

◆ Round the Buoys ◆

April 2010

<i>Duty</i>	<i>Contents</i>		<i>What's On</i>
April 11th Temptation	Long Beach Challenge	1	April 2nd—5th <u>Easter</u>
April 18th To Be Shore & So Farr	What's On	1	April 11th <u>Cambur Motors Challenge & Heat 6 Post Christmas Series</u>
April 25th Magic Bus & Merinda	Duty	1	April 18st <u>Cambur Motors Challenge & Heat 7 Post Christmas Series</u>
<i>Longbeach Challenge</i>	Marlay Point Overnight Race	1	April 25th <u>Cambur Motors Challenge & Heat 8 Post Christmas Series</u>
The resail of the resail was abandoned at about 8:00am on the morning of the race. The decision was delayed as late as possible to get the race in but the weather gods were not with us. Winds of over 30 knots were delivered at the scheduled start time.	Racing	4	May 2nd <u>Working Bee</u>
Captain Moonlite had a good sail to Mordi one day & train trip home next.	Monthly Competition	5	May 16th <u>Winter Sailing at Carrum</u> 11.00 start
	Nomination for Committee	6	May 29th <u>Harvest Festival</u>
	Notice of Motion (blank)	6	June 6th <u>Winter sailing at MMYC</u>
	Appointment of Proxy	7	June 20th <u>Winter sailing at Carrum</u>
	Notice of Motion (Nomination from floor)	8	June 26th <u>Presentation Night</u>
	Sponsors	8 & 9	
	Effort of the Month	10	



Eskimo wins the start in the 2010 Careel National Championships

Marlay Point Overnight Race

Editorial

This issue is running a bit late but is devoted to the annual Marlay Point Overnight Race in which we had 8 entries but only 6 of us started, as Eskimo succumbed to skipper illness at Maffra, and Captain Moonlite had a dreadful time with trailer bearings and brakes and wisely elected to abandon at Pakenham. Eric and Sharon in Bitter Sweet were the stars and led the CSC fleet in the results tables, after a brilliant passage through the Straits. They were hard pressed by Chad, Lloyd and David in Casper.

Some years ago your scribe was busy losing money in the yacht business and was approached by a bloke in his mid to late twenties requesting us to fit his Mirror out with rod rigging. WHAT!!! ROD RIGGING IN A GUNTER RIGGED DINGHY!!! Then more calmly, "Whatever for?" His answer was, "well we are having the State Championships next weekend, and I reckon when my competitors see this rigging they will be blown right away". Further questioning revealed that, "I do sail quite a lot—sometimes even once a month". I told him it might be possible to help him, but terminations in the small diameter cobalt rod required might be a problem, but it would be very, very, expensive. He seemed not to care about the cost; but at least did listen, when I told him that spending should have almost no limits in preparing for a Championship. That spending, however, should be on time in the boat in the water, and not in dollars. I recall he finished well towards the back of the Mirror fleet and without the rod rigging.

Mark Bethwaite and his crew Tim Alexander, who were Olympians for Australia in the 70s in their FD, used to sail every day during the week, and twice a day on the weekends in order to get the feel of the boat. Think about yourselves and your sailing, and I am sure you will recall sailing badly after a long lay-off, and sailing better when you sail a lot. I know I do.

Eric tells me he sailed Bitter Sweet for 140NM in the weeks before and during the race and it certainly showed in his splendid performances.

2010 Marlay Point Overnight Race

A badly prepared Bushranger left Cheltenham late on the Friday prior to the race and launched at 8pm at Marley Point, and managed to find the mouth of the Avon in the gathering gloom, and to motor quietly up that calm and placid stream for some distance and anchor there to drink, eat, and then sleep till long

after dawn on Race day. On awakening we weighed anchor and joined a growing fleet nudged into the reeds at Marlay Point.

Chris and Carol had arrived during the night, and Carol had driven the car and trailer to Allawah Caravan Park at Paynesville for us, for which I will be eternally grateful. It wasn't long before Eric had managed to get alongside and land parties arrived to take pictures of the crews to record the event for posterity.

Just prior to the scheduled start nature entertained us with a display of violent thunder, lightning and heavy rain and the start was postponed for 1 hour.

The fleet got away at 8.45pm in almost no wind Indulgence being caught the wrong side of the line and becalmed. and Bushranger and Bitter Sweet in a similar state and nowhere near the line.

Of the Carrum Boats Bushranger was the first to the Straits and in an exception to her usual practice did not go aground. Unfortunately before entering the deeper parts of the straits Indulgence did so on either side of the entrance channel prior to the green flasher. Bitter Sweet had the best of the fleet thru the Straits with an average speed of 1.58 knots in almost no wind.

Once out of the straits and into the lake system the best answer to the enquiring mind is to examine the attached stats which show average speed for each of us for each leg. Each leg has also been CBH corrected.

They also show that this race is an happening not a yacht race and also that the critical legs are the start and passage across Lake Wellington, the Straits and for those who have to do the tricky rounding of Raymond Island in the morning calms. They also show that a few minutes gap can turn into a huge one as boats ahead may carry a breeze while those astern see only a glassy calm. AND VISA VERSA.

We have no stats other than the finish time for Rocky, but if and when he sends it to us they will be upgraded.

The stats are fascinating and reveal a couple of things to contemplate:-

(a) On the leg from Pt Turner to GLYC Bitter Sweet and SooFarr dead heated on CBH once SooFarr had stepped up to her No2 headsail.

(b) Indulgence recorded the fastest time between Hollands Landing and Storm point

(c) Overall Eric and Bitter Sweet cleaned up in the straits and with consistent sailing thereafter.

Start to		PLOVER POINT 6.52NM		
Yacht name	Time	Av Speed	CBH Corrt	
BITTER SWEET	1.04am	1.51 kn		
	<i>CBH .600</i>	<i>259min</i>	<i><u>155.4min</u></i>	
CASPER	1.26am	1.39 kn		
	<i>CBH.590</i>	<i>281min</i>	<i>165.79min</i>	
SOOFARR	1.09am	1.48 kn		
	<i>CBH .640</i>	<i>264min</i>	<i>168.96min</i>	
INDULGENCE	1.40am	1.32 kn		
	<i>CBH.590</i>	<i>295min</i>	<i>174.05min</i>	
BUSHRANGER V1	12.27am	<u>1.76 kn</u>		
	<i>CBH .700</i>	<i>223min</i>	<i>156.1min</i>	
MAGIC BUS				
	<i>CBH.590</i>			

Plover Pt to		HOLLANDS LANDING 5.5 NM		
Yacht name	Time	Av Speed	CBH Corrt	
BITTER SWEET	4.33am	<u>1.58 kn</u>	<u>125.4min</u>	
	<i>CBH .600</i>	<i>209min</i>		
CASPER	5.33am	1.41kn		
	<i>CBH.590</i>	<i>247min</i>	<i>145.73min</i>	
SOOFARR	5.07am	1.38kn		
	<i>CBH .640</i>	<i>238min</i>	<i>152.32min</i>	
INDULGENCE	6.50am	1.06kn		
	<i>CBH.590</i>	<i>310min</i>	<i>182.9min</i>	
BUSHRANGER V1	4.10am			
	<i>CBH .700</i>	<i>223min</i>	<i>1.47kn</i>	<i>156.1min</i>
MAGIC BUS				
	<i>CBH.590</i>			

Holland Landing to		STORM POINT 4.81NM		
Yacht name	Time	AV Speed	CBH Corrt	
BITTER SWEET	6.17am	2.77kn		
	<i>CBH .600</i>	<i>104min</i>	<i>62.4min</i>	
CASPER	7.06am	1.98kn		
	<i>CBH.590</i>	<i>93min</i>	<i>85.98min</i>	
SOOFARR	6.52am	1.89kn		
	<i>CBH .640</i>	<i>105min</i>	<i>97.48min</i>	
INDULGENCE	8.05am	<u>3.8kn</u>		
	<i>CBH.590</i>	<i>75min</i>	<i><u>44.25min</u></i>	
BUSHRANGER V1	5.48am	2.69kn		
	<i>CBH .700</i>	<i>107min</i>	<i>74.9min</i>	
MAGIC BUS				
	<i>CBH.590</i>			

Storm Pt to		POINT TURNER 8.2NM		
Yacht name	Time	Av Speed	CBH Corrt	
BITTER SWEET	8.30am	3.69kn		
	<i>CBH .600</i>	<i>133min</i>	<i>79,8min</i>	
CASPER	8.55am	4.06kn		
	<i>CBH.590</i>	<i>121 min</i>	<i><u>71.39min</u></i>	
SOOFARR	8.53am	4.06kn		
	<i>CBH .640</i>	<i>121min</i>	<i>77.44min</i>	
INDULGENCE	10.30am	3.39kn		
	<i>CBH.590</i>	<i>145min</i>	<i>85.55min</i>	
BUSHRANGER V1	7.35am	<u>4.59kn</u>		
	<i>CBH .700</i>	<i>107min</i>	<i>74.9min</i>	
MAGIC BUS				
	<i>CBH.590</i>			

Pt Turner to		GLYC 2.4NM		
Yacht name	Time	AV Speed	CBH Corrt	
BITTER SWEET	9.04.57am	4.11kn	21min	
	<i>CBH .600</i>	<i>35min</i>		
CASPER	9.31.18am	4kn	21.24min	
	<i>CBH.590</i>	<i>36min</i>		
SOOFARR	9.27.55am	4.11kn	21min	
	<i>CBH .640</i>	<i>35min</i>		
INDULGENCE	DNF			
	<i>CBH.590</i>			
BUSHRANGER V1	8.32.00am	<u>5.33kn</u>	<u>18.9min</u>	
	<i>CBH .700</i>	<i>27min</i>		
MAGIC BUS	10.36.29am			
	<i>CBH.590</i>			

Results at End of Div A Course			
Yacht name	Time	elapsed	CBH Corrt
BITTER SWEET	9.04.57am		
	<i>CBH .600</i>	<i>12.33hrs</i>	<i><u>7.398hrs</u></i>
CASPER	9.31.18am		
	<i>CBH.590</i>	<i>12.76 hrs</i>	<i>7.528hrs</i>
SOOFARR	9.27.55am		
	<i>CBH .640</i>	<i>12.72 Hrs</i>	<i>8.14hrs</i>
INDULGENCE	DNF		
	<i>CBH.590</i>		
BUSHRANGER V1	8.32.00am		
	<i>CBH .700</i>	<i>11.78hrs</i>	<i>8.246hrs</i>
MAGIC BUS	10.36.29am		
	<i>CBH.590</i>	<i>13.51hrs</i>	<i>7.97Hrs</i>

McMillan STRAITS 1.6NM

Yacht name	Time	Av speed	CBH Corrt
BUSHRANGER V1	9.16pm	1.02kn	
<i>CBH .700</i>	<i>94min</i>		<i>65.8min</i>

KING POINT 2.1NM

Yacht name	Time	Av Speed	CBH Corrt
BUSHRANGER V1	11.00am	1.21kn	
<i>CBH .700</i>	<i>104min</i>		<i>72.8min</i>

HARRINGTON PT 4.2NM

Yacht name	Time	AV Speed	CBH Corrt
BUSHRANGER V1	12.32pm	2.7kn	
<i>CBH .700</i>	<i>92min</i>		<i>64.4min</i>

GLYC 1.3NM

Yacht name	Time	Av Speed	CBH Corrt
BUSHRANGER V1	12.52.39pm	3.9kn	
<i>CBH .700</i>	<i>20min</i>		<i>14min</i>

Results at End of Div C Course

Yacht name	Time	elapsed	CBH Corrt
BUSHRANGER V1	12.52.39pm		
<i>CBH .700</i>		<i>16.127hrs</i>	<i>11.289hrs</i>

Racing

EDITORIAL

The abandonment of the race at Mordialloc Motor Yacht Club, (at the time of writing this, it has been confirmed as the right decision, as wind gusts rattle this office window) gives your scribe a chance to catch up and send a report on Heat 6 at the Club which was significant for the participation of new member Peter Mason and crew in Ytee, an Ultimate 16. This leaves us with Heat 8 prior to Easter and then 3 heats following the Easter Break to wind up the season. By that time we should be aware of the result of the VCAT ruling on the proposed new Clubhouse and we should all actively seek to attract new members in order to make a better case for finance for the project. A Macgregor 26 with a very refined and cultural selection of hull colour was out sailing and when spoken to the couple aboard indicated they may be interested in coming to the Club after the race. Unfortunately they did not do so. As prospective members if we see them again we should all try to issue a friendly invitation to them to visit us.

HEAT 6 14/03/10

With nary a breath of wind at dawn, the motor boat fraternity were at a moderately crowded ramp, but we were able to launch and step masts at sea or

off the club, ready for a light air race, and so it proved to be, with 9 starters including the faithful Josh in his Paper Tiger. Mike Robbins and his son were both seen (separately) at the helm of the Club Pacer now deserted by Steve and family, Steve and Auster having been press ganged to serve on Beez Neez. It must be said that the difference in the immersed waterline with the two skippers of the Pacer was most noticeable.

Clearly Robbins the younger is destined to become a skipper of note. We need more younger people like this to ensure the viability of the Club in future years when your scribe is occupying the family plot at Reserve Rd. David Richards was sharpening up his reflexes sailing Frodo solo but did not race.

Such was the bias of the start line observed during the practice start and confirmed during pre start moves, that it was barely possible to start on Starboard though Bushranger did have a go in the hope of catching Eskimo at the pin end and forcing her to tack into the mark, or take our stern. Alas this was not to be as Ian and crew on Eskimo had timed things well and crossed our bow well up from the pin to clearly to take the start from Captain Moonlite further up the line.

Even pinching hard we could not cross on starboard however, due to the huge bias of the start line and had to tack on to port to clear the pin.

The race proved to be a most interesting joust between Eskimo, Captain Moonlite and Bushranger and the lead was constantly changing. Captain Moonlite was first to the windward mark followed by Eskimo and the attachment shows a view of two new spinnakers being smartly trimmed on the first reach. The leader flying a kite in a delicate undies pale blue shade, while Eskimo in club colours had to wrestle with yet another wine glass to achieve the set shown in the picture taken by our resident photographer Kevin.

On board Indulgence, Narelle helmed the boat for the entire race except for a short break and Steve says she did a great job. After the race they had a swim and agreed that it was a delightful sail. and in vivid contrast to the soaking suffered prior to the Marlay Point Overnight Race. Approaching the wing mark it seemed as if we would be unable to carry the spinnakers on the third leg, but as the leader gybed so did we and surprisingly all three were able to carry the extra with the apparent wind just ahead of the beam. This of course is only possible in zephyrs. Captain Moonlite and Bushranger foolishly engaged in a series of luffing matches which saw the lead exchanged and challenged

(Continued from page 4)

which distracted us from the huge grins down to leeward on board Eskimo who rounded first at the leeward mark with Allena, Lloyd's daughter on board for her first sail in which she beat her dad, regular crew on Casper, home.

Mike reports that the long lay off due to blow outs and duty and the Marlay Point Overnight Race afflicted Beez Neez and she never got to justify her potential. (See the Editorial, Mike and Helen, perhaps 4days at Easter will get that handbrake off?) Graham and Lee on board To Be Shore reveled in the conditions carrying the spinnaker for the first time in a race and did well . A shortened course at the leeward mark saw all yachts finish and Ytee (Peter, was that name selected by a previous owner perhaps an amateur sign writer keen to avoid curves in his lettering?) did really well in her first race. A comment on-board our boat on her people was "those blokes seem to know what they are about" We can expect to see her in the results when a decent breeze comes in.

The finishing order is shown in the table below, with the fast finishing Casper 1st on CBH, followed by Eskimo and Bushranger, while To Be Shore took out Performance Handicap honours followed by Casper and Indulgence with Ytee in 4th place

Yacht	CBH	LAP 1 Time	Corr. Time	Place
CAPTAIN MOONLITE	0.700	73.43	51.401	3
BUSHRANGER VI	0.700	73.34	51.338	2
BEEZ NEEZ	0.685	109.11	74.740	8
ESKIMO	0.680	72.50	49.300	1
TOBESHORE	0.600	103.58	62.148	7
INDULGENCE	0.590	94.50	55.755	6
CASPER	0.590	89.30	52.687	5
YTEE	0.580	111.55	64.699	9
JOSH	0.875	80.02	70.018	4

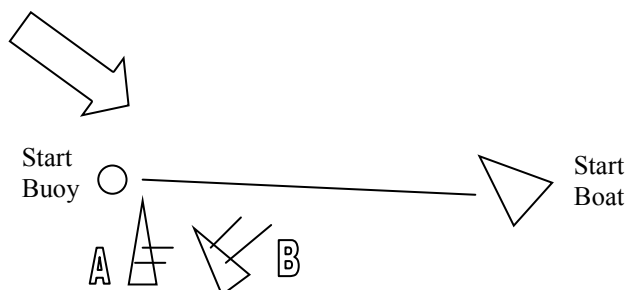
Yacht	CBH	LAP 2 Actual Time	Corr. Time	Place
CAPTAIN MOONLITE	0.700	54.780	38.346	8
BUSHRANGER VI	0.700	51.780	36.246	5
BEEZ NEEZ	0.685	53.890	36.915	6
ESKIMO	0.680	54.740	37.223	7
TOBESHORE	0.600	52.920	31.752	2
INDULGENCE	0.590	56.800	33.512	3
CASPER	0.590	53.800	31.742	1
YTEE	0.580	58.000	33.640	4
JOSH	0.875	50.160	43.890	9

Boat Name	CBH CORR TIME	PLACE	HCP CORR TIME	PLACE
CAPTAIN MOONLITE	89.747	5	92.990	7
BUSHRANGER VI	87.584	3	84.018	5
BEEZ NEEZ	111.655	8	100.856	8
TIMPTATION	DNC	15	DNC	15
ESKIMO	86.496	2	91.007	6
SOFARR	DUTY		DUTY	
FRODO	DNC	10	DNC	10
ASGARD	DNC	15	DNC	15
TOBESHORE	93.900	6	77.585	1
BITTER SWEET	DUTY		DUTY	
INDULGENCE	89.267	4	78.969	3
MAGIC BUS	DNC	15	DNC	15
MERINDAH	DNC	15	DNC	15
CASPER	84.429	1	77.653	2
YTEE	98.339	7	83.588	4
JOSH	113.907	9		

Monthly Competition

Last Months Question

This situation occurred on Feb 7th



Answer:

As intended this although simple caused some confusion.

A does not have any rights as she is the windward boat. Due to the line being so biased to port she is in a "barging" position. Barging is not limited to the committee boat end of the line.

RRS Section C rules (marks & obstructions) do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them.

The Bar does not have to supply a prize for this month.

This Months Question

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

Call or email Ian with your answers before March 28th to be eligible to win a drink from the bar.

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 June 15th, 2007, 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 June 15th, 2007, 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 June 15th, 2007**

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
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P.O. Box 137
Chelsea
3196

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Effort of the Month



Not as low as you think

A small crowd gathered to watch Rocky Naughtin retrieve his boat after the Marlay Point Overnight race. The water level in the lake system was well down on the normal height and using the ramp next to the Gippsland Lakes Yacht Club where it is normally shallower than other ramps had rocky running aground well before reaching the ramp.

Our deep thinker decided that he would have to get in the water thereby floating the boat with the

lighter the load. He then without success tried to pull the boat the rest of the way.

In the hope of getting some help Rocky called to the spectators "It wont move".

The response was "Where is your keel".

"Oh" says Rocky and asks the crew to crank it all the way up.

The crew responds "Where is it. I don't know where anything is and not allowed to touch anything."

Enough said.