

◆ Round the Buoys ◆

March 2010

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Longbeach Challenge

Heat 2, the twilight race, was held in interesting condition on Saturday 20th February but this was not as interesting as heat 3 that was abandoned due to a course mark going missing.

Details are included in the racing section of Round the buoys.

A resail of heat 3 has been scheduled for Sunday 21st March.

Duty

March 14th

Bitter Sweet & SooFarr

March 21st

MMYC Race

March 28th

Frodo & Indulgence

April 11th

Timptation

April 18th

To Be Shore & So Farr

April 25th

Magic Bus & Merinda

What's On

March 6th

Marlay Point Overnight Race

Can we get 3 teams entered?

March 14th

Cambur Motors Challenge & Heat 6 Post Christmas Series

March 21st

Longbeach Challenge Ht 3 & Heat 7 Post Christmas Series

March 28th

Cambur Motors Challenge & Heat 8 Post Christmas Series

April 2nd—5th

Easter

April 11th

Cambur Motors Challenge & Heat 6 Post Christmas Series

April 18st

Cambur Motors Challenge & Heat 7 Post Christmas Series

April 25th

Cambur Motors Challenge & Heat 8 Post Christmas Series

May 2nd

Working Bee



Eskimo wins the start in the 2010 Careel National Championships

Racing

Editorial

With a resumption of sailing at our Club again after the Christmas break it was good to see the usual suspects making the same mistakes and a display of affluence from two of our number sporting new spinners. One, loyally in Club colours; and the other in a delicate shade of lightest blue, which sent vagrant thoughts of ladies' lingerie through the addled minds of some of us. A comment heard when that thought was expressed ---"a few hundred pairs of whatevers could be made from that kite!" Both were beautifully crafted and perhaps we will get a picture of both for the next edition. The fleet was also graced by Lyndon's latest yacht, a Farr 6000 which he has named SooFarr. Congratulations Lyndon.

Heat 1 07/02/10

Diligently preparing our yachts on the eve of the race, we noted the forecast was for 15-20knots from the east which was a little less than we had been experiencing for some time past but nevertheless a good breeze to set the adrenalin flowing. Alas, dawn broke to a still air and a flat calm. Luckily the forecast kept a lot of the motorboat fleet away and the ramp was pleasantly uncrowded. The duty people had a difficult time getting the marks laid and a workable start boat transported from the drab environment to which the redoubtable Ian B had sentenced her. Just prior to the start the war between the zephyrs from the east and the sea breeze due to the hot morning was clearly won by the sea breeze, so a start line and course to accommodate a 3-5kn westerly and the new course arrangements was well and truly laid. Well done Helen and Steve

Vice Commodore Helen as starter, even managed to get in one practice start in which Bushranger seemed to be a trifle OCS (about 20metres) but as no premature start signal was displayed we concluded it must have been a good start!!!

With the forecast 100% wrong, and staying that way, the adult vessels (over 21) detected a substantial bias to the line and all three were setting themselves up for a pin end start. Meanwhile, one of the adolescents, (under21), Bitter Sweet, was stuck on the bar, half dressed with an unclashed foredeck and the mainsail in a state of dishabille at the start signal and was recorded as last to cross the line by several minutes. (We missed you, Eric, from your usual spot on port tack, at the pin end) When the three adults lined up, all were on port with Eskimo to leeward pushing Bushranger up; and both those two were hoping to

force the windward boat Captain Moonlite on to the mark, but were too far up the line to achieve that. On the beat on the southern side of the course Captain Moonlite was pointing higher than Bushranger and Eskimo and footing too, and she was the leader at the windward mark by a margin from Bushranger.

Rounding first she elected for a two sail reach to the wing mark while Bushranger stayed on the wind for a few boat lengths, as her skipper is addicted to shy spinners and that boat set her red and white star cut, while Eskimo left her new acquisition in the bag and did not display it until after the gybe. In the light winds there wasn't really much in it but on balance it was just a little too tight for the shy kite on that reach in that wind strength.

From some very old notes:-

To fly a kite or not, on shy reaches is the hardest decision in sailing. Sometimes it is better with the headsail only, and other times the spinnaker wins out.

It depends on the strength and direction of current and tides, the strength and direction of the breeze, The size of you headsail, and the coordination between the skipper and the sheet hand trimming the spinnaker, and of course most importantly the cut of the spinnaker, and the forward waterlines of the yacht. In a crowded fleet too, it depends on how well, you, and the others sailing near you, know the rules about luffing an overlapped yacht.

Bob Bavier "in Sail Your Boat Right"

Of the teenagers the order at the first windward mark was Casper who had cleared out a bit on the beat from Indulgence and Bitter Sweet starting to show some windward form in the light air after the late start. Rocky and son in Magic Bus had done well too and Lyndon and Clint in the new acquisition SooFarr were next.

At this mark Bushranger, intent on getting closer to Captain Moonlite to make the next beat a contest, left it too late to drop the spinnaker with grace and dignity. In the unseemly haste to get it down the tiller was abandoned by the skipper to release the halyard and not surprisingly the yacht set sail of her own accord headed up and passed the mark on port tack well to windward of the mark, to the surprise and disgust of the offending helmsman. By the time the pole was stowed and the boat tacked to return in order to round correctly Captain Moonlite had fled upwind with an uncatchable 3min lead. Meanwhile Eskimo observing this with face splitting grins had narrowed the gap by a simi-

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lar margin after a run along the beach with her new spinnaker looking great and she was next around followed by Bitter Sweet, who striving to cancel her late start, had carried the spinnaker on both legs and gybed her effectively too after passing Indulgence on the first reach and Casper on the run along the beach. Was hot on the heels of Indulgence and was followed by SooFarr

Table 1 below shows the margins at the leeward mark for lap 1 and 2, and as a point of interest the CBH correction too.

Yacht	CBH	LAP 1 Time	Corr. Time	Place
Captain Moonlite	.700	36.1	25.27	1
Bushranger	.700	39.1	27.37	2
Eskimo	.680	40.58	27.60	3
SooFarr	.640	63.07	40.30	8
Bitter Sweet	.600	47.05	28.23	4
Casper	.590	48.14	28.40	5
Indulgence	.590	51.53	30.40	6
Magic Bus	.590	52.45	30.94	7

Yacht	CBH	LAP 2 Time	Corr. Time	Place
Captain Moonlite	.700	59.29	41.50	1
Bushranger	.700	62.21	43.54	2
Eskimo	.680	64.57	43.91	3
SooFarr	.640	90.64	58.01	8
Bitter Sweet	.600	75.21	45.12	4
Casper	.590	78.64	46.39	5
Indulgence	.590	81.05	47.82	6
Magic Bus	.590	89.15	52.59	7

At this stage the breeze was just starting to swing a little to SW and increasing to about 4kn. For the next beat which was a short and a long which left the order unchanged with a ¾ run home another short and a long, a very tight reach and a slow run home along the beach in a fading sea breeze, enlightened only by a magnificent wineglass in the new raiment of Eskimo. Table 2 tells the detailed story of the results with CBH place getters in the order Captain Moonlite, Eskimo & Bitter Sweet while the awards in performance handicap went to Bitter Sweet, Casper, and Indulgence

All were agreed:-

. the new courses worked well because of the wisdom of the course setter in setting a short .7NM windward leg which was appropriate for the strength

of the breeze. We will need course leg lengths always to vary in accordance with the wind strength.

. Bitter Sweet gave up a first because of her late start

. the new kite of Eskimo looks great in a wine glass as well as when set well

. The skipper of Bushranger loses his head at marks.

Boat Name	CBH CORR TIME	PLACE	HCP CORR TIME	PLACE
CAPTAIN MOONLITE	62.790	1	64.719	4
BUSHRANGER VI	66.059	4	66.881	5
BEEZ NEEZ	DUTY		DUTY	
TIMPTATION	DNC	14	DNC	14
ESKIMO	64.566	2	68.084	6
SOFARR	DNF	9	DNF	9
FRODO	DNC	14	DNC	14
ASGARD	DNC	14	DNC	14
TOBESHORE	DNC	14	DNC	14
BITTER SWEET	65.244	3	53.956	1
INDULGENCE	71.862	6	61.762	3
MAGIC BUS	85.373	7	70.739	7
MERINDAH	DNC	14	DNC	14
CASPER	66.930	5	60.444	2

Longbeach Challenge Weekend March 20th & 21st

As things turned out, (or should that single word “out” have been the phrase “inside out”?) we do not have a CSC Heat result to consider as the mark for the race we were to count was missing, and the Sunday race abandoned and is to be re-sailed.

Mordialloc Motor Yacht Club is unique in the sailing world, in allowing discussions between competing yachts and the Race Officer. This led to an incredible on air suggestion being heard that yachts could round the GPS position of the missing buoy. Eventually the only possible decision was made by the Race Officer that the race be abandoned and re-sailed.

This episode stirred a distant chord in the aged head of the Raver, which also involved a missing mark. In the late 60’s your scribe was navigating in an ocean racing series on a 46 footer from SYC. In a Lady Nelson night race round several marks in Port Philip, the mark off McCrae Yacht Club was one of those to be laid by a local

(Continued from page 3)

in a certain lat/long position with a yellow flashing light. About 02.00hrs on the Sunday morning we arrived off the McCrae light house but could not find the mark, as was the case for many others. There were many yachts pelting about in the dark in all directions in a breeze strong enough to demand No. 3s and a reef, seeking the elusive mark. As radio communications were not allowed between competitors and officials, (and still aren't with the exception noted above), I decided to take a bearing on the light-house, and a sextant vertical angle on Arthur's Seat to get a fix and we set off for the next mark off Point Wilson. (This was long before GPS)

On completion of the race the skipper and navigator were required to jointly sign a declaration saying specifically that all marks were rounded on the correct hand. The skipper was willing, but I refused, and we and several others were given a DNF. Many yacht's skippers and navigators did sign however, and several including an Olympic medal winner declared they had seen the mark but the light was very dim!

Now here's the lovely end to the story --- Sandringham Yacht Club received a contrite message early in the following week from the bloke whose job it was to lay the mark to apologise as he had forgotten to lay the mark and it was never there!!! There were some red faces from some, for some time, as the story was told and retold around the Club.

Heat 2 Longbeach Challenge

The forecast was for a good brisk breeze from the North and 12 yachts started 8 from Mordy and only 4 from CSC. Of those four Casper and Bitter Sweet were among the early starters on a tight lead to the Spoil Ground in a strong breeze, which they held all the way to that mark. Later starters were to lose the breeze a little as the mark neared Captain Moonlite had keel difficulty and lost 3 minutes at the start getting things sorted out. Derek from MMYC with Veteran's Affair with a team on the rail successfully carried full sail while Bushranger started with full main and No 3 , later tucked in a reef , then shook it out, changed up to No 2 and after rounding the Spoil Ground Mark changed up further to the No 1 The lead to the Spoil Ground was enlivened by sailing close to the Young Endeavour and Kevin managed to get some shots of her. In about 16 Knots Bushranger the Fawknor, this time without any shipping for company and set her spinnaker with the pole just off the forestay for a glorious ride surfing (and broaching too occasionally) with 8 and 9 on the clock at times. About Ricketts point the breeze was just too

far ahead of the beam to continue with the kite and Quiksilver and Moondancer did the same. Interestingly those who carried the kites although having great fun did not seem to go much faster than those who chose a two sail reach such as Captain Moonlite and Silver Cloud.

The table below shows the result with places decided on Performance Handicap on races decided for previous Longbeach Series.

As can be seen congratulations are due to MMYC for this Heat with Sarah, Veteran's Affair, & Just Mist scoring 1,2,3 for them and Casper 4, Bitter Sweet 5 and Bushranger 6 for us.

Boat Name	ELAPSED TIME	HCP	CORR TIME	PLACE	PTS
SARAH	178.017	0.625	111.216	1	1
VETERANS AFFAIR	211.500	0.635	134.303	2	2
JUST MIST	245.500	0.556	136.437	3	3
CASPER	250.417	0.547	136.898	4	4
BITTER SWEET	248.250	0.554	137.564	5	5
ROUGH CUT	188.200	0.751	141.420	6	
QUIKSILVER	182.450	0.795	145.000	7	
PANACEA	206.217	0.711	146.568	8	
MOON DANCER	226.500	0.675	152.812	9	
SILVER CLOUD	190.433	0.822	156.444	10	
BUSHRANGER	228.833	0.685	156.652	11	6
CAPTAIN MOONLITE	234.000	0.692	161.905	12	

Heat 4 February 28th

Ray Cole was on duty. For those who have been at the club for a while there is no need to say any more.

For those who do not know Ray's reputation he rarely does duty. Not that he is not prepared to, he always turns up, it is because there is more times than not a gale blowing and racing is abandoned.

The day was not wasted as most members turned up and helped celebrate Julie Park's birthday.

Effort of the Month *Cont.*

(Continued from page 8)

ranger at Mordialloc on 21st March.

She was harassed at the start by two boats from Mordialloc Motor Yacht Club and found herself caught in the position of being the windward boat when hit and holed by Ruff Cut, a diamond which has a sharper bow than modern boats.

Like at Lake Macquarie a 720° turn was executed but unlike the Careel Bushranger was not able to recover from the penalty.

The skipper was therefore pleased to hear that one of the rounding marks had disappeared and that the race was abandoned.

No Point

Carrum sailing instructions allow points for members competing in State or National Titles while club racing is on. Duty points are awarded to those competing.

As mentioned above Eskimo was involved in Careel 22 National Titles on Lake Macquarie while the Carrum fleet raced for club points at Mordialloc.

A week later Bitter Sweet was competing in the Ultimate Class Association State Titles while there was racing at Carrum.

As it eventuated The Mordialloc race was abandoned due to a missing buoy and the Carrum heat was abandoned due to weather conditions. This meant there was no point asking for duty points.

There was some point is racing at the titles, Eskimo came 2nd and Bitter Sweet was 3rd for the 18's and 4th for the combined fleet.

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Monthly Competition

Last Month's Question Racing Rule (Buoy room)

What is A's response?

As expected some people jumped to the conclusion that A had to give buoy room as B had called "Buoy room"

This in fact was a trick question that was described in the previous edition of Round The Buoys.

B has no rights, in fact is obliged to give buoy room to A being the inside boat with overlap within 3 boat lengths of the buoy.

One person tried to argue that the distance between the buoy and boats could be half a mile. The reply was "The boats would be half a mile long in that case."

Michael Ruhsam gave the response of "Bugger off".

A special mention to our budding rule expert, she has not got one rule wrong yet, Julie Park but the question was what is A's response, not who has right of way.

The winner is Peter Davies who submitted a detailed response and reasons behind it.

He wrote

"In regard to the competition (Buoy Room) in February's Round the Buoys.

I think the response would go something like this:-

Boat A might reply to the hail of 'buoy room' from B with "**@*#% Off**", however we are gentlemen & ladies here, so the response would more likely be "No room for an outside boat" spoken loudly and firmly but with a friendly tone.

Let us examine the situation (the sections in italics are quotes from the ISAF Racing Rules of Sailing 2009-2012) :-

From the diagram's wind direction, both boats would be on port tack, so opposite tack rules do not apply.

From the diagram the boats appeared to be overlapped.

Boats are overlapped "*when neither is clear astern*" and "*One boat is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull*". If you extend a line, at right angles to the boat's centre

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line, from the stern of each boat you will see neither is clear astern.

So we have two overlapped yachts, on the same tack, approaching a mark of the course:-

From the diagram the mark is to be left to port, & therefore boat **A** would be the 'inside boat'...

From the diagram, the distance from the mark is uncertain.

If the leading boat (which could be either boat **A** or **B**) has reached the "ZONE", then **A**, as the inside boat, is entitled to Mark Room (Rule 18.2 applies) and **B** would be required to keep clear. (The "Zone" is "The area around a mark within a distance of three hull lengths of the boat nearer to it.")

If however neither boat had reached the "ZONE" then Rule 11 would most likely apply and boat **A** (being the windward boat) would be required to keep clear of boat **B** (subject of course to Rules 14 to 17 in Section B)

Boat **B** would be entitled to Mark Room (the hail of Buoy Room being appropriate under earlier versions of the Rules) provided she had reached the "ZONE" whilst clear ahead of boat **A**, however this would **NOT** seem to be the case...

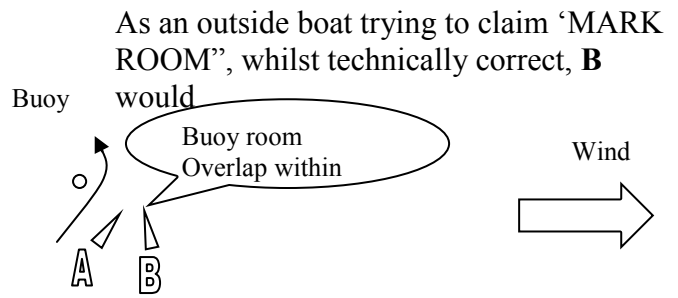
So, if you were Boat **A** what could/should you do?

As you approach the 'ZONE' clearly announce that you have an overlap on boat **B**. When **A**, or **B**, reaches the three boat length ZONE clearly announce something like "Three boat lengths" or "ZONE reached" and "MARK ROOM must be given"

The unwritten principle for a yacht claiming Right of Way, to "Hail long, loud and early" is a good idea. If you end up in a protest hearing, to be able to say "I hailed Yacht **X** advising her of her 'mark rounding obligations', repeatedly and loudly, and I can call half the fleet that also heard my hails" – greatly improves the probability of a ruling in your favour.

But what if you were the tactician on Boat **B**?

Prior to reaching the 'ZONE' If you can position boat **B**, by bearing away so that Boat **A** is behind "a line abeam from the aftermost point of" **B** and maintain the **A** 'clear astern' situation up to either **A** or **B** reaching the "Zone" then **B** would be entitled to "MARK ROOM"

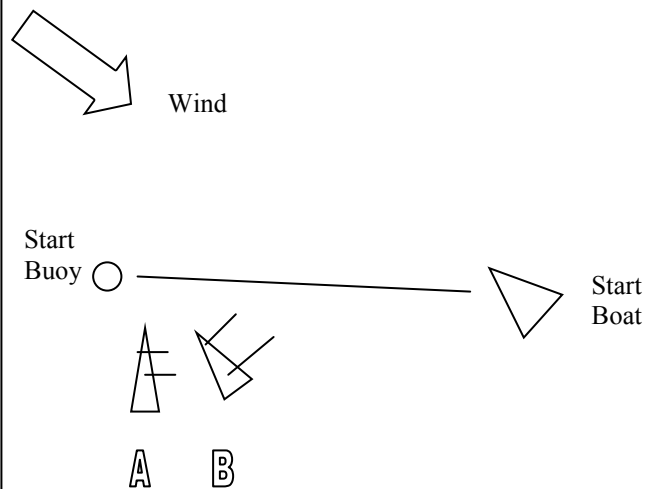


have a tough time convincing Boat **A**, and any protest committee, that **B** had entitlements to round the mark. (Most skippers and, by extension, Race Committees have, at best, only a vague idea of the Racing Rules)

Considering the difficulties of obtaining a desirable protest result or appropriate responses from boat **A**, then **B** should position herself to get a smooth mark rounding close astern of **A**. With luck **A** will leave room at the mark, into which **B** can sail with caution. **BEWARE**, **A** may approach wide of the mark then round up hard trapping an over enthusiastic **B** against the mark. (I have sprung the Mark Rounding trap many times J)"

This Months Question

This situation occurred on Feb 7th



A did not call for buoy room.
Could she & why?

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

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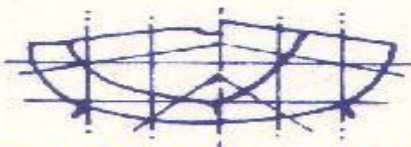


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Effort of the Month



Bang on Starts.

The weekend of 20-21 March was a weekend when Carrum boats were involved in aggressive starts to races

The first incident occurred on Sat 20th at Lake Macquarie in the first heat of the National Titles. With 1 minute to go Eskimo tacked onto Starboard and headed to the boat end of the start line. At the same time another Careel 22 was on starboard tack to windward.

Eskimo aware of the no barg-

ing rule maintained her course as the other boat unaware of this fact continued on to the start. The skipper of Eskimo remained calm and did not permit the other to bluff there way to the start line. Their persistence resulted in them brushing the side of Eskimo as they tried to fit between the anti-barging buoy and Eskimo. The result was a 720° penalty. See photo on front for the scene at the start line just after the collision

The second involved Bush-

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