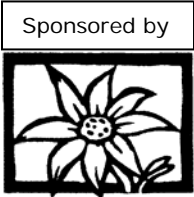


Signals from Sailability Manly



October 2009 Edition 48
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Warringah Council

Coming events – Don't miss these

Sunday Nov 1st – Try Sailing Day – 11.00 – 3.00

*Today is the day to bring family and friends for a first sail.
 If you know anyone with mobility challenges and think they might
 like to try, ask them to call Eli on 9976 2747*

Sat Dec 12th - Commodore's Picnic & Race Day – 9.00 – 12.00

*Try your racing skills against other skippers with our clients as your
 crew. Please call Peter Hamilton to secure a boat 9975 1434*

Sailing Schedule

W'end	Oct 09 – Feb 10	Wed	Oct 09 – Jun 10
31/10	Hornsby Lifestyles, General	11/11	RFW, MAPs F'ville, Brookvale Sp
01/11	Try Sailing Sunday	09/12	RFW, Truscott St, MAPs Turra
14/11	BIRDS, General	2010	
28/11	Hornsby Lifestyles, General	13/01	School holiday, MAPS Forestville
08/12	Camp Sababa	10/02	RFW, Fisher Rd, MAPS Turramurra
12/12	Picnic and Race Day.	10/03	RFW, Truscott St, MAPS Forestville
19/12	Family Fun Day.	14/04	School holiday, MAPS Turramurra
2010		12/05	RFW, Brookvale, MAPS Forestville
09/01	Hornsby Lifestyles, General	09/06	RFW, Fisher Rd, MAPS Turramurra
23/01	BIRDS, General	26/01/10	Australia Day Regatta
06/02	Hornsby Lifestyle, General		
20/02	BIRDS, General		
06/03	Hornsby Lifestyles, General		

Venue: Manly Yacht Club, East Esplanade (end of Wood St) downstairs dockside via accessible ramp.

Visitors are always welcome to try us out for \$5. Annual membership includes unlimited sailing for \$30.

Please call **Eli: 9976 2747** a day ahead to ensure you get a sail. **Sailing starts from 9.30am.**

Parking: We have parking permits for your car, if you don't already have a disability parking permit, and special arrangements for mini-buses and wheelchair lift vans.

Extras to bring: All sailors and volunteers must bring a hat that stays on, bottled water and apply a good sunscreen. Sailability provides life-jackets.

Volunteers: Please be at the **Manly Yacht Club pontoon by 9am – approx 1pm or as long as you can**

If your name appears on the roster, and you are **not available**, please contact **Eli on 9976 2747**

or eli@manlysailability.com.au

If you're not rostered on, come anyway, we'd love to see you.

If in doubt due to the weather, call 9976 2747 for a recorded message

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Report for Wed 14th Oct – A non- event!

Wednesday, 14th October defied its forecasters by starting out calm. In spite of the fact of a wild wind prediction, we decided to go ahead with sailing, ready to stop the moment things became too rough. This was why Heather, Jim Gale and Jim Sibree, Francis and Helen, David, Abey, Corey, Wayne, Ivan, Cheryl, Samantha, Alan, Vlad and Jill gathered at the yacht club and put 5 303's in readiness for the 20 or so clients we were expecting from the Spastic Centre, MAPS and private participants.

We managed to get the boats rigged and sent Wayne, Ivan, Heather, Abey, David, Samantha. And Jill out for a trial sail. Alan and Vlad went out in Charlie's Chariot to keep an eye on things, and that is about as far as we got before we were hit by winds gusting to 30 km/hour. We did manage to take Rajko and Jessika for a sail, and Brad and James for a quick spin in the Safety Boat before calling it quits and putting everything away.

Not a wasted day, there were lessons to be learnt, and we all were happy that we had tried our best, even though we know deep down that you cannot beat nature. Interestingly enough, the water was full of plant and animal life, so there was plenty to see and do while we were struggling against the elements. **Eli**

Sailing Report for Sat 17th Oct

Manly Yacht Club was really hopping this morning when 59 excited people converged on the lower deck to enjoy a magnificent morning doing what we all love best.....sailing.

Thank you so much to the Sailing Coordinator of the day, Bob, with Judy on the pontoon helped by Kevin, Russell, Loz, Barry; Jim, Peter and Albert in the Safety Boat, sailors Wayne, David, Tarsha, Ivan, Dave Webb, Vin, Evelyn. There was also a wonderful team up on the deck, travelling between Chef, registrar, life-jacket helper, chatter, comprised of Helen, Helene, Katrina, Michelle, Sue, and time-keeper, Peter.

This wonderful team was able to help Denis, Judy, Paul, Bruno, Tony, Vanessa, Kerrie, Ashley, Anna, Jonathon, Robert, Alex, Bruce, Margie, Annie, Stuart, Carlo, Roger, Simon, Brad, Alan, and Judith go for a sail, while Ben, Warwick and Michelle watched from the side.

We also want to express our appreciation to the carers of these clients who did a fantastic job fitting life-jackets, watching over and feeding errant participants, helping their people into and out of the boats and giving communication advice to the sailors so that everyone was kept happy.

It really was a very special day. Alan had a fabulous learning experience out on his own in Clea, managed to get soaking wet but learned to right the boat and manage in less than ideal conditions. Judith is really stretching the limits on Alan Wood, staying out longer each time she goes, and coming back with the most wonderful smile. **Eli**

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IMPORTANT NOTICE

To those people who park on the grass in East Esplanade Park; it is vitally important that we stay in our own area, tucking the cars as close as possible to the edge near the swing. We are sharing that area with boats being rigged, trailers, walkers and sunbathers. Manly Council has been extremely generous allowing us to park the accessible buses there. They must not be parked on the walkways, and we must cooperate with the skiff riggers. We not only can be booked if these rules are ignored, but permission to park there may also be removed. One of the buses was booked this morning putting a damper on proceedings.

Manly Sailability World Masters Games medal winners

Gold for Greg (45+ Access 303 open solo)
Silver for Jude (55+ Access 303 open solo)

In a tough seven race Regatta held at Dobroyd Aquatic Club (behind the Iron Cove Bridge, Five Dock) Greg and Jude's Masters Campaign was rewarded with Gold and Silver medals respectively.

When we started training in June we were determined to give ourselves every possibility of a podium finish. This meant putting in time on the water, practicing our technique and strategy, and learning how to make the 303s go fast.

Greg already had the sailing skills, he needed to build his stamina and concentration. I have raced as crew on bigger boats, but never helmed a dinghy in a serious racing regatta.

Manly Sailability got behind us with the usual enthusiasm! Eli, Jan, Ralph, Peter, Shelley and Alan were regulars on the start/finish boat, with Crosbie, Ivan, Wayne, Jill, and David G chipping in, and joining us on the course. All the hard work paid off.

Here's my experience of the 5 day regatta:

Day 1: Mon 12th Oct: Registration and practice race day:

We drove over the beautiful Anzac Bridge in light wind and early morning sunshine and were greeted at Dobroyd Aquatic by gaily flapping flags and helpful volunteers in distinctive uniforms giving an air of expectancy and excitement.

After registering ourselves, we had to go through the vigorous measuring formalities that are the pre-requisite to racing one design dinghies in World class regattas.



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David Webb had towed the dinghies to the venue and helped unload and prepare them. More than 30 seemingly identical boats and centreboards were swung from scales. Sails, centerboards and rudders were meticulously measured by Terry Peak, the Race Director and his team. Both Jade and Woody were within the parameters and passed the scrutiny. Only then could we affix our racing numbers on the hull – 13 for Jude (Jade) and 14 for Greg (Woody)

At the Competitors Briefing we were able to size up the competition, go over the Sailing Instructions, and discover the likely course lay out. There were a few tingling nerves, and lots of friendly banter, with wonderful volunteers providing refreshment and encouragement in their well equipped club house.

Downstairs the neat rows of Access dinghies fully rigged in their bright sails, looked like show ponies chomping at the bit, waiting proudly in the collecting ring.

One by one they were launched, centerboards and rudders lowered and sails unfurled ready for the skippers to lower themselves in from the jetty, gather the sheets and joystick, and sail off. In this very organized and efficient manner, which became more and more slick everyday, we were soon all out on the water testing the light puffs and ripples around Rodd Point.

The Practice Race in a light NE wind was enjoyable, with lots of friendly banter around the track, but was to have no bearing on the regatta that was to unfold!

Day 2: Tues 13th Oct : Races 1 & 2

All our members know that we don't go sailing in winds over 20 knots! Well nobody told the Race Committee! As feared, the forecast for strong gusty winds was correct. The flags on top of the Harbour Bridge told the story, and many of us turned up to the daily race briefing expecting to be told that racing would be abandoned for the day, or at least suspended until conditions improved. Not so.

We were instructed that it was up to each of us to decide if we could handle the strong conditions, and to rig our boats accordingly, but Race 1 would take place, in 20 + knots WNW gusting over 30! This was to disadvantage several less able-bodied sailors who felt they'd be putting themselves and their boats in danger, and decided not to venture out.

Never having sailed in these conditions Greg and I felt we'd give it a go, and believed we'd rigged conservatively, with 75% main and a little room for more reefing, but out of the comparative shelter of the clubhouse, we were immediately overwhelmed, and fighting to keep the boats upright.

We reefed as much as we could in the shelter of Rodd Island, but still carried too much sail for the building gusty wind conditions. Nevertheless, we were on the start line when the gun went off, and a ragged line of partly out of control boats barely made it across on starboard tack, and by luck more than skill, managed to narrowly avoid a big pile up at the pin end!

In a series of rushes, swoops and dunks, sailing on headsail alone with the main loosely flapping, and only slightly bringing it on between gusts, I noticed we'd both made it to the top mark relatively unscathed in a thinning fleet. The short reach to the second mark was a chance

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to bail like crazy the half boat load of water you inevitably collected up wind, and make a mental note to get a bigger bailer next race!

The run downwind to the 3rd mark was exhilarating surf in white water, with sails winged on each side of the boat, and holding the jib out nearly pulled your arm off. Those who hadn't managed to bail out their boats were being swamped by waves from behind, and sub-marineing in an interesting way! Safety craft were darting in and out of the fleet towing the semi sinkers off the course and bailing them out with buckets!

As the downwind mark loomed, the gybe and mark rounding was a daunting thought! In front I saw Greg go over, and come up wrestling (one handed!) to put his boom back on the mast. He had the presence to limp off to the shelter behind Rodd Island to complete this task and rejoin and complete the race.

By now gusts were the norm, and after taking the inevitable dunking as I rounded the mark and came on the wind with half a boat full of water, it certainly crossed my mind to head back to the dock which was full of retirees! But I'd been through a big learning curve, and reasoned that if I stopped trying to race, and just concentrated on keeping out of trouble, I could finish the race within the time limit. Unpleasant and frustrating as it was, giving up was not an option, so with sincere apologies to Jade and her sails, I managed to take the chequered flag (after another complete circuit and work to the finish) with only 2 more dunkings, and no incidents with a diminishing number of boats. By now the wind was a building 25 knots gusting over 35 and racing was sensibly abandoned for the day.

I expected to witness carnage as I thankfully battered my way back to the dock, and wondered why there were funny round markers in the water? It was only when one of the markers grabbed my boat, I realized the volunteers were standing up to their necks in the freezing choppy water, grabbing boats before they could crash into the pontoon, and guiding them to safety.

My admiration for boat designer Chris Mitchell and the Access 303s and the way they handled themselves in the outrageous conditions is immense. Chris was on site to watch over his colourful brood, with mixed feelings of pride and anxiety I'm sure! I later saw him assisting in numerous repairs, all minor or cosmetic.

Greg and I took a while to get our land legs, wash the salt off our faces, and get feeling back into our fingers. Layers of wet weather gear were stripped off to reveal even soggier garments underneath. I retrieved a splash jacket I'd ripped off during the race from under the seat, and discovered it had got wrapped around the steering mechanism, which explained why I'd had difficulty tacking!

Greg was pretty exhausted, and disgusted for coming 3rd in his age group, while I was ecstatic to discover I was also lying 3rd in mine! After bedding the salt encrusted boats down for what was predicted to be a very windy night, we eased our aching limbs into the car in order to beat the rush hour traffic over the Harbour Bridge.

It seemed surreal that while all these office workers had been keeping the wheels of the economy turning in sanitised air-conditioned environments totally oblivious to the weather outside, within easy view of the Centrepoint Tower we'd been battling the elements in all their fury!

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Day 2: Wed 14th Oct: Races 2 & 3

Seeing the flags atop the Harbour Bridge again indicating wind in excess of 20 knots from the West, and with white caps skipping across the choppy water, we steeled ourselves to another day sailing in survival mode.

The stalwart team of volunteers again launched and led our obedient little craft to the pontoon, and held them fore and aft steadying them as each skipper lowered themselves in, and took up their position. Like bull riders in a rodeo, we picked up the strings, clung to the joystick, adjusted our hats, and nodded when ready to be released. With a push of the bow and a kick in the stern, all hell was let loose as we felt the full power of the wind in our sails, and the surging of the swells beneath our bucking hulls.

The difference was that today we were prepared. We'd reefed the mains to half, with the capability of taking in even more, and our strategy was to keep out of trouble and complete the course. Easier said than done, but I managed a couple of 3rds, and Greg rose to the occasion with a 1st and 3rd.

We were pretty proud of ourselves, especially when we heard Prince Frederick sailing in Lasers had taken a dunking at Woollahra, and all racing there had been abandoned earlier with many experienced international sailors rescued from Shark Island.

Our only casualty had been one of the safety craft, a rubber ducky that had flipped and sunk on a rescue mission when a rain squall came through, it's driver treated for hypothermia by the vigilant First Aid Officer.

Day 3: Thurs 15th Oct: Races 4 & 5

Halleluiah! At last the unusual succession of westerlies had eased to a manageable 15 – 20 knots, and we were able to sail with some control and skill!

Out came the reefs, and you could tell the boat was enjoying herself at last, so was the skipper who seemed to do no wrong, giving Greg a run for his money, pirouetting around the marks with ease, picking the wind shifts, getting in the zone and loving every moment.

It was tangible how the confidence gained by completing the course on the previous 2 days had lifted me to another level!

The scoreboard showed two firsts for me and a 2nd & 1st for Greg. Now we were in contention, and thinking about a podium finish!!

Day 4: Fri 16th Oct: Races 6 & 7

The tell tale flags on the Harbour Bridge indicated a gusty SW wind, and the forecast was for it to build, and drop in the afternoon.

We arrived to find the cheerful Race Committee clustered around the wind gauge reading 18 knots with gusts to 25. A lovely day for racing!

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So it was back to reefs and survival mode. The main difference today was that the wind veering to the SW was coming of the recently dumped snow, and was freezing!

Our little craft were looking a bit forlorn as they were reluctantly led to water and I thought I saw Jade shiver as she hit the water!

This was how the skipper was feeling too, but once under way we set about preparing for the last 2 or 3 races. Covering the competition meant we didn't sail our normal assertive way, which didn't feel natural, but got us a 1st by a couple of boat lengths.

Greg had hit his straps by now, and his natural sailing ability and improved techniques with the Access 303 gained over the past few days were showing dividends. He'd crossed the line well ahead of his nearest competitor.

By my reckoning I also needed to win the next race, as others had higher discards than me! I'd discovered that 6 races constituted a regatta, and that after that you could discard one of your worst races.

I decided to go back to sailing the course and not my competitors, but by now the wind had picked up again and the boat was on her ear, making it very difficult, especially reefed, to make good headway towards the windward mark and remain upright. Back to survival mode!

A clean start but one bad tactical error late in this race saw me trapped by other starboard tackers on the wrong side of a wind shift, and when I did manage to duck out, I was well back in the fleet, and playing catch up, which with my weight in that wind was unlikely! Still I managed 2nd and was relieved when a possible 3rd race was called off and we could head back to the pontoon.

Greg had again managed the conditions well and secured the gold medal with another win. I knew I'd let mine slip through my fingers, finishing equal first on points, but losing on the last race count back. On reflection I was excited about being on the podium, and proud of myself for keeping going when the going got tough.

What have I learnt from the World Masters Games experience?

1. Volunteers are the heroes of these events.

Especially the volunteers at Dobroyd who are mainly Sailability Volunteers.

Where else would you find people prepared to take their turn, standing up to their neck in cold uninviting water, launching, catching, and swimming after boats so that others can compete?

2. Your fellow competitors make it very special.

The people you meet and befriend, the unstinting help and advice, the camaraderie and sincere congratulations when you do well, even at their expense, restores your faith in human nature.

3. You never lose your competitive streak.

Whatever your chronological age, if you have a competitive streak, it will always be with you, pushing you to be the best you can be at whatever you tackle, but also causing you to put pressure on yourself!

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4. It's never too late to learn something new.

As a late comer to sailing, and only a recent dinghy sailor with Sailability, it's never too late to learn a new skill, and compete with your peers whatever gender or age!

5. Winning feels just as good at 55+

So I didn't get gold, but silver's the "in" bling and I'm proud to have represented myself and my club at a "World" event.

You've got to be in it to win it!

Jude

Highlights of last Committee Meeting

- Eli has been nominated to represent Yachting NSW at the Yachting Australia meeting in Melbourne next week when the Disabled Sailor of the year will be recognised.
- Successful session at Rotary Dural this month. Possibility of a couple of new volunteers.
- On the 5th September, we held our Orientation Day to welcome new members. This was very well attended by over 30 people.

2009/10 Committee

President / Chairman	Evelyn Shervington	9976 2134
Commodore / MYC	Peter Hamilton	9975 1434
Treasurer	Patrick Alexander	9913 9848
Volunteer co-ordinator	Eli Demeny	9976 2747
NSW Rep	Peter Singer	9416 8749
Maintenance/Training	Jan Jensen	9905 4869
PR / Signals	Jude Cole	9977 1867
Memberships	Jill Musgrove	9905 6706
Social Secretary	Jill Madden	9948 4800
Web / database	Mark Ayres / Alan Bimson	0411121303
Members	Helen Hendry	

Next meeting

Wed Nov 4th
6.30pm
MYC
all welcome

Our Current Sponsors

Patron David Barr	Special thanks for help with our Accessible Bathroom:
• PAUL NEWMAN'S OWN	• MASTER BUILDERS ASSN OF NSW, Manly-Warringah
• NETREGISTRY	• HEALTH SCIENCE PLANNING CONSULTANTS
• SHELTA UMBRELLAS	• SAFETY RAILS AUSTRALIA
• GME-ELECTROPHONE	• ALTRO APAC SAFETY FLOORING
• MANLY YACHT CLUB	• BRAILLIANT TOUCH AUSTRALIA
• MANLY 16FT SKIFF SAILING CLUB	• CAROMA-DORF
• SIGNS NOW, Brookvale	• CERAMIC TILE MARKET, Brookvale
• HOOD SAILMAKERS Brookvale (sticky back) ING logo at cost	
• TREHARNES MANLY BOATSHED, Fairlight	
• WARRINGAH (\$750 grant this year) & MANLY Councils (Accessible Walkway)	
SUNRISE MANLY ROTARY CLUB (\$1500 for Royal Far West Children's Hospital, and sails)	
FRITS VAN GROLL – SAILOR MARINE	
ING Foundation (The Orange Access 303 \$7,500)	