

◆ Round the Buoys ◆

January 2010



Eskimo at Longbeach challenge.

Changes to SI's

The Sailing Instructions have been altered for the Post Christmas series.

The Changes are:-

1. The start time will be at 1:00 pm
2. There will be an hour extra to finish if one boat completes the course within 2½ hours of the start
3. All boats will sail the same course.
4. All boats start at the same time

A copy of the new courses is included in this edition

Duty

February 7th

Beez Neez

February 14th

Eskimo

February 21th

Captain Moonlite

February 28th

Bitter Sweet & So Farr

March 14th

Bushranger

Australia Day

Sausage sizzle commences at midday.

Afternoon speed trials will be held for the Kingston Council Challenge, \$300 prize-money is available, for the fastest boat over the 2 mile reaching course

Members and their boats will also be required on Australia day to take people out for a short sail in front of the club.

What's On

January 26th

Australia Day

BBQ at club &

Aust Day Challenge trial

January 30th

Longbeach Challenge Ht 2

Twilight race

Start times per sternchaser

January 31st

Longbeach Challenge Ht 3

AM race round fixed marks

Heat 1 Post Christmas Series

February 7th

Cambur Motors Challenge

& Heat 2 Post Christmas Series

February 14th

Cambur Motors Challenge

& Heat 3 Post Christmas Series

February 21st

Cambur Motors Challenge

& Heat 4 Post Christmas Series

February 28th

Cambur Motors Challenge

& Heat 5 Post Christmas Series

March 6th

Marlay Point Overnight Race

Can we get 3 teams entered?

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Draughty Sydney-Hobart

David Bleazby, a member of this Club for many years, sailing Mirrors and a foundation member of the Trailerable Division with his Boomerang, crewed by himself, Sandra and their Labrador has retained contact with the Raver over the years and recently asked to be included in the Ravings circulation list, which was arranged. He has completed many ocean races in others yachts and his own yacht DEEP END now based at RMYC at St Kilda. He sent us this. if we wished to publish it and we seize on the opportunity as we had a blow out today.

A DRAUGHTY 50th SYDNEY HOBART.

Do you remember those blustery south westerly days when you have crashed your Pacer, Sabre (or in my case Mirror) through cold, vertical faced, grey waves over that sand bank just off the club. Remember wishing for more suitable, comfortable, "proper" sailing conditions. Don't ever underestimate the value of those small boat, rough water, skills that you have acquired from such conditions, perhaps even unconsciously. These skills can prove invaluable for safety of the boat on the one hand and perhaps prevent you dying of fear on the other. I refer specifically to the bigger boats on bigger water; like the Tasman for example.

Nine brave souls, five of whom were doing their first Sydney/Hobart, managed to maneuver the Olympus-40 'Bravado' out of the harbour without actually hitting any of the other 350 or so entrants and soon were close hauled south into a light south easterly. Night time found us totally becalmed. These, very slow, holiday like conditions prevailed for the first two days. Midday on day three somewhere off Eden, a strengthening warm northerly had Bravado surfing at 14 knots right on the rhum line. By 5 pm with 40 knots over the stern we now had the problem of how to get the kite down without broaching. We didn't find a way and the mega wipe out was both memorable and spectacular.

While Bravado lay on her side, and I tended a disinterested wheel, I observed an evil looking, slightly orange coloured cloud approaching rapidly from the west. The forecasted 35-40 knot south westerly change had the suddenness typical of Carrum in summer. This new, colder wind hit like a bomb blast as the crew were still clambering to clear the kite off the 45degree deck.

Now reefing became the new priority; frantic and urgent. Within minutes the wind gauge had jammed against the stop at 60 knots. Shortly after-

wards the masthead instruments blew away altogether. We were to learn later that other yachts in the vicinity lost their wind instruments at 85 knots.

Bravado's often derided 8.5 tonnes displacement, was now an asset as she tried to beat into the still strengthening wind with a 3rd reef in the main at 1 1/2 knots. The sea blew flat initially then appeared to boil. Foam flew from the waves and filled the air. The orange coloured cloud had descended like it was trying to swallow us up. The air seemed to be solid, wet and cold. Soon night fell and the waves began to build from the southwest; the size of houses and travelling at 20 knots. They grew much higher during the night but the only mercy the darkness shows is hiding the reality of the size and shape of the monsters.

The horrendous crashing of the yacht falling 6-7 meters off the backs of the waves, was fearful and made sleep impossible during the next few days until exhaustion provided a kind of fitful torpor. Some of the crashes were frightening and threatened the structure of the vessel forcing the helmsman to back off and reach momentarily along the tops of the worst waves, and then lower her as gently as possible down the dreadful steep slopes for the safety of the boat. At night this was somewhat more difficult to judge and several times we thought that surely Bravado could not possibly survive another crash.

The watch regime was changed to accommodate the horrendous conditions. Half hourly tricks on the helm facing the weather was as much as could be endured. Steering while squinting into drops of spray hitting the eyes like grapes fired from a gun was both cold and painful. The ordeal tended to make for anger and resentment at 'Hughey' with consequent aggressive driving up and over the evil grey green monsters. I can remember thinking "these are just like those at Carrum - only bigger" and I treated them accordingly, with annoyance and anger.

Moving around the boat was bruising and energy sapping. In the cockpit it was also very dangerous when the need arose to relocate safety harness clips to get on or off the helm. Below the normally simple act of going to the toilet became a major and exhausting physical challenge. Bravado was frequently airborne and the crash landings threw people out of bunks and clothing and equipment all over the boat. The smell of bodies, vomit, overflowed toilets and occasionally food was overpowering below, and brought several of the crew to even more severe sickness. Yet the cabin was relatively a lounge room compared with the conditions outside. Comforting was the knowledge that we were only 50 miles to leeward of Flinders Island and so the waves could

have been considerably worse.

The storm blew itself out three days later leaving Bravado almost totally becalmed in lovely weather off the beautiful Freycinet Peninsula, and we heard the report of 55 other yachts battered, bruised and recovering in the port of Eden.

I do think though that I prefer the sand bar at Carrum.

David Bleazby
3/96

Racing

Editorial

Last week decidedly in non-Julie weather we were right royally trounced by our friends from MMYC in the 1st Heat of the Long Beach challenge, so it behoves us to be there and sharpen our skills for the last weekend in January when MMYC will host the last two heats. Congratulations to MMYC for their performance and we will need a special effort to overhaul their lead when next we meet.

Heat 8—29/11/09 & Long Beach Challenge Heat 1

Preparing for the Noon start the crew aboard the committee vessel laid the leeward mark and were confronted with a Race Officers nightmare; a falling barometer, ominous Cumulo-nimbus starting to climb all round the horizon, almost no wind,

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and when it did stir did so in sudden changes both in velocity and direction. Just to add to the mix rain could be seen falling from the lowering cloud mass to the NW and the SE. Eventually they punted on a SW x S and weren't far wrong at least for a while, which in your scribe's opinion was a first class job of course laying in those trying conditions. While doubtless being pleased with their efforts both they and the fleet were about to be sorely tried, but being in the future at that stage this was unknown.

The starting signal saw a bias to the port end of a long line and sure enough Bitter Sweet was there as usual, and so was Bushranger, Blue Dolphin and Solitaire in a trailer to what the show ahead was to feature. There were local areas of little zephyrs, and other areas of zero wind on the start line and these four yachts found themselves in a no wind area, in addition to being in an adverse current, and so proceeded to watch the line recede from their bows as they tried to coax their lifeless tillers into some semblance of control with their boats dead in the water. Further up the line we could see others becalmed and others moving in what seemed to us a quite respectable speed. Eventually a breeze arrived from a confused sky and seascape, and the fleet followed the two large overdraft burdened Noalex 30s, to the windward mark (which is it as it should be with that size of investment.) Ruff Cut was astern of the leaders and these three set off on the tight reach without their extras followed by Captain Moonlite and Eskimo with the former unwisely opting for a spinnaker.

Some considerable time later Bushranger also in about the third mindless act of the afternoon by

A vertical advertisement for Redfire Lounge. The top part features the 'redfire.' logo in red and white, with 'lounge | restaurant | cafe' underneath. Below this is a dark grey box with the text 'RED FIRE LOUNGE' in red. Underneath that is the address: 'Shop 8 Starzone Karingal, 197 Karingal Drive Karingal 3199'. At the bottom are the phone and fax numbers: 'Ph 9789 4000, Fax 9789 4400', and the website and email: 'www.redfire.com.au, info@redfire.com.au'. On the right side, the 'redfire.' logo is repeated vertically in white.

(Continued from page 3)

her skipper also did so, and both these sisterships should have known better. Bushranger had rounded in company with the Austral 30 Moonlighting who was being sailed singlehanded. These two rounded the gybe mark together and set off on the reach along the beach. At the leeward mark the order was The two Mordy 30's, then Ruff Cut followed by Captain Moonlite inside an overlapped Eskimo at the mark. The skipper of the yellow vessel called for buoy room quite incorrectly as Eskimo was the burdened boat and required to give room. It has been said that the call was made to confuse the right of way Captain Moonlite, and this certainly seemed to happen as Eskimo romped away on the wind to the delight of the cunning Driving Instructor.

Much of the race sequence is lost in the feeble mind of your reporter, but there was rain enough to cause the tell tales and leech ribbons to stick to the sails and for one whose sailing is based on these indicators it was a difficult business to learn again to sail by the seat of one's pants. The single hander Moonlighting, and Bushranger followed the leaders around the leeward mark followed by Solitaire and Magic Bus and Casper led the 18s and others round the mark.

The breeze had continued to swing and it was very nearly a soldier's course to the windward mark for at least some of the time, and as we laboured upwind we were able to witness the setting of spinnakers by the leaders as they rounded for the "proud run" home. Ruff Cut showed her predecessors how to get the extra flying quickly, but the relaxed and lethargic process to get a spinnaker aloft for the run by the leading Noelex 30's, was wondrous to see in it's prolonged process, and saw the first hope rising in Carrum breasts that the Long Beach Challenge Trophy could be won back. Would walking frames on the foredeck of the Noelex 30's speed things up? (Despite this MMYC triumphed, so critics of this epistle may condemn your reporter!!!) At the end of the second lap at the leeward mark Quiksilver was just ahead of Silver Cloud by about a minute, and fellow MMYC boat Ruff Cut not far astern, then there was a long gap to Captain Moonlite followed by Eskimo, Bushranger and Moondancer in that order followed by Casper, Bitter Sweet who had made up ground and Indulgence. This order and the time recorded, does not reflect the conditions endured by all the fleet in a satisfactory manner however, as while some of the faster vessels were flying downwind in a gale of wind, the 18's were on the wind, blowing out sail cringles, reducing sail areas etc and generally having a ball. Depending

on where you were in the next period of time you would have observed a white mist on the water as the towering cumulous delivered their message which was WIND!! Some reefs were pulled in and headsails changed down or foregone, and the windward mark was reached albeit with some change of places, and the final two reaches endured or enjoyed depending on your position or your personality. There was ne'er a spinnaker to be seen.

Final places are as shown in the table below for our Heat 8.

November 8th	CORR TIME	PLACE	CORR TIME	PLACE
CAPTAIN MOONLITE	89.397	2	89.437	5
BUSHRANGER VI	95.886	5	94.845	7
BEEZ NEEZ	DNC	12		12
TIMPTATION	DUTY			
ESKIMO	86.312	1	92.312	6
BITTER SWEET	102.010	4	82.111	3
FRODO	DNC	12		12
ASGARD	DNC	12		12
TO BE SHORE	DNC	12		12
LOVE N WAR	DNC	12		12
INDULGENCE	98.630	6	83.846	4
MAGIC BUS	101.958	7	81.557	2
MERINDAH	DNC	12		12
CASPER	91.185	3	81.065	1

Long Beach Challenge Heat 1

This has been described in the foregoing epistle, and was conducted concurrently with the description of the Long Beach Thing It was our penultimate Pre Christmas Heat. Due to the painstaking diligence of the duty crew in the tower, we have not only places, but times at each lap to record your triumph, or shame, on a most difficult day. Congratulations to all who sailed and especial congratulations to the duty crew who your reporter believes performed beyond the call of duty in most trying conditions.

The times both on CBH and PBH are recorded and corrected for each lap.

While we are still awaiting info on CBH and PBH for Solitaire and Moonlighting neither will affect the result

Congratulations to MMYC

They lead the series that is now calculated on the best three from each club on PBH 6-15 pts

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Lap 1 CBH	CBH	Elapsed Time	Corrected Time	Place	Lap 2 CBH	CBH	Elapsed Time	Corrected Time	Place
QUIKSILVER	.825	44.45	36.671	1	QUIKSILVER	.825	70.05	57.791	1
ESKIMO	.680	55.05	37.434	2	SILVER CLOUD	.680	71.2	58.74	2
SILVER CLOUD	.825	46.56	38.412	3	RUFF CUT	.825	75.5	60.4	3
CAPTAIN MOONLITE	.700	55.01	38.507	4	CAPTAIN MOONLITE	.700	88.67	62.069	4
RUFF CUT	.800	48.64	38.912	5	CASPER	.800	106.85	63.041	5
MAGIC BUS	.590	69.66	41.099	6	ESKIMO	.590	93.5	63.58	6
CASPER	.590	71.39	42.12	7	BUSHRANGER	.590	95.18	66.625	7
BUSHRANGER	.700	61.23	42.861	8	MOONDANCER	.700	97.31	68.117	8
INDULGENCE	.590	74.48	43.943	9	MAGIC BUS	.590	118.13	69.696	9
MOONDANCER	.700	63.68	44.576	10	BITTER SWEET	.700	116.28	69.768	10
BITTER SWEET	.600	81.2	48.72	11	INDULGENCE	.600	122.64	72.357	11
BLUE DOLPHIN	.635	100.21	63.63	12	SOLITAIRE	.725	103.91	75.334	12
MOONLIGHTING	?	60.65	Awaiting info on "CBH"		BLUE DOLPHIN	.635	DNF		
SOLITAIRE	.725	70.85	51.366	13	MOONLIGHTING	?	DNF		
ALOUETTE	.600	DNF			ALOUETTE	.600	DNF		

Lap 1 Hcp	HCP	Elapsed Time	Corrected Time	Place	Lap 2 HCP	HCP	Elapsed Time	Corrected Time	Place
QUIKSILVER	.787	44.45	34.982	1	QUIKSILVER	.787	70.05	55.129	3
ESKIMO	.691	55.05	38.040	5	SILVER CLOUD	.760	71.2	54.112	1
SILVER CLOUD	.760	46.56	35.386	3	RUFF CUT	.727	75.5	54.889	2
CAPTAIN MOONLITE	.712	55.01	39.167	6	CAPTAIN MOONLITE	.712	88.67	63.133	6
RUFF CUT	.727	48.64	35.361	2	CASPER	.579	106.85	61.866	4
MAGIC BUS	.526	69.66	36.641	4	ESKIMO	.691	93.5	64.609	7
CASPER	.579	71.39	41.335	7	BUSHRANGER	.688	95.18	65.484	9
BUSHRANGER	.688	61.23	42.126	8	MOONDANCER	.677	97.31	65.879	10
INDULGENCE	.579	74.48	43.124	10	MAGIC BUS	.526	118.13	62.136	5
MOONDANCER	.677	63.68	43.111	9	BITTER SWEET	.557	116.28	64.768	8
BITTER SWEET	.557	81.2	45.228	11	INDULGENCE	.579	122.64	71.009	12
BLUE DOLPHIN	.567	100.21	56.819	13	SOLITAIRE	.652	103.91	67.749	11
MOONLIGHTING	?	60.65			BLUE DOLPHIN		DNF		
SOLITAIRE	.652	70.85	46.194	12	MOONLIGHTING		DNF		
ALOUETTE	.540	DNF			ALOUETTE		DNF		

(Continued from page 4)

We have the job ahead of us for the next two heats in late Jan.

Heat 9 06/12/09

This was to be our last point score Heat of the Pre Christmas Season and seven yachts were on the line in a postponed start which proceeded only after Rocky the starter had whistled up a breeze, any breeze, was his wish, and that's what he got a 3knot SE on a W Course!!! It was enough to get us away

with the breeze just far enough aft to allow for a shy spinnaker Bushranger and Beez Neez were at the boat end, and both set spinnakers quickly. Down the line a bit Captain Moonlite, who had borrowed the old spinnaker of Bushranger to assess a starcut spinnaker, set that blue and white one too--- but sideways -- with the sheet attached to the head; a cause of much hilarity on board the leader of the trailables, as she followed Josh in his Paper Tiger. Although

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RESULT CBH	CBH	Elapsed Time	Corrected Time	Place
QUIKSILVER	.825	103.11	85.066	1
ESKIMO	.680	126.93	86.312	2
SILVER CLOUD	.825	104.7	86.378	3
RUFF CUT	.800	109.6	87.680	4
CAPTAIN MOONLITE	.700	127.71	89.397	5
CASPER	.590	154.55	91.185	6
MOONDANCER	.700	131.94	92.358	7
BITTER SWEET	.600	159.39	95.634	8
BUSHRANGER	.700	136.98	95.886	9
INDULGENCE	.590	167.17	98.630	10
MAGIC BUS	.590	172.81	101.958	11
SOLITAIRE	.725	DNF		
BLUE DOLPHIN	.635	DNF		
MOONLIGHTING	?	DNF		
ALOUETTE	.600	DNF		

RESULT HCP	HCP	Elapsed Time	Corrected Time	Place	Points
SILVER CLOUD	.760	104.7	79.572	1	1
RUFF CUT	.727	109.6	79.679	2	2
QUIKSILVER	.787	103.11	81.148	3	3
ESKIMO	.691	126.93	87.709	4	4
BITTER SWEET	.557	159.39	88.780	5	5
MOONDANCER	.677	131.94	89.323	6	
CASPER	.579	154.55	89.484	7	6
MAGIC BUS	.526	172.81	90.898	8	
CAPTAIN MOONLITE	.712	127.71	90.930	9	
BUSHRANGER	.688	136.98	94.242	10	
INDULGENCE	.579	167.17	96.791	11	
SOLITAIRE	.652	DNF			
BLUE DOLPHIN	.567	DNF			
MOONLIGHTING		DNF			
ALOUETTE	.540	DNF			

those aboard the royal blue boat saw Josh get set down on the mark by the strong current set, and carry out a 360 deg penalty turn, it did not register on their minds-- of which more later. The fleet settled down on a beat with lots of knocks and lifts to a wing mark laid a long way towards Frankston it seemed. Bushranger led round the mark and set a kite running back to the Club at the leeward mark Doc, Kevin and Peter performed the perfect spinnaker gybe without collapsing the spinnaker. The order and times

around the leeward mark are shown in the lap times table which follows the race table. On board Bushranger failure to note the cause of Josh's penalty turn exacted the same penalty turn from her, and for the second time this season she not only hit the mark but became entangled with it. The ensuing struggle to free their boat from the clutches of the current and the mark and then carry out the penalty turn left her skipper in a stupor as Captain Moonlite with better trimmed sails over hauled her on the reach home and rounded the leeward mark wearing a shorten course S with Bushranger unable to claim an overlap. As we passed the shorten course signal we were convinced we could have completed the course and of course were determined to overhaul our tormentor on the final triangle.

The Raver remarked that a shorten course signal at the leeward mark should be a last resort and that the 18s would no doubt have been confused by it. And so it proved, as Bitter Sweet was confused enough to finish incorrectly.

November 8th	CORR TIME	PLACE	CORR TIME	PLACE
CAPTAIN MOONLITE	13.580	1	13.822	2
BUSHRANGER VI	13.594	2	13.041	1
BEEZ NEEZ	16.029	4	13.879	3
TIMPTATION	16.988	5	14.184	4
ESKIMO	14.144	3	15.055	5
BITTER SWEET	24.200	7	20.341	7
FRODO	DNC	12		12
ASGARD	DNC	12		12
TO BE SHORE	DUTY	6		6
LOVE N WAR	DNC	12		12
INDULGENCE	DNC	12		12
MAGIC BUS	DUTY	6		3
MERINDAH	DNC	12		12
CASPER	18.093	6	16.395	6

This was the last Heat for the Pre Christmas Series and again our stalwart Ian and crew in Eskimo have triumphed on count back from Captain Moonlite and Bushranger in the CBH stakes, while CASPER took out the PBH honours from Bitter Sweet who relegated Bushranger to third on another tie back.

Congratulations to Eskimo and Captain Moonlite who are the trophy winners in CBH results while in PBH the trophies go to Casper and Bitter Sweet.

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Effort of the Month

Continued

	Corr Time Mark	Place	Corr Time Mark 2	Place	Corr Time Mark 3	Place
BUSHRANGER VI	0.700	14.30 1	37.14 1	48.30 1		
CAPTAIN MOONLITE	0.700	15.51 2	38.21 2	51.10 2		
CASPER	0.590	17.72 5	41.30 3	53.69 3		
ESKIMO	0.680	16.43 4	42.16 4	54.40 4		
BITTER SWEET	0.600	20.43 6	45.60 5	0.00 8		
JOSH	0.788	16.10 3	46.13 6	61.46 5		
BEEZ NEEZ	0.685	21.32 7	50.69 7	61.65 6		
TIMPTATION	0.685	24.90 8	55.49 8	65.76 7		

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The tables below gives the full results

TRAILABLES	CBH				PBH			
	PTS	DIS-CARD	SCORE		PTS	DIS-CARD	SCORE	
CAPTAIN MOONLITE	21	14	7	2	39	19	20	*
BUSHRANGER VI	27	17	10	3	32	18	13	3
BEEZ NEEZ	55	24	31	9	50	24	26	5
TIMPTATION	52	24	28	8	51	24	27	6
ESKIMO	31	24	7	1	47	24	23	*
BITTER SWEET	32	15	17	5	28	15	13	2
FRODO	85	25	60	=13	85	25	60	=11
ASGARD	69	25	44	11	70	25	45	9
TO BE SHORE	51	24	27	7	53	24	29	7
LOVE N WAR	72	24	48	12	71	24	47	10
INDULGENCE	61	24	37	10	57	24	33	8
MAGIC BUS	40	14	26	6	26	11	15	4
MERINDAH	86	26	60	=13	86	26	60	=11
CASPER	25	10	15	4	16	9	7	1

* Ineligible

Your scribe takes this opportunity to urge the Sailing Committee to consider three steps for the Post Christmas Season;-

. Instruct Race Officers to set smaller legs in courses on light days and if necessary to move marks during a race with appropriate signals to ensure all get a chance of completing a race

. All yachts to sail the same course.

. Extend the time limit and the extended time limit by 30 mins each.

Our objective should be to do everything we can to ensure the effort we all put in to get afloat is rewarded by completing the races in which we start.

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be so foolish.

Now Chris Flanagan is no budding politician for he was most specific when instructing the McClelland boys on the proper use of Captain Moonlite's "Pee Bucket". Was that 1 shake or 2?

Gone To Farr

Lyndon David has got rid of his Ultimate 18 in favour of a Farr 6000.

To the dismay of the Rear Commodore this means that the Ultimate is no longer clearly the largest class at Carrum.

Now Lyndon needs to be careful with his boat trading as the government may impose a Boat Trader Licence similar to the Motor car traders licence requiring a licence if you sell 5 cars a year. He must be getting close with his boats.

Round the buoys has been getting some suggestions for the naming of the boat.

It is suspected that Tracey submitted two saying that he had gone "To Farr" and was "Farr Out" of line with the purchase.

The editor however has adopted another name suggesting that as Lyndon likes the comforts of home on the latest edition "So Farr", including a TV he should watch it sitting in a "So Farr"

That name fills the Farr naming criteria two-fold.

Monthly Competition

Enter the competition (No cost) by replying with your answer to Ian Blencowe. The best entry gets their choice of drink from the bar.

This months competition

Put a name to Lyndon's boat for example

AfFARRble (That's Lyndon)

DufFARR (Lyndon again)

Empty CoffARRs (That's what these boats cause)

FARRmacy (He's got to be on drugs)

FARRcical (Lyndon's sailing)

Get the gist.

Last Months Winner (Dec 09) — Julie Park
Sailing instructions read

18.6 Personal buoyancy (as specified in Regulations) shall be worn at all times whilst afloat, whether racing or not. This changes RRS 40.

Look at the helmsman of Boat 56

2009-10 Post-Christmas Duty Roster

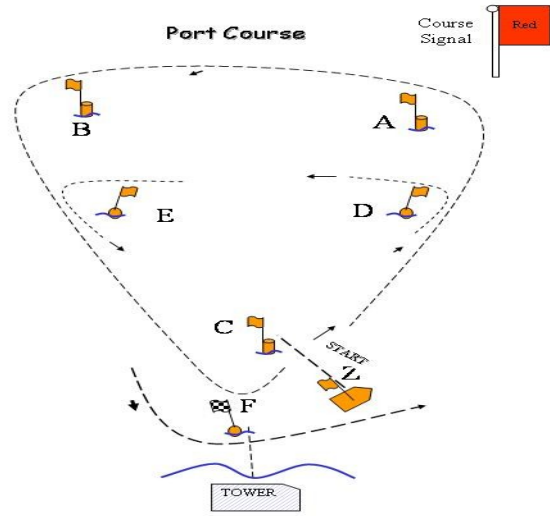
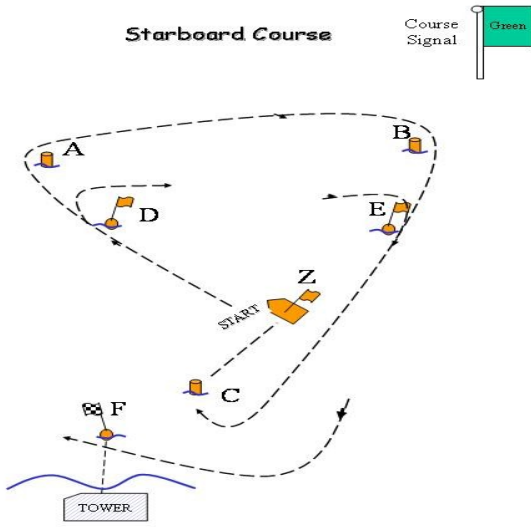
DATE	RACE OFFICER	COURSE BOAT	TOWER	TOWER ASSISTANT
FEBRUARY 7th	S McClelland	S McClelland H Ruhsam	M Ruhsam	A McClelland
FEBRUARY 14th	K Blencowe	K Blencowe E Dougherty	I Blencowe	
FEBRUARY 21th	L Dickman	C Flanagan C Flanagan	L Dickman	R Flanagan
FEBRUARY 28th	R Yeo	E Clark L David	R Yeo	H Clark
MARCH 14th	G Dougherty	R Cole K Norton	G Dougherty	
MARCH 21st	L Marks	L Marks W Doreian	C Hair	C Hair K Hair
MARCH 28th	N Skinner	N Skinner S Murphy	D Richards	L Richards
APRIL 11th	J Park	J Park I Park	Ja Park	M Park
APRIL 18th	L Deacon	L David G Deacon	L Deacon	
APRIL 25th	R Naughtin	R Naughtin G Faulkner	D Connolly	

POST CHRISTMAS 2009 – 2010
All Cadet Races Early Risers races Start time 10:00am: Finish time 11:30am
PM Racing Start 1:00

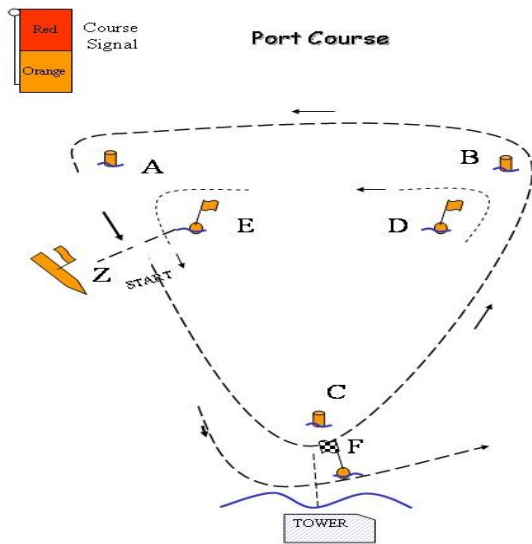
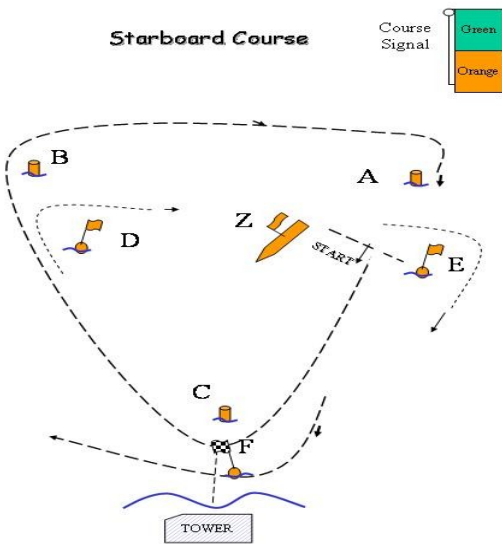
<u>Date</u>	<u>Morning</u>	<u>Activity</u>	<u>Afternoon</u>	<u>Afternoon</u>
January 24		<u>Pre-Australia Day clean up</u>		
January 26		<u>Australia Day at Car- rum Sailing Club</u>	Supply boats for try sailing programme, Kingston Challenge	
January 30		<u>Long Beach Challenge</u> <u>Stern chaser - Twilight</u> <u>Race</u> MMYC	Trailerable	Trailerable
January 31		<u>Long Beach Challenge</u> MMYC	Trailerable	Trailerable
February 07	Off The Beach Cambur Challenge		Trailerable	Trailerable
February 14	Off The Beach Cambur Challenge		Trailerable	Trailerable
February 21	Off The Beach Cambur Challenge		Trailerable	Trailerable
February 28	Off The Beach Cambur Challenge		Trailerable	Trailerable
March 6 - 8		Labour Day Weekend Marlay Point Over- night Race	Trailerable	Trailerable
March 14	Off The Beach Cambur Challenge		Trailerable	Trailerable
March 21	Off The Beach Cambur Challenge		Trailerable	Trailerable
March 28	Off The Beach Cambur Challenge		Trailerable	Trailerable
April 2 - 5		Easter		
April 11	Off The Beach Cambur Challenge		Trailerable	Trailerable
April 18	Off The Beach Cambur Challenge		Trailerable	Trailerable
April 25	Off The Beach Cambur Challenge		Trailerable	Trailerable
<u>May 2nd</u>			<u>WORKING BEE 10AM – 4PM</u>	
June 26th			PRESENTATION NIGHT	
July 23rd			ANNUAL GENERAL MEETING 8-00PM	

Appendix 1

CARRUM S.C – PM Courses for 2009 - 2010 – Triangular Courses



Yardstick	- START ABC AC ABC FINISH
CBH	- START ABC AC ABC FINISH



Yardstick	- START CBA CA CBA C FINISH
CBH	- START CBA CA CBA C FINISH

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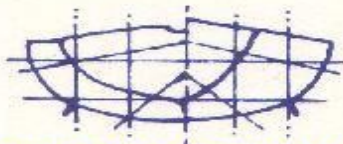


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In This Issue...

Effort of the Month



Trying to get out of duty

Rocky & Graham are suspected of trying to get out of having to do any future duty.

On December 6 they claimed to have trouble with the VHF radio in Carrum 2 so were given the hand held radio to use. And promptly lost it overboard

They set an excellent course , claiming it by fluke and then had a wind shift of 60 degrees.

They returned the boat with the outboard stuck on a very fast idle.

Guys it doesn't work that way.

You obviously need more practice . See the roster elsewhere in the newsletter

How many shakes

Our great bespectacled leader is quoted as saying "Fair shake of the sauce bottle, mate". Like all politicians he leave more questions than answers. Questions like how many shakes is a "fair shake"? Does the contents change the number of shakes. Most importantly does he have a mate? And if so who would

(Continued on page 7)