

# ◆ Round the Buoys ◆

December 2008

## *From the Rear*

This year the last sailing day is Sunday 14 Dec. Traditionally this day has been a day of fun. The usual hi-jinks can still be included, indeed you will have increased opportunity to perform your dastardly deeds on your fellow mariners. The program is:

10:30 - 12:00 Rebecca and the Kids  
 12:00 Judging the best decorated craft in numerous categories.  
 12:30 - 1:30 Lunch BYO  
 1:30 Racing Event 1.  
 Le-Mans start from the beach on a short windward return course.  
 2:20 Event 2. Sail backwards on a set short course, then when finished put your sailing craft to bed.  
 4:00 - 4:30 Event 3. Sandscaping individual or teams.  
 4:31 Presentation of prizes to the winners.  
 Come regardless of conditions. Other events will be conducted.



## *What's On*

### **December 5th**

#### Theatre Night

Beaumaris Theatre Inc production "A Christmas Carol".  
 See Vice Squad News Pg 2.

### **December 7th**

#### Early Risers / Cadets (9:30)

#### Cambur Motors Challenge (10-12) T/Sailer Ht 9 OTB Hts 17 & 18

### **December 14th**

#### Novelty events

#### Cambur Motors Challenge (10-12)

### **January 18th**

#### Pre Australia Day clean up

10-4 BBQ lunch provided

### **January 26th**

#### Host Australia Day celebrations

#### Kingston Challenge

Members required to sail for this cash prize & to take interested people out sailing

### **February 1st**

#### Post Christmas season commences

#### Early Risers / Cadets (9:30)

#### Cambur Motors Challenge (10-12)

#### T/Sailer Ht 1 OTB Hts 1 & 2

### **February 7th & 8th**

Heats for the Long Beach Challenge (trailables) at Mordialloc Motor yacht Club

No racing for off the beach boats

### **February 15th**

#### Early Risers / Cadets (9:30)

#### Cambur Motors Challenge (10-12)

## *Beach Access*

Kingston Council has placed barriers at beach accesses to prevent people driving on the beaches.

One has been placed on the beach access in front of Carrum Sailing Club. This barrier is a metal pole that is padlocked so it can be removed for council access to the beach.

To enable Sailing Club members to gain boat access to the beach the council has given the Club some keys to this barrier. Keys will be with Ian Blencowe and Carol Flanagan. Others will be in the race control tower and hanging on the bar wall.

If members are requested to return the barrier and return the key so it is available for other members while you are sailing.

### *Contents*

From The Rear	1
What's On	1
Beach Access	1
Off the Beach	2
Vice Squad News	2
More On Starting	3
Trailables	7
Sponsors	6,9,11
Effort of the Month	12

## Off The Beach

### Heats 7 & 8 – 26th October 08

Julie Park is now rivaling Ray Cole in abandoning racing when on duty. She did it again.

Strong winds meant that Off the beach racing had to be abandoned along with the trailables.

### Heats 9 & 10 – 9th November 08

5-10 knots from S and Waves less than ½ a metre were the conditions for four off the beach boats Mike & ??? Robbins in the Laser II, Clint Treloar and Adelaide in the 125, Tim Robbins & Auster McClelland in one of the Bic's and Steve McClelland went solo in the Pacer.

It was a slow race and both Clint and Mike had to droop their crew off on the beach due to boredom or other sporting commitments. Not finishing with the crew meant they were DNF'd. Both Steve and also the boys on the Bic sailed about after starting were also recorded DNF. The boy must be commended for their start - beating some trailables over the line.

### Heats 11 & 12 – 16th November 08

South west winds 20 to 25 knots with gusts to 30 prevented off The Beach boats from racing. Clint got the 125 ready, Ian Park brought the Pacer and Steve Mc left the pacer on the beach to go trailable.

	Y/S	Pts	Hcp	Pts
The Mac's	DNC	10	DNC	10
Green Machine	DNC	10	DNC	10
Le Mog	DNC	10	DNC	10
BSTLT	DNC	10	DNC	10
Turkey	DNC	10	DNC	10
Bugs	DNC	1	12.34	2
Slasher	DNC	10	DNC	10
The Flying Basset	DNC	10	DNC	10
Paul Miciewicz	DNC	10	DNC	10
Parks	DNC	10	DNC	10
Mike Robbins	DNF	5	DNF	5
Tim Robbins	DNC	10	DNC	10
Emmi	DNC	10	DNC	10
Club Pacer Macs	DNF	5	DNF	5
Club 125	DNF	5	DNF	5
Club Penguin	DNC	10	DNC	10
Club Minnow	DNC	10	DNC	10
Club Bic 2664	DNF	5	DNF	5
Club Bic 8722	DNC	10	DNC	10

## Vice Squad News

Greetings everyone, Silly season is nearly upon us. Remember sailing is a great diversion from the frenzied Christmas shopping and the carnage in the shopping centre car parks!

Thanks to the sterling effort of everyone who came to the Trivia night, I think a good night was had by all and there were many prizes won. Much gratitude goes to Frost Promotions, Australian Tailings and the Moorabbin Wine Bar who generously donated the prizes.

The night raise approx \$900 which will go towards keeping our beer cold and Bubbly chilled (or in other words, our fridge).

Our Mango fundraiser was another success story with 64 trays of mangoes being snapped up by those who love a bit of sweet juicy flesh. These will be available for pick up on Thursday 4th December from Chris and Carol Flanagan's house in Patterson Lakes. Call me if you don't know the address or can't collect them that night. PH 8711 3027. This fundraising effort raised \$320 for our club. Thank you to all those who sold and bought.

Our next exciting event will get you into the Christmas Spirit, it is a Beaumaris Theatre production of "A Christmas Carol". We would like to get a group of 10 together for the Friday 5th December 8pm show. It is guaranteed to be a hoot. Tickets are \$18 and it is a cabaret type of arrangement so you can sit back at tables and feast on BYO nibbles, have a few BYO drinks and have a laugh (supplied). Please let me know if you are interested by Friday 28th November.

Last but not least is our Christmas Party/Presentation dinner on Sunday 14th December after the last day of sailing. Please see the attached notice for details.

Catch you soon - (if not on the water at least on the land)

Helen

# More On Starting

## MORE ON STARTING

A combined précis from Magazine articles from four magazines :-

- \* SAIL
- \* Australian Sailing
- \* Yachting World and
- \* Yachting.

And from “ The Best of Sail Trim” edited by Steve Colgate and “Race Your Boat Right” by Bob Bavier .

Some of these notes have emphasis on big fleet starting and a couple of conflicting opinions but the objective of this article is to concentrate on the consensus and the basics.

All the above skippers and authors are adamant that getting out to the race course and the start line early is not important --- IT IS ABSOLUTELY CRITICAL ---Both Bavier (½ hr) and Melges (1hr) say if you are not out there in the period they prefer that you are history in that race.

What do these very successful people do prior to the start?

All select the suitable sails for the day if racing in fleets where various headsails are possible; and having done that, then tune the mainsail for the conditions when on the wind. Some do this with no headsail first. Others say that tuning the main without a headsail is a waste of time. When tuning the main you look at and adjust:-

- \* Mast rake if that is allowed in the class rules.
- \* Clew outhaul.
- \* Cunningham eye and or main halyard tension.
- \* Back stay and runner and checkstay tension.
- \* Traveller position and main sheet tension.
- \* Boom vang setting.
- \* Main leech cord.

Then the jib is tuned by checking :-

- \* Jib halyard tension, and/or Jib Cunningham eye if fitted.
- \* Jib sheet block track positions and Barber hauler.
- \* Jib sheet tension.
- \* Jib leech cord.

Interestingly they all say to start out with accepted class settings but as long as you have your own set up for pointing and powering known, then settle down for a few tacks and tune for your indicators ----- your leech ribbons and sail tufts.

Colgate and Twiname stress that once the jib sheet block position is fixed about right the interaction between that position and the leech cord ten-

sion is very important

The jib sheet hand on Dennis Connor’s Etchell says he is often asked to ease the jib sheet by “about 3/8”; “and that at first he scorned that as grandstanding by Connor, but when he watched instruments he saw an increase of sometimes up to ½ knot”

Having tuned the working suit, two or three authors also recommended going off the wind and setting the spinnaker, and dropping it to ensure the first set on the race course went up with out a hitch.

Having got the sails set up, the course is then examined to determine the favoured side of the beat. Is there more or less wind on one side? Perhaps a shifting breeze favouring one side? There may be a current or tide running along a shore or out of a harbour that offers an advantage to one side of the beat. Twiname, who sailed a lot in English tidal waters always recommended getting the tide on the lee bow on the second tack ( which he considered the critical tack) to push him up to windward, and allow him to foot yet still get up wind effectively.

After you have made your decision on a favoured side, by now the race committee will have laid the line and you can decide which the favoured end of the start line.

If there is no compass aboard, luff up in the middle of the line and when pointing head to wind look towards both ends. If you are pointing more towards the boat end, then that is the favoured end and visa versa for the pin end. ( Leonard).

If you have a compass sail down the line or parallel to it on starboard and note the bearing. Then luff head to wind and take a bearing again. If the head to wind course is less than 90 deg. greater than the course you read sailing down the line the pin end is favoured, and visa versa (Leonard again)

The following from Leonard is interesting also:-

1. It is important for novice sailors to find a clear, comfortable spot on the starting line. Before the start groups of boats typically sail back and forth just below the line. If you aren’t careful you can get trapped between boats, and this will dictate that you approach the line caught up in this group - not a good place to be. When you sense that you are being surrounded try to tack or gybe to get to a spot with clear air.

2. Once you have found a less populated spot make sure you have enough space so that you can accelerate to top speed before you hit the line. Be careful not to set up too close to the line but re-

member that it takes time to get your boat up to speed. On most boats if you set up three or four boat lengths from the line with 40 secs. to go you should have adequate distance to sheet in and accelerate to full speed before you the gun goes off.(Note that Leonard sails faster boats than we do, and one or two boat lengths may be substituted for his three or four)

See you on the start line

## *Mainsails*

### **PRACTICAL COMMONSENSE ON MAIN-SAILS**

#### **WHAT, HOW, WHY& WHEN ( 4 of Kiplings serving men!!!)**

This tirade starts off with an extract from one of the poems of Nobel Laureate Rudyard Kipling and is about shaping your mainsail. The verse from his poem is one the Raver used to quote a lot in another life when he had a real job. He found it very useful.

“I keep six faithful serving men  
Who teach me well and true  
Their names are **What** and **Where** and **When**  
And **How** and **Why** and **Who**”

Lets consider the four serving men we will use - **WHAT**.

What strings do we pull to control our mainsail?

They are :-

- . Mainsheet
- . Clew outhaul
- . Traveller control
- . Main halyard
- . Cunningham Eye
- . Boom vang
- . Leechcord

The second serving man is **WHEN** do we pull them

The answer is --- all the time we are sailing. During the sail, be it racing or cruising as we adjust the sail shape to suit course, wind and wave conditions, but most intensively so when first tuning the sail after hoisting it.

The third serving man is **HOW** do we pull them

And the answers are in the following notes condensed from expert sailor authors. The Raver believes if you are one of the few in the Club who read these notes, and one of the even fewer who practice something of what these very successful great sailors say in the articles from which these notes have been compiled you will find the following:-

You will enjoy sailing and racing more

You will heel less in heavier conditions

You will sail faster in all conditions

You will get more out of your sails no matter what condition they may be in.

As for **WHY**, very simply put, it is to achieve 1,2,3,4 above by observing our sail shaping indicators. i.e. wool tufts and leech ribbons. Which will tell us when the sail is working the way we want.

The following notes are extracted and condensed from articles in BEST of SAIL TRIM by Steve Falk, and from DESTINATION ONE DESIGN by David Flynn of Quantum Sails.

Now having got over the legal aspects of quoting these sources, Lets get in to it.

#### Mainsail Controls and Sail shape Adjustment Mostly The Mainsheet and the Boom Vang (Steve Falk BEST of SAIL TRIM)

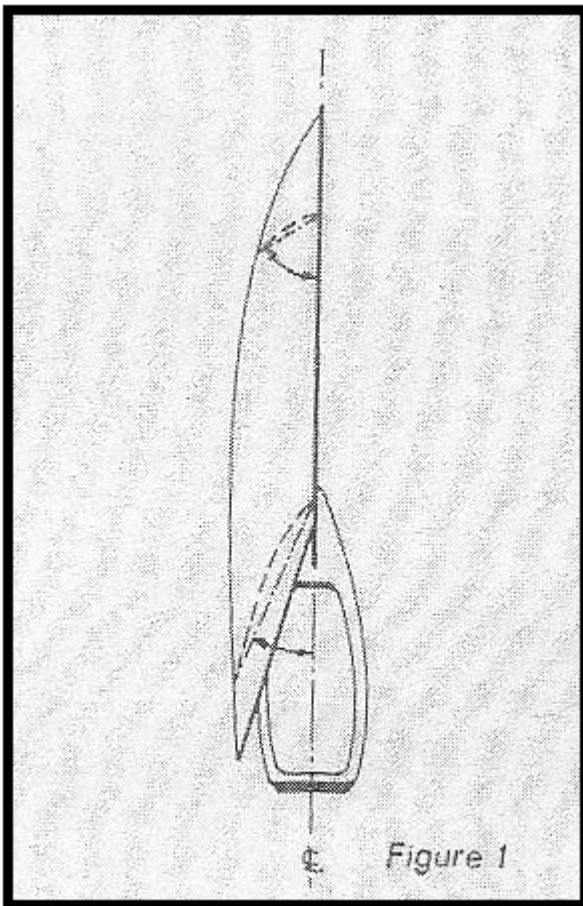
The main sheet does much more than just control the angle of the sail with respect to the boats centerline . It also exerts critical downward pressure which can alter the shape of the sail. Two somewhat related changes of shape can be induced by changing both the pressure of the mainsheet and its position with respect to the boom. **See Fig 1** for an illustration of “twist”..

Clearly **if we can control and change the degree of twist** we can change the shape of the sail; and the shape of the sail will affect how we sail including how much we heel. Beginning sailors in places like San Francisco Bay where it seldom blows below ten knots, and often much more, allow their boats to heel too much and become fearful of capsizing, and sail slowly because they are heeling too much and become discouraged and only sail in very light weather and even travel to places like San Diego and LA seeking lighter conditions. Some even give up because of being fearful when sailing instead of learning to control the heeling by adjusting the shape of their sail.

A second element of sail shape we can change with the mainsheet is the curve of the leech. As we sheet in the main the downward pressure on the clew of the mainsail tightens the leech and causes it to cup or hook to windward. Conversely as we ease the mainsheet the leech will loosen and sag off to leeward.

Generally speaking when beating you want the sail to be as close to the centerline as

*(Continued on page 5)*



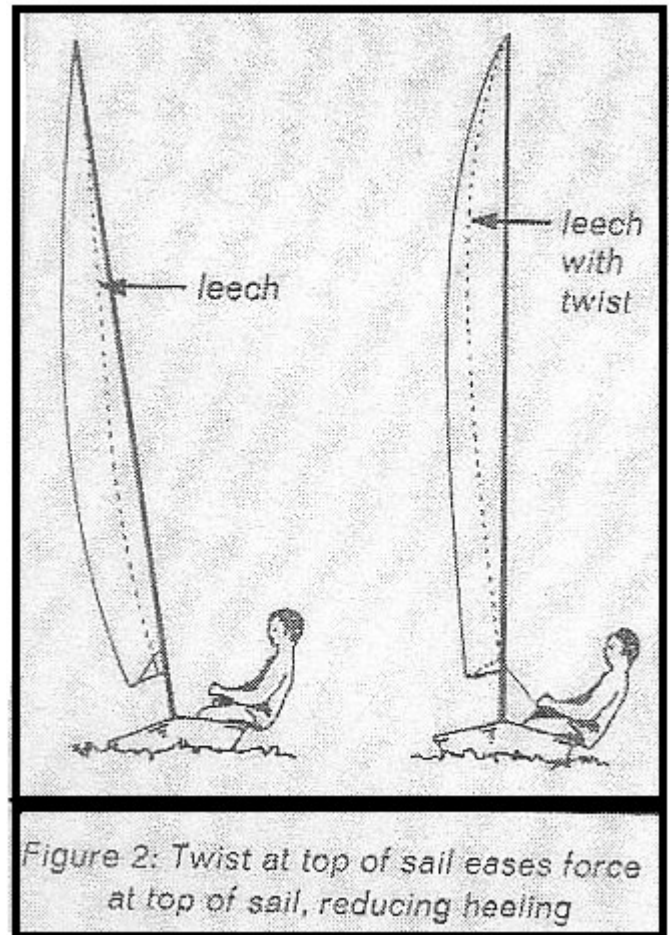
possible without losing drive. For the mainsail on most boats that means aligning the boom parallel to the centerline of the boat.

When going up wind in smooth conditions you can use all the power you can get out of the sails. **Then you minimize twist.** As the wind strength increases and the boat heels more than you can control by hiking or sitting your crew on the rail, you will want to increase twist to reduce the force on the top part of the sail. This will allow the boat to sail more upright. **See Fig 2.** The figure is drawn for a dinghy but is equally applicable to a keel yacht.

As the wind blows harder up to a point where you are heeling too much you must let the leech open even more and then readjust the traveller so that the lower batten lines up with the boom. Then ease the vang to let the boom rise and you will heel less because the sail has twisted off.

When reaching and running you will rarely have more sail than you can handle unless you are using a spinnaker; but that's material for another article. Therefore we minimize twist when running, by making sure the vang is down hard.

Now that we have established our sail shape principles, let's see how we can best achieve them. If we have a traveller under the boom which allows the



main sheet to be adjusted laterally it will be of great use also. Thankfully this position of the traveller is almost universal now and allows much greater and easier control of sail shape than the older designs with transom hawses or in some cases blocks on the quarters with double ended mainsheets. With such a conveniently placed traveller we can use it to position the boom along the centre line or to windward or leeward and control the twist in the sail with vang and mainsheet tension, using the vang to control how much the boom rises when we ease the mainsheet, once we have positioned the boom laterally in the position we want, with the traveller

In light to middling airs we must at all costs avoid the leech hooking. We do this by pulling the traveller to windward and bringing the boom back to the centerline by easing the mainsheet. In these conditions a batten at the top of the sail will be falling off just a touch to leeward; a middle batten should be parallel to the centre line, and the bottom batten would be perhaps just, and I mean just, pointing up to windward.

#### **Now for another sailor on the same theme.**

Flynn in his writings stresses twist of the mainsail as being important and has this to say on the subject :-

(Continued from page 5)

Technically, twist is “the change in the angle of attack from the bottom of the sail to the top.” Twist is necessitated by the changing speed of the wind, hence changing angle relative to the boat, as the wind moves up away from the water. The drag induced by the water slows the wind near the surface, shifting it relatively further forward by comparison with the faster flowing wind further aloft. This effect is exaggerated at lower wind speeds. In the real world, it means that the leech of a sail must open up to some degree as we move from bottom to top.

In mechanical terms any time the distance between the clew and the head is shortened, (easing the mainsheet or boom vang or both), twist is increased because the boom rises. The same length of fabric is now strung between two points that are closer together, so the leech of the sail opens up. Conversely, pull down on the clew by heaving on the boom vang and or main, and twist is reduced, closing off and rounding up the leech. A tight, round leech creates power and forces the boat to point, but can also cause airflow to stall, (which you will see from your leech ribbons), or overpower the boat (create too much helm and heel). A twisted leech profile promotes airflow in light air when it is hard to get air to stay attached, and in heavy air, the flatter, more open sections depower the sail and help keep the boat on her feet and more upright.

In general terms, you can think of mainsail twist in three modes. In light air use extra twist and an open leech to promote attached flow and aid in acceleration. The top batten will be open, pointing three to ten degrees to leeward from where the boom is pointing, and the top telltale should flow aft. Sail shape in light air will be full, so it is important to keep the leech open and twisted to keep the sail from stalling. Position the boom on the centerline with the traveller, once twist is set, for maximum power and pointing.

In medium conditions the boat should be moving well, so leech tension can be increased and twist reduced. This will force pointing. Overall sail shape will be flatter, so there is less danger of stall, and if the boat is up to speed, it is okay to reduce twist to the point at which the top telltale just stalls (disappears behind the leech). The traveller will drop so that the boom doesn't get above centerline, and it will be lowered further to control heel as necessary. Using the traveller to control helm and heel in moderate conditions allows the mainsheet to be adjusted to use twist to balance speed versus pointing.

In heavy air, control of heel is paramount. More twist will help keep the boat upright. The boat will

typically have to sail at wider angles (foot) to have the power necessary to blast through waves and this will generate more heel. In smooth water, the helmsperson can “feather” more, or let the inside telltales lift in puffs. The overall sail shape will be as flat as possible which will also help induce twist and open the leech. The traveller, which is great for fine tuning balance in moderate conditions, usually does not provide enough gross change to handle big puffs, so twisting the entire sail with the mainsheet works best. I typically pull the traveller up a couple of feet above the leeward coaming and play the sheet to control heel. In windy conditions, use the boom vang to help augment the mainsheet.

On a moment-to-moment basis, the game is simple, the mainsail trimmer is constantly trying to reduce twist (trim harder), as long as the boat is up the speed and heel is under control. The goal is to point as much as speed and helm allow.

So there you have it GO TWISTING AND GO FLATTER AND FASTER.



**@ HOME PLUMBING**

**I ARRIVE ON TIME!**

**CLINT TRELOAR**  
**MOB: 0419 003 286**  
**A/Hrs: 9774 3547**

Peter Green  
Craftsman Sailmaker  
Established 1971



15A Patrick Court,  
Seaford, 3198  
Phone: 9773 5094  
Mobile: 0419 006 398  
Email: pgsails@relax.com.au

# Trailables

## Heat 4 26th October

An adverse weather forecast saw only Rocky and Mike in Magic Bus and Bushranger at an almost deserted ramp and the rescue boats secured in Fort Knox. So nothing happened. Nothing will happen next week either as our people are saving up to blow their money on the nags. An addiction which your scribe does not suffer.

## CUP DAY CRUISE

While the rest of Melbourne was besotted by horseflesh and Flemington fashions, and later abstinence pledges taken in a somewhat sorry state, some of us decided to forsake the conventional wisdom and set out on a cruise to Daveys Bay.

The weather was kind and the brilliant Eskimo with Ian and Kathryn conscripting Christopher and Carol to show them how the Bushrangers' nemesis was sailed was joined by another Careel 22 Freestyle sailed by David Lewis and daughter Ruth. That very pretty boat Blue Angel and the almost as pretty Indulgence completed the fleet. That angelic pair Helen and Michael had press ganged Helen's parents Kevin and Linda to get Kevin away from his project of restoring a motor vessel, while Indulgence was crewed as usual by Commodore Steve and Narelle.

Eskimo was the second last to leave the river, and revelled in the conditions with a good wind close-hauled on port until a wind shift just off the Seaford Pier mandated a tack to lay the bay on starboard, pick up a mooring and await the arrival of the others. She was the only one to arrive under sail at Daveys Bay, as the remainder of the fleet were becalmed and used the iron topsails to arrive and raft up alongside the yella terra.

While there, a sweep on the Cup was conducted with everyone drawing two horses. Blue Angel proved the luckiest boat with both Michael and Linda drawing scratched horses, yet their other horses paid off 1<sup>st</sup> and 2<sup>nd</sup> respectively, and the prize for last was won by Kevin. Carol on Eskimo collected the prize for third.

It was a brisk run home after leaving the mooring at 4.30 and Cruising trophies were awarded; with Freestyle receiving a coffee plunger for her efforts in being the only boat not on the CSC register; and Indulgence a wine and pack for persisting under sail and scorning the outboard motor until inevitable.

## Editorial

While the weather has been less than entrancing on some days so far this season, and forecasts ominous at times, at least the ramps have been not as crowded as has been the case in previous seasons when the snapper were running. We have to address the problem of fewer boats starting than seems reasonable for a register of 13 yachts.

## Heat 5 9th November

Despite the forecast which promised breezes up to 15 knots only the lightest of zephyrs were stirring the waters of Port Philip as we launched. Luckily the promise of 15knots of breeze meant that the ramps were not impossibly crowded, albeit crowded. The work at the ramps is in grave danger of overtaking the Mordialloc Bridge widening as Australia's longest Engineering project. Adrian from Small Change with Rob working had pinched Lloyd from Chad who was at home swooning over his new born charmer Chelsey, and later Ian organized a pier head jump by Ian Humphrey to get him sailing, while Bushranger with Rear Commodore Doc absent in the Sunshine State, and Michael in the Western District at a wedding, had Lynn one of our recruits from the Harvest Festival, and Kathryn as our visiting expert from Eskimo while Ian was on duty at the Club. These two kept Kevin on his toes all day. The Queen of the Fleet resplendent as a lily in the field Blue Angel, Merindah, with Glenn and Debbie and children and another, and the shorthanded Bitter Sweet constituted the five starters. That latter vessel missing her usual skipper Eric, was helmed by Mark Madler-Edwards and crewed by her usual foredeck boss Ron Yeo. Magic Bus with "It's me back doc!" cry of Rusty was not there to get another great start and again there was no sign of Asgard and Frodo.

Prior to the start on board Bushranger the keen eyed Lynn had noticed by the colour of the water, that although there was not much in it, the current was again running in a northerly set, as it has been these last several weeks, and standing up on the deck it seemed the deal would be to go left, but not at first. because of the current. Adrian and crew in Small Change and Bushranger, in under 5knots of SW with a clear sky had worked a fair distance from the start while tuning up and heard Commodore Steve and duty crew on radio, saying they would start in 15 minutes! So on with the propellers to get back to the vicinity of the starting line where the more prudent Blue Angel was already sizing things up, while Bitter Sweet was too late out of the creek to do any pre race tuning. At the starting signal Small Change was on the line

towards the pin end on port and moving nicely while the dullard steering Bushranger had her almost on the line after a hasty gybe to eat up unnecessary seconds and absolutely motionless at the start with Blue Angel to windward crossing ahead of her as the breeze swung to increasingly favour the port end. Clearly the information on starting in these recent Ravings was in the winsome nut of the Blue Angel's helmslady. Bushranger kept looking for the wind on the water to the left and tacked to starboard well astern of the leading Small Change as soon as those aboard reckoned we were out of the adverse shore hugging current. This proved advantageous as the breeze continued to swing south and she was to lead at the windward mark followed by Small Change and Bitter Sweet then Blue Angel who was having rudder troubles, and Merindah. On the first reach Bushranger had the pole on the forestay and just laid the wing mark to gybe for the next leg with the breeze on the quarter and the pole well away from the forestay. Small Change mean while thinking about the spinnaker had managed to get the kite halyard to the masthead and so did not carry the extra on either reach. Mark and Ron onboard Bitter Sweet rounded the windward mark ahead of Blue Angel and Merindah. The breeze swung to the south and places remained unchanged with Small Change carrying her spinnaker on the headsail halyard when possible. On CBH Places were Bushranger, Small Change & Bitter Sweet; while on Performance handicap they were Small Change, Bushranger & Bitter Sweet.

#### Editorial

	CBH	PLACE	HCP	PLACE
CAPTAIN MOONLITE	DUTY		DUTY	
BUSHRANGER VI	97.288	<b>1</b>	91.536	<b>2</b>
ESKIMO	DUTY		DUTY	
AQUILLA	DNC	<b>13</b>	DNC	<b>13</b>
DEVO DAVID	DUTY		DUTY	
BITTER SWEET	119.92	<b>3</b>	97.736	<b>3</b>
FRODO	DNC	<b>13</b>	DNC	<b>13</b>
INDULGENCE	DUTY		DUTY	
MAGIC BUS	DNC	<b>13</b>	DNC	<b>13</b>
MERINDAH	DNF	<b>6</b>	DNF	<b>6</b>
CASPER	DNC	<b>13</b>	DNC	<b>13</b>
BLUE ANGEL	130.488	<b>4</b>	108.928	<b>4</b>
SMALL CHANGE	99.944	<b>2</b>	88.512	<b>1</b>
ASGUARD	DNC	<b>13</b>	DNC	<b>13</b>

	Lap 1	Corr Time	Pos	Lap 2	Corr Time	Pos
Eskimo	54.81	37.27	<b>1</b>	91.45	62.19	<b>1</b>
Captain Moonlite	57.73	40.41	<b>3</b>	90.11	63.08	<b>3</b>
Small Change	59.62	39.35	<b>2</b>	95.02	62.71	<b>2</b>
Indulgence	76.24	44.98	<b>4</b>	117.5	69.37	<b>4</b>
Bitter Sweet	80.28	48.17	<b>6</b>	120.6	72.39	<b>6</b>
Casper	80.66	47.59	<b>5</b>	118.7	70.08	<b>5</b>
Merindah	100.9	59.57	<b>7</b>			

The learn to sail course continues and next Wednesday will be our last session of Chalk and Talk for the November course, but we have a commitment to give them two more on the water sessions. We do need your help in this. It should not require saying but the best help we can get from any member, Trailable or Off the Beach, is to come to the Club and sail your boat with us. The Raver is only too aware of how pressing family and business commitments can be, but there are very real reasons why we need your help now to demonstrate that CSC is a vibrant and growing Club to which people feel committed. If you have crew or other difficulties which prevent you sailing at our Club contact us, and you may be surprised at how readily we can solve your problems.

#### Heat 6 November 16th

The day dawned as it always does. This particular one did so in a manner which said we would take the Learn to Sail people out on the river. It was not ideal, but all the Raver has spoken to were delighted and some talent is emerging. We have one very experienced parent of a class member who has built a lovely clinker sailing dinghy which is testament to his skill and sailing experience. He brought his boat along. There are others who could be suitable crew members for trailable yachts.

The weather lightened to an afternoon breeze of 15-18 knots SW which saw No 2 headsails and in some cases reefs the order of the day. Six yachts faced the starter but not before Bushranger had a hairbreadth escape from a speeding powerboat with no one on the helm. Later her indolent and clumsy skipper slipped in the pre-race manoeuvres and regained his feet and stood upright, as dills do, as the boom sprung across in a gybe. This particular skipper has been knocked insensible in the past, (and some say has never recovered) and he again saw the stars as in the past KOs and then saw double all the way up the first beat. This begs the question. What is harder to beat than an Eskimo? Answer two Eskimos !!!

(Continued from page 8)

On the start signal it was a moot point as to whether Blue Angel or Eskimo had won the start but they were the front runners. In a play on words we gave it to the weather boat Blue Angel who had press ganged Steve McClelland to serve as crew. Eskimo with a pair of Careel 22 people on board was at the pin end and cleared out and was never again headed. Indulgence got her act together and was the first of the 18 footers to the windward mark but on completion of the first triangle had been overtaken by Bitter Sweet. Meanwhile Small Change who was somewhere due west of Chelsea at the start was settling down to catch the other starters. Was Adrian transfixed at sailing with an all girl crew, as Kathryn and Erin had walked the plank to serve on his yacht for the day? It was a little too hard, and a little too tight for spinnaker on the reaches but on the proud run Bushranger discovered several new ways of delaying and entangling a spinnaker set. The table below shows how places changed in the 18footers during the race. Eventually Small Change arrived on the race course but could not overcome the deficit of her late start.

As the table below shows CBH places were Eskimo, Indulgence & Bushranger and Performance Handicap order was Indulgence, Bitter Sweet & Eskimo

	Lap 1	Corr Time	Pos	Lap 2	Corr Time	Pos
Eskimo	38.30	26.04	1	70.85	48.18	1
Bitter Sweet	47.16	28.30	2	91.75	55.05	4
Bushranger	40.99	28.69	3	74.45	52.12	3
Indulgence	49.12	28.98	4	88.24	52.06	2
Blue Angel	51.30	30.27	5	102.1	60.23	5
Small Change	61.10	40.33	6	95.42	62.98	6

**Jacinta's Image-ination**  
 Dip. of Visual Arts (New Media)  
 mob. 0411 790 554  
 photo@jacintaimage.com.au  
 www.jacintaimage.com.au

photography

# IAN PARK MOTORS

THE SERVICE CENTRE

601 Chandler Road, Keysborough VIC 3173  
 Tel: (03) 9706-3014  
 Fax: (03) 9701-5200  
 E-mail: ianparkmotors@optusnet.com.au

	CBH	PLACE	HCP	PLACE
CAPTAIN MOONLITE	DUTY		DUTY	
BUSHRANGER VI	82.1	3	78.7	5
ESKIMO	76.0	1	75.8	3
AQUILLA	DNC	13	DNC	13
DEVO DAVID	DNS	9	DNS	9
BITTER SWEET	88.1	4	70.7	2
FRODO	DNC	13	DNC	13
INDULGENCE	81.9	2	66.3	1
MAGIC BUS	DNC	13	DNC	13
MERINDAH	DNS	9	DNS	9
CASPER	DUTY		DUTY	
BLUE ANGEL	94.7	6	76.1	4
SMALL CHANGE	91.7	5	84.8	6
ASGARD	DNC	13	DNC	13

## Effort of the Month

(Continued from page 12)

The editor of Round The Buoys appreciates the many letters of thanks received.

Club members knowing that the editor is not high on censorship have expressed there appreciation of publishing in an A4 format after hearing of the attempts of a helmswoman wanting to publish a photo.

This helmswoman was wishing to show the bruise she received to her left cheek when racing. Apparently it was the size of her hand and as black as soot.

The photo did not arrive for publication as the A4 format is not wide enough for butt shot.

Carrum Sailing Club is proud to present its annual

# Christmas Party &

End of Season Break Up

Sunday 14<sup>th</sup> December  
(Last Day of Sailing)

5.30pm ... Special Visitor arriving at 6pm

Dinner will be catered  
– Costs will be kept to a minimum

Parents with Children please see Helen or Ian before the night.

Please bring a donation for a Christmas Raffle

Please RSVP by Sunday 30<sup>th</sup> November to help us plan for catering  
on the sign up sheet, by calling Helen 8711 3027 or email  
[mruhsam@optusnet.com.au](mailto:mruhsam@optusnet.com.au)

**Hope to see you all there!**

## Sponsors Page

We are proud to have the following businesses sponsoring our Club

**t o m s • c a p  
vineyard**

320 Lays Road  
Carrajung Lower  
Gippsland Vic 3844  
Ph: 03 5194 2215



**Ray White**

REAL ESTATE

Address: Shop 4, 540 Main Street,  
Mordialloc 3195  
Phone: (03) 9586 7555  
Fax: (03) 9587 6144  
E-mail: mordialloc.vic@raywhite.com



**IAN'S DRIVING SCHOOL**  
**0402-855-671**

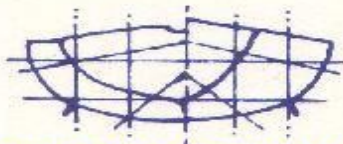


**Cambur Motors**

6-8 Wells Rd Seaford  
9786-6900



Sponsors of the Cambur Motors Challenge



**SMALL CRAFT DESIGN & SERVICES P/L**

29 PARNELL ST Tel/fax 03 9583 7711  
CHELTENHAM Tel 03 9585 4445  
VIC 3192 Mobile 0409 791 510

**.CUSTOM DESIGNS & STOCK PLANS FOR SAIL & POWER . SURVEY REPORTS . HALF MODELS**

**SOUTHERN  
MULTIHULLS**  
SANARK YACHTS FAST FLAT AND FUN  
MARK MADLER-EDWARDS  
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...**

<b>Contents</b>	
From The Rear	1
What's On	1
Beach Access	1
Off the Beach	2
Vice Squad News	2
More On Starting	3
Trailables	7
Sponsors	6,9,11
Effort of the Month	12

**Effort of the Month**



**Boys in Bic**

It was very pleasing to see children getting out on the water sailing at Carrum Sailing Club.

Recently Tim Robbins and Auster McClelland teamed up and sailed one of the club Bic 320's without direct instruction.

They started the race and did very well being at the line at start time and beating a couple of trailables across the line despite the trailable start being 5 minutes earlier.

Perhaps those trailable should talk to the boys to learn how to start.

**Coach Mike**

Thanks to Mike Robbins who got out in the Bic followed and coached beginners in the other Bic.

He came to sail his own boat but jumped in to help out.

Much appreciated Mike

**Thanks to the editor**

*(Continued on page 9)*