

◆ Round the Buoys ◆

June 2010

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Courses

Carrum Sailing club are conducting the following courses that are open to public.

1st Aid course

June 24th & 25th—9.00 am start
Level 1 & 2 Certificates issued
Cost \$60

Contact Ian Blencowe
0402855671

VHF Radio Operators certificate of Proficiency (Licence)

August 12th & 19th—7:00 pm
12th (lecture) & 19th (revision & exam)
Cost \$150

Contact Ian Blencowe
0402855671

What's On

June 20th
Winter Sailing at Carrum
11:00 Start

June 26th
Presentation Night

July 11th
Winter Sailing at MMYC
Stern chaser
CBH <.700 11:00 start
CBH .700 –.750 @11:15

July 23rd
Annual General Meeting
8:00pm start

July 25th
Winter Sailing at Carrum
11:00 Start

August 8th
Winter sailing at MMYC
Stern chaser
CBH <.700 11:00 start
CBH .700 –.750 @11:15

August 22nd
Winter sailing at Carrum
11:00 Start

September 26th
Pre season working Bee

October 3rd
Pre Christmas Series
Heat 1

Winter Duty

June 20th
Bushranger

July 18th
Eskimo

August 15th
Captain Moonlite



See effort of the month for the story to this picture

Racing

Well the last race of the Post Christmas season was never raced, due again to difficult conditions at the river mouth, with a big sea on the bar when we were scheduled to leave, and a big run off from the nights rain. It was decided that the conditions in the river mouth were difficult enough lying at anchor to step masts with a strong W wind against current, and the assessment made was that on the return after the race the shoal water on the bar was not worth the risk. Some of us, as ardent gardeners went home to mow the lawn, and the other thirsty souls retired to the Club.

So that was the end of the season. A highlight of the otherwise disappointing day was the presence of Anna McDonald a resident of Patterson Lakes and a prospective member who has threatened to sail with us for the winter on Eskimo. Ian, and all of us too, say welcome aboard Anna.

Winter Racing

The emphasis this winter will be on-the-water coaching and a continuation of the aptly named "Raise our Sights" discussions afterwards.

Accordingly, Ian Blencowe has informed your scribe that he must be early and will be on board Beez Neez, (as he says we will be commandeering the Timps on Sunday, whatever that means) in an attempt to make that vessel sail slower, as they menaced the trophy pool late in the Post Christmas. Mike Robbins and others are also involved in this initiative during the winter. Ian further says that when conditions are suitable coaches will be moved around from boat to boat during the races. Bushranger will be sailed by Gareth Leaumont, who normally sails on board the famous Lou Abraham's Sydney 38 which is a series winner in that prestigious class. Gareth a former member of the Club, and a previous title holder in off-the-beach and trailable yachts tells me he is prepared to do some on-the-water coaching here when he is available in the winter. You will observe that the scene is being set to lift our game and make racing for those sleepy headed non starters the exciting and fascinating activity which so many of us have enjoyed for so long rather than an option for when nothing else is available.

Eskimo, Captain Moonlite, Bushranger and others, have also committed to taking on board all who wish to be on board during the winter racing. We will try to ensure that no boat is without crew for a race, and no one is forced to stay ashore, dry and comfortable when they could be wet and cold afloat.

Post Christmas Season Results

Ian, our trusty man for all tasks has computed and tabled the results for us and his tables below give the order for the CBH and Performance Handicap Series. Ravings congratulates all who took part in the racing, and will be more aggressive in urging those who did not do so, to face and defeat the demons of domestic chores and other land based commitments, and thus reform or face the inevitable

Class Basic Hcp

Boat Name	HT 2	HT 3	HT 6	HT 8	HT 10	SUB TOTAL	DISCARD	TOTAL
CAPTAIN MOONLITE	1	1	5	15	2	24	15	9
BUSHRANGER VI	4	2	3	1	1	11	4	7
BEEZ NEEZ	6	7	8	15	5	41	15	26
TIMPTATION	15	8	15	7	8	53	15	38
ESKIMO	2	2	2	2	3	11	3	8
SOFARR	9	15	8	15	8	55	15	40
FRODO	15	15	10	15	15	70	15	55
ASGARD	15	15	15	15	15	75	15	60
TOBESHORE	15	6	6	7	6	40	15	25
BITTER SWEET	3	5	4	15	15	42	15	27
INDULGENCE	6	4	4	4	15	33	15	18
MAGIC BUS	7	15	15	7	15	59	15	44
MERINDAH	15	15	15	15	15	75	15	60
CASPER	5	3	1	15	4	28	15	13
YTEE	15	15	7	7	15	59	15	44

Performance Hcp

Boat Name	HT 2	HT 3	HT6	HT 8	HT 10	SUB TOTAL	DISCARD	TOTAL
CAPTAIN MOONLITE	4	5	7	15	2	33	15	18
BUSHRANGER VI	5	7	5	1	1	19	7	12
BEEZ NEEZ	7	8	8	15	5	43	15	28
TIMPTATION	15	6	15	7	8	51	15	36
ESKIMO	6	4	6	2	3	21	6	15
SOFARR	9	15	8	15	8	55	15	40
FRODO	15	15	10	15	15	70	15	55
ASGARD	15	15	15	15	15	75	15	60
TOBESHORE	15	2	2	7	2	28	15	13
BITTER SWEET	1	1	1	15	15	33	15	18
INDULGENCE	3	3	3	3	15	27	15	12
MAGIC BUS	7	15	15	7	15	59	15	44
MERINDAH	15	15	15	15	15	75	15	60
CASPER	2	4	1	15	4	26	15	11
YTEE	15	15	4	7	15	56	15	41

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scolding in these weekly scribbles.

No matter how long you have been sailing; every time your boat is launched, every time you anchor and step your mast, every time you tack and gybe, and every time you round a mark is an opportunity to learn something and do it better next time; and hence some lessons are learned on seamanship and boat handling and perhaps some fears or difficulties imagined on shore are proven groundless or easy to perform. Your scribe who has been accurately described as old, deaf, stupid, forgetful and garrulous, can recount three specific lessons which he drummed into his skull (again) in the early part of the post Christmas season which paid off in the latter races.

Does this sound like an urging of those members who have seldom sailed with us to do so in the coming months? It should sound like that—because that is what it is !!!!!

The people who race Bushranger, Eskimo, Casper and Indulgence will be awarded the Trailable trophies on Presentation Night on the 26th June.

We want to have all half models and plates from the above people brought to our trophy maker as soon as possible, so the latest plates may be attached and the trophies presented on the night all shite and briny and fully dressed in their regalia. So please take them from their normal place of honour at home and bring them to the Club

1st Winter Race 16/ 05/10

Well winter has set in it seems, with unmaintained household heating systems chucking out the summer dust into our lungs. This is a good thing really as it gets our lungs in nick to cope with all the maintenance on our boats we reckoned we would get done last winter. Bushranger is a bad offender in this matter, and not for the first time either. Another bad offender in this regard is Eskimo. These two carry out minimal maintenance on boat and trailer as they much prefer to sail on rather than work on their boats. How would it be if Carrum had a reputation for boats of poor appearance and tattered mattresses and dirty galleys etc but had super efficient rigs, smooth bottoms (on the boats, gentle reader), properly set sails, and keen crews who sailed every week in all weathers? To get away from questioners who wanted to know how Carrum boats sailed so fast we could then hibernate to our sheds etc and do a little tidying up on our neglected yachts.

On a calm and placid morning, significant for the fact that there were more motor boats at the ramp at this time of the year, than usually is the case; only four of us launched. All did so safely, albeit at the

same ramp described in local papers recently as unsafe by a correspondent who described himself as “an experienced boater”. How we wished he had been there again this week to provide us with the sights your scribe has seen only thrice in his 38years use of the facility.

The only experienced boater your scribe has personally been in contact with, was many years ago with an extremely battered one he saw squashed on the roadway of Coronation Drive alongside the Brisbane River, after a Great Public Schools Head of the River rowing event, thrown there by an enthusiastic wearer from the winning school. My dictionary says a “boater” is, “a stiff straw hat with a flat crown and brim”.

I still maintain that the correct terms for people who use motor yachts or sailing yachts are yachtmen and yachtswomen. For the uninformed a “yacht” is “a vessel used for pleasure” not, as many tyros in the yachting business think - a sailing boat. Those who serve aboard non pleasure vessels are “Mariners”, hence the term for the officer in charge of a ship “Master Mariner” Here endeth the homily!!!

Captain Moonlite came steaming up the river to add to the four launched at the perilously unsafe ramp, and we all steamed out to sea to step masts afloat. The fleet drifted about on the start line in absolutely windless conditions during which your scribe was transferred to Beez Neez to join her complement and substitute for Auster who was away playing what we call in this state footy, as he is taking his first steps to an AFL career, thus ensuring the early retirement to a life of luxury of Steve and Kerry. This left substitute skipper Gareth on leave from the top Sydney 38and Peter Spence a prospective member, and the long suffering Kevin on board Bushranger. As we drifted about and saw the postponement signal hanging limp as a dirty dishcloth, it was noted that the infamous Josh of Paper Tiger fame and derring-do was aboard Captain Moonlite to join Chris and Carol and Loopy Len. Timpation appeared, but without Madeline, Commodore Steve and Narelle were onboard Indulgence and overseeing all was Pat the Labrador woofing out sound signals at passing boats at master Ian’s command.

Eventually a burst of flatulence from a passing seagull, was the cause of a whisper of a breeze, and Pat and Ian called an end to the postponement, and we were preparing to race. This foregoing phrase assumes that drifting about without steerage way is preparing to race!. Summoned up, presumably as a result of prayer, a slight NE x N breeze

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wafted over to us after being swirled around by late risers ashore cooking their bacon and eggs and setting up some thermals, and we were away creeping to the “windward mark” with sheets eased a trifle at first, and then more, as the breeze swung to the North. Bushranger crossed on Pat’s woof as the class flag was lowered, a little down the line and to windward of Captain Moonlite 15 secs later. Next across was Beez Neez some 200 secs after Captain Moonlite. Indulgence with Narelle on the helm crossed 45 secs after that and Timptation fell into a large windless hole with her stern pointed to the line at the starting signal, and was fortunate to seize on a few vagrant puffs to get pointed in the right direction and was thereafter committed to a catch the leaders task. Such is luck, Timptation, in these windless conditions. This order followed unchanged at the mark, as the first reach turned out to be a very slow beat with Bushranger tacking to go North searching for wind as that factor faded fast. To get a result Ian shortened the course to finish at the seaward mark, and Bushranger was first to cross closely followed by Captain Moonlite and Indulgence with sheets started, overtook Beez Neez, having found a zephyr to the north, while Beez Neez had to pinch to try to lay the mark and ultimately had to tack to cross the line and get a bark from Pat. Timptation never overcame her windless problem at the start and followed her sistership across.

As the table below shows CBH results were 1. Bushranger 2. Captain Moonlite 3. Indulgence.

At the start Bushranger crossed on time, Captain Moonlite 15 sec. after start, Beez Neez 215 sec after start, Indulgence 250 sec after start
Then Timptation

Boat Name	ELAPSED TIME	CBH	CORR TIME	PLACE
CAPTAIN MOONLITE	43.950	0.700	30.765	2
BUSH-RANGER VI	42.150	0.700	29.505	1
BEEZ NEEZ	78.483	0.685	53.761	4
TIMPTATION	93.800	0.685	64.253	5
INDUL-GENCE	74.167	0.590	43.758	3

Breaking News

A trophy has been donated by an unknown donor to be called

“The CSC Black Marks Winter Trophy” Or “ You Should be Ashamed of Yourself Trophy”

Points for this trophy will be awarded on the following basis:-

- * Failing to start when not on duty
100 pts

- * Pretending to start when still asleep
80 pts
- * Failing to start when going fishing instead
150 points
- * Failing to start when working behind Club bar
10 pts
- * Starting with a hot shot visiting crew aboard
50 pts
- * Starting with a CSC coach aboard
20 pts
- * Being on duty with a dog
200 pts
- * Bonus points
- * Launching successfully at unsafe ramp
-50 marks
- * Starting with a multi hull sailor in crew
-20 pts

BLACK MARKS TROPHY Score at 17/05/10

Ytee	100
To Be Shore	100
Frodo	100
Merindah	100
Asgard	100
Magic Bus	100
Casper	10
Soo Farr	150
Indulgence	-50
Beez Neez	20-50 = -30
Timptation	-50
Eskimo	200
Bushranger	50-50 = 0
Captain Moonlite	-20

MMYC Event 23/05/10

Editorial.

Maintenance of our boats is the theme of the month, combined with promotion of the Club at the Harvest Festival in the coming weekend. As a measure of just how quickly we will be racing in the summer again the daylight hours will be minimized very shortly, and we can begin to see the time to work on our boats increase as the summer season approaches. As reported in the last edition, we are emphasizing coaching in the summer season and reports to hand are that it has generally been regarded as a success in the CSC race and the event at MMYC. Therefore it will continue, as will our attempt to bully, cajole, charm, or otherwise encourage our home bound skippers to get their yachts back in the water, and sharpen up their skills again. As has been said before, we can get both experienced and inexperienced people to crew for you, and if your boat is currently unseaworthy you

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can climb aboard those boats who are racing and will be most welcome.

This report comes to you courtesy of the Timps as Ian onboard Timptation and Helen on Beez Neez have sent in a report to the Raver who could not be there; both detailing the day as they saw it, and they have been combined in this epistle for your edification.

Three Carrum boats set out from our Patterson River ramps to make the passage to Mordy in order to avoid the perils of the local creek, so publicly criticized recently. Rigging as they went in almost windless conditions were Soo Farr with Chris being coached by Lyndon, coach Ian on Timptation and the coachless Beez Neez. They arrived off the pier at Mordy to find a start line of infinite length and some confusion over starting times for the sternchaser for the event. Luckily the friendly crews on Boombah and Pelican told them the course and the starting times which seemed to differ from the advised starting times. This was of little consequence in the almost windless conditions. Boombah was first across followed by Timptation while Beez Neez confused by the timing of the start had to chase the earlier boats and set a spinnaker to do so. Timptation without the spinnaker was doing well in close company with Beez Neez and Soo Farr was further toward the shore in the drifting conditions also without a spinnaker. The Castle 650 Veterans Affair also took the shore side approach as did Silver Cloud from the later starters. Da Vinci was the only later starter and set a large red asymmetric eventually. At the Mussel beds Beez Neez had to gybe to make a course correction and allowed Boombah to round before her but only just. When stowing the pole a contretemps resulted in the pole changing dimensions sharply. It has now, at time of going to press resumed normal dimensions albeit a tad fatter.

The breeze stated to be a bit more consistent then and on the leg to the MMYC mark Soo Farr a large headsail passed Timptation but as the breeze increased had to shorten down to a smaller headsail and lost a lot of time. Beez Neez was enjoying leading the CSC fleet but positions changed constantly and the order rounding the second mark was the Noelex 30 Silver Cloud, Da Vinci, Veterans Affair, Beez Neez, Mike in his RL24, Boombah, Timptation and Soo Farr.

Mike Montgomery and his crew finished prior to Beez Neez and Timptation followed by Soo Farr.

Our contingent were well pleased with the event and sailed home in a stronger breeze

And both of our coaches Chris and Ian said they

learned a lot and if they continue with the coaching will be sailing faster on Captain Moonlite and Eskimo.

Thanks to Ian and Helen for the info in this event description

Pick up 7 Minutes

THEY WERE JUST AHEAD OF ME AT THE START, HOW COME THEY FINISHED 7 MINUTES IN FRONT OF ME?

The above is a frequent question bandied about on board when you have not had such a good race. Now 7 minutes seems a long way in front (or behind) in a 120min. race. It's really not so, because yacht racing is a sport of small percentages which can result in winning breaks and sudden gains or losses in a racing fleet.

Consider these reasons for the 7 minute win or loss :-
Time lost at mark roundings .

On a normal non shortened course here at Carrum there are 7 mark roundings to be completed. In a single boat rounding with no other boats overlapped to complicate matters we can round close to the mark, or carelessly give it a margin of 3 metres, or even pass on the required side with the mark 10 or even 20metres away. YES! the tower and duty people in the boats have seen many 20 metre margins at marks in the season just gone! Lets consider a 3 metre margin at each mark. Such a rounding gives away approx 8 metres to a boat which rounds close to the mark. Do this at every mark, and at the end of the race you are 56 metres behind the boat you are chasing who has rounded close to the mark every time. Yet it is a fact that many people think of a 3metre margin as close enough. On a good day at say 4knots 56 metres represents something about 23secs. At 10 metres margin at every mark it's much more.

Time lost on the reaches. We are talking displacement boats here on two sail reaches. (There is a whole new text book waiting for someone to write on time lost reaching with and without spinnakers so those extras don't rate a mention here.) A great way to lose time on reaches is to keep pointing at the mark. This is because we are sailing on a moving surface, as wind, waves, tide and current all push and pull our boats about. Clearly it is better to sail a shorter course than our competitors and when reaching that is a straight line from one mark to the next. If you are sailing towards land you can line up some-

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thing on the foreshore such as the corner of a building and something well behind it such as a distant tree and keep them in line. Also once a compass course is established for the reach you can sail to that. If you have a GPS on board, and someone with the time, inclination and skills to use it, they can tell you with gentle wise words like “a little higher skipper”, or “down! DOWN!!! You clot!!! “ When you do sail a straight course in comparison with the other boat who has kept her bow pointed to the mark, but beset by current etc has sailed a huge curve on a 1 NM leg you will have gained, say, 40 metres depending on the curve she has sailed. That’s about 16 secs per reach totalling another 64 secs for the four reaches. Total so far 87 secs. Immediately after rounding the windward mark we eased the main and headsail and set off on the reach. Did we harden up the vang ? Did we move the jib sheet lead block forward to keep the leech ribbons on the jib streaming? Did we ease the Cunningham Eye? Did the mainsheet hand play the mainsheet to keep the main leech ribbons streaming’ and is the jib sheet being played to keep the steering wool tufts streaming with the windward one flicking up every now and then? The other boat has cleated the sheets once she got on course for the reach and someone is busy aboard looking for the Esky. The time difference is immense for sister ships on such reaches say 20 secs per reach; giving the time loss reaching on the four reaches for these factors as 80 secs 167 secs time gained when reaching, and total time gain is now about 190 secs.

Time lost keeping head in the boat. When we are concentrating on our own boat, with hands on tiller and sheets and sail control lines and eyes on leech ribbons, jib tufts and mast head indicators, as we must we can lose time because we had our head in the boat instead of every body getting their head out of the boat and watching wind, water, and other boats. Crew will be looking on light days for dead spots, gusts, and keeping their eyes on the laylines so when going to windward you don’t overstand the mark. The helmsman will be watching the compass and or the shore line when sailing to windward to see if he is being knocked or lifted. Lets say we sail into a “hole “ in the wind and become becalmed say a loss of 8 secs as we struggled to get the boat about and or gybe her to sail out of the hole. Lets further say we did not notice that boats along the shore were pointing higher –

lifting along the beach and we continued out to sea 25 secs lost. Total for one leg 33 secs 3 beats and we lost 99 secs in the race Total 289 secs

Time lost tacking and gybeing It is possible to lose a lot of time each time we tack. To tack successfully the boat should be sailed around and quickly set up on the new course with the sails trimmed and steering tufts streaming. We can lose an enormous amount of time by shoving the tiller down forcing her about and then waiting to get her going on the next board. If you do this you will hear an enormous amount of gurgling and rumbling coming from keel or centreboard and rudder foil. After all this turbulence you have to get the flow attached to keel and the bottom of the boat aft of the keel and the rudder before the physics can get to work and propel us up wind again. Gently, gently, does it when tacking. Let the helm go and she will start to come up then a gentle nudge to leeward will keep her heading toward the wind. As the jib sheet is released but restrained a little continue with the nudge on the tiller until she comes head to wind and then just after that release the old leeward sheet and the jib will blow around and can be sheeted with quiet grace and dignity. The tiller can be centred and sailing to windward continued with minimum loss of speed, and certainly no stopping . A stopped boat will need to be pulled away off the true windward course to get the flows attached again and in the process be at the mercy of even small seas. She will therefore pitch a little and reverse the flow and you will have to pull her away again. When you see a boat get caught in irons it is almost always a result of excessive and sudden rudder movement when tacking or jib sheets being caught in a tangle. When you are running down to the leeward mark try to round the mark and head up wind without using the tiller. You can steer her round the mark and almost on to the wind by gently bringing on the mainsheet. Say 6 tacks for each beat i.e. 18 tacks with 5 secs lost each tack 90 secs lost tacking Total now 379 secs

Time lost running and gybeing When the wind is astern when we round the mark make sure that you watch the mast head so that you do not sail by the lee. The wind swings and possibly inattention to the course steered will be the reason you sail by the lee. If you are on course and the wind steadies you should gybe to bring the wind more towards the quarter. When you start the run bring on the vang and release the Cunningham eye. Do not ease the clew outhaul because it is projected

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area we are concerned with here not mainsail shape. On light days do not hesitate to gybe towards a new breeze you can see on the water if the leeward mark is not near. In heavy weather when gybing around the mark in company especially ease off the vang a lot before the gybe. This will ensure you don't round up quickly immediately after the gybe and bash other boats and take a while even if alone at the rounding to get on course When on course bring the vang back on. Time lost by not doing these things say 15 secs only which goes to prove the old saying that "a stern chase is a long chase" and you have to work so hard to make gains downwind. Total time lost now 394 secs

Time lost yelling at crew or skipper –an infinitely huge number of unquantified secs.

Well now 394 secs is 6.56 minutes. Look at the heading of this article. Another half minute and you would have cleaned him up. Yacht racing is a business of doing a lot of small things as quickly and correctly as possible.

The above article has been condensed and extracted from many text books, conversations and magazine articles, too numerous to acknowledge sources and changed sufficiently to enable a denial of plagiarism. Thankfully the authors of the article are mostly long dead from the stress of carrying gold medals about with them.

Presentation Night

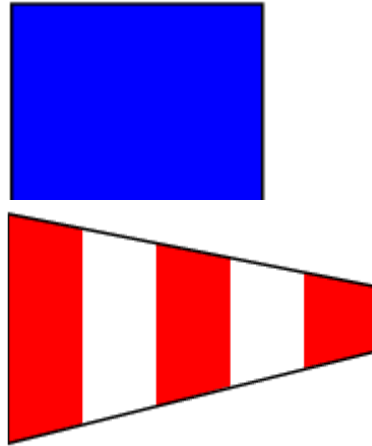
Event 2009-10 Post Christmas Presentation Night
 Date **June 26th**
 Time 6:30 pm
 Cost Adults \$20
 Children \$10

Please advise Helen Ruhsam of attendance
 9813-4000 or 0429160173

Monthly Competition

Last Months Question

These Flags are the only flags displayed on the Race Committee/Start Boat, which is at anchor



What do they mean?

For those receiving this by snail mail, the top flag is blue and the other red & white

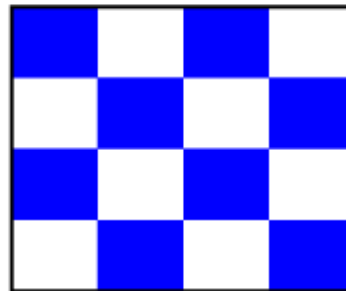
Answer:

If your answer was that the boat is on station and that racing is postponed you *were correct, once.*

With the benefit of having done the race management course Chad pointed out that the use of the blue flag to show that the boat is on station went out with the 2009-12 Racing Rules. This flag now means that the boat is at the finish line.

This combination of flags now means that the racing is postponed and that the boat is at the finish line.

This Months Question



For those receiving this by snail mail, the flag is blue & white

There are 3 sound signals when this flag is raised

What is the situation with regard to

- (a) Races that have started and
- (b) Races yet to start

Call or email Ian with your answers before May 15th to be eligible to win a drink from the bar.

CARRUM SAILING CLUB INC.

NOTICE OF MOTION

The Secretary,
Carrum Sailing Club Inc.
P.O. Box 137
Chelsea. 3196

I hereby give notice that on Friday July 23rd, 2010, at the Annual General Meeting, I intend to move that:-

In Section 20 sub section 7 of the constitution

“7. The committee shall consist of:

(a) The officers of the Club and:-

(b) four (4) ordinary members:

(c) the immediate past Commodore –

each of whom shall be elected at the annual general meeting of the Club in each year (save the immediate past Commodore).”

Be amended to read

“7. The committee shall consist of:

(a) The officers of the Club and:-

(b) up to four (4) ordinary members:

(c) the immediate past Commodore –

each of whom shall be elected at the annual general meeting of the Club in each year (save the immediate past Commodore).”

And

In Section 24 sub section 1 of the constitution

“1. Any 6 members of the committee constitute a quorum for the conduct of the business of a meeting of the committee.

Be amended to read

“1. At least half of the committee constitute a quorum for the conduct of the business of a meeting of the committee.

Proposer Ian Blencowe.....

Seconded Chad Hair

Dated 01/05/10

CARRUM SAILING CLUB INC.

NOTICE OF MOTION

The Secretary,
Carrum Sailing Club Inc.
P.O. Box 137
Chelsea. 3196

I hereby give notice that on Friday July 23rd, 2010, at the Annual General Meeting, I intend to move that:-

In Section 20 sub sections 3 & 3A of the constitution

“3. If insufficient nominations are received to fill all vacancies on the committee, the candidates nominated shall be deemed to be elected and further nominations for vacant positions may be received at the annual general meeting.

3A. If nominations for vacancies are called for at the AGM and there are office holder positions unfilled that a person already holding an office may take up a further office. Each real person regardless of how many office positions they hold shall be entitled to only one vote.”

Be amended to read

“3. If insufficient nominations are received to fill all vacancies on the committee, the candidates nominated shall be deemed to be elected and no further nominations for vacant positions may be received at the annual general meeting

3A. If there are office holder positions unfilled a person already holding an office may take up a further of- fice. That person regardless of how many office positions they hold shall be entitled to only one vote.”.

Proposer Ian Blencowe.....

Seconded Stephen Murphy.....

.....
Dated 13/11/09

Peter Green
Craftsman Sailmaker
Established 1971



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In This Issue...

Effort of the Month



Melways needed

The conditions at the Mordialloc winter race on 23rd May 2010 were very light so the crew of Beez Neez were confident enough to fly the spinnaker.

All went well, so much so that they found themselves at the head of the fleet and requiring directory assistance to get around the course. Its much easier to follow someone else, isn't it.

Care in packing up

After getting directions around the first 2 marks Beez Neez had to pack the spinnaker away for the beat to the next mark.

The snuffer did not cause them any problems on this occasion, the spinnaker was lowered and the pole was stowed on the boom where it lives.

Sheeting the main became difficult due to the pole being on the opposite side of the shrouds.

The result is pictured on page 1.