

◆ Round the Buoys ◆

May 2010

Winter Duty

May 16th
Casper

June 20th
Bushranger

July 18th
Eskimo

August 15th
Captain Moonlite

Correction

The last edition had the incorrect date for the Annual General meeting on the blank Notice of Motion, Appointment of Proxy & Nomination for committee forms.

The correct date is **July 23rd**.
8:00pm start

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What's On

NOTE:

The schedule for winter racing has changed due to tides at Mordialloc
The new dates are listed below

May 2nd
Working Bee

May 16th
Winter Sailing at Carrum
11.00 start

May 23rd
Winter Sailing at MMYC
Stern chaser
CBH <.700 11:00 start
CBH .700 –.750 @11:15

May 29th
Harvest Festival

June 6th
Winter Sailing at MMYC
Stern chaser
CBH <.700 11:00 start
CBH .700 –.750 @11:15

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



Timptation round the mark before Bushranger 18-04-10

Racing

Heat 8 - 28/03/2010

On the day the weather proved to be somewhat threatening, but in fact lightened a little mid morning, and Eskimo was out early with a reef in the main and Wayne Mowbray added to the crew for ballast on the rail. The breeze could not make up it's mind how strong or from which direction it would spend it's energy, but eventually the duty crew, comprising Commodore Steve and Narelle from Indulgence and David from Frodo settled on a windward mark towards Chelsea, and a start line well clear of the river mouth, and thus managed to get the fleet away on time in 15-18kn swing around NxE. That fleet comprised the previously named yellow boat Bushranger, To Be Shore, Magic Bus , Ytee and Timpation. This constituted the smallest fleet for some time with Captain Moonlite away ferrying hordes of educational sustenance to the Deakin Campus at Warnambool where Rebecca is studying, and Casper celebrating a golden wedding in the family. Other persistent absentees did not send a note explaining their absence and will get detention when they return to school.

Bushranger and Eskimo crossed towards the pin end with Eskimo having shaken out her reef and being first over the line. Immediately however, the main halyard parted and remarkably quickly the main was hauled aloft with the spinnaker halyard. Ian says this shows how superior the mast head rig is to the more modern fractional rig. You would be advised not to take issue with him on this matter as he is a bigoted and ardent advocate of that old fashioned rig. Bushranger lead the jury rigged Eskimo to the windward mark followed by Magic Bus and Ytee who carried a spinnaker until one of the increases in breeze and a heading puff caused a broach resulting in a torn kite. Eskimo pulled the reef back in and shortly after shook it out again as the breeze strengthened and died on the second beat.

To Be Shore held on to her reef a little longer than necessary and paid the penalty and followed the others around the marks. On the last triangle as the breeze died, the motor boat fraternity turned up to harass the flathead schools and one of these vessels trolling a line astern managed to get it hooked up on the keel of Eskimo, and motored along side trying to recover it but had to cut the line to escape from the yellow boat's bondage. Bushranger led Eskimo on the proud run and that latter vessel was unable to carry a spinnaker as her spinnaker halyard was in use on the main, which did not cause any regret to Doc who re-

ported on what was happening astern. Eventually the wind died altogether and an adverse current caused Rocky to abandon his attempt to finish within the time limit while so close to the finish line and Magic Bus, Ytee and To Be Shore joined Timpation as retirees certainly of the self funded species.

Results both on CBH and Performance. Handicap were Bushranger 1 and Eskimo 2.

Details of the roundings etc and corrected times for each lap are in the tables below:-

Boat Name	CBH CORR TIME	PLACE	HCP CORR TIME	PLACE
CAPTAIN MOONLITE	DNC	15		15
BUSHRANGER VI	70.350	1	68.344	1
BEEZ NEEZ	DNC	15		15
TIMPTATION	DNF	7		7
ESKIMO	71.570	2	74.163	2
SOFARR	DNC	15		15
FRODO	DUTY			
ASGARD	DNC	15		15
TOBESHORE	DNF	7		7
BITTER SWEET	DNC	15		15
INDULGENCE	DUTY	4		3
MAGIC BUS	DNF	7		7
MERINDAH	DNC	15		15
CASPER	DNC	15		15
YTEE	DNF	7		7
JOSH	DNC			
Yacht	CBH	LAP 1 Time	Corr. Time	Place
BUSHRANGER VI	0.700	32.55	22.785	1
ESKIMO	0.680	34.33	23.344	2
TOBESHORE	0.600	52.40	31.440	5
MAGIC BUS	0.590	48.97	28.890	3
YTEE	0.580	50.25	29.145	4
Yacht	CBH	LAP 2 Time	Corr. Time	Place
BUSHRANGER VI	0.700	60.617	42.432	1
ESKIMO	0.680	63.817	43.395	2
TOBESHORE	0.600	102.330	61.398	5
MAGIC BUS	0.590	88.167	52.018	3
YTEE	0.580	91.100	52.838	4

(Continued from page 2)

Heat 10 April 18

The people at the Weather Bureau did their forecasting again as usual and heaven knows they need the practice!!! Your scribe makes no further comment. Suffice it to say things were quiet on the water and accordingly a little busier on the foreshore at the ramp than is usual at the end of the season and it was possible to step our masts at sea. The duty crew of Graham, Lee and Warren and Judy assisted before the race by Steve McClelland. had a busy day as Josh had his Paper Tiger rigged on the beach and had a crack at winning the Cambur Motors Challenge again before most of had launched. The task of laying the marks for the Challenge and the course itself was made more difficult by a swinging breeze of indeterminate strength and direction. Eventually a start line and course was set up, only to see the breeze start a slow swing to the west over a flat sea a few seconds after the start. An alert duty crew timed the creeping fleet across the line, and Bushranger was the first across a mere 1.72 min after gunfire followed by Captain Moonlite (1.75) but to windward Casper (2.68) and Eskimo (3.55) who had suffered by crew movement in the light conditions and became unbalanced and had to tack to get clear of the start boat and then came into close company with So Farr (3.88) and was forced to take his stern and creep toward the line. Beez Neez (Timpenny 670) crossed at 4.62 min and Timptation (Timpenny 670) at 18.20 min was spectacularly late across and paid the penalty too as you never get that time back. In the event as the breeze continued to swing the beat became a soldier's course and the next two reaches were a tight lead or on the wind depending where you were in the fleet. In fact the race became a condensed reprise of the MPONR as the leaders continued to enjoy different wind strengths and directions to those following and it must be said that the wind raffle seemed to favour the leaders.

Eskimo used her big blue kite on the runs and the order and the times around the course is shown in the tables below. As stated afterwards the dullards aboard Bushranger were unable to explain how fast she seemed to be going other than "she just bolted and we hung on to the bridle somehow and did not hit any marks" Unfortunately the breeze when it decided to have a rest simply passed out slowly as evidenced by the fact that on the short spinnaker run from the leeward mark to the chequered flag Bushranger took just under 3mins. Captain Moonlite took 4mins. And Eskimo took 9min.

While the details are obscure at this stage to your scribe, who was nowhere nearby, but it seems So

Farr, Casper, and Beez Neez were in close company which led to a 360 and a 720 penalty at a mark of the course. A brief description of the incident ashore failed to lift the veil of obscurity from the eyes your scribe; and his ears, as you all know are far from effective. The descriptions seemed to me to beg the question, if our knowledge of the RRS is a mixture of honestly held wrong beliefs, ignorance, and /or failure to recall the application of the rules in the dynamics of close contact during a race? Perhaps a session during the winter on the subject would not go astray. Perhaps even an interactive social night with mock protests on some real and imaginary incidents, for us all grapple with and discuss.

After the sums were done the order both on CBH and Performance Handicap was Bushranger, Captain Moonlite and Eskimo with Casper and Beez Neez following in 4th and 5th places in each

Boat Name	CBH CORR TIME	PLACE	HCP CORR TIME	PLACE
CAPTAIN MOONLITE	87.570	2	87.846	2
BUSHRANGER VI	82.299	1	80.419	1
BEEZ NEEZ	121.375	5	103.547	5
TIMPTATION	DNF	8		8
ESKIMO	91.290	3	91.248	3
SOFARR	DNF	8		8
FRODO	DNC	15		15
ASGARD	DUTY			
TOBESHORE	DUTY			
BITTER SWEET	DNC	15		15
INDULGENCE	DNC	15		15
MAGIC BUS	DNC	15		15
MERINDAH	DNC	15		15
CASPER	99.238	4	94.867	4
YTEE		15		15
JOSH	DNS			
Yacht	CBH	LAP 1 Time	Corr. Time	Place
CAPTAIN MOONLITE	0.700	44.15	30.905	2
BUSHRANGER VI	0.700	41.89	29.323	1
BEEZ NEEZ	0.685	55.33	37.901	6
TIMPTATION	0.685	72.63	49.752	7
ESKIMO	0.680	48.39	32.905	4
SOFARR	0.640	56.48	36.147	5
CASPER	0.590	55.62	32.816	3

(Continued from page 3)

case also: while So Farr and Timptation fell foul of the flighty and unreliable wind gods and a very late starting handicap respectively.

Yacht	CBH	LAP 2 Time	Corr. Time	Place
CAPTAIN MOONLITE	0.700	82.64	57.848	4
BUSHRANGER VI	0.700	73.71	51.597	1
BEEZ NEEZ	0.685	97.73	66.945	6
TIMPTATION	0.685	101.40	69.459	7
ESKIMO	0.680	84.33	57.344	3
SOFARR	0.640	97.98	62.707	5
CASPER	0.590	95.05	56.080	2

Heat 11 April 25

Although the weather was suitable for a sail at the time of launching the residual wave from the night before and the outgoing current opposing the incoming tide at the shallow entrance made for a steep waves at the river mouth and a small but uncomfortable wave in the rigging area.

After much procrastination and a couple of walks to observe the waves at the entrance it was decided that:

- * The rigging area has wave but rigging was possible
- * The entrance was rough but not impassable
- * The entrance was shallow and would be worse later as the tide was about to ebb.
- * Should the wind continue at its present strength it may be hazardous returning to the river over the shallow bar with a sea behind.

After considering these facts there was further procrastination. Those attending the ramp did not seem very enthused about taking on the conditions. Ian Blencowe eventually made a decision not to sail as he had an inexperienced crew member. That was followed by a number of "If your not going, I'm not going."s and the racing was abandoned at about the scheduled race time.

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

When setting up a start line what end of the line should the committee boat be situated?

Responses:

This was put in because there was only a couple of lines available and it was about time we had an easy one. There was, however, some confusion. One reply was "the committee boat should not be at either end of the start line". The confusion here may be over the use of "Start Boat". The Race Committee boat from which start signals are made may more commonly be known as the start boat. They are the same.

Another response was "On the outside." The idea behind this comment was that the boat be on the same side of the buoy as the competitors are required to round marks.

"The opposite end to the buoy" was an accurate answer but not what was wanted.

Answer:

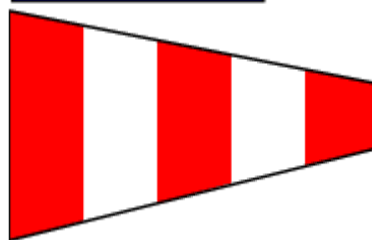
The committee boat should be on the starboard end of the start line. Sailing instructions would state otherwise.

This 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

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

Working Bee

Event Post Christmas Working Bee
 Date May 2nd
 Time 10:00—14:00
 BBQ Lunch provided

0429-160-173

CARRUM SAILING CLUB INC.

NOMINATION FOR COMMITTEE

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 nominate:-

for the position of

Proposer

Seconded

Dated _____

I accept the nomination

Nominee.....

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:-

.....
.....

Proposer

Seconded

Dated

FORM OF APPOINTMENT OF PROXY

I,

(name)

of

(address)

being a member of Carrum Sailing Club Inc.

appoint

(name of proxy holder)

of

(address of proxy holder)

being a member of that Incorporated Club, as my proxy to vote for me on my behalf at the annual general meeting of the Club to be held on **Friday July 23rd, 2010**

and at any adjournment of that meeting.

My proxy is authorised to vote in favour of/against* the following resolution (insert details of resolution).

Signed

Date

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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P.O. Box 137
Chelsea
3196

In This Issue...

Effort of the Month



Anzac Day spirit

Show determination to get the job done Peter Mason put other club members to shame by venturing out for a sail on Anzac day when other cowered at the ramp.

In the smallest boat in the fleet Peter said "I'm going out" and did so while the other packed up and went to the club.

Leaving the river his bow was seen pointing to the sky a number of times as he negotiated the waves steep waves caused by wind against

current over a shallow bar. Once out the river all was fine and he sailed toward Chelsea while the others watched from the club.

Those at the club were pleased they had not done likewise when a front of 25knots accompanied by rain came through but that was short lived and all settled into a nice afternoon.