrel". Officiating was Race Committee member Felicity who drew the lucky winner, San Toy, from the ice bucket. Thank you, The Quays Marine for your generous support of Manly Yacht Club once again.

Series results after drops and count backs makes for interesting reading. Trophies and skite plates presented on Presentation Night Saturday 16 May 2020.



Aqualuna start and handicap winner



Pinta II start – 3 seconds late – not bad!



Shear Magic start – not such a good start



Greg T ... at the helm



SpiritBird – fastest round the track

FROM SPIRITBIRD FB

After a long holiday break and some serious stormy weather last weekend (Club Champ race was abandoned), *SpiritBird* and crew were very happy to be back on the racecourse and achieved fastest time for Sunday Summer series #8... just not fast enough to overcome hefty handicap.

Well done to Greg on the helm as well as to Alexi, John P, Vincent, Tom (1st time sailor) and James ... very last-minute addition to crew and fantastic work as #1.



SpiritBird

PITTWATER YHA MINI REGATTA DAY 2



RESULTS HERE: <https://sites.google.com/site/mycresults/2019-2020/mini-regatta-2>



The MYC Mini regatta, sponsored by Pittwater YHA, has come and gone for another season and if you didn't sail in it you don't know what you are missing out on! I reckon it's the best series in the MYC calendar. The second event in the two-regatta series, raced around a short windward-leeward course on Manly Cove, was held in a sparkling 10knot nor'easter and was a closely fought-out affair with barely a minute (on corrected times) between the first five boats in virtually every one of the five races held. The aptly named J24 Ace (David West) visiting from MHYC trumped the fleet, winning four of the five races to claim the day with 9 points, dropping only one race after being recalled at the start for being OCS. Garth Riley and crew aboard the Adams 10 Sirius claimed second place with 13 points, with *Melody*, helmed by Dominique Winn, in third spot on 14.5. A big thanks must go to Maz for all her work in organising the day and the race committee of Graham, Nick, Steve, Ken and Uli. Great images by Marg Fraser-Martin on MYC FB and here: <https://photos.app.goo.gl/FAU1GX6HpRpR1Vtb8>

Jim Nixon – Mini Regatta Race Director



Bruce awarded the Captain Bligh

Crew on Ace, Rob, with the coffee hamper



MANLY YACHT CLUB JUNIORS

MINI REGATTA FUN: STAND UP RACE AND SAIL BACKWARDS
Last day of Summer – lets have some fun!



Shortened course, clear start, the fine art of stand-up ...



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Open SKIFF



... and backward sailing

MANLY SAILING

APRIL - 3 DAY CAMPS



MANLY SAILING



Australian Sailing

Our children's sailing camps are designed to provide a fun, safe and enjoyable introduction to small boat sailing during the school holidays. We run the camps from 9:30am - 3pm with an optional early drop off at 8:30am the minimum age is 7.

Groups will be split at the beginning of the camp based on ability. We will have a beginner's group as well as an advanced group. We focus on making the students more independent as sailors, build their confidence and water awareness.

For Further information contact:



MANLY SAILING

CAMP DATES

14th, 15th and 16th of April
20th, 21st and 22nd of April
22nd, 23rd and 24th of April

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to Celebrate
the End of 2019 and Welcome to 2020
**WINNERS
ANNOUNCED**

WINNERS ANNOUNCED

From January to the end of February, we ran a quick raffle for Prizes at the Manly 16ft Skiff club which had been very generously donated by Matt Hazell.

Assorted prizes were awarded to:

- | | |
|-----------------|-------------|
| Corey Nicholls, | Nate Smith, |
| Mal Grimmond, | Marianne, |
| Jackie Morgan, | Tony Rowse. |



Thanks everyone who contributed to this great raffle, which resulted in a donation of over \$750.00. This will be spent on a new barbecue, new tools, and cleaning materials for the barbecue. Thanks to all the people who helped with this.

THANK YOU

WHAT DO THESE TWO PICS HAVE TO DO WITH SAILABILITY?



Alan hard at work in his den. Alan is our hard-working Webmaster. At the moment he is working on putting short movies on the top left-hand corner of our website <http://www.manlysailability.com.au>

AN ABANDONED SAILING DAY. Usually, when we abandon sailing, we do not report, as the weather is obviously not suitable. However, due to a very unusual set of circumstances, we had to abandon sailing on Wednesday, 19th February. On the evening previous to this, there were massive storms all over Sydney, with flooded roads, trees blown over, rooves torn off houses, and blackouts to more than 20,000 homes. Manly was not spared. A branch blew off the huge Moreton Bay Fig Tree in the grounds of Manly 16ft Skiff Club. On the way down, the tree tore down the electricity poles and wires. This resulted in a blackout to all the homes on Addison Rd between Oyama Ave and the harbour end of the street which lasted from 12.00 midnight to around 9.00 a.m. This meant there was not a telephone line to run the answering machine that allows information to be passed to the participants and the volunteers. Without this information, and with the damage to the streets in the different areas, we were not able to arrange enough volunteers, or enough participants to run the day. This picture of the storm approaching Manly appeared in one of the newspapers the following day.

(reprinted from Feb,2020 Signals with permission ... twilight steaks were also in danger of defrosting! ... Ed)



Our busy Pontoon



PEPPERTREE WINES TWILIGHT RACES 16 AND 17

RESULTS: <https://sites.google.com/site/mycresults/2019-2020/twilight-series>

TWILIGHT RACE 16 INCLUDING TWILIGHT FEMALE HELM RACE 4

It was an all-female affair for twilight race 16, incorporating twilight female helm race 4 ... and a beautiful evening for Valentine's Day sailing.



Lyn, Jason, Becky and Lee



Lee, Lyn, Jason and Becky

TWILIGHT FEMALE HELM RACE 4

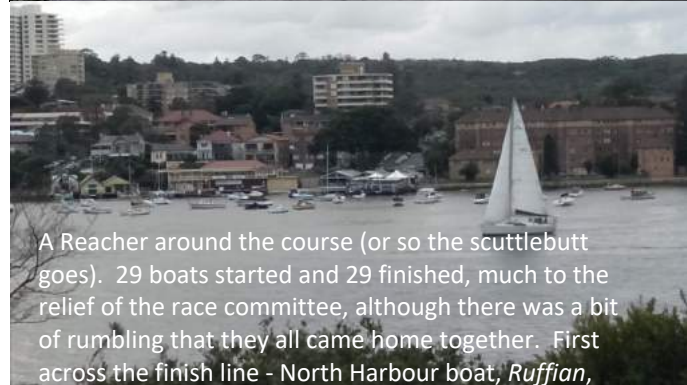
Congratulations Becky (*Aqualuna*, 1st), Lee (*Peach Teats-Velocity*, 2nd) and Lyn (*Sirius*, 3rd) in Race 4 of the female helm series. Well done Lyn on *Sirius* - fastest around the course for the female helm race 4 and second fastest, just beaten by *Zest* for twilight race 16. But you can't take away closest to the start... by 2 secs overall. That's 2 bottles of sticky to share.

TWILIGHT RACE 16

Becky, Lee and Lyn were in the line-up for twilight race 16 prizes too. Congratulations to *Peach Teats-Velocity* - 1st, *Pompadi* - 2nd and *Aqualuna* - 3rd. Lee scored her second bottle (1st), 2nd jackpotted to Becky (3rd), and 3rd jackpotted to Lyn (5th).

Thank you race committee Robyn, Ollie and Denis.

Thank you sponsors.



A Reacher around the course (or so the scuttlebutt goes). 29 boats started and 29 finished, much to the relief of the race committee, although there was a bit of rumbling that they all came home together. First across the finish line - North Harbour boat, *Ruffian*, beating the second boat *Gramarye*, also from North Harbour by less than a minute ... a Top Hat vs a Hanse 43 (they DID start 15 minutes apart!). Heard on the deck later on ... "it's amazing what a clean bottom can do" (*Ruffian*). Third across the line, *Kryptonite* - congratulations all.



Fastest around the course was *Khaleesi*, followed by *Mondo*, 30 seconds later - well done. Closest to the start at 00 was *Ruffian* (can't get much better ... after that it's OCS)! Thank you race committee and sponsors Peppertree Wines and The Quays Marine.



Prior to Christmas, Stephen, Nadine and Lisa donated on behalf of Manly Yacht Club a 3-hour sail on *Mondo* for the Royal Far West Auction Fundraiser. We were delighted to raise \$1600 as the winning bid and host 8 guests on *Mondo* on Saturday 29th February.

It was a delight to support a local charity and raise much needed funds for sick country children in need. We hope to continue to support this amazing cause.

"BEST DAY EVER"



PEPPERTREE WINES TWILIGHT RACES 18 AND 19

RESULTS: <https://sites.google.com/site/myresults/2019-2020/twilight-series>



PEPPER TREE WINES



TWILIGHT RACE 18

Twilight Race 18 action photos, taken by Commodore and Twilight Race Director Jason, on board Kryptonite. More images here <https://photos.app.goo.gl/GXqZr7WfikHSDhpT9>



TWILIGHT RACE 19



TWL18 Winners in order were Gramarye, Synergy, and Madama Butterfly, but the wine collectors were Bruce – 5th Pensive, Stephen – 4th Mondo ... it pays to come back ... and starters prize to Michael (Shear Magic)



TWL19 Winners David (2nd Kryptonite), Garth (4th Sirius), Stephen (3rd Zest)



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\$50 non-refundable booking fee with a \$30 refund on arrival. A \$20 contribution for a weekend of great company, food and activities!

A Pittwater YHA activity in partnership with PNHA, NP&WS, Northern Beaches Council & supported by the Greater Sydney Local Land Service with funding from the Australian Government and The NSW Government Programs.



Local Land Services
Greater Sydney

Michael and Sarah invite MYC members and friends to join in on one of the 2020 bush regen weekends to be run this May and August. Please make contact directly with the hostel using the details on the flyer below.



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THE BEST ROCK PLATFORMS ON THE HARBOUR

It seems I've been watching a lot of sailing, rather than competing, lately. Whether it's viewing the Twilights, CCs, SSs, Lasers, or MJs, from Federation Point, Kay-Ye-My Point and Arabando, or the Sailing GP at Gooragal and Booraghee, the spectacle has been stunning.

Perhaps Mrs Elizabeth Macquarie felt the same way as she sat on her custom-built seat, at Yorung Point, wistfully admiring the majestic vessels on the beautiful Harbour.

Is this a Scottish pastime?

Colin Cameron



Passing on the Scottish pastime to the next 2 generations...





CLUB RACE OFFICER COURSE

This course for women who have a keen interest in Sailing and want to participate in another facet of the sport. Those who may be interested in becoming a Race Officer include parents who may have limited experience with sailing and want to contribute to the sport, volunteers at yacht clubs and sailors who no longer actively participate in the sport.

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It's BACK....

Club Marine Pittwater to Coffs Harbour Yacht Race!



Entries booming for Hamilton Island Race Week 2020

Release by Rob Mundle



An unprecedented surge of early interest in Australia's premier offshore regatta, Hamilton Island Race Week, sees the fleet growing at a rate faster than any other time in the event's 37-year history.

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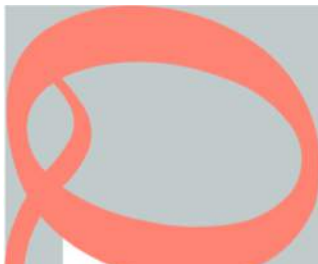
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Varietal	Region	Vintage	Cellar Door Bottle Price	MANLY YACHT Bottle Price	Quantity Bottles	MANLY YACHT Case Price	Quantity Cases	Total
Single Vineyard Range					12 Pack			
"Alluvius-BM" Semillon	Orange	2019	\$45.00	\$38.25		\$459.00		
"Venus Block" Chardonnay	Orange	2018	\$45.00	\$38.25		\$459.00		
"8R" Merlot	Wrattenbully	2014	\$65.00	\$55.25		\$663.00		
"I4 Shores" Merlot	Wrattenbully	2014	\$45.00	\$38.25		\$459.00		
"The Gravels" Shiraz Viognier	Wrattenbully	2014	\$45.00	\$38.25		\$459.00		
"Elderslee Road" Cabernet Sauvignon	Wrattenbully	2014	\$45.00	\$38.25		\$459.00		
"Calcare" Cabernet Sauvignon	Coonawarra	2014	\$45.00	\$38.25		\$459.00		
"Tallavera" Shiraz	Hunter Valley	2017	\$65.00	\$55.00		\$660.00		
"Coquun" Shiraz	Hunter Valley	2014	\$90.00	\$76.50		\$918.00		
"Block 21A" Cabernet Sauvignon	Wrattenbully	2014	\$65.00	\$55.00		\$660.00		
"Strandlines" Cabernet Shiraz	Wrattenbully	2014	\$60.00	\$51.00		\$612.00		
Limited Release Range					12 Pack			
"Silenus" Sparkling Pinot Noir Chardonnay	Orange	2015	\$42.00	\$35.50		\$426.00		
Semillon	Hunter Valley	2019	\$30.00	\$25.50		\$306.00		
Pinot Gris	Wrattenbully	2018	\$25.00	\$21.25		\$255.00		
Chardonnay	Wrattenbully	2017	\$30.00	\$25.50		\$306.00		
Chardonnay	Hunter Valley	2017	\$30.00	\$25.50		\$306.00		
"Four Clones" Chardonnay	Orange	2017	\$30.00	\$25.50		\$306.00		
"Classics" Cabernet Merlot Petit Verdot	Wrattenbully	2016	\$30.00	\$25.50		\$306.00		
"The Pebbles" Shiraz Viognier	Wrattenbully	2016	\$30.00	\$25.50		\$306.00		
"Venator" Shiraz	Hunter Valley	2017	\$35.00	\$30.00		\$360.00		
"Claude" Shiraz	Hunter Valley	2017	\$50.00	\$42.50		\$510.00		
Varietal Range					12 Pack			
Semillon Sauvignon Blanc	Varietal	2018/19	\$20.00	\$17.00		\$204.00		
Verdelho	Varietal	2018/19	\$20.00	\$17.00		\$204.00		
Pinot Gris	Varietal	2018	\$20.00	\$17.00		\$204.00		
Chardonnay	Varietal	2018	\$20.00	\$17.00		\$204.00		
Merlot	Varietal	2016	\$20.00	\$17.00		\$204.00		
Cabernet Sauvignon	Varietal	2011/6	\$20.00	\$17.00		\$204.00		
Shiraz	Varietal	2016	\$20.00	\$17.00		\$204.00		
Dessert Wines					12 Pack			
Late Harvest "Sticky Pig" Pinot Gris	Wrattenbully	2016	\$25.00	\$21.00		\$252.00		
SPECIAL OFFER						12 Pack		
MYC VARIETAL DOZEN + 6 PET GLASSES + FREIGHT WITHIN AUSTRALIA						\$210.00		
Freight \$12.00 per case within Australia (excluding special offer)							Freight \$	
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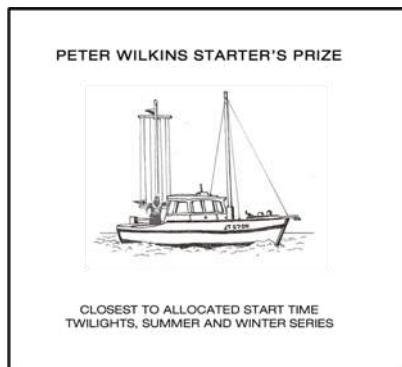
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CREW LOOKING FOR BOAT

- Name:** Madeleine Andrew
Email: maddyandrew@hotmail.com
Phone: 0410 148 845
Experience: IYT Crew Certification, IYT Flotilla Skipper Certification, Small Boat Sailing Levels
~~~~~
- Name:** Laragh Stegman  
**Email:** [laraghstegman@gmail.com](mailto:laraghstegman@gmail.com)  
**Phone:** 024952775  
**Experience:** Beginner. A number of years on boats but limited crew experience  
~~~~~
- Name:** James Brankin
Email: branko_j@hotmail.co.uk
Phone: 0404 573 493
Experience: Completed 1a start crewing course and have competed in 2 twilight series races. Once running the jib and once on the main sail. Can tie; bowline, Figure 8, round turn & two half inches and a tugboat hitch.
~~~~~
- Name:** Jake Spooner  
**Email:** [jake\\_spooner@hotmail.com](mailto:jake_spooner@hotmail.com)  
**Phone:** 0475 688 257  
**Experience:** Extensive racing experience including race crew at Royal Lymington Yacht Club (UK) and Lymington Town Sailing Club summer and winter series. Positions have included foredeck with spinnaker, helm, navigator and tactician. Some longer coastal races including cross-channel (UK) and Coastal Classic (NZ) and some offshore experience. Other dinghy racing experience includes University Laser II sailing team and Royal Lymington junior cadet fleet. Several Mediterranean summer seasons as a sailing instructor. RYA Day skipper theory, NZ Boatmaster, previously qualified sailing instructor and RYA powerboat level 4  
~~~~~
- Name:** Leah Mitton
Email: lfmitton17@gmail.com
Phone: 0411 953 417
Experience: Beginner
~~~~~
- Name:** Hannah Wakeford  
**Email:** [hwakeford1@gmail.com](mailto:hwakeford1@gmail.com)  
**Phone:** 0490 765 914  
**Experience:** Competent Crew  
~~~~~
- Name:** Matthew Bailey
Email: matthewbailey539@gmail.com
Phone: 0490 177 427
Experience: Day skipper and 7 years driving frigates in the navy.
~~~~~

WELCOME NEW MEMBERS

ADULT MEMBERS  
Mandy Bussey Gareth Bussey

Contact our Crew Coordinator  
Via <http://www.myc.org.au/crewlink.shtml>

GET PUBLISHED!!! PLEASE SEND SUBMISSIONS FOR THE NEXT NEWSLETTER BY 10<sup>th</sup> APRIL 2020 TO... [newsletter@myc.org.au](mailto:newsletter@myc.org.au)

**DISCLAIMER:** All results published in the newsletter are as 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.