

◆ Round the Buoys ◆

February 2010

Longbeach Challenge

The weekend of Racing at Mordialloc Motor Yacht Club, 30 & 31st January, was postponed due to poor weather forecasts. Both days had predicted winds of 30 knots.

The new dates are February 20th (Twilight) & 21st (Morning).

We require as many as possible to compete in these races to regain the trophy. (Eskimo will be at National Titles)

Contents

Long Beach Challenge	1
What's On	1
Duty	1
Xmas/New Year Cruise	2
Christmas Lights	4
Monthly Competition	4
Sponsors	5
Effort of the Month	6

What's On

February 7th

Cambur Motors Challenge & Heat 2 Post Christmas Series

February 14th

Cambur Motors Challenge & Heat 3 Post Christmas Series

February 20th

Longbeach Challenge

Twilight sternchaser at Mordialloc Motor Yacht Club

February 21st

Longbeach Challenge & Heat 4 Post Christmas Series held at Mordialloc Motor Yacht Club

February 28th

Cambur Motors Challenge & Heat 5 Post Christmas Series

March 6th

Marlay Point Overnight Race

Can we get 3 teams entered?

March 14th

Cambur Motors Challenge & Heat 6 Post Christmas Series

March 21st

Cambur Motors Challenge & Heat 7 Post Christmas

Duty

February 7th

Beez Neez

February 14th

Eskimo

February 21th

Longbeach Race at Mordialloc

February 28th

Bitter Sweet & So Farr

March 14th

Bushranger

March 21st

Casper & Asgard

March 28th

Frodo & Indulgence

April 11th

Timptation

April 18th

To Be Shore & So Farr

April 25th

Magic Bus & Merinda



New Years entertainment was from the tin shed.

Xmas/New Year Cruise

On Boxing Day both Kathryn & Ian along with Lee & Graham launched Eskimo & To be Shore at Paynesville. Being latish in the pm I was decided that both should tie up at the floating jetty in front of the Gippsland Lakes Yacht Club.

It was surprisingly easy to find a place to stay the night. We had obviously beaten the rush to the Lakes. The car parks were near empty and the berths were abundant.

After a peaceful night we rose to get ourselves organised for a day sailing but were disturbed by some noises coming from beside our boats. Three Dolphins glided slowly past our boats. A great start to the cruise and an opportunity to make Kirsty more envious of us. A short SMS recording the dolphin count had her cursing.

Under the impression that lee & graham had not been on the lakes before we sailed to Duck and Picnic Arms and then to Sperm Whale Head for lunch. It was there that Graham revealed that they had chartered a boat on the lakes before.

Eskimo was the first to reach Sperm Whale Head, dropped sail and motored to the jetty. The others also dropped sail but seemed to be heading to Paynesville then turned and headed up Lake Victoria toward Loch Sport.

Some phone calls were made before it was realized that they had encountered outboard prob-

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lems. The thing would not start. A change of plugs did not help, so Eskimo went to the rescue towing the stricken vessel back to Sperm Whale Head. There after adjustment to the fuel mix and a couple of pulls the motor fired up.

Shortly after we received a call from the Park Family announcing their arrival at Paynesville. They were directed to the King Street ramp and rendezvous arranged there.

After some lunch we sailed back to Paynesville and met up with Timptation who had introduced themselves to Jim & Patsy who had just arrived with their Careel 22. "Do you know Ian?" Of course they did.

Once launched Timptation joined To Be Shore, Eskimo and the other Careel sailing to Steamers Landing in Bunga Arm where they stayed the night.

The Carrum members keen to see the lakes system set off the next morning to Metung for lunch and then a brisk sail back to Paynesville via Lake King.

Timptation and To Be Shore were then both put on their trailers and taken home. This was the first time either crew had spent the night on their boats and the taste of cruising was a very enjoyable one.

This left Eskimo to await the arrival of Beez Neez which they found tied up near Fisherman's Wharf.

The second wave of invaders from Carrum included the Ruhsam's on Beez Neez with its first extended cruise and who arrived Monday night December 28th. A previous shake down by an over-

A vertical business card for Redfire Lounge | restaurant | cafe. The top half features the 'redfire.' logo in red and white, with a flame icon above the 'i'. Below the logo, it says 'lounge | restaurant | cafe'. The bottom half has a dark background with white text. It includes the text 'RED FIRE LOUNGE' in red, the address 'Shop 8 Starzone Karingal, 197 Karingal Drive Karingal 3199', and contact details: 'Ph 9789 4000, Fax 9789 4400, www.redfire.com.au, info@redfire.com.au'. On the right side, the word 'redfire.' is written vertically in white with a red flame icon above the 'i'.

(Continued from page 2)

night stay in Patterson River a fortnight ago ironed out some accommodation issues and is well worth doing if you intend to do some extended cruising trips.

Brilliant weather conditions meant everyone was out and about leaving a sparse jetty at Fisher-man's Wharf Paynesville, and it was easy to find overnight accommodation for Monday night. Helen & Michael took the opportunity to visit some friends on Raymond "mosquito" island with Eskimo & Beez Neez spending the night moored in Paynesville.

Tuesday morning delivered more brilliant weather so it was a lovely extended sail led by Eskimo to the Barrier Landing with a lunch and provision stop at Metung on the way. While we were tied up at the Metung jetty we were able to chat to some more trailer sailers'.

It was obvious that the absent boats from Paynesville were at the Barrier, as it was busy with boats, although there was still enough room to pull up on the shore. The heat made it mandatory to do a jetty swim – just do a "bomb" off the end of the full jetty hopefully spraying the existing motor boats and float down with the current until you reach your yacht & swim ashore & repeat. In the cool of the evening Ian fired up the Magma barbecue and it was roast turkey all round with Sangria and other fine beverages into the night.

Wednesday morning came with more fine weather and an early morning ocean swim for the brave (not cold) before setting off for a sail/motor to cross the dreaded entrance and onto Lakes Entrance for more supplies. At slack tide the entrance was easily navigated before entering into Lakes Entrance itself. We were passed by a motor boat towing a jet ski in clear view of a five knots buoy (must have been a overseas tourist who couldn't read – one of many). We were able to pull up on a beach off the Esplanade right outside Macca's and get more fuel, but more importantly fresh prawns for lunch from a fishing boat on the adjacent jetty.

A quick motor out before the tide turned allowed us to anchor in Reeves Channel for a prawn lunch. It was then a combined sail then motor into the sheltered Boxes Creek for another overnight stay. Again the warm weather meant another compulsory swim before dinner and drinks, board games and then a restful night.

New years eve was again another fine to very hot day. Oh the joy of not having to raise the mast & rig again and just sail off! It was time to leave Box's which was heating up due to being sheltered & no wind & head back to Paynesville via Resides Jetty

(newly renovated with a healthy mussel population). Due to the heat this was another good excuse to get wet & hunt for mussels under the pier. It wasn't long before we had a buckets worth (the legal limit) and had a bite to eat for lunch. It was then a sail back around the island to Paynesville to pick up some new year eves supplies.

Motoring to get into Paynesville was going well until the fuel line on Beez Neez motor decided to come off the fuel tank and suck some dirt into the carburetor. The motor conked out & wouldn't start. A quick anchor deployment had Beez Neez sitting off the spit at the entrance to Newlands Arm getting acquainted with the outboard. Eskimo went ahead to get some supplies in town. Luckily we didn't have to call the Coastguard (for reasons to be revealed later) and Eskimo returned for a tow back into town.

After putting Beez Neez back on the trailer it was a quick sail on Eskimo to Steamers Landing to drop off some fireworks & mussels for tea for two Careel 22's (Freestyle & Scorpion) that were spending the night there. We were passed by the Coastguard towing a hapless motor boat Steamers was nearly deserted due to the adverse weather report and some nasty black clouds starting to form on the horizon. David Lewis from Freestyle was happy to provide further information about the motorboat we saw being towed back to Paynesville. Previously the motorboat was flouting the speed rules and zooming perilously close to the two Careels in the approach channel to Steamers. Some friendly advice from both the Careels to "slow down" was returned with a rather impolite hand gesture, with some unexpected results. That's the thing with speeding – things can happen really quickly. When the aforesaid motor boat driver turned to impolitely gesture he was distracted & quickly weaved out of the channel and promptly ran aground destroying his propeller. King Neptune had presented a nice New Year's present for rudeness on the water. How sweet it is.

After the mirth had abated it was a quick sail back to Paynesville to have a mussel dinner with friends and to watch the New Years Eve three fireworks shows. Three fireworks shows I hear you ask. Yes! Two man made – one at nine (for kids) & midnight (for big kids) and nature's own spectacular fireworks as sheet lightning surrounded Paynesville (while Melbourne was being soaked). Free musical entertainment was supplied from the water by a band on a floating tin shed up and down McMillan Strait. Helen spotted a dolphin from the ferry on the way back to Raymond island but was unable to contact

(Continued on page 4)

(Continued from page 3)

Kirsty to let her know (early to bed).

New Years day was blessedly cooler and the dolphin sighting the previous night had healed Beez Neez motor so it was a quick sail down to Duck & Picnic Arm with some friends Eskimo had picked up. The Sonata Association with many boats had decided to set up on the sandy spit to have their meeting so we decided to gate crash theirs and have lunch on the beach as well. After another swim & lunch we cruised down to Picnic arm and then sailed back to Paynesville for dinner on the Raymond Island jetty.

It was then our monotonous run of good weather decided to end. Another spectacular lightning show & torrential rain cleaned our boats overnight and the next morning continual rain and wind warnings were menacing. Our trip to Bunga Arm was duly canceled and we packed up & headed home.

In conclusion it was a glorious boating holiday with sublime conditions that we can well recommend.

Christmas lights

On Saturday the 19th December at five o'clock we gathered with Eskimo, Beez Neez, Captain Moonlite, Bitter Sweet and us (Temptation) to enjoy a twilight dinner and sail. Unfortunately due to weather conditions we ended up rafting in the river. As food and beverages were consumed the stories began. Michael from Beez Neez came aboard our vessel and we were asking all about the modifications that they had done to their boat and how they crew it. Hopefully this will give us a lead in order to beat our main competition when racing resumes. Beez Neez was the boat to be on as all the children were found to be swinging from the lifelines. We noted that their level in the water was a lot lower than ours. James' thought was that the Rushams might sink another boat.

When darkness arrived we entered into the canals to view the Christmas lights. As we are new to boating this was a challenge. James located himself on the bow with a torch in hand to spot any possible dangers. The opening seemed too narrow from a distance but we managed to manoeuvre through without hitting anyone or thing. As we discovered that we had no stern light Julie sat holding a torch there for Beez Neez to see us up front (hopefully this will be a regular occurrence). The lights were amazing and we could not get over how busy it was on the water, it was like Burke Street.

We saw Santa's lit up in fire trucks, doing a

spot of fishing and a train which we were quite excited by. Being our first time in the canals we were able to view the homes especially the insides as we motored by. Obviously plasma televisions are the must haves in Patterson Lakes.

At the end of the evening we all said our good-byes and left the Rushams to spend a romantic evening aboard Beez Neez.....

Monthly Competition

Enter the competition (No cost) by replying with your answer to Ian Blencowe. The best entry gets their choice of drink from the bar.

Last Months Winner (Jan '10) — Kathryn Blencowe

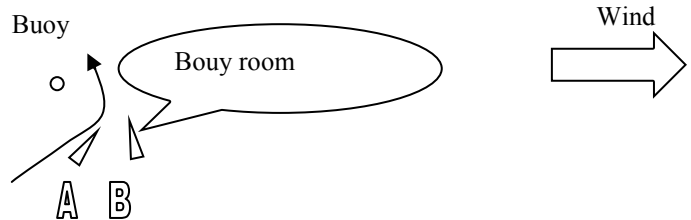
Kathryn submitted a large list of names for Linden to ponder. The winning entry was Farming so he could tell his family he had been out farming.

You would have won if you had submitted "Tin Lady". Think about it, its a Farr.

Below is a list of names submitted.

Farmer Dave	Ever So Farr
Farr Go	Farrfetched
Farr Trade	Farr Enough
Farnatic	Farmhand
Farrthing	Effarrvescent
Farrouche (means Fierce, Sullen)	
Farrcinate	Arty Farty
Farros (means Lighthouse, beacon)	
Farrstidious	Farr La La La
Farrst (not larrst)	Farrtal Attraction
Farrlanderer	Farrlanx
Farroah	Awfarrly Nice
Farryngitis	Alfarr
Farrster	GoFarr
Farrst & List (the kiwi version)	
Sufarr	Sufarrcate
Effarrvescent	Farreical
Farreign Legion	Farreign Correspondent

This week Competition



Racing Rule (Buoy room)

What is A's response?

Enter by email, phone Ian or in person.

Entry closes 26th Feb

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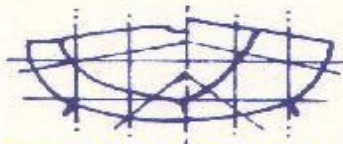


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In This Issue...

Effort of the Month



Far away

The call for helpers at the Friday night repairs sessions to install biminis on the rescue boats was answered from afar.

Those attending happened to be those members furthest away from the club, Glen Faulkner and clan from Ferntree Gully, Michael Ruhsam from Croydon North, Lee & Graham Deacon from Lower Plenty managed to get one installed and the other constructed for installation.

Ray Cole & Ian Blencowe did other works on Carrum 1

Excited

Scott Blencowe recently had an exciting ride on a Hobie Tiger.

Getting a last sail in before leaving for Nhill, where, on last visit the carpark had more water in it than the lake, Scott crewed on the Hobie at Frankston.

In a good breeze they managed to pitch pole the vessel and spent some time in the water before righting it. Without assistance from any rescue craft. They drifted from Frankston to Seaford in the meantime