

# ◆ Round the Buoys ◆

December 2010

## *Vale Leonie Cole*

Leonie Cole, the matriarch of Carrum Sailing Club, passed away and in November

Leonie was loved by all and will be missed.

Our condolences to Ray and Family

Below is Leonie at Greg's wedding

## *Colin Griss*

Colin Griss also died during November. Colin is pictured on the club wall pictured with Ken Farrell in a pacer.

Colin was on the club committee and office bearer.

Our condolences to his Family



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## *Pre Christmas Presentation & Special General Meeting*

There will be a Special General Meeting after the Pre Christmas presentation to change the constitution to introduce a social Member category.

See presentation details on page 8

## *What's On*

### **December 5th**

Pre Christmas Series  
Heat 9

### **December 12th**

Pre Christmas Series  
Heat 10

### **January 23rd**

Working Bee

### **January 26th**

Australia Day

### **January 29th**

Longbeach Challenge  
Heat 2  
Twilight Sternchaser

### **January 30th**

Longbeach Challenge  
Heat 3  
Post Christmas Series  
Heat 1

### **February 6th**

Post Christmas Series  
Heat 2

### **February 13th**

Post Christmas Series  
Heat 3

### **February 20th**

Post Christmas Series  
Heat 4

### **February 27th**

Post Christmas Series  
Heat 5

# Racing

## November 14<sup>th</sup> Heat 6

Cambur Motors Race, Long Beach Challenge Heat 1 and Heat 6 Pre-Christmas series. As the raver would say The day dawned as it tends to do. The forecast was for 10-knots from SW building to 20 as it tended NW. Well them forecasters were a bit out. At the time of laying the course it was from N at about 8kn and as the race proceeded swung to WNW at a range of between 6-10kn. With the Windward Leeward course (0.8Nm) being used the longer the race went the more the wind direction swung and the more advantaged the slower boats gained by not having to beat.

12 boats greeted the starter, 6 from MMYC, 5 CSC and 1 Tasar from Chelsea YC. First across the Line was Gwen & Derick Warne in the Tasar Oki-Doki slightly ahead of Beez Neez and Matt Burgess on Barwon 14. Following were a number of poor starts caused by crews not watching the flag signals and getting too far from the line. Some missed the 5 min flag others the 4, some even thought the go was 1 minute to go. One boat had difficulty getting to the line (more than 10 minutes late) partly due to the southerly current which later became a problem for others at the wind mark. Nearly all crossed on Port tack as the port bias laid was slightly exaggerated by the wind shift starting.

There was a fair work to the first mark. Barwon 14 a Farr 940 (Noelex 30) was the first to round followed by OkiDoki. Below is the order of rounding with Captain Moonlite having a tight tussle with delta Lady. Solitaire overcame a poor start to pass the 2 Careels which took turns to cross in front of the other. At this mark Captain Moonlite crossed in front of Delta Lady on Port and tacked clear ahead to lay the mark but was caught by the southerly set and struck the mark. Eric, the skipper of Delta Lady, said he had been pinching to reach the mark and to avoid collision with Captain Moonlite tried to pinch further and also stalled and hit the mark with the assistance of the current. Both got round the mark and exonerated themselves.

Now Chris claims he called "Water" which implies he is invoking rule 19 passing an obstruction but this rule does not apply when it is a mark that boats are required to pass on the same side.

Where available spinnakers were set or goosewing of headsails was used with the exception of the Tasar that gybed down wind. Perhaps there is a lesson for the Trailerable in that as they did not lose to much ground on Barwon 14. It was noted that all boats

Boat		CBH	Wind-ward 1 Time	Corr	Place
BARWON 14	Farr 940	<b>0.825</b>	14.37	11.855	<b>1</b>
OKIDOKI	Tasar	<b>0.743</b>	16.53	12.282	<b>2</b>
SILVER CLOUD	Noelex 30	<b>0.825</b>	19.19	15.832	<b>4</b>
DA VINCI	Magic	<b>0.925</b>	19.23	17.788	<b>7</b>
CAPT MOONLITE	Bushranger	<b>0.700</b>	20.10	14.070	<b>3</b>
DELTA LADY	Noelex 30	<b>0.825</b>	20.23	16.690	<b>5</b>
SOLITAIRE	RL24	<b>0.725</b>	29.04	21.054	<b>9</b>
MAGIC BUS	Careel 18	<b>0.590</b>	29.20	17.228	<b>6</b>
CASPER	Careel 18	<b>0.590</b>	30.37	17.918	<b>8</b>
BEEZ NEEZ	Timpenny	<b>0.685</b>	32.23	22.078	<b>10</b>
TOBESHORE	Ultimate 18	<b>0.600</b>	38.00	22.800	<b>11</b>
PELICAN	Matilda	<b>0.590</b>	83.08	49.017	<b>12</b>

when rounding the leeward mark went very wide. Apparently due to the current. The Raver would have been bemused at the sight of Rocky sitting on the bow slowing the boat by dangling his feet in the water and Mike Robbins in the cockpit. He is always on about proper weight distribution being bunched up in the middle of the boat.

On the second rounding of the wind mark was just as exciting as the first. Again the order of round and placing on CBH is below. The 1<sup>st</sup> four placings were the same. Delta Lady this time rounded ahead of Captain Moonlite who pinched to round the mark and did not have enough speed to round it and for the second time fell back onto the mark. Another penalty was executed. Beez Neez, Magic Bus, To Be Shore and Pelican (on her first rounding) approached at about the same time. Following the example of Captain Moonlite also pinched up to much and fell back onto the mark. Who was on the helm at this point we know that Loopy Len was on the helm for the first windward rounding but one source said he was on the second occasion but this was denied and Chris was nominated. Maybe nobody was at the time. Magic bus also hit the mark. After the second rounding Pelican retired disappointed that there was a time limit that he could not make.

(Continued from page 2)

Boat		CBH	Wind-ward 2 Time	Corr	Place
BARWON 14	Noelex 30	<b>0.825</b>	45.16	33.554	<b>2</b>
OKIDOKI	Tasar	<b>0.743</b>	47.07	38.833	<b>1</b>
SILVER CLOUD	Noelex 30	<b>0.825</b>	49.05	34.335	<b>3</b>
DA VINCI	Magic	<b>0.925</b>	49.06	45.381	<b>7</b>
DELTA LADY	Noelex 30	<b>0.825</b>	53.33	31.465	<b>6</b>
CAPT MOONLITE	Bushranger	<b>0.700</b>	59.10	48.758	<b>4</b>
SOLITAIRE	RL24	<b>0.725</b>	68.05	46.614	<b>10</b>
CASPER	Careel 18	<b>0.590</b>	74.29	61.289	<b>5</b>
BEEZ NEEZ	Timpenny	<b>0.685</b>	77.15	46.290	<b>11</b>
MAGIC BUS	Careel 18	<b>0.590</b>	78.45	46.286	<b>8</b>
TOBESHORE	Ultimate 18	<b>0.600</b>	82.13	59.544	<b>9</b>
PELICAN	Matilda	<b>0.590</b>	119.30	70.387	<b>12</b>

By this time the wind had shifted to the west so much that the wind was on the Starboard quarter and the next leg requiring a sprung headsail.

At the wind mark for the third time OkiDoki had taken the lead, Silver Cloud and Da Vinci swapped places and so did Magic Bus and Beez Neez. This time there was no mark touching and all set off for two reaches to finish.

Boat		CBH	Wind-ward 3 Time	Corr	Place
OKIDOKI	Tasar	<b>0.743</b>	70.22	57.932	<b>1</b>
BARWON 14	Noelex 30	<b>0.825</b>	70.26	52.203	<b>2</b>
DA VINCI	Magic	<b>0.925</b>	71.08	51.533	<b>9</b>
SILVER CLOUD	Noelex 30	<b>0.825</b>	72.36	59.697	<b>5</b>
DELTA LADY	Noelex 30	<b>0.825</b>	77.12	71.336	<b>7</b>
CAPT MOONLITE	Bushranger	<b>0.700</b>	83.29	58.303	<b>3</b>
SOLITAIRE	RL24	<b>0.725</b>	92.03	63.041	<b>10</b>
CASPER	Careel 18	<b>0.590</b>	100.20	82.665	<b>4</b>
MAGIC BUS	Careel 18	<b>0.590</b>	102.00	60.180	<b>6</b>
BEEZ NEEZ	Timpenny	<b>0.685</b>	103.13	61.878	<b>11</b>
TOBESHORE	Ultimate 18	<b>0.600</b>	107.37	63.348	<b>8</b>
PELICAN	Matilda	<b>0.590</b>	DNF		

The final results on CBH are below with OkiDoki winning the Cambur Motor Race and \$500. Captain Moonlite despite hitting the mark twice was second and takes home \$100

Boat		CBH	Finish Time	Corr	Place
OKIDOKI	Tasar	<b>0.743</b>	89.41	66.43	<b>1</b>
CAPT MOONLITE	Bushranger	<b>0.700</b>	102.10	71.47	<b>2</b>
BARWON 14	Noelex 30	<b>0.825</b>	87.50	72.19	<b>3</b>
CASPER	Careel 18	<b>0.590</b>	123.42	72.82	<b>4</b>
MAGIC BUS	Careel 18	<b>0.590</b>	124.47	73.44	<b>5</b>
SILVER CLOUD	Noelex 30	<b>0.825</b>	90.34	74.53	<b>6</b>
DELTA LADY	Noelex 30	<b>0.825</b>	95.32	78.64	<b>7</b>
TOBESHORE	Ultimate 18	<b>0.600</b>	134.36	80.62	<b>8</b>
SOLITAIRE	RL24	<b>0.725</b>	112.18	81.33	<b>9</b>
DA VINCI	Magic	<b>0.925</b>	88.24	81.62	<b>10</b>
BEEZ NEEZ	Timpenny	<b>0.685</b>	128.43	87.97	<b>11</b>
PELICAN	Matilda	<b>0.590</b>	DNF		

The Long beach results were

**Carrum 1 pt** 1<sup>st</sup> – Magic Bus  
**3 pts** 3<sup>rd</sup> – Casper  
**4pts** 4<sup>th</sup> – Captain Moonlite

**TOTAL 8pts**

**Mordialloc**

**2 pts** 2<sup>nd</sup> – Barwon 14  
**5 pts** 5<sup>th</sup> – Delta Lady  
**6pts** 7<sup>th</sup> – Da Vinci

**TOTAL 13pts**

Times are listed below. Remember these are on personal handicap calculated on Longbeach results only.

Club	Boat	Time	PBH	Corr	Place
CSC	MAGIC BUS	124.47	0.518	64.505	1
MMYC	BARWON 14	87.50	0.743	64.969	2
CSC	CASPER	123.42	0.542	66.858	3
CSC	CAPTAIN MOONLITE	102.10	0.669	68.281	4
MMYC	DELTA LADY	95.32	0.743	70.775	5
CSC	TO BE SHORE	134.36	0.540	72.554	6
MMYC	DAVINCI	88.24	0.833	73.460	7
MMYC	SILVER CLOUD	90.34	0.822	74.283	8
MMYC	SOLITAIRE	112.18	0.684	76.731	9
CSC	BEEZ NEEZ	128.43	0.617	79.177	10
MMYC	PELICAN	DNF	0.531		

Carrum results are on the next page

(Continued from page 3)

Boat Name	TIME	CBH	CORR	PLACE
CAPTAIN MOONLITE	102.10	0.700	71.470	1
BUSHRANGER VI	DNC	0.700		16
BEEZ NEEZ	128.43	0.685	87.975	5
TIMPTATION	DNC	0.685		16
ESKIMO	Duty	0.680		1
SOFARR	DNC	0.640		16
FRODO	DNC	0.600		16
ASGARD	DNC	0.600		16
TOBESHORE	134.36	0.600	80.616	4
CASPER	123.42	0.590	72.818	2
INDULGENCE	Duty	0.590		
MAGIC BUS	124.47	0.590	73.437	3
YTEE	DNC	0.580		16
LE MOG	DNC	0.877		16
THE BEAST	DNC	0.736		16
TAD	DNC	0.561		16
ANGUS	DNC	0.972		16
THE MAC'S	DNC	0.631		16

Boat Name	TIME	HCP	CORR	PLACE
CAPTAIN MOONLITE	102.10	0.696	71.039	5
BUSHRANGER VI	DNC	0.736		16
BEEZ NEEZ	128.43	0.499	64.066	2
TIMPTATION	DNC	0.569		16
ESKIMO	Duty	0.699		2
SOFARR	DNC	0.543		16
FRODO	DNC	0.435		16
ASGARD	DNC	0.500		16
TOBESHORE	134.36	0.491	65.932	3
CASPER	123.42	0.561	69.286	4
INDULGENCE	Duty	0.532		
MAGIC BUS	124.47	0.509	63.295	1
YTEE	DNC	0.487		16
LE MOG	DNC	0.728		16
THE BEAST	DNC	0.636		16
TAD	DNC	0.477		16
ANGUS	DNC	0.826		16
THE MAC'S	DNC	0.536		16

### November 21<sup>st</sup> Heat 7

The weather was fine and the winds light from the South & South East for this heat. As is often the case the wind shifts were large and often.

The day got off to a bad start for Beez Neez when a support on the trailer skid broke and gouged the hull. Mike took the trailer to the McClelland's and spent the afternoon repairing it. In the meantime Helen whipped Kevin Norton Off To Be Shore to sail with her and Auster. (Some say they did better without Mike – look at the results)

The Rear Commodore stood in for Lyndon who was attending a 50<sup>th</sup> and was assisted by Lyndon's crew Ben and also Tim Robbins. A Southerly Windward/Leeward course was set and on the second attempt they set a set a start line, they had drifted on the first attempt, which is a reminder to others to put out plenty of warp when anchoring.

Prior to the starting sequence Rocky was sailing along the line with Eskimo and looking for an advantage. "What do you reckon" Ian asked, "A Port Bias" was the reply. He was right. However when the time came to start Magic Bus was in the Starboard half of the line. This undoubtedly was partly due to the fact that Indulgence and her got tangled up prior to the start. Indulgence was on Port and Magic Bus on Starboard. Steve had momentarily gone below and did not realize the proximity of Magic Bus. As one boat went up a wave the other came down and damage was done to the pulpit of Indulgence. Both were able to sail on with Steve doing a 360 to exonerate himself and after doing so asked the rear commodore for confirmation on the penalty and got the nod. Steve disqualified himself after completing the course when he realized that a 720 was required. As a result Rocky learnt to call Starboard.

Back to the racing. Eskimo was clearly first across the line on starboard at the pin end. Followed by Capt Moonlight mid line on Port then closely followed To be Shore. Indulgence was a distant last after executing his penalty in little or no wind. Eskimo headed inshore for the stronger breeze Ian had noticed when out early to take the crew for the day Jasmine Nham & Alex Ooi for some practice. Eskimo hugging the shoreline led to the first mark. To be Shore followed Eskimo and was almost 3<sup>rd</sup>

Boat	CBH	Mark 1	Corr	Place
ESKIMO	0.680	23.66	16.089	1
CAPTAIN MOONLITE	0.700	25.93	18.153	2
INDULGENCE	0.590	31.58	18.634	3
TOBESHORE	0.600	32.03	19.220	4
MAGIC BUS	0.590	41.23	24.328	5
BEEZ NEEZ	0.685	38.00	26.030	6

(Continued from page 4)

around just pipped by Indulgence who must have had the motor going to make up so much ground.

The next leg saw the extras come out and Eskimo maintained the lead at the leeward mark only to lose it with a sloppy gybe. The other maintained their positions.

Boat	CBH	Mark 2 Time	Corr	Place
ESKIMO	<b>0.680</b>	35.90	24.412	<b>1</b>
CAPTAIN MOONLITE	<b>0.700</b>	36.60	25.620	<b>2</b>
INDULGENCE	<b>0.590</b>	45.55	26.875	<b>3</b>
TOBESHORE	<b>0.600</b>	47.77	28.660	<b>4</b>
BEEZ NEEZ	<b>0.685</b>	52.05	35.654	<b>5</b>
MAGIC BUS	<b>0.590</b>	54.50	32.155	<b>6</b>

Eskimo shortly after being passed by Captain Moonlite tacked to go inshore again but with the wind moving more Easterly the only benefit was to get to windward of Captain Moonlite. Once back on port Eskimo was able to get level with Captain Moonlite near the end of the leg. Both boats were well wide of the mark and a continuing lift had them sailing past the mark. Ian decided that suffering a knock on the other tack would get Eskimo closer to the mark and hoped for the wind to return to its prior direction. A couple of sloppy tacks cost her dearly as Captain Moonlite sailed on until able to lay the mark and subsequently rounded in the lead.

Boat	CBH	Mark 3 Time	Corr	Place
ESKIMO	<b>0.680</b>	54.48	37.049	<b>1</b>
CAPTAIN MOONLITE	<b>0.700</b>	54.15	37.905	<b>2</b>
INDULGENCE	<b>0.590</b>	65.55	38.675	<b>3</b>
TOBESHORE	<b>0.600</b>	72.13	43.280	<b>4</b>
MAGIC BUS	<b>0.590</b>	73.53	43.385	<b>5</b>
BEEZ NEEZ	<b>0.685</b>	70.20	48.087	<b>6</b>

Both lead boats prepared to set the spinnakers but did not do so as the wind was slightly forward of the beam. They were close and Alex who was on the helm at the time was worried that he would run into the rear of Captain Moonlite. Eskimo went slightly higher than Captain Moonlite passing a fishing boat to Port while Captain Moonlite dipped below but was only about 10 metres away which enabled Carol to find out what the catch was like. While on fishing, the committee boat was also engaged in that activity getting only one fish, an undersized Gummy Shark. 2/3rd the way down the leg the wind dropped and swung slightly behind so Captain Moonlite set the kite and drew away from her rival. On this leg the

leaders saw Indulgence ahead of the rest of the fleet that were closely bunched. Magic bus finally got past To be Shore.

Boat	CBH	Mark 4 Time	Corr	Place
ESKIMO	<b>0.680</b>	65.43	44.495	<b>1</b>
CAPTAIN MOONLITE	<b>0.700</b>	64.18	44.928	<b>2</b>
INDULGENCE	<b>0.590</b>	80.55	47.525	<b>3</b>
MAGIC BUS	<b>0.590</b>	86.40	50.976	<b>4</b>
TOBESHORE	<b>0.600</b>	86.20	51.720	<b>5</b>
BEEZ NEEZ	<b>0.685</b>	85.92	58.853	<b>6</b>

The next leg required only one tack to get to the mark but Eskimo tacked on one of the shifts only to have the wind return to its original directions as soon as she settle on the new tack. This enabled Captain Moonlite to get further ahead.

Boat	CBH	Mark 5 Time	Corr	Place
CAPTAIN MOONLITE	<b>0.700</b>	80.52	56.362	<b>1</b>
ESKIMO	<b>0.680</b>	85.43	58.095	<b>2</b>
INDULGENCE	<b>0.590</b>	102.03	60.200	<b>3</b>
MAGIC BUS	<b>0.590</b>	103.65	61.154	<b>4</b>
TOBESHORE	<b>0.600</b>	103.80	62.280	<b>5</b>
BEEZ NEEZ	<b>0.685</b>	105.30	72.131	<b>6</b>

Another reach meant there was no change in the order except Beez Neez passed To be Shore. The race finished unexpectedly at the Leeward mark and with the committee boat in the same spot it had started the race a hook turn was required to finish. With no fish being bagged you would think they crew would have moved to the other end of the course to try their luck there.

The results are on the next page

### November 28<sup>th</sup> Heat 8

Racing was abandoned early due to the conditions of the river mouth. Waves were rolling into the rigging area and crashing on the bridge pylons.

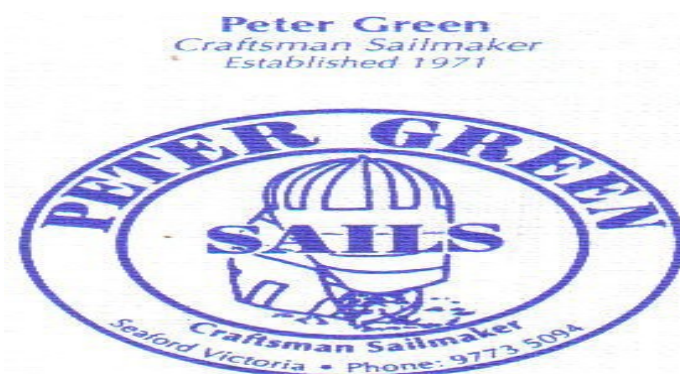
Conditions were to worsen with winds in excess of 20 knots all day and a couple of gusts over 30 at Fawknor Beacon. A change of tide to oppose the volume of water flowing out the river would have made it more dangerous to return to the river and pack up. Conditions were such that despite the Schnapper biting few stink boats ventured out.

The Ruhsams took advantage of the abandonment to do further repairs to Beez Neez trailer.

# Duty Roster

## Post Christmas 2010-2010

<u>Date</u>	<u>Race Officer</u>	<u>Duty Staff</u>
<u>Extras</u>		
30-Jan	Russell Naughtin Peter Mason	Crew of Magic Bus
06-Feb	Ray Cole	Crew of Bushranger
13-Feb	Michael Ruhsam	Crew of Bees Knees
20-Feb	Graham Deakin Joshua Petherbridge	Crew of To Be Sure
27-Feb	Ian Blencowe	Crew of Eskimo
<b>06-Mar</b>	<b>Labour Day Weekend Marlay Point Overnight Race</b>	
13-Mar	Steve Murphy David Richards	Crew of Indulgence
20-Mar	Lyndon David Mike Robbins	Crew of Soo Farr
27-Mar	Ian Parks	Crew of Timptation
<b>03-Apr</b>	<b>Easter</b>	
10-Apr	Chris Flanagan	Crew of Capt Moonlight
17-Apr	Lloyd Marks	Crew of Casper
24-Apr	Russell Naughtin Peter Mason	Crew of Magic Bus



Boat Name	TIME	CBH	CORR	PLACE
CAPTAIN MOONLITE	93.550	0.700	65.485	1
BUSHRANGER VI	DNC	0.700		16
BEEZ NEEZ	117.283	0.685	80.339	5
TIMPTATION	DNC	0.685		16
ESKIMO	97.867	0.680	66.549	2
SOFARR	DNC	0.640		16
FRODO	DNC	0.600		16
ASGARD	DNC	0.600		16
TOBESHORE	120.950	0.600	72.570	4
CASPER	DUTY	0.590		
INDULGENCE	DISQ	0.590		7
MAGIC BUS	117.167	0.590	69.128	3
YTEE	DNC	0.580		16
LE MOG	DNC	0.877		16
THE BEAST	DNC	0.736		16
TAD	DNC	0.561		16
ANGUS	DNC	0.972		16
THE MAC'S	DNC	0.631		16

Boat Name	TIME	HCP	CORR TIME	PLACE
CAPTAIN MOONLITE	102.10	0.696	65.090	4
BUSHRANGER VI	DNC	0.736		16
BEEZ NEEZ	128.43	0.499	58.506	1
TIMPTATION	DNC	0.569		16
ESKIMO	Duty	0.699	68.425	5
SOFARR	DNC	0.543		16
FRODO	DNC	0.435		16
ASGARD	DNC	0.500		16
TOBESHORE	134.36	0.491	59.351	2
CASPER	123.42	0.561		
INDULGENCE	Duty	0.532		7
MAGIC BUS	124.47	0.509	59.581	3
YTEE	DNC	0.487		16
LE MOG	DNC	0.728		16
THE BEAST	DNC	0.636		16
TAD	DNC	0.477		16
ANGUS	DNC	0.826		16
THE MAC'S	DNC	0.536		16



# Christmas Presentation Dinner

Sunday 12th December

6.00pm

Special Visitor 6.30pm

Roast Chicken and Salad Dinner

Adults \$10.00 Kids \$5.00



**Hope to see you there!**

RSVP Helen 8711 3027 or write your name on the board

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P.O. Box 137  
Chelsea. 3196

I hereby give notice that on Sunday December 12th, 2010, at the Special General Meeting, I intend to move that:-

**Section 12 of the constitution**

“(12) The Club shall consist of Honorary Life, Senior, Cadet, Student, Perpetual, Honorary, Associate Members. Members shall be classified as Senior Members when aged 18 years and over and as Cadet Members from the age of 8 to 17 years inclusive. All age classifications will be taken as from July 1<sup>st</sup>.

All financial & honorary members shall enjoy all the privileges of the Club except as otherwise limited by these Rules.

A Senior Member so elected shall have the right to vote at all meetings of the Club, shall be eligible for any position within the Club and to participate in all races and competitions held by the Club.

An Associate Member so elected shall not have the right to vote at any meetings of the Club, shall not be eligible for any position within the club, and may crew in any club event but not own or skipper a boat in Club races.

A Cadet member so elected shall be able to participate in all races and competitions but shall not have the right to vote at meetings of the Club unless they have attained the age of 16 years as at the 1<sup>st</sup> of July that year.

A Perpetual Member so elected shall have all the rights and privileges enjoyed by Senior Members.”

**Be amended to read**

“(12) The Club shall consist of Honorary Life, Senior, Cadet, Student, Perpetual, Honorary, Associate and Social Members. Members shall be classified as Senior Members when aged 18 years and over and as Cadet Members from the age of 8 to 17 years inclusive. All age classifications will be taken as from July 1<sup>st</sup>.

All financial & honorary members shall enjoy all the privileges of the Club except as otherwise limited by these Rules.

A Senior Member so elected shall have the right to vote at all meetings of the Club, shall be eligible for any position within the Club and to participate in all races and competitions held by the Club.

An Associate Member so elected shall not have the right to vote at any meetings of the Club, shall not be eligible for any position within the club, and may crew in any club event but not own or skipper a boat in Club races.

A Cadet member so elected shall be able to participate in all races and competitions but shall not have the right to vote at meetings of the Club unless they have attained the age of 16 years as at the 1<sup>st</sup> of July that year.

A Perpetual Member so elected shall have all the rights and privileges enjoyed by Senior Members.

A Social Member so elected shall not have the right to vote at any meetings of the Club, shall not be eligible for any position within the club, shall not crew skipper or own a boat in any club races. A Social members shall have access to the club facilities only when the club is open”

Proposer Helen Ruhsam.....

Seconded Stephen Murphy.....



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3196

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***Effort of the Month***



**Change of Name**

The club is making an application to deed poll for a name change. Not for itself but on behalf of Julie Park. Her name is being changed to Rae.

This is due to the similarity between her and Ray Cole. Although a bit younger and of course better looking as everyone is, she is quickly developing the same reputation of being the master of blow outs. On November 28th she again abandoned racing.