

◆ Round the Buoys ◆

March 2008

First Aid Course

Carrum Sailing Club will be conducting its Advanced First Aid Course (formerly level 2) in April or May.

The Course will commence at 10 am

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

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

MPONR Results

Five Carrum Sailing Club boats entered the 40th Marlay Point Overnight Race.

Their results were:

Bushranger VI	Div A	48th of 75
Capt. Moonlite	Div A	52nd of 75
Eskimo	Div C	8th of 68
Casper	Div C	32nd of 68
Bitter Sweet	Div C	46th of 68



National E's return for their State Titles April 6th

What's On

March 30th

Post Christmas Series Heat 7
Trailerable Champ Series Ht 5
Long Beach Challenge Ht 3 &
Cambur Motors Challenge

April 6th

Post Christmas Series Heat 8
Monohull Champ Series Ht 6 &
Cambur Motors Challenge
National E State Titles

April 12th

Murder Mystery Night
See advertisement in this edition

April 13th

Post Christmas Series Heat 9
Multihull Champ Series Ht 6 &
Cambur Motors Challenge

April 20th

Post Christmas Series Heat 10
Trailerable Champ Series Ht 6 &
Cambur Motors Challenge

Not This Year

Carrum Sailing Club could not make a hat-trick of the Adam Brinton Trophy at the Marlay point Overnight Race on Sat 8th.

Awarded to the best team of 3 from a Club. Entries are received from throughout Australia. Bushranger VI, Captain Moonlite and Eskimo were nominated to represent Carrum Sailing Club.

As can be seen opposite the results were not outstanding, however Eskimo teamed up with 2 Carreel 22's from NSW to form the winning Class Association team.

The sad tale from one, or more, of the boats will be in the April edition of Round the buoys.

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Trailerables

Editorial

Despite our recent increase in fleet numbers only three of us managed to surface for the annual "Spoil Grounds Grind". This is a weekend not to miss and not even the onset of fatigue following the 470 Worlds would keep those three regulars for a decade or so away. Back to the Club next week to resume our RTB racing.

Sat 2nd Feb at MMYC

This event is a twilight stern chaser and has been sailed in a variety of conditions ranging from a drifter with a fluorescent sparkle all over the bay and a 2am finish, to a wild one in which even Bill Dooley retired, and he sailed one of those renowned heavy weather trophy pinchers, an Ultimate 18!!! If my declining memory serves me well What A Life sailed most of the race with headsail only, and Captain Moonlite had some excitement too. This time we certainly had some big seas with the odd breaking top and the wind records show that from 5.15 pm on it seldom dropped below 23 knots. It was a close fetch to the Spoil Ground Buoy with large decoy buoys all around the spoil ground. These were laid no doubt in preparation for the dumping of the spoil from the Channel dredging. They in fact served to set a tired skippers mind wondering if the GPS was right or rather, if the SG Buoy had been shifted. However the faithful little gizmo proved to be right on track which proves the benefit of having batteries for the gadget in the right condition.

Eskimo was off at 4.30 carrying No 1 and a full main. At 5.00 Our other two the bandit sisterships were off with a couple of Noelex 25s Both carried full main and No.2 headsails. After some 40 min Bushranger decided to reef the main and it became comfortable but a little slower with the wind and wave conditions ensuring all on board were doused frequently by the 2m+ seas. There was no relief for the helms men as the right arm was in tension all the way to the buoy. It was a gloomy overcast and hazy evening and as Panacea , Captain Moonlite & Diamonds Are Forever rounded well ahead of Bushranger we could not see Eskimo and the other early starters as they had cleared out so well. On noting that those ahead had not set a spinnaker the storm boards went into the companion way and

Bushranger set a kite to have one of the best rides of her life to the Fawkner despite a round up or two. Once round it was a fetch back to the pier past Ricketts point and en route we shook out the reef and in the dying stages changed up to a No 1. Ian and crew took out the CBH with Captain Moonlite 2nd Panacea & Simply Red 3rd and 4th respectively with Bushranger 5th and Quicksilver 6th . A Great result for CSC 1,2,5. with MMYC 3,4,6.

No. of Starters = 10					
CLUB	Boat Name	TIME	CBH	CORR TIME	PLACE
CSC	ESKIMO	202.18	0.680	137.48	1
CSC	CAPTAIN MOONLITE	209.00	0.700	146.30	2
MMYC	PANACEA	202.25	0.725	146.63	3
MMYC	SIMPLY RED	230.50	0.650	149.82	4
CSC	BUSHRANGER	215.16	0.700	150.61	5
MMYC	QUICK SILVER	184.50	0.825	152.21	6
MMYC	DIAMONDS ARE FOREVER	211.50	0.725	153.33	7
MMYC	SILVER CLOUD	187.55	0.825	154.72	8
MMYC	BOOM BAH	254.50	0.620	157.79	9
MMYC	SARAH	210.00	0.825	173.25	10
MMYC	STORMY AFFAIR		0.690		
MMYC	WINNIE		0.651		
MMYC	RENEGADE		0.775		

Stirring a reluctant crew from their bunks at 9.14 for a 9.15 briefing proved easier than getting them motivated on both Bushrangers, and we came under starters orders for a 10.30 start. Bushranger managed to spoil an almost perfect demonstration of how to start badly by allowing one yacht to cross the line, the end of which was marked by a miniature buoy, astern of her. And set out grimly determined to catch the fleet. In a weekend almost devoid of windward work there was some tacking around the Mussel culture in a drifting breeze which never entirely deserted us. The Noelex 30s led to the M1 mark followed by Renegade a YW Diamond with Captain Moonlite close astern followed by Bushranger who just squeezed round the mark.

The leaders could not carry a kite and went to headsails along the shy reach to M2. Bushranger and Eskimo persevered and it paid off as there was only a gybe at that mark while those with headsails had to scamper about setting kites and dropping headsails for the ¾ run home. The order on CBH was Bushranger, Eskimo, Captain

Moonlite, Diamonds Are Forever, Quicksilver and Winnie. A great race for CSC with scores of 1,2,3. and MMYC scoring 4,5,6.

The remaining heat is to be resailed at Carrum on 30th March.

No. of Starters = 11

CLUB	Boat Name	TIME	CBH	CORR TIME	PLACE
CSC	BUSHRANGER	113.83	0.700	79.68	1
CSC	ESKIMO	118.28	0.680	80.43	2
CSC	CAPTAIN MOONLITE	116.00	0.700	81.20	3
MMYC	DIAMONDS ARE FOREVER	112.33	0.725	81.44	4
MMYC	QUICK SILVER	99.66	0.825	82.22	5
MMYC	WINNIE	128.00	0.651	83.32	6
MMYC	RENEGADE	107.55	0.775	83.35	7
MMYC	SILVER CLOUD	103.53	0.825	85.41	8
MMYC	SIMPLY RED	131.66	0.650	85.58	9
MMYC	SARAH	120.00	0.825	99.00	10
MMYC	STORMY AFFAIR	151.55	0.690	104.57	11

Editorial NEWS!!

1. GREAT EXPECTATION IS NOW A GREAT ACHIEVEMENT With the greatest of joy your scribe heard the news a little late that Sam and Greg have a son – Joel and passes the news on to those who have not heard. Scantling measurements and date of the launching at this date not confirmed. It can be confirmed however that Greg is to be enrolled in a New Father's Course where he will be instructed in the art of enduring sleepless nights, and coping with decisions on which baby book to buy etc etc. We Trailable people know however that Joel will be well and truly spoiled by a pair of loving parents, and offer our best wishes and warmest congratulations to you both. WELL DONE SAM!!!!.

If my failing memory is correct Joel is the first newborn in the Trailerable Division since the now lovely and blooming Rebecca came on the scene years ago.

2. People, ladders and roofing iron are all useful items of the construction industry often assembled confidently and hastily by competent tradesmen to get a task completed quickly. In most cases strong backs and experience get the job done. Recently while all of the above factors were present a little gremlin came into the equation, the solution of which required a slipping ladder, a frantic grab at the sheet of iron and severed tendons and lots of blood, a trip to the Al-

fred and some new technology in the splint department followed and Chris Flanagan will be only partly participating in sailing the family yacht. Chris tells us he has no intention of not being present for the Annual Marley Point Romp. We all wish him a speedy recovery and nimble fingers fully back in action again soon.

10th Feb Heat 2

With the two Bushrangers on duty and an indeterminate forecast a small fleet of Eskimo, Magic Bus and Indulgence were around the line at the start. Rocky Naughtin had coopted David Richards of Frodo as crew for Magic Bus and they crossed astern of Eskimo with Indulgence there only briefly before retuning to the River mouth.

Eskimo carried her No 1. and full main and powered away in anti social isolation to pick up Line Honours as well as CBH and Handicap without worrying about the spinnaker. Magic Bus completed her first race and filled 2nd place position in all three.

Post-Christmas Series Heat 1 Trailerable

	CBH	Pts	Hcp	Pts
CONVERTER 21	DNC	13	DNC	13
CASPER	DNC	13	DNC	13
CAPTAIN MOONLITE	DUTY		DUTY	
BUSHRANGER	DUTY		DUTY	
ESKIMO	7.407	1	7.736	1
BITTER SWEET	DNC	13	DNC	13
ARRIVED IN FEB	DNC	13	DNC	13
MAGIC BUS	10.041	2	8.843	2
INDULGENCE	DNF	4	DNF	4
FRODO	DNC	13	DNC	13

17th Feb Heat 3

In vivid contrast to the previous week, when the little birds stuck their beaks out of the nests there wasn't enough breeze to blow the down away from their twisted twig nests --- and so it remained! Some of us tried to sail around in almost no breeze with people from the Learn to Sail class during the morning and despite that difficulty were rewarded with the sight of the long and rather bulky figure of our erstwhile secretary seated on one of the Club Bics and sailing with a class member. Alas with no camera aboard we can only tell of the scene and ask you to believe

it. Suffice it to say the freeboard was minimal.

After a postponed start waiting for the breeze, it was great to see 6 yachts starting with three others doing duty. Frodo with David and Louise Richards on board was having her first race with the club and we all welcome her and her crew to Trailable Division. Fortunately the wind finally settled in at about 5 knots from the SW with Eskimo and Bushranger towards the pin end, and Casper, Bitter Sweet and Magic Bus to windward with Frodo last to cross, Eskimo tacked on to port to cross astern of Bushranger and cleared Magic Bus. As we all hoped the breeze held and Eskimo followed Bushranger to the windward mark where those two set spinnakers with the poles well off the forestays. Casper was ahead of the vastly overcrewed and spinnaker poleless Bitter Sweet at the mark followed by Magic Bus and Frodo. The race continued with out changes in places with the leader surviving a torn spinnaker, a detached spinnaker sheet at the clew snap shackle and a tight hourglass during spinnaker sets.

After calculations were done and allowing for the shorter courses sailed by the 18 footers placing were 1st Bushranger, 2nd Eskimo and 3rd Casper on CBH and 1st Casper, 2nd Bushranger and 3rd Eskimo on Performance Handicap

Post-Christmas Series Heat 2 Trailable

	CBH	Pts	Hcp	Pts
CONVERTER 21	DNC	13	DNC	13
CASPER	14.383	3	11.912	1
CAPTAIN MOONLITE	DUTY		DUTY	
BUSHRANGER	11.780	1	12.073	2
ESKIMO	11.842	2	12.368	3
BITTER SWEET	16.157	4	14.307	4
ARRIVED IN FEB	DNC	13	DNC	13
MAGIC BUS	17.201	5	15.149	5
INDULGENCE	DUTY		DUTY	
FRODO	20.403	6	18.363	6

Editorial

We have two prospects from the Learn to Sail course who are interested in Trailable yachts and another contact at the ramp, Adrian an experienced sailor, telling us he is going to join the Club in the next few weeks with his Norwest 23, when she arrives from the North. She is the Queensland version of the Sonata 7. This will

swell our fleet numbers and help to provide a vista of sails off the Club so essential to attract sponsors and new members and ensure the future growth of the Club.

HEAT 5 RTB

Only the merest whisper of a breeze greeted us with the temperature down a little heralding the approach of winter. However there was nary a cloud to be seen and the prospect of a sea breeze later saw the duty crew and others hard at work with people from the learn to sail course getting afloat after a blow-out the previous week.

With Casper, Eskimo, and Magic Bus on duty and Captain Moonlite on injury leave the three 18 footers Frodo, Indulgence and Bitter Sweet joined Bushranger sailing around at the start while Ian on Carrum 1 seemed determined to lay a start line with a gentleman's motor yacht anchored in the vicinity. In fact there were two of them anchored there at peace with the world, and unattended (without the black ball in the rigging, it is noted), while the flagstaff of our sisterclub at the river mouth sported all sorts of ensigns, flags and burgees, sending a message to all consulting a copy of the signal book that their bar was doing a roaring trade.

After a short postponement in a slightly swinging SW breeze of about 5 knots the fleet got away with Bitter Sweet in a brash display of valour challenging the rest of us with a pin end port tack start, and crossed us all to work the west side of the course; while Steve Murphy's much admired Indulgence and Bushranger remained on starboard not quite to the layline, with Frodo a little tardy on the line, completing the fleet. Steve had Narelle from the November course on board, she having done a post graduate course with Ross Shilton on his Pacer including a couple of planing reaches she will recall for many years. Also on board was Matias who had just stepped off the plane from Germany. Bushranger with Len Dickman and Michael, our neighbour from Stevens St and from the current Learn to Sail course on board emulated the feat of Eskimo a few races ago and sailed the last triangle uncontested. Bitter Sweet managed to hit the anchored Carrum I and promptly did a 720 to exonerate herself. This encounter posed some questions – why a 720 when the boat was not a mark of the course? If the boat was a mark of the course a 360 only would have been required, would it not? Why not find a scratch or dent on your boat, Eric, and sue

the boat driver for carelessly anchoring (without a black ball in the rigging) on the high seas and get the boat repainted? A close encounter between Indulgence and Bitter Sweet was observed during the second beat with first one and then the other getting the upper hand.

The breeze while never strong became lighter and flukier towards the end of the race and dealt a cruel blow to Frodo with Louise at the helm and David sailing forward, as she had to contend with that after Indulgence finished.

Your scribe sought some notes on the race from the senior Duty person and these were helpful in preparing this report. With becoming modesty he noted "it was a great course set by a great duty crew". He also carried out the calculations which showed as in the table below, Bushranger taking out 1st on both CBH and Performance Handicap, Bitter Sweet getting second on both, Indulgence scoring 3rd on both and Frodo doing the same with 4th place.

Post-Christmas Series Heat 5 Trailerable

	CBH	Pts	Hcp	Pts
CONVERTER 21	DNC	13	DNC	13
CASPER	DUTY		DUTY	
CAPTAIN MOONLITE	DNC	13	DNC	13
BUSHRANGER	11.48	1	12.06	1
ESKIMO	DUTY		DUTY	
BITTER SWEET	14.11	2	12.36	2
ARRIVED IN FEB	DNC	13	DNC	13
MAGIC BUS	DUTY		DUTY	
INDULGENCE	14.25	3	12.83	3
FRODO	17.08	4	14.46	4

Monologue

10th Feb 08

Club Championship Series Ht 4 & Post Christmas Ht 1

Average weather meant there wasn't a big turn out for the resumption of club racing after an extended break. A single long course race was planned.

The boats Duck Season, Sta Sharp with a rare appearance from Tim, Slasher and Bonus turned up to compete.

A ragged start saw Duck Season get off to an early lead which was never really challenged by the other boats. Sta Sharp had to retire due to

a sudden bout of what he called sea sickness but all know it was related to the night before. Slasher also retired but not drink related. Bonus suffered a Spinnaker entanglement and a subsequent capsized. This allowed its owners to find a couple of holes in the hull which meant retirement from the race. This resulted in a DNF for all except for Duck Season which easily took home the points.

Club Championship Ht 4 - Monohulls Post Christmas Ht 1

Name	YS	Pts	Hcp	Time	Pts
Red Hot Go	DNC	12		DNC	12
Bonus	DNF	6		DNF	6
Sta Sharp	DNF	6		DNF	6
Moby Duck	DNC	12		DNC	12
BSTLT	DNS	6		DNS	6
Turkey	DNC	12		DNC	12
Bugs	DNC	12		DNC	12
Slasher	DNF	6		DNF	6
The Flying Basset	DNC	12		DNC	12
Emmi	DNC	12		DNC	12
Paul	DNC	12		DNC	12
Louise	DNC	12		DNC	12
Parks	DNC	12		DNC	12
Duck Season	8.47	1		8.665	1
Club Pacer	DNF	6		DNF	6

17th Feb 08

Post Christmas Ht 2

Due to duty requirements, most of the monohull fleet division were unavailable to take to the water.

Only two Monohulls competed – Duck Season and the Club Pacer. Steve McClelland took this opportunity to take out the Club Pacer and did very well considering it was his first race in a monohull.

Duck Season came in first with the Steve in the club pacer second.

24th Feb 08

Post Christmas Ht 3

It was realized early that there was no chance of a start this day but the ever-hopeful duty crew waited until midday to abandon racing.

Post Christmas Ht 2- Monohulls

Name	YS	Pts	Hcp	Time	Pts
Red Hot Go	DUTY			DUTY	
Bonus	DUTY			DUTY	
Sta Sharp	DNC	12		DNC	12
Moby Duck	DNC	12		DNC	12
BSTLT	DNC	12		DNC	12
Turkey	DNC	12		DNC	12
Bugs	DUTY			DUTY	
Slasher	DUTY			DUTY	
The Flying Basset	DNC	12		DNC	12
Emmi	DNC	12		DNC	12
Paul	DNC	12		DNC	12
Louise	DNC	12		DNC	12
Parks	DNS	3		DNC	3
Duck Season	95.18	1		97.35	1
Club Pacer	112.56	2		102.32	2

2nd March 08

Post Christmas Heat 4

It was an absolutely gorgeous day at Carrum. The water was clear, there was a constant breeze, a lovely 22 degrees and also little wave meant conditions were perfect for a race. It was also perfect for the learn to sail people to have a spin on the boats before the race.

It also was the weekend before the state Pacer titles and an invitation had been issued to Pacer Victoria for any Pacers to turn up and get some last minute practice before the titles.

Two guest Pacer boats turned up at Carrum to take advantage of the Sunday racing.

A total of seven boats entered the race consisting of two visiting Pacers, Duck Season, Bonus, Slasher, the club Pacer sailed by Steve McClelland and Julie (from our learn to sail course) and Paul Miciewicz solo in a Mirror.

A short course was laid and all boats crossed the line in close formation.

The visitors quickly established the lead but took a wrong turn at the windward mark and headed off towards Frankston. Some frantic shouting alerted the visitors to the wrong turn and they were back on track again.

This allowed the Carrum boats to catch up significantly but this lead quickly blew out

again. The short course format allowed the race to be finished in 45 minutes.

After the visitors came first and second respectively, the final club results were a first place for Paul Miciewicz whose boat performed just as good as it looked. Second was Duck Season with Bonus third and the club Pacer coming in fourth. Rebecca on Slasher was a DNF.

The quick finishing allowed plenty of time for another start.

Again the visitors got an early lead and were never really threatened again taking the line honours.

Paul Miciewicz again took first place with Duck Season and Bonus with the following up places. Slasher and the club pacer were a DNF.

Post Christmas Ht 3- Monohulls

Name	YS	Pts	Hcp	Time	Pts
Red Hot Go	DNC	12		DNC	12
Bonus	DNC	12		DNC	12
Sta Sharp	DNC	12		DNC	12
Moby Duck	DNC	12		DNC	12
BSTLT	DNC	12		DNC	12
Turkey	DNC	12		DNC	12
Bugs	DNC	12		DNC	12
Slasher	DNC	12		DNC	12
The Flying Basset	DNC	12		DNC	12
Emmi	DNC	12		DNC	12
Paul	DNC	12		DNC	12
Louise	DNC	12		DNC	12
Parks	DNC	12		DNC	12
Duck Season	95.18	1		97.35	1
Club Pacer	112.56	2		102.32	2

Catalogue

10th Feb 08

Post Christmas Ht 1

Three Catamarans got on the water but shortly after Duck Dive tore her sail and Scott retired. That left two Paper Tigers racing, Le Mog and Green machine.

There was no competition with Le Mog leading all the way for an easy win.

Post-Christmas Series Heat 1 - Multihull

	YS	Pts	Hcp	Pts
The Mac's	DNC	7	DNC	7
Green Machine	87.91	2	88.21	2
David Richards	DNC	7	DNC	7
Duck Dive	DNF	4	DNF	4
Le Mog	77.91	1	84.88	1
Mari-Lynne	DNC	7	DNC	7

17th Feb 08

Post Christmas Ht 2 & Club Championship Ht 4

The active catamarans have diminished. The Mac's under repair from the Pre Christmas disaster, Duck Dive also damaged and David Richards now in a trailerable does not leave many to compete. This was further reduced with Dave Burnett attending a wedding in east Gippsland and Josh Petherbridge in Thailand.

The remaining boat, Mari-Lynne a Maricat owned by Glen Faulkner and family, did not complete the course.

Post-Christmas Series Heat 2 - Multihull Club Champion Heat 5

	YS	Pts	Hcp	Pts
The Mac's	DNC	7	DNC	7
Green Machine	DNC	7	DNC	7
David Richards	DNC	7	DNC	7
Duck Dive	DNC	7	DNC	7
Le Mog	DNC	7	DNC	7
Mari-Lynne	DNF	2	DNF	2

24th Feb 08

Post Christmas Ht 3

Blow out

2nd March 08

Post Christmas Ht 4

Despite a tardy start Green machine got around the course without incident.

Mari-Lynne failed to complete the course

Post-Christmas Series Heat 4 - Multihull

	YS	Pts	Hcp	Pts
The Mac's	DNC	7	DNC	7
Green Machine	70.13	1	70.37	1
David Richards	DNC	7	DNC	7
Duck Dive	DNC	7	DNC	7
Le Mog	DNC	7	DNC	7
Mari-Lynne	DNF	3	DNF	3

(Continued from page 10)

lent night.

The fourth member did not give them a moments peace for 2 days.

They cannot be accused of sleeping on the job then.

Observant

A secretary of the club recently had 4 duty crew searching for the rudder stock & tiller of the club pacer. They brought out a number of different arrangements from other boats but could not find the one that went with the pacer.

A number of them said its on the boat to which he replied that's the rudder I'm after the stock & tiller. Off they went looking about the club and storage area.

The parts were eventually found but not in time to take the learn to sail participants out in it. And where was it? Hanging on the boat transom.

No steerage

As is often the case during the Marlay Point Overnight Race there was little or no wind in McClelland Straits and boats being pushed by the current face different directions.

In one instance a Magnum 8.5 was facing across this narrow stretch of water (taking up one third of the room) with the skipper calling out "No Steerage".

The response was "What makes you think we have?"

In Threes

There is an old saying that things good or bad come in threes. Well lets hope that is the case for a Catamaran sailor who is about to get a trailerable in the water.

Within the past month he has torn the sail of his cat, broken the rudder on the club pacer and then only touched a mast support of a trailerable for it to snap.



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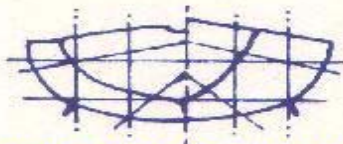
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Effort of the Month



Hearing Aides

The skipper of Bushranger VI may need hearing aides when next competing in the Marlay Point Overnight Race. To hear himself he was shouting orders to his crew. This was handy to the boats around him for it alerted them to his intentions.

One instance he was heard to say "Pass that boat in front of us to starboard. It's got an anchor light on but I don't think its anchored. They should learn the rules." The skipper of "That Boat" aware of his inten-

tions covered that move and drew away from Bushranger.

Has the skipper considered that Bushranger may have been sailing backwards and that boat was at anchor? Ed.

Not Christmas

During the Marlay Point Overnight Race three of the crew on Bitter Sweet were praying that Christmas would come early, very early, in fact immediately so they could have a si-

(Continued on page 7)