

# ◆ Round the Buoys ◆

July 2008

## Winter Sailing

### Editorial

While unusual family and personal commitments and the weather also have conspired to make things difficult for us all to race at the Club and at Mordy this winter we have a chance in what remains of the winter to pay a compliment to those who have turned up conscientiously so far, by turning up ourselves for as many of the races remaining in the bleak periods before the sun stays longer every day.

This Editor calls for a record of the names of all the persons who have raced during the combined winter series from both Clubs. At the

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## What's On

### July 27th

#### Learn to Sail

9:00 Take Learn to Sail participants out on bay or if not suitable on the river

### August 3rd

#### Learn to Sail

9:00 Take Learn to Sail participants out on bay or if not suitable on the river

#### Winter Racing

For those with **written exemption** from the **Commodore** 11:00 start at Mordialloc Motor Yacht Club.

### August 17th

#### Winter Racing

12:00 Start at Carrum Sailing

## By Email

In an attempt to reduce costs the treasurer of Carrum Sailing Club is requesting members to consider receiving their newsletters by email.

Ian Blencowe said "This has been tried before but was unsuccessful in that only one email address was used per family. This time I would like the email addresses of all members of the family. No-one will miss out on being informed that way."

"The hard copy will still be available for those who would prefer it."

If you wish to receive Round the Buoys by email all you need do is advise Ian by email of all addresses using **secretary@carrumsailingclub.com.au**.



When parking spots are hard to find.

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# Winter Sailing

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end of the winter Small Craft Design will present a trophy to whoever has started in the most races of the series. It will be a personal trophy, and not awarded to a yacht. So here is a chance for crews. If more than one person shares the highest total of winter races started from either Club they will all get a trophy.

We now need someone to keep a record of the names so far, and keep them up to date. Please do not select someone whose numeracy skills are so poor they are not allowed to serve behind the bar.

Many years ago your scribe sailed, in warmer climes admittedly, with a group which included all kinds of sailors ranging from Gold medallists at the Olympics down to relaxed and casual Club sailors. The challenge was put to us in an analysis session we had after every outing in the winter to tell all present what we had done wrong in preparing for the race and in the race itself. The ensuing discussion worked well and most of us were fairly honest too. The following summer the improvement was remarkable in most of us. Our leader was John Cuneo who went on to win a Gold in the Dragon class with Tom Anderson, another of the group as crew. Another participant, Tom's twin brother John, crewed for Dave Forbes in the Star Class and they also won Gold at the same Olympics. I have never forgotten the analysis at the end of our successful series of after race winter sessions which rated the most important thing as "Sails and How to Set Them" with the rider that unless you sailed a lot it was hard to know how to set your sails for best result in varying conditions. Subsequently I have noted if you sail once a month you will probably be half as good as the person who sails once a fortnight, and if you have the chance to sail more than once a week you will improve remarkably. Of course there is nothing new about this it is known in all fields of sport --- and it applies to anything --- especially study. We don't see overuse syndrome in the muscle between our ears!!!

## WINTER RACE 5 MMYC

The forecast was ominous and that and a complexity of duties in the home meant that our boasted increase in numbers, (otherwise known as the Careel rash), saw only one Careel 18

Magic Bus attempt to get to the 11 am start line from the Patterson River, while Eric and Mark launched Bitter Sweet at the Mordy ramp, passing under the somnolent activity represented by the bridge works at the creek to step the mast at the Island. Despite Rocky having misssmandic advice, nature conspired to ensure a very low tide and build up of sand on the bar due to the lack of recent dredging. In haste due to switching tow cars and other dramas, the mast was raised underway. This is a Careel practice which always reminds students of King Arthur's Round Table of ancient knights galloping toward the foe with lances leveled. Alas, the steed of the noble knight Sir Rocky dragged her tail on the sand bar resulting in a return to the river to do some panel beating on the rudder pintles. Thus, confident of being able to sit Magic Bus up due to the excess girth and mass of both aboard she set out to motor to Mordy, where Bitter Sweet was just about to start and a shouted exchange between the only two CSC starters informed Ian and Rocky of the course and they got the mainsail up and prepared to start.

Eric reports that it was easy to find the eastern end of the start line as it was the Mordialloc Pier which is in fact difficult to miss. The seaward end is another matter as the practice is followed at MMYC of concealing it between even small waves. This objective is achieved by using a small float, a short staff and a minute flag. Imagine the research necessary to achieve such invisibility! The hawk eyes of Eric and Mark found it and crossed promptly at 11.00 just ahead of the Flinders 7.5 with Boombah just astern of her in a brisk and building Northerly of 15-18 knots. No Magic Bus at this stage as the headsail halyard had gone up the mast and the mast was dropped to get her down to deck and all this strenuous activity meant that she started 15 min late with Moondancer on her 11.15 start. Since the earlier start the Northerly was increasing and gusting to an estimated 30 knots. One of these gusts knocked Magic Bus flat and after self righting, she was again laid down but not so far, and with a reefed main and working headsail settled down to follow the earlier starters and Moondancer who also tucked in a reef. Approaching the cliffs the gusts were stronger and the Flinders reduced sail and Bitter Sweet changed down to working jib and later reefed the main. Boombah led the fleet towards the mussel

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culture, but was hit by a heavy gust and some damage to gear allowed the Ultimate 18 reveling in the heavy conditions in which the Ultimate 18s have won so many races leading the fleet around the culture and towards the distant MMYC mark with only Moondancer and Sarah visible astern with the latter carrying only a headsail. About this time Magic Bus withdrew with headsail troubles and had a fast run home to Carrum at one stage recording 7.3 Knots under reefed main alone. With the rest of the fleet astern, on the run to the Mordy buoy under reefed main and working jib Bitter Sweet read 7.5Knots and Moondancer a max of over 11Knots. Bitter Sweet grannied round the mark in the lead as did Peter in Moondancer but the Flinders seizing the moment gybed round the mark. It was all to no avail as the race was called off just prior to this. Later it was revealed that in attempt to avoid Magic Bus, Silver Cloud was laid down prior to the start and Mark and his crew suffered a dunking although only under headsail.

The lesson for all to learn in this is that in heavy gusting conditions you have your most able hands on the sheets and never cleat them in gusting conditions. (In the only ever Brisbane - Gladstone race sailed in the tail end of a cyclonic depression those on deck held the sheets in our hands for nearly two days and never cleated a sheet once, until past the Jenny Lind Light in Gladstone Harbour, at the orders of our very experienced skipper. Ed.)

My thanks to Ian and Eric for the details of this report. Ed.

## Careel Corner

After the influx of Careel 18's all set up with different mast rake and stay tensions it was decided to conduct a tune up day for them at the Patterson River launching ramp on Saturday 21th July.

The resources of the Careel Yacht Club of Victoria were called upon for figures and expertise on tuning the rig of an 18. The CYCV's David and Mark Lewis came prepared with the tension gauge & appropriate data and Jim McGoldrick came along after his sweeping for the pink ladies dragon boat team.

The Ruhsam's, Steve Murphy and Rocky




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brought their boats. Chad turned up without Casper. Glen & Deb did not attend as they were waiting for new shrouds to be completed. Don't worry Glen you have not missed out. Ian has all the data and equipment required and will get round to tuning your boat when convenient to both.

Indulgence was not far off being correct and Blue Angle was in need of a bit more adjustment

Magic Bus however required a lot of adjustment. The forestays were too short and shackles had to be used to get the correct length. With the forestays giving the length required for the correct rake the shrouds required a lot of adjustment to get the correct tension and straight mast.

Unfortunately by the time three boats were tuned there was no time to try out the new set up.

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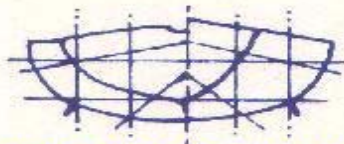


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In This Issue...

### ***Effort of the Month***



#### **One in. All out**

In the recent Mordialloc Motor Yacht Club winter race a number of boats heeled severely in strong gusts, some like Carrum's Magic Bus dipped their masts in the water and sailed on. (Magic Bus retired later with torn headsail).

Like most the crew of magic bus kept dry except for a bit of spray but one large Mordialloc boat got the crew wet to their waist when they went over. Scared that they may get hypothermia the skipper decided to

go home. A wise move but he also abandoned the racing, calling all boats on the radio to advise them of same.

#### **Hush money**

There was some embarrassment as a result of the above, enough that Mordialloc offer honorary membership to Carrum members on condition that they kept quiet of the reason for the abandonment

Carrum members could not keep quiet.