

◆ Round the Buoys ◆

May 2009

Trailables

This issue is written in perfect autumn weather, which is the weather for good news and our good news is that our Trailable Register has been increased by one, as Ian and Julie Park and family have become the proud owners of a Timpeny 670. Rumours abound that another of the class may be on the register soon. If these rumours prove factual then the growth of the Trailable fleet is a positive thing for sailing at CSC as our image can only be enhanced by the sight of larger numbers of sails off the club.

Naggers and Nagees and the H&S Index

Having made a firm resolution to set about fine tuning the H&S Index, (Happiness and Satisfaction Index) of trailable yacht people at the Club, Ian and your scribe have resolved to take

time off from maintaining and beautifying their own yachts and have appointed a team of Naggers to take on the task of trying to improve our collective skills over the winter season.

The role of a Nagger is to sail on various boats during the races, to take the helm some of the time, to ensure the sails are set correctly for beating, reaching and running and to nag incessantly about all the things a nagger thinks are important and thus worth nagging about. Hopefully there will be time to take notes and snapshots during the race.

After the race while partaking of cold libations and hot soup we will have an open discussion on whether the naggers have been nag-

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What's On

May 31st

Winter sailing at MMYC

June 21st

Winter sailing at CSC

Midday Start

June 27th

Presentation Night

See notice on page 4

July 5th

Winter sailing at MMYC

July 19th

Winter sailing at CSC

Midday Start

July 25th

Annual General Meeting

August 2nd

Winter sailing at MMYC

August 16

Winter sailing at CSC

Midday Start

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Chad tries to trim the boat by getting his immense weight forward

Trailables

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ging effectively or just nagging for the sake of nagging. Notes will be taken and circulated to all email on the day's race and what conclusions were reached during the discussion.

Ian's list of Naggers is:-

Mike Robbins
Scott Blencowe
Ian Blencowe
Ray Cole

Rear Commodore Doc is to set the courses and be starter for the winter; but Chad has agreed to stand in for him on that day. We will have 3 starts each CSC race day the first at 10.30, the next at

10.45 and the race start at 11.00. We can have couple of tacks after each of the earlier starts before returning in time for the next start. This will build up our experience and ability at timing our starts, as you never ever get back in a race the time you lose in a bad start. Also it will build up confidence in sailing in close company as prestart and starting and the immediate post start time is when we are most likely to be sailing in close company with other yachts.

Winter racing traditionally is the time when we welcome friends and visitors to join us during the race and afterwards and therefore shortage of crew is not an excuse for not attending. If the weather is such that racing is abandoned the discussion session is still planned and we will discuss things of interest to us about making sailing a thing of joy. As Ian said to me during the week – "The thing about prettying up your boat is that once finished, it makes you believe in the old proverb- 'a thing of beauty is a job forever'"

1st CSC Winter Race 17/05/09

The Harvest Festival has come and gone for another 12 months. Henceforth it has been decided to hold it annually instead of every two years as in the past, and probably at the same site as this year on the last Saturday in May. Our stand was well and faithfully set up, staffed, and dismantled, by the usual suspects. It was strategically allotted to us right in front of the main stage, so we had a wonderful opportunity to see, and we could not avoid hearing, the performers, some of whom were either famous or notorious in the entertainment world, so your scribe was

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informed.

We picked up five names of people who are interested in sailing and may see some at the November Learn to Sail Session. Weather-wise the day was less than memorable but was made bearable later in the day when Chris Flanagan pointed out, that if one took on the responsibility of standing just astern of Commodore Steve's splendid vessel to ensure no disasters befell her, you were positioned in a stream of hot air due to the proximity of the radiators of one of the lighting plants.

The day, and some members, suffered a hangover from the previous day's front in the morning with a forecast of 15 – 20 Knots from somewhere or other and a chop left over from yesterday's breeze. On the website the seas look large and lumpy despite the reasonable forecast, and no yachts from MMYC attempted the hazardous voyage from Mordialloc.

Chad and Glen fresh from theoretical navigation and trigonometry exercises manned the committee boat, and set the course and Lyndon and Eric were there in their well known heavy weather yachts, salivating at the thought of a joust with Nature. Captain Moonlite was to be the third yacht to complete the fleet.

Setting up the furling headsail on his recently acquired yacht Lyndon pulled one of the strings on that damnable device, which caused the sail to remain unfurled and the boat to rotate rapidly around the anchor. This caused Lyndon to think carefully and deeply about the nature and extent of centripetal and centrifugal forces and he decided to cease pondering, and entertain Ron and Eric aboard Bitter Sweet instead of dealing with the dreaded self furler. This meant of course only two yachts were to be under starters orders.

Our indefatigable secretary and master of many Club tasks was in fact fatigued by the exertions of the previous day, and could not sail with Lyndon as he had threatened to do. Instead he and Debbie manned the tower and also prepared this report for the Raver who too was fatigued, but was also absent.

A major wind shift, that curse of all starters struck at Chad and Glenn. and resulted in the beat being a soldier's reach as the breeze swung from NW to SW. Things were also complicated with a big committee boat end bias to the line. Bitter Sweet was ahead and on the line at the start and Eric settled down on the beat ahead of his larger foe Captain Moonlite while they both were beating towards what they thought was the windward mark which was in fact the wing mark. Captain Moonlite was the first to distinguish the correct mark in a lightening breeze and was the first to round and thereafter was not

headed. Graham and Lee Deacon were aboard Captain Moonlite and Graham was steering her when he received instructions from the skipper to "sail straight at the mark" and he carried these orders out precisely, hitting the mark dead centre, but failing to sink it. The breeze dropped right out after Eric and crew in Bitter Sweet had finished, and was so light that Chris had great difficulty in carrying out the mandatory alternative penalty. Time for Bitter Sweet on the shorter course was 73.18 min corrected to 8.78 mins per NM; and for Captain Moonlite sailing the full course 131.11min corrected to 11.47mins per NM. Congratulations therefore go to Bitter Sweet and Eric Ron & Lyndon.

Courses

Radio Operator Proficiency Course

Users of VHF radios are required to hold a Radio Operators Proficiency Certificate.

As there are now a number of Trailer-Sailers in the club using VHF radios Carrum Sailing Club will be conducting a course to obtain this certificate.

Neither the date of the course nor the cost of have been set, however you can express your interest in the course by calling

Ian Blencowe 0402-855-671 or 9789-2976

Note

You are not required to hold the certificate if you are operating under supervision of someone holding the certificate. This means that as long as somebody on the boat hold a certificate you are okay.

When using the club radios you are under the supervision of committee members holding certificates.

Boat Operators Course

Sixteen people attended the Boat Operators Course held at Carrum Sailing Club on Thursday May 7th.

The ten club members that attended and kept the 100% pass rate in tact were

Julie Park	Madeline Park
Ian Park	James Park
Narelle Skinner	Erin Dougherty
Kevin Norton	Ron Yeo
Lee Deacon	& Graham Deacon

Now we will have to teach them how to operate a boat.

Three got 100% while James passed despite being cheated out of a mark. (Effort of the Month)

Carrum Sailing Club

End of Season

Presentation Night

Saturday June 27th 6.30pm

Amazing Catering by Uptown Catering:

Your choice of:

Three Succulent Roast Meats

7 Sensational Salads

3 Mouth Watering Desserts

Roast Potatoes, Sour Cream and all the Condiments

Adults: \$20

Kids Under 12: \$10

Kids Under 3: Free

RSVP by 14/06/09 to Helen:

Ph: 8711 3027

Email: mruhsam@optusnet.com.au

FORM OF APPOINTMENT OF PROXY

I,

(name)

of

(address)

being a member of Carrum Sailing Club Inc.

appoint

(name of proxy holder)

of

(address of proxy holder)

being a member of that Incorporated Club, as my proxy to vote for me on my behalf at the annual general meeting of the Club to be held on **Friday July 24th, 2009** and at any adjournment of that meeting.

My proxy is authorised to vote in favour of/against* the following resolution (insert details of resolution).

Signed

Date

CARRUM SAILING CLUB INC.

NOMINATION FOR COMMITTEE

The Secretary,
Carrum Sailing Club Inc.
P.O. Box 137
Chelsea. 3196

I hereby give notice that on Friday July 24th, 2009, at the Annual General Meeting, I intend to nominate:-

for the position of

Proposer

Seconded

Dated _____

I accept the nomination

Nominee

CARRUM SAILING CLUB INC.

NOTICE OF MOTION

The Secretary,
Carrum Sailing Club Inc.
P.O. Box 137
Chelsea. 3196

I hereby give notice that on Friday July 24th, 2009, at the Annual General Meeting, I intend to move that:-

.....
.....

Proposer

Seconded

Dated

Sponsors Page

We are proud to have the following businesses sponsoring our Club

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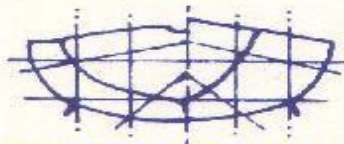


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In This Issue...

Effort of the Month



Licensed

Well done Madeline and James PARK who completed their Boat operators certificates.

Undergoing a three hours lecture and then an exam they went well past their normal bed time but still managed to pass.

Smarty pants

Going through his Boat Operators exam results James PARK told the examiner that there was another answer for one of the questions and

that he had in fact got that answer correct. He explained his understanding of the facts causing the examiner to carefully check the wording of the question. He was correct. Thousands of people have undergone the test and not picked up the error.

The question what marks have lights with two flashes. Answer is an Isolated Danger Mark but as James pointed out the question did not differentiate between a red light for Isolated Danger or orange light for Special Mark.