

◆ Round the Buoys ◆

April 2008

First Aid Course

Carrum Sailing Club will be conducting its Advanced First Aid Course (formerly level 2) on May 3rd and 10th .

The Course will commence at 10 am

Cost is only \$30 each member
\$70 non member

Bookings are essential to ensure sufficient equipment is ordered. Contact Ian Blencowe 0402-855-671

Equal Best. Again!

Eskimo has again come equal first in the Careel 22 national titles, the same result as when last competing in 2006.

Racing was conducted on Pittwater and Eskimo was crewed by Jenny Shears, Ian & Kathryn Blencowe.

A report is on page 5



How not to launch a jetski - Patterson River April 6th

What's On

April 20th

Post Christmas Series Heat 10
Trailerable Champ Series Ht 6
Resail Ht 1 Long beach Challenge
& Cambur Motors Challenge

April 27th

Working Bee

Packing up the club for the winter recess and Friday night maintenance classes

Commences at 10:00 with BBQ lunch provided.

May 4th

Winter Racing

1st Sunday each month at Mordialloc Motor Yacht Club

May 17th

Presentation night

Celebrate the season that was. Praise the winners and those that made them winners.

Cost to be advised

Free Courses

Get something for your Yachting Victoria contributions, enroll in their free training courses

Powerboat Course

Albert Park (1)

June 20 -6:30pm-10:00pm

21 -8:30am-10:00pm

22 -8:30am-5:00pm

Albert Park (2)

Sept 5 -6:30pm-10:00pm

6 -8:30am-10:00pm

7 -8:30am-5:00pm

Assistant Instructor

Albert Park

July 20 -10:00am-4:00pm

Safety Boat

Yachting Vic & Sandringham YC

May 5 -4:30pm-9:30pm

or

June 2 -4:30pm-9:30pm

Contact Heather @

Yachting Vic 9597-0066

Contents

Free Courses	1
What's On	1
Equal First. Again!	1
First Aid Course	1
Marlay Madness	2
Trailerables	4
Careel 22 Nationals	5
Monologue	6
Catalogue	7
Harvest Festival	8
Property Issues	8
Sponsors	9
Effort of the Month	10

Marlay Madness

Editorial

This not to be missed annual event for Trailable Yachts seems to be gathering new life. Those of us who were competing in the 70s with over 600 entrants thought in recent years that interest seemed to be declining; but at the briefing we were informed that numbers were up and that over 50 of the 182 entrants were first timers. Interestingly, the bulk of the fleet represents boats with reasonable accommodation in the concept of the original Trailables. The decline seems to be in the "sports boats" (low freeboard, tall mast, bulb keel and huge roach and overdraft too) and multihulls. This seems to support the adage on some wine labels to do everything in moderation.

Missing at the briefing was the long haired and long bearded weatherman and his theatrical reports. The forecast after a windless Friday night and a foggy Saturday morning was for light winds with stronger breezes during the night and squalls. In the event the stronger breezes and squalls went AWOL. The Lake Wellington Yacht Club officials decided to change the Sailing Instructions by extending the time limit and breaking the fleet into two parts. This meant that Casper, Bitter Sweet, and Eskimo were off 15 min ahead of the two Bushrangers and Problem Child.

Those of the second start who elected not to harass the first starters on the line at 7.45pm observed that Eskimo started about $\frac{3}{4}$ down the line in clean air with Casper and Bitter Sweet towards the boat end which they assessed as having the best of the small amount of breeze there was. At this stage large headsails were evident everywhere and there was about 3-5 knots from the East.

15 min. later the second start got away with Bushranger near the pin and able to witness a flagrant breach of Rule 10 by the huge red contraction on port which required a legitimate starter on starboard to push themselves off. Despite being informed that a 720 was required we never saw one. Captain Moonlight and Problem Child selected the boat end, presumably to ensure a flare fell on them and they could sue the Club. Based on local lore Bushranger biased her tacks to the northern shore as the breeze fell away and a pattern of red and green spread across the lake as the sun went to bed to join the

moon. With at that stage a heavy cloud cover it was quite dark, but thankfully without the fog of a previous race, and race morning too, which had caused Bushranger to get well and truly lost coming to the Club from the Avon River. Eskimo made the Plover Point flasher at exactly the same time of night as Bushranger but she being in the later start had crossed the Lake in 15 min. shorter time. Surprisingly neither crew noticed the other CSC boat and proceeded into the Straits to be followed by Captain Moonlight, Problem Child with a pier head jump scratch crew, and the 18 footers. Once again the pin end had proven to be the way to go. It has ever been thus. There was a weather going current in the Straits and just as well too as there was little breeze. As far as the instruments go, while the GPS said that Holland's Landing was creeping towards us, the log steadily read zero, and why not? After all we were moving at the same speed as the water!! In fact some yachts kept up with other with their transom pointed to the destination.

Bushranger had managed to get ahead of Eskimo despite grounding briefly before the green flasher, and had set and dropped the spinnaker a couple of times in a trace of a breeze, and was suddenly confounded to see Eskimo loom up astern out of the gloom and the two remained side by side both with headsails down to reduce windage, and drifting along with the current, but as can be seen from the table below Eskimo SURE CAN DRIFT FAST, and it was not long before they faded into the gloom ahead. Captain Moonlight also dug into the bottom at the same spot on a few occasions and watched other smaller draft vessels sail by.

As usual Holland's Landing having survived the Summer holidays was still there, although we pondered if some malevolent Gods had stretched out the Straits in length and perhaps removed the landing forever just to confound the race entrants. Creeping through the cut towards the red flasher at the entrance to Lake Victoria Problem Child crept through to leeward as we counted the unlit beacons pass us one by one. The water there is pretty thin and we were glad to see the sounder indicate deeper water in the Lake itself and we set a spinnaker to head for Storm Point but as the breeze faded we abandoned that droopy extra for the "black as sin and half the fun No.1". Eskimo's sprint through the Straits paid off and she was able to carry that giant spinnaker well out of Holland's Landing and

she stayed with the tail end of the wind with sprung sheets as she left those astern floundering in a calm. Casper with only Peter Hansford and skipper Chad on board had got ahead of Bitter Sweet only to see her pass her on the run, as a slight breeze from astern crept along the Lake, by virtue of the Ultimate's spinnaker tended by "Doc" Dougherty who with Mark Madler-Edwards had been press ganged by tactician David McGregor to join the crew for the race.

Eskimo led the Carrum boats to Gippsland Lakes Yacht Club arriving at 8.04 and as she was in A Division of course had to go no further. Eventually Bushranger drifted along to pass GLYC at 9.26 and had to slowly, slowly, set out to complete the course and round Raymond Island. She was followed by Problem Child at 9.43 and Captain Moonlight at 10.18 meanwhile Chad and Peter had Casper sailing so well that larger boats complemented them on their prowess in passing Bitter Sweet. Chad finished at 1.39pm and Eric at 1.48pm and of course they did not have to drift around the Island. While Bushranger was engaging in this tiring feat, both Problem Child and Captain Moonlight sniffed the beginnings of the sea breeze and enjoyed it longer than the bandits. Off Carstairs Bank Bushranger was able to set a spinnaker and gybed her at Montague Pt to finish at 1.08pm with the wind brings Problem Child and Captain Moonlight finishing at 1.11pm and 1.29pm respectively. We were all glad that it was over.

As the table below shows and as we al-

Mark	Nm	Eskimo			Bushranger			Captain Moonlite		
		Time (H:M)	Elapsed (H:M)	Knots	Time (H:M)	Elapsed (H:M)	Knots	Time (H:M)	Elapsed (H:M)	Knots
Start	0	7:45			8:00			8:00		
Plover Point	7.1	11:18	3:55	2.00	11:18	3:18	2.15	11:45	3:45	1.89
Hollands Landing	6.0	3:37	4:19	1.38	3:58	4:40	1.28	4:20	4:35	1.31
Storm Point	5.1	5:26	1:49	1.06	5:47	1:49	2.8	6:05	1:45	2.91
Point Turner	8.0	7:28	2:02	3.93	8:02	2:15	3.55	9:16	3:11	2.51
GLYC	2.4	8:04	0:36	4.00	9:26	1:24	1.71	10:18	1:02	2.32
McMillan Straits	1.6				10:19	1:53	0.85	11:45	1:27	1.10
Point King	2.0				11:54	1:35	1.26	12:13	0:28	4.00
GLYC	5.1				13:08	1:14	4.08	13:29	1:16	4.02
Av. Speed 1st GLYC				2.32			2.30			2.04
Av. Course speed				2.32			2.19			2.14
Av. speed round island							2.45			2.73

ways tell our learn to Sail members on the Wednesday nights "Sailing is a sport of small percentage gains" and while luck can play a part it is amazing how those who do a lot of sailing get a lot of luck. To illustrate the small percentage point, your scribe has calculated the average speed over the course by all our boats and the results are Eskimo 2.32 knots Bushranger 2.186 knots, Problem Child 2.17 knots, Captain Moonlight 2.14 knots, Casper 1.59 knots, and Bitter Sweet 1.58 knots. So you see with the exception of Eskimo there is not a lot between our percentage gains or losses.

For those rounding Raymond Island, average speeds for the rounding were Captain Moonlight 2.73 knots, Problem Child 2.52 knots, Bushranger 2.43 knots, and a comparison of average speeds for the first time to the GLYC is Eskimo 2.32 knots, Bushranger 2.3 knots, Problem Child 2.08 knots, Captain Moonlight 2.04 knots, Casper 1.59 knots, and Bitter Sweet 1.58 knots.

We have been fortunate in getting the details of log times for three of our boats and a comparison of the times and speeds achieved is shown in the table below and is of great interest as it illustrates how being with the wind and or current for even a short time can give an enormous lead and visa versa in these conditions, even though average speeds are similar. A coincidence is that although not close together Eskimo and Bushranger took exactly the same time to run from Holland's Landing to Storm Point.

Trailerables

RTB Heat 6 16/03/08

Again despite an impressive list, (a couple of which may be imaginary) only four starters were on the line with David Richards and Mark Madler-Edwards on duty and Chris Flanagan still recuperating from a slashing time on/off a ladder. Doc Dougherty had yet another run as Duty Officer to fill out his log book before being declared the very model of a modern race officer. We must all remember to be respectful to such a dignitary in the future. Be warned Doc!! There will be no more leave of absence from Bushranger now the log book is full! Excepting of course sick leave.

It was stinking hot and almost windless prior to the race and although the breeze did get up to five knots at times it remained oppressive for the entire race. The line had a heavy bias to port in a sudden swing just on the starting signal and the light northerly tending to be deflected off the land did swing a lot. Eskimo crossed at the boat end, was caught by the swing and pulled away to sail to leeward of the pin end mark causing those aboard Bushranger to believe they had not crossed. Alas it was not so and Eskimo continued to be first to the windward mark by a huge margin from Bushranger whose skipper had not yet recovered from a week down the Lakes after the MPONR and the wily Chad skipper of Casper crossed ahead of the languid one during the beat causing him to recover somewhat and order another drink--- the heat you know!! Eskimo and Bushranger were condemned to completing the full course while Casper and Steve and crew in Indulgence were relieved from the heat after the proud run. Eskimo led Bushranger home by a huge margin and Casper was ahead of Indulgence at the finish after a close tussle on the second beat. Your scribe was glad to get ashore after a trying race in what was recorded as 39.7 degrees of almost windless heat.

After unstepping the mast at sea and having the ears assaulted all afternoon by those scourges of the water – jet skis--- we saw five of them going round and round our Mark off the Club so gave them an aggressive but not profound message and they left allowing a solitary Pacer to finish relatively undisturbed.

Ian's table below shows how the results

panned out with the order on CBH Eskimo, Bushranger and Casper and on Performance Handicap Casper Eskimo and Indulgence.

Post-Christmas Series Heat 6 Trailerable

	CBH	Pts	Hcp	Pts
CASPER	12.08	3	10.56	1
CAPTAIN MOONLITE	DNC	10	DNC	10
BUSHRANGER	11.80	2	12.83	4
ESKIMO	10.55	1	11.41	2
BITTER SWEET	DNC	10	DNC	10
ARRIVED IN FEB	DNC	10	DNC	10
MAGIC BUS	DNC	10	DNC	10
INDULGENCE	13.67	4	12.33	3
FRODO	DUTY		DUTY	

Editorial

The big News is that Eskimo is now a joint Australian Championship Yacht and that the hard working handsome skipper Ian and crew Kathryn & Jenny have reason to be pleased even delighted, with their efforts and we at Carrum Sailing Club can bask in a little reflected glory. Eskimo was towed to the Pittwater for the Australian Titles of the Careel Classes and we have yet to see them sail here since their return. When you see them don't forget to congratulate them and tell them that a shared Australian Championship twice running begs the question when is Eskimo going to do it alone? On a more serious note Greg Dougherty is to enter Cabrini Hospital for major heart surgery this week and will be absent from Bushranger's foredeck and tactics department until complete recovery. It goes without saying that all in C Division and indeed all at the Club wish him a rapid return to full health.

RTB Heat 7 30/03/08

This was what every Race Officer likes – a lousy forecast, almost no one there, and no problem about blowing the abandonment signal. It's the marginal ones which are the worry. Lyndon turned up with a smart new purchase of a TS 16 to swell the C Division fleet and after coffee on board Bushranger on the trailer, a horde descended on our new Trailable member and she was duly rigged and launched prior to a short sail on the river to test her set up. Alas the old sailors' saying – "put not your faith in engines" once again proved accurate, and with more smoke than cooling stream the voyage was called off

and she was put to bed. Welcome to the Trailables, Lyndon and better luck next launching.

RTB Heat 8 06/04/08

An entertaining half hour after the scheduled start time featured a National E skipper clutching the gunwale of the start boat and exchanging words with our redoubtable leader and starter for the day during the five minute period – and I mean exchanging words!!! Later during the race the same skipper exchanged words with another E skipper, and in the ensuing contact managed to get himself disqualified after a protest from that skipper. An interesting case indeed; which illustrates the point that if you are in the wrong the alternative penalties are there to be availed off. It's much better than a DSQ!!! Just prior to the Starting signal Frodo was caught in a lull in the varying breeze and looked like being becalmed in the middle of the start line but skipper Louise managed to pull her away and avoid interference with the fleet.

We followed the E's off and with a huge wind swing at the 3min mark the pin end turned out to be the wrong end and that saw Bitter Sweet working hard to clear the start boat, would you believe on port with Bushranger also on port to windward while Indulgence and Frodo opted for a starboard tack start With Ian on duty and Captain Moonlite away wounded in action, Bushranger having borrowed Loopy Lenny from that vessel, had to complete a solitary race over the full course while the 18 footers took the sweeter way home. It is a long time since we sailed a race in a shifting swinging Easterly and it certainly kept us on our toes with squirts out of the river mouth etc.

While the breeze swung ESE to SE and puffed and huffed close to shore we never saw much above 10 knots but at least it wasn't hot and windless. Bitter Sweet overtook Indulgence who appreciated not sailing in a drifter after discovering he lacked sail area in his fore triangle. Steve also benefited from the sage advice and tactical know how of a Flag Officer on board as he had press ganged Rear Commodore Helen from the taverns to serve before the mast. Such expertise was missing on Bitter Sweet where lowly ratings Ron and David had to work hard at race end to effect a temporary repair on vitals of the vessel when a winch failure in the keel lift system caused that lump of lead to crash to the top of the keel case and part demolish it. We all hope that Eric can get things together quickly to shine in the

forthcoming Long Beach Trophy Final Heat on 20/04/08.

Table below shows Ian's calculated results With the order on CBH, Bushranger Indulgence and Bitter Sweet and on Performance Handicap Bitter Sweet, Indulgence and Bushranger. Frodo retired

After the delay due to a late start there was a further unusual delay as the retrievals at the ramp were slowed up due to the unusual sight of a completely immersed panel van at the ramp watched by a large group of onlookers. Photo on front page. Is any one interested in purchasing a slightly corroded second hand panel van.

Post-Christmas Series Heat 8 Trailerable

	CBH	Pts	Hcp	Pts
CASPER	DUTY		DUTY	
CAPTAIN MOONLITE	DNC	10	DNC	10
BUSHRANGER	10.54	1	11.60	3
ESKIMO	DUTY		DUTY	
BITTER SWEET	12.29	3	10.86	1
ARRIVED IN FEB	DNC	10	DNC	10
MAGIC BUS	DUTY		DUTY	
INDULGENCE	12.24	2	10.92	2
FRODO	DNF	5	DNF	5

Careel 22 Nationals

After an uneventful trip up the Hume to Mona Vale that, thanks to the navigator, included a little sightseeing of Nth Sydney, we launched sorted the boat out and hit the local pub for dinner. Having allowed for the advised small tide we retired for the night floating but woke aground. Good start to an interesting day. After 3 hours seeing no movement in the tide with the help of some fellow competitors we man handled the boat side to side and back.

At 10:30 the briefing began with Kathryn and I feeling a little out numbered, all the rest being male. Armed with race maps, instructions pages long, good weather forecast, all was looking good for a great day sailing.

The first day's course was set without a true windward leg that had a dog leg to the right for the first leg. It was shaping into an interesting race. Race rules seemed to become irrelevant as confusion reigned. Was the start between the Careel buoy and the start boat or the Marine Board

marker and the Careel buoy? That sorted, we were off. Great start by all. The fleet heading in 2 directions with the 3 boats on our tack luffing each other off course, Eskimo had a dream start. Just past the dogleg we discovered about sailing the Pittwater. Shifting variable winds. All illusions of an easy day sailing gone, still in a respectable position heading for the first mark, respectable sailing turned into dodgem boats Kathryn not sure what hit us when a competitor tried to take out our spinnaker pole with there rigging. protest flag went up. The wind gods were in the sky laughing at us. Winds constantly swinging in front then behind, the crew had a workout raising and lowering the spinnaker countless times to reach the second mark. two grueling chops and a sausage later we placed 2nd.

Race 2, off to another good start with one boat having to restart after jumping the start. As we rounded the dogleg with a good lead the Pittwater really showed us what it's made of. Sails limp, not a breath of wind we watch as the fleet sailed past 20 metres either side. Not long after, avoiding a large yacht, we managed an up close and personal with the mark and completing the resulting 360, fighting every step of the way, we place 3rd.

Back on dry land showers and food a major priority and the only thing stopping the crew from jumping ships and heading back onto the Pittwater joining George's 80th birthday on the large party barge moored on our tail at the pier,

The Careel Association put on a good meal accompanied with an added bonus, to the surprise of the organisers, a very impressive display of fireworks from a nearby function.

Bacon and eggs for breakfast, briefing over out we headed for race 3. With the course set with a true beat and the wind from NW. Good start, stable winds and the new sail in our favour. We had a good race, things looking up. Avoiding 22ft Etchells around the 2nd and third marks and with the course shortened we placed 1st.

Race 4 started with a bang gaining an excellent start while forcing the barging Roobarb out of the start, with the course altered slightly shorter now using closer marine buoy for the first mark the race became interesting when competing with 22ft Etchells to round the first mark while a fleet of 30ft + 40ft Hanse's coming the around the mark from the other direction got out of our way. Ian enjoyed being able to call starboard on the 40ft Hanse's as we crossed paths a

number of times. In a surreal moment sailing towards the 3rd mark, a passing Etchell commented on the number on Eskimo's spinnaker, asking for it back. The boat having been purchased for Melbourne recently was the boat Eskimos spinnaker had came from. And to make the moment slightly more surreal the spinnaker Katherine commented she liked earlier, sailed past minutes later carrying Eskimo's number 123. Freaky!

In tricky winds that this time where slightly more in our favour we placed 1st again. Having to finish twice due to confusion on the start boat. making us equal first National Champions with Roobarb. Each boat having two 1st, a 2nd & a 3rd. Celebrate we did, scrounging around for Tim tams and jubes..

With the boat back on the trailer comments made at dinner the night before about Ian's masculinity and pink boats long gone it was compliments and congratulations all around. We departed with a deal being struck that if they do the Marlay Point Over Night Race, and we would be back.

Monologue

16th March 08

As Melbourne suffered unseasonably hot conditions, the population sought relief and headed to the beach. And while you were at the beach, what could be better than a sail!

With a temperature of 37 degrees forecast and light winds predicted the beach was crowded and the situation didn't look good for sailing. Indeed when the learn to sail people turned up the bay was a millpond. However the wind increased about 10.30 and whipped up even more about 11.30am and the outlook improved.

A total of four Pacers and a Mirror lined up on the beach for the race. Steve McClelland managed to convince new learn to sail member Julie to enter a second race in the club Pacer. This was to be Julie's second race for the season. Then James & Ian Park decided to try their luck in their first race of the season as well.

The start was a slightly rushed affair with Duck Season & Bonus just making the start and crossing the line in unison followed by the Parks & Steve & Julie in the Club Pacer and Paul and crew member Tad in the Mirror following up. The wind was light but constant.

Everyone decided to race their own race

and the fleet spread out to the first mark. Duck Season rounded the mark first but had problems deploying her spinnaker. This was soon corrected but it allowed Bonus to catch up slowly. The spinnakers helped the two Pacers get a lead on the rest of the fleet and even allowed them to pass some trailerables.

Meanwhile back in the field the Parks, the Club Pacer and the Mirror battled it out with their positions changing constantly.

The wind dropped out completely a couple of times which made it very hot on the boats. Steve alleviated this by capsizing the Club Pacer and showing Julie how to right the boat (as part of sail training)! The presence of extremely large jellyfish in the bay made this manoeuvre a quick process!

The wind however picked up and Duck Season eventually crossed the line in first place with Bonus second, Paul in the Mirror third with the Parks fourth and the Club Pacer last.

However on corrected time Paul Mieciewicz continues to blitz the field coming in first with Duck Season second, Bonus third, the Parks fourth and the Club Pacer fifth.

Well done to the new members who enter

Post Christmas Ht 6- Monohulls

Name	YS	Pts	Hcp	Time	Pts
Red Hot Go	DNC	14	DNC		14
Bonus	25.60	3	24.15		3
Sta Sharp	DNC	14	DNC		14
Moby Duck	DNC	14	DNC		14
BSTLT	DNC	14	DNC		14
Turkey	DNC	14	DNC		14
Bugs	DNC	14	DNC		14
Slasher	DNC	14	DNC		14
The Flying Basset	DNC	14	DNC		14
Emmi	DNC	14	DNC		14
Paul	23.51	1	23.41		1
Louise	DNC	14	DNC		14
Parks	30.42	4	27.65		4
Duck Season	24.14	2	23.66		2
Club Pacer	32.41	5	28.94		5

aces and win!

30th March 2008

A blow out

6th April 08

Catalogue

16th March 08

Josh Petherbridge made a rare appearance for the season and showed Dave Burnett that he hadn't lost any speed during his absence. He led all the way.

Post-Christmas Series Heat 6 - Multihull

	YS	Pts	Hcp	Pts
The Mac's	DNC	7	DNC	7
Green Machine	116.26	2	116.21	2
David Richards	DUTY		DUTY	
Duck Dive	DNC	7	DNC	7
Le Mog	109.30	1	109.37	1
Mari-Lynne	DNC	7	DNC	7

30th March 08

A blow out

6th April 08

Both Scott Shears and Dave Burnett arrived early to practice for the afternoon.

Dave was quickly roped in to take some prospective members out to try sailing but that was cut short when a crack appeared in the centerboard casing and took on water.

After being towed ashore the boat was dragged onto the beach and the transom of the said hull came off.

Meanwhile Scott's newly patched up sail tore (could this be under warrantee.)

Neither were able to sail their boats although wrecker Dave took the club pacer and managed to lose the mainsheet block shackle. He retired.

Post-Christmas Series Heat 8 - Multihull

	YS	Pts	Hcp	Pts
The Mac's	DUTY		DUTY	
Green Machine	DNS	4	DNS	4
David Richards	DNC	7	DNC	7
Duck Dive	DNS	4	DNS	4
Le Mog	DNC	7	DNC	7
Mari-Lynne	DNC	7	DNC	7

Harvest Festival

The Kingston City Council is again conducting it's Harvest Festival on the banks of the Patterson River. This event is set down for Saturday May 10th

Although still on the banks of the Patterson River it has been moved to Beauty Spot, the park at the mouth of the river and the car parking along the foreshore to Carrum Sailing Club.

Carrum Sailing Club will again be participating in this event, promoting the club and taking people for a sail.

The Club will have the Cambur Motors Marquee on site from which the days activities will be co-ordinated. People wishing to have a sail from there will be directed to a marshalling point on the beach, if weather is suitable. or if not the river, where members will take them for a taste of sailing.

This will in part clash with the First Course being conducted at the club but members are required to assist at the marquee, marshalling point or to take passengers on their boat.

As access to Stephens Street and the foreshore will be prohibited the club has requested passes from the council for club members to have vehicular access to the restricted area. This will allow for launching and retrieval of boats. These will be distributed to those members assisting on the day and who have a legitimate need.

Avoid being pestered by the Secretary / Treasurer, beat him off the mark, and contact him to volunteer your services.

Contact Ian Blencowe on 0402-855-671

Property Issues

Matter regarding property were raised at the Carrum Sailing Club committee meeting in this month. Matters regarding property kept in storage, use of others property and disposal of unclaimed property were raise.

Item 1

Respect for the property of others

Of most concern was the removal of the tarpaulin from one boat and the moving of equipment. The Committee urge all members to be respectful of the property of other members.

Many members are willing to loan items of equipment to fellow members but if in need please ask for permission first, otherwise leave the equipment alone.

Item 2

Unauthorized Property in storage

Equipment items such as spars, trailers, surfboards and sailboards have without authorization been left in the storage area. These items are to be removed as soon as possible

Item 3

Marking of equipment.

All equipment in the storage areas of the club will be required to be clearly marked to identify the owner and or boat to which it belongs.

Item 4

Disposal of unclaimed property

Any property that is not claimed and marked appropriately will be disposed of after the April 27 Working Bee in a manner that the committee sees fit.



Jenny SHEARS
**CLICKING SHEARS
HAIRDRESSER**
Carrum Downs
Phone: 0409-436801



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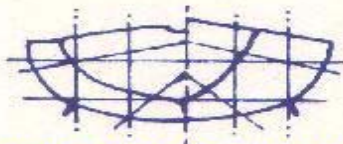
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MOBILE: +61(0)416 239 673
EMAIL: southernmultihulls@hotmail.com
Web site: www.southernmultihulls.com.au



18 North Concourse Beaumaris 9589 6329



P.O. Box 137
 Chelsea
 3196

In This Issue...

<i>Contents</i>	
Free Courses	1
What's On	1
Equal First. Again!	1
First Aid Course	1
Marlay Madness	2
Trailerables	4
Careel 22 Nationals	5
Monologue	6
Catalogue	7
Harvest Festival	8
Property Issues	8
Sponsors	9
Effort of the Month	10

Effort of the Month



Freaky

Competing in the National Titles on Pittwater Eskimo was sailing under spinnaker amongst some Etchell 22's. Coming alongside the skipper of one called to Eskimo wanting his spinnaker back.

Eskimo's spinnaker is from an Etchell with the number KA214

Kathryn explained that the spinnaker was purchased in Melbourne to which he replied that his boat was KA 214 that he had recently purchased from Melbourne.

The coincidence does not end there. Kathryn was looking at Colour schemes for spinnakers and commented she liked one with a band of colours across it. It sailed past minutes later carrying Eskimo's number 123.

Does size matter

According to Ian Blencowe the answer is no. He delighted in the opportunity to call starboard on 40 footers rounding the same mark but in the opposite direction