

◆ Round the Buoys ◆

November 2010

Opening Day

The weather gods smiled upon CSC and we had a beautiful day to mark the official opening of the 2010-2011 sailing season.

The event was well attended by Carrum members and invited guests; Speaker of the house Jenny Lindell, Councilor Donna Bauer, Village Committee president Pat King and his wife Joy. Steven Lowe, Commodore of Chelsea Sailing Club also came for a visit.

Once again Jenny spoke about looking forward to declaring the season open in our new club rooms.

Thank you to everyone who helped clean and set up the club on Friday night. The huge number of floral bouquets skillfully assembled by Kathryn and Carol made the club look and smell great.

Thank you also to everyone who brought a plate, the delicious and varied lunch was enjoyed by all.

Leonie Hospitalised

Ray Cole has advised that Leonie had a massive stroke in the evening on Cup Day and is in Monash Hospital.

Ray reports that she has no movement left side, barely conscious and has no speech

Ian Blencowe with Carrum members & friends by email as he receives updates.

We send are best wishes to Leonie, hoping her recovery is swift.

What's On

November 6th

Trivia Night

See Notice in this edition

November 7th

Pre Christmas Series

Heat 5

November 14th

Pre Christmas Series

Longbeach Challenge Ht 1

Cambur Motors Race

Heat 6

November 21st

Pre Christmas Series

Heat 7

November 28th

Pre Christmas Series

Heat 8

December 5th

Pre Christmas Series

Heat 9

December 12th

Pre Christmas Series



Talking Politics? Donna Bauer (Liberal candidate for seat of Carrum), Kerry McClelland, Jenny Lindell (Member for Carrum—Speaker of Legislative Assembly) & Lyndon David at Opening Day 24/10/10

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Racing

Editorial

With two heats now completed of our pre-Christmas Series, it is interesting to see three yachts dead equal for points at the top of the table on both CBH and Performance Handicap. This is not surprising as those three have been rounding marks of the course together, certainly within talking distance, and mark roundings with the inside boat just missing the mark and two outside yachts giving the merest of right of way clearance means a knowledge of the Rules which govern such roundings is essential; and bed time reading of the RRS for skippers and crews is the necessary lullaby.

HEAT 2 10/10/10

Again the Race Officer had a hard time laying the course with a very light Easterly prevailing in the overcast but relatively warm conditions. This meant of course, that the sea breeze would stir later. Prior to the race, lurching at anchor off the Club just to seaward of the Lifesavers, an 0.4kn southerly set was noted which decreased as deeper soundings were recorded on our way to the starting line further offshore. Prior to the start the grumpy easterly waxed and waned, and occasionally sulked into a stop, and swung to the E x SE of about 3-4kn. It had swung enough to make the Race officers pelt off inshore and move the Leeward mark and give us a decent beat, before returning to initiate the starting sequence. To their credit those on board the committee boat set a good line and course in trying conditions. At the starting signal in the light zephyr from the East both SooFarr and To Be Shore were adrift far too far from the line in the light breeze, breaking the cardinal light weather rule of never being more than four boat lengths from the start line in a drifter. If you thought that was bad, how about Josh, exhausted from lugging Le Mog round the bend in the fence to the beach, who was a very late starter and OCS prior to the start?

At the starting signal Capt Moonlite was at the pin end on port and won the start. This was a lead she held for much of the race, but never by a margin to enable those aboard, despite advice from Auster, who was on leave from tactician duties on Beez Neez (the Timps were both at home sulking) to feel complacent. Eskimo slid astern of Bushranger and with way on reached down the line, tacked on to port and quite cheekily crossed the lethargic Bushranger by a reasonable margin. There were knocks and lifts aplenty on the first beat inshore, but Capt Moonlite, Eskimo and Bushranger rounded the leeward mark almost simultaneously, in that order. Next to round was Josh in his Paper Tiger Le Mog, followed by To Be Shore with prospective member Alex crewing for Lee and Graham and getting some tips from them to pass on to Bushranger, as he is signed on as crew for her when he and Jasmine join the club. Paying the penalty for straying too far from the line then was Lyndon with another prospective member Ben crewing on board SooFarr. After

Mark 1	CBH	Time	Corrected	Place
CAPTAIN MOONLITE	0.700	25.75	18.025	1
BUSHRANGER VI	0.700	26.67	18.666	3
ESKIMO	0.680	26.53	18.043	2
SOFARR	0.640	38.95	24.928	6
TOBESHORE	0.600	35.50	21.300	5
LE MOG	0.877	30.50	26.749	4

rounding, the leaders set spinnakers and opened the iceboxes and lunch bags to relax on the light broad reach propelled by a gentle easterly. This relaxation was rudely interrupted by the arrival of the sea breeze which headed the leaders, and spinnakers were duly removed as the breeze was too shy for the extra. The second lap of the windward-leeward course saw shy spinnakers in use aboard the leaders as the sea breeze had settled, --- or so it seemed --- but two thirds of the way to the mark the easterly came in and the call was for headsails again. At the leeward mark for the second time the three leaders were again in very close company with Capt Moonlite, leading Bushranger and Eskimo. Le Mog was pressing the leaders followed by To Be Shore and SooFarr.

Mark 2	CBH	Time	Corrected	Place
CAPTAIN MOONLITE	0.700	40.50	28.350	2
BUSHRANGER VI	0.700	40.92	28.642	3
ESKIMO	0.680	41.58	28.277	1
SOFARR	0.640	56.08	35.893	5
TOBESHORE	0.600	52.08	31.250	4
LE MOG	0.877	43.50	38.150	6

The remaining legs saw much the same conditions with the lead changing between Capt Moonlite, and Bushranger. No doubt resolutions have been made by Josh and Lyndon to get better starts next race and Loopy Len will consult the Sailing Instructions to find out on which side of the marks a yacht is required to round the mark. Lest you, gentle reader, think all was roses and sweet reason and dignity among the leaders, the following diversions from an afternoon of complete relaxation are to be noted:-

. With both yachts carrying shy spinnakers, Eskimo to windward contacted Bushranger, and performed the mandatory penalty turns

. Bushranger on the wind on port, was called by a non racing, black Farr7500 on starboard carrying a shy pink masthead gennaker, and had to tack to avoid a collision. Now the RRS require a yacht non racing to stay clear of a yacht racing; but that rule always seems strange to The Raver. It is a recognised courtesy and convention that you do so while cruising, but a Rule ---? What sanctions are reasonable or even possible?

. Capt Moonlite was holding Bushranger, as windward overlapped boat on a course which would have involved a starboard hand rounding in going round on the wrong side of the leeward mark, as the snoozing Lennie on the helm intended to take Capt Moonlite round on the wrong side; before being informed by the blue boat that he was a pain in the neck, had doubtful ancestry and should stop holding us up! While all this was happening those aboard Eskimo close astern were chortling, as they thought we were both going around the mark on the wrong hand. Ian, who knows the RRS, was well aware of the tedious and time consuming business of unwinding, after going around on the wrong hand can be (see Rule 28.1) and expected to be half way home, before we had ensured we had both unwound and re-rounded correctly. Not that they needed to be concerned onboard Eskimo as they had us both in hand on CBH well and truly.

The order at the remaining marks and at the finish are shown in the tables below provided by Ian. Perusal of these

(Continued from page 2)

will reveal just what a close race it was for the place getters which were:-

Line Honours Capt Moonlite, Bushranger, Eskimo
 CBH Eskimo, Capt Moonlite, Bushranger.
 Perf HCap To Be Shore, SooFarr, Eskimo

Mark 3	CBH	Time	Corrected	Place
CAPTAIN MOONLITE	0.700	59.30	41.510	2
BUSHRANGER VI	0.700	58.15	40.705	1
ESKIMO	0.680	59.63	40.551	3
SOFARR	0.640	77.82	49.803	6
TOBESHORE	0.600	77.67	46.600	5
LE MOG	0.877	65.25	57.224	4

Mark 4	CBH	Time	Corrected	Place
CAPTAIN MOONLITE	0.700	72.83	50.983	3
BUSHRANGER VI	0.700	70.67	49.466	2
ESKIMO	0.680	71.75	48.790	1
SOFARR	0.640	91.12	58.315	4
TOBESHORE	0.600	92.33	55.400	5
LE MOG	0.877	73.50	64.460	6

Mark 5	CBH	Time	Corrected	Place
CAPTAIN MOONLITE	0.700	81.66	57.162	2
BUSHRANGER VI	0.700	81.50	57.050	1
ESKIMO	0.680	84.23	57.279	3
SOFARR	0.640	105.85	67.744	5
TOBESHORE	0.600	107.07	64.240	4
LE MOG	0.877	85.22	74.735	6

HEAT 3 17/10/10

We had a blow out on Sunday with a water-logged ramp area almost unpatronized, and the white water on the spillways under the Wells Rd bridge, a vivid colour change from the turgid brown in the river as it surged out to the bay. In the event, your scribe after consulting everyone who reckoned they knew about the weather, as R.O. happily abandoned Heat 3 to the clear relief of everyone. In fact the wind alone was of such a velocity to make the decision to sail or not to sail marginal. It was the conditions at the bar of the river, and where we would be anchored to step our masts, which made the decision an easy one. Despite the high tide in the forenoon there were big steep seas on the bar and between the rock walls of the entrance.

Leaving the Club and returning to the warmth

CBH Results Ht 2

CBH	CORR TIME	PLACE
CAPTAIN MOONLITE	0.700	73.185 2
BUSHRANGER VI	0.700	73.232 3
BEEZ NEEZ	0.685	DNC 16
TIMPTATION	0.685	DNC 16
ESKIMO	0.680	72.737 1
SOFARR	0.640	81.771 5
FRODO	0.600	Duty
ASGARD	0.600	DNC 16
TOBESHORE	0.600	80.630 4
CASPER	0.590	DNC 16
INDULGENCE	0.590	DNC 16
MAGIC BUS	0.590	Duty
YTEE	0.580	DNC 16
LE MOG	0.877	94.897 6
MIKE	0.736	Duty
TAD	0.561	DNC 16
ANGUS	0.972	DNC 16
THE MAC'S	0.631	DNC 16

HCP Results Ht 2

HCP	CORR TIME	PLACE
CAPTAIN MOONLITE	0.701	73.261 4
BUSHRANGER VI	0.727	76.094 5
BEEZ NEEZ	0.499	16
TIMPTATION	0.569	16
ESKIMO	0.674	72.051 3
SOFARR	0.534	68.209 2
FRODO	0.435	
ASGARD	0.500	16
TOBESHORE	0.501	67.369 1
CASPER	0.555	16
INDULGENCE	0.532	16
MAGIC BUS	0.499	
YTEE	0.487	16
LE MOG	0.745	80.662 6
MIKE	0.626	
TAD	0.477	16
ANGUS	0.826	16
THE MAC'S	0.536	16

of his drawing office after a short burst of work with Ian on Carrum I, and looking for some information in the chaos of his filing system, your scribe found some information on the back of the faded and tattered pages he was reading from a SAIL magazine

(Continued from page 3)

of the 70s. As it may be of interest to at least one of us, I have attempted to reconstruct it. What follows is part of the article.

“DID YOU KNOW YOU HAD THE BRAKES ON WHEN RACING AT ST MARTINS?”

We have two big regattas here in the charter season at the British Virgin Islands, and it is a common practice for rock star sailors from the States to be engaged, especially for the most prestigious Heineken Regatta, by owners of the yachts to race their yachts in the hope of sharing in the wonderful trophies handed out in the famous function on the beach, where some of the younger winch wenches depart from on board custom and wear their bikini tops.

Although he came as a friend, and not a paid hand as most of the visiting yacht jockeys do, Scott, who flew down from Annapolis to improve our performance has won a few National and many Great Lakes Races and championships for various grateful owners; and so we were very hopeful. Alas it was not to be. As we rowed out to Charlottee, just prior to the first race, he was horrified to see my recently installed foldable permanent cockpit awning. He called it by a name I had not heard before which I thought was stateside swearing. He said “we don’t race with that *##**## bimini rigged, man!” Cindy was just as firm that we did, as in these climes the shade from the tropical sun is welcome as we move from anchorage to anchorage with our guests. It wasn’t long before Scotty became morose and silent, as he realized that our “bimini” was welded both to the stern pulpit and a lifeline stanchion. We calmed him down with a few highballs, and one of Cindy’s salads, and he raced with us diligently adjusting and changing nearly every sail setting on Charlottee, and getting our new poleless spinnaker up and setting much faster than nearby yachts. He took the helm on the windward legs and we did very well; but did not share in the trophies. Worse still Gallantry, a sistership who had not even been slipped and cleaned, as we had just prior to the regatta, was ahead of us in every race.

Now here’s the rub. We had both had had the awnings fitted by a Florida firm many months earlier but in our case we had included solar panels, and ours was a permanent welded structure while Rob’s on Gallantry was a foldable outfit with a cover. Rob had removed his for the regatta.

We sent Scott home with our thanks and set to considering if the “bimini” had in fact been the cause of Charlottee being slower than Gallantry.

Last summer, when the winds are lighter here in the British Virgin Islands, after talking about it to Rob, we did some simple tests with his yacht. In the lovely sheltered bay at dawn at Tortola in windless conditions we steamed Gallantry up and down on

reciprocal courses with constant engine revs, with his “bimini” up, furled, and after an effort on our part, removed and later refitted.

The results were:-

- . 5 knots with bimini set up.**
- . 4.8knots with it furled**
- . 5.4knots with the bimini removed.**

Cindy refuses to have our set up altered, because she loves it; but concedes we will never best Rob and Doris on Gallantry with theirs removed for our British Virgin Islands regattas.

I called Scotty to tell him of our trial in Tortola, and he replied, “Sure man, I told you so, I could feel the turbulence on my face. It’s called superstructure drag and it will be worse when you are sailing”

Wonderful things these awnings, especially here in the tropics; but they come at a cost, in knots not dollars!!

Are you sailing with the brakes on?”

Now the British Virgin Islands are a long way from CSC, but the laws of Physics are immutable, and on the subject of superstructure drag, perhaps we should remember to sit our crews closer together to reduce it on our boats too?

Editorial

This edition has been compiled from a series of reports from some of our fleet and lacks the authority of the normal reports compiled in deathless prose with stunning accuracy and totally free from bias by your scribe. The reason for this is the dreaded Upper Respiratory Tract Infection caused him to miss the Opening Day race. The affliction has now subsided to the stage that will allow the various versions received to be scrutinized and go to press. Thanks go to our various sources for helping with this task. Vice Commodore Helen has asked that Ravings include her special thanks to all those who dropped in at the club on Friday night and helped get the rescue boat & club rooms ready for Sunday. It took a lot of the pressure off the organisers on Sunday and allowed for a smooth function to be held.

Opening Day Heat 4 24/10/10

A snapper fishing competition incorporating , “ Mates Day on the Bay” for power boating people --- a worthy effort indeed, in which disabled people and a carer participate in the fishing --- and easterly predicted weather saw the improved facilities at the ramp as crowded as it is possible to be. Some planning for this crush saw some of the fleet, and our committee boat, launched in previous days and then spending Saturday night at anchor, or moored in the river, or upmarket in the canals of

(Continued from page 4)

Patterson Lakes. This wisdom was rewarded by avoiding long queues to the ramps on the day.

Following the Opening Day ceremonies and a reportedly impressive groaning festive board, a later start than usual was necessary and Michael, Auster and Tim, saw the fleet away at 14.25hrs after laying a windward /leeward course with a short leg for a flukey southerly of 5-8knots. Getting away from the beach was complicated by the dredge working at re-laying sand discharge piping and no doubt by distended stomach muscles coping with the lunch time spread. The details are imprecise but it has been reported that the Committee boat, having returned to shore following a low oil warning and remedying that: when back on station the air horn went overboard to be retrieved in an unworkable state, and the human sound signals from the Timauster choir were more audible than those from the air horn. It was a welcome sight to see Mike Robbins in his Laser 2 with daughter Meg as crew and it has been reported that Meg got wet from the spray , which goes to show how fast Mike can sail The Beast.

Eskimo was over prior to the start, and in the drifting conditions was loudly informed of that by the noisy Carol on Captain Moonlite that they were OCS. This news is interesting as it indicates that those aboard the white boat are learning the rules, even if they can't work out which headsail is in which sail bag. Lyndon in SooFarr, a man of steely determination, managed to maintain his record of starting late, and excelled with an extremely late start. All this drama resulted in Captain Moonlite crossing at the boat end on port just after Eskimo on starboard at the pin end. The other boats were later at the start in the trying drifting conditions, and next to cross was The Beast and Casper, then To Be Shore & Magic Bus and then Lyndon and Ben in SooFarr.

Savage knocks and sudden lifts on the short windward beat along the beach saw positions change and Captain Moonlite called Eskimo and held the lead briefly but the yellow boat played the shifts relentlessly to round the windward mark well ahead. Eskimo decided not to carry a spinnaker on the next leg due to the shifting breeze off the land, as people in houses in Frankston and Seaford kept opening and closing their front and back doors allowing the breeze through and stopping it. Captain Moonlite, also without a spinnaker, made up some distance on Eskimo, who did not round the leeward mark well and took a lot of time to harden up on the breeze which allowed Captain Moonlite to round to windward but well astern of Eskimo

On the beat in the fluky conditions, Eskimo


played the knocks and lifts and rounded well ahead and again set off down wind without the extra. The breeze continued to swing wildly in direction and some of the knocks and lifts were savage. It is believed that CAPTAIN MOONLIGHT also lost time due to attempting to sink one of the marks.

The lesson from this race is that in these conditions you stand to gain huge distances by playing the shifts over those boats who don't watch the swings. A study of the times at roundings is instructive, as it shows how places can change dramatically in these conditions .

CBH places were, Eskimo, Casper, The Beast, Captain Moonlite and on Performance Handicap Eskimo, The Beast, Casper , Magic Bus

LAP 1	CBH	Time	Corrected	Place
CAPTAIN MOONLITE	0.700	42.20	29.540	3
ESKIMO	0.680	36.67	24.933	1
SOFARR	0.640	66.32	42.443	7
TOBESHORE	0.600	62.35	37.410	6
CASPER	0.590	57.00	33.630	4
MAGIC BUS	0.590	61.37	36.206	5
THE BEAST	0.736	41.02	30.188	2
LAP 2	CBH	Time	Corrected	Place
CAPTAIN MOONLITE	0.700	66.32	46.424	4
ESKIMO	0.680	52.88	35.961	1
SOFARR	0.640	DNF		
TOBESHORE	0.600	83.42	50.050	6
CASPER	0.590	73.47	43.347	2
MAGIC BUS	0.590	82.83	48.872	5
THE BEAST	0.736	61.33	45.139	3

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Mobile: 0419 006 398
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<u>CBH Results Ht 4</u>	CBH	CORR TIME	PLACE
CAPTAIN MOONLITE	0.700	57.458	4
BUSHRANGER VI	0.700	DNC	16
BEEZ NEEZ	0.685	DUTY	
TIMPTATION	0.685	DNC	16
ESKIMO	0.680	48.042	1
SOFARR	0.640	DNF	8
FRODO	0.600	DNC	16
ASGARD	0.600	DNC	16
TOBESHORE	0.600	63.870	6
CASPER	0.590	53.926	2
INDULGENCE	0.590	DNC	16
MAGIC BUS	0.590	60.593	5
YTEE	0.580	DNC	16
LE MOG	0.877	DNC	16
MIKE	0.736	57.261	3
TAD	0.561	DNC	16
ANGUS	0.972	DNC	16
THE MAC'S	0.631	DNC	16

<u>HCP Results Ht 4</u>	HCP	CORR TIME	PLACE
CAPTAIN MOONLITE	0.714	58.617	6
BUSHRANGER VI	0.736	DNC	16
BEEZ NEEZ	0.499	DUTY	
TIMPTATION	0.569	DNC	16
ESKIMO	0.681	48.125	1
SOFARR	0.543	DNF	8
FRODO	0.435	DNC	16
ASGARD	0.500	DNC	16
TOBESHORE	0.503	53.561	5
CASPER	0.555	50.770	3
INDULGENCE	0.532	DNC	16
MAGIC BUS	0.499	51.213	4
YTEE	0.487	DNC	16
LE MOG	0.728	DNC	16
MIKE	0.626	48.672	2
TAD	0.477	DNC	16
ANGUS	0.826	DNC	16
THE MAC'S	0.536	DNC	16

High Penalty for non-appearance

Those who have been looking at the results may have noticed that the points for not appearing for racing (DNC) has increased to 16. This is due to the sailing instructions setting the points based on the number of financial members at heat 2.

The number is large because the fleet is now a combination of the trailerables and the Off The Beach classes.

The penalty is very severe but can be easily avoided by turning up each week.

Cambur Motors Race

The Cambur Motors race will be held on November 14th.

All sailing clubs in the state have been notified of the race and we have already had some interest shown.

As a result of the interest it has been decided that a Windward/Leeward course will be used, hence the addition of the course to our sailing instructions and its trial for Heat 1.

The Event is now advertised in the list of upcoming events on the Yachting Victoria website.

There is also a link here to submit entries on the net.

Duty Roster

Pre Christmas 2010-2011

<u>Date</u>	<u>Race Officer</u>	<u>Duty Boat</u>
07-Nov	G Deakin	To Be Shore & J Petherbridge
14-Nov	I Blencowe	Eskimo & Indulgence
21-Nov	L David	Soo Farr & M Robbins
28-Nov	Ian Parks	Timptation
05-Dec	C Flanagan	Captain Moonlite
12-Dec	L Marks	Casper

Carrum Sailing Club is proud to present its annual

A Minute to Win it

Trivia Night

Saturday 6th November

7.00pm start – strict 10 pm finish

***Games and Trivia for all interests and ages
no need to be a rocket scientist!***

Great Team Prizes!

(maximum 10 brains per team)

HEAPS!!! Of Door & Raffle Prizes

Kids most welcome

Adults \$10

Kids Free

BYO Nibbles

Drinks at Bar prices

***Please come along, bring your family and friends to a fun night out
and help raise much needed funds for the club.***

Please let any visitors know they need to purchase a parking ticket prior to 8pm

***RSVP Sunday 24th October to Helen on 8711 3027
or write your booking on the sheet at the club***

Thank you for supporting our club.

Sponsors Page

We are proud to have the following businesses sponsoring our Club

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P.O. Box 137
Chelsea
3196

In This Issue...

Effort of the Month



Been Paying Attention?

We are grateful for the raver to provide his reports of the races each week but it should be noted that these reports are often received late in the evening and I suspect typed with the aid of glasses many times holding Jamesons (but not for long on each occasion).

There is a major error in his account of Heat 2 and he has been spoken to about his errors but is totally arrogant and unrepentant and says it is his vocation to rave. In

fact he has said obviously nobody reads it as you are the only person to have pointed it out.

Before the Raver is dismissed for further inaccurate and biased reporting learned from Rupert's tabloids we should give him another chance and everybody should send him a report on their race to avoid this sort of misreporting in the future.