

◆ Round the Buoys ◆

November 2008

Donations

The Carrum Sailing Club is fortunately still receiving useful donations.

After reading about the receipt of an overhead projector in the last Round the Buoys, David Richards enquired if we had a screen for it. The reply being in the negative David went home and returned with a projector screen & stand.

One of the Clubs Bic 320 was received without a mainsail. Clint Treloar came to the rescue and donated an old Mosquito main to be cut down.

That sail was taken to Peter Green Sails (see advertisement) and Peter kindly did the work without charge.

Thank you all.



In response to suggestions we are becoming the Careel Club here is another Careel

What's On

November 4th
Cup Day Daveys Bay cruise

November 9th
Early Risers / Cadets (9:30)
Cambur Motors Challenge (10-12)
T/Sailer Ht 5 OTB Hts 9 & 10

November 16th
Early Risers / Cadets (9:30)
Cambur Motors Challenge (10-12)
T/Sailer Ht6 OTB Hts 11 & 12

November 23rd
Early Risers / Cadets (9:30)
Cambur Motors Challenge (10-12)
T/Sailer Ht7 OTB Hts 13 & 14

November 30th
Early Risers / Cadets (9:30)
Cambur Motors Challenge (10-12)
T/Sailer Ht8 OTB Hts 15 & 16

December 7th
Early Risers / Cadets (9:30)
Cambur Motors Challenge (10-12)
T/Sailer Ht9 OTB Hts 17 & 18

December 14th
Novelty events
Cambur Motors Challenge

January 18th
Pre Australia Day clean up

January 26th
Host Australia Day celebrations
Kingston Challenge

February 1st
Post Christmas season commences

New Members

Looked after

Adrian Vermeer was given a great welcome to Carrum Sailing Club when the others in the Trailable fleet graciously allowed him to win.

He now has a high standard to maintain and the handicapper has hit hard.

Unpatriotic

Committeeman Chad Hair was far from patriotic with our newest member. Born 14th October his daughter was named Chelsea. Fancy naming his child after a rival club. What's wrong with Carrum.

See page 8
Congratulations Chad & Kirsty.

Contents

Donations	1
What's On	1
New Members	1
My Sailor	2
Off The Beach	2
From The Rear	3
Vice Squad News	3
Trailables	3
How to Start	8
Sponsors	2 & 9
Effort of the Month	10

My Sailor

Yachting Australia national member ship scheme, (your silver card) it is also your online tool. Here you can update your personal contact details, log activities, even enter classified advertisements. When members receive their card, they also receive a log in password, and membership number. Go to www.yachting.org.au and have a look around at what it has to offer.

Off The Beach

Heats 1&2 - 5th October 08

Ideal conditions, 5-8 knots and 23° greeted those who wisely chose to ignore the leading up forecast waiting to see what the day presented.

Only two boats sailed in the Off the Beach Class. There were Narelle Lewis in Laser "Bugs" painted in a nice red colour and Steve and Auster McClelland in the club pacer, still in the same colour.

The lighter boat with lighter crew won the start and stayed in front all the way, as it should. It took them so long to get around the course that neither wanted to go again for the scheduled second heat. Bugs won on Yardstick but The Mac's turned

(Continued on page 3)

	Y/S	Pts	Hcp	Pts
The Mac's	DNC	10	DNC	10
Green Machine	DNC	10	DNC	10
Le Mog	DNC	10	DNC	10
BSTLT	DNC	10	DNC	10
Turkey	DNC	10	DNC	10
Bugs	13.24	1	12.34	2
Slasher	DNC	10	DNC	10
The Flying Basset	DNC	10	DNC	10
Paul Miciewicz	DNC	10	DNC	10
Parks	DNC	10	DNC	10
Mike Robbins	DUTY		DUTY	
Tim Robbins	DUTY		DUTY	
Emmi	DNC	10	DNC	10
Club Pacer Macs	13.46	2	12.23	1
Club 125	DNC	10	DNC	10
Club Penguin	DNC	10	DNC	10
Club Minnow	DNC	10	DNC	10
Club Bic 2664	DNC	10	DNC	10
Club Bic 8722	DNC	10	DNC	10

@ HOME PLUMBING

I ARRIVE ON TIME!

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(Continued from page 2)

the tables on Handicap.

Heats 3&4 - 12th October 08

These heats were blown out due to a northerly with gusts to 30 knots.

Heats 5&6 - 19th October 08

After a delayed start due to opening Day celebrations and problems with the start boat, and with a good number of boats on the beach there was only one starter. That starter was Steve McClelland in the Club Pacer. Narelle Lewis was on the water but returned to shore before the start.

	Y/S	Pts	Hcp	Pts
The Mac's	DNC	10	DNC	10
Green Machine	DNC	10	DNC	10
Le Mog	DNC	10	DNC	10
BSTLT	DNC	10	DNC	10
Turkey	DNC	10	DNC	10
Bugs	DNS	2	DNS	2
Slasher	DNC	10	DNC	10
The Flying Basset	DNC	10	DNC	10
Paul Miciewicz	DNC	10	DNC	10
Parks	DNC	10	DNC	10
Mike Robbins	DNC	10	DNC	10
Tim Robbins	DNC	10	DNC	10
Emmi	DNC	10	DNC	10
Club Pacer Macs	DNF	2	DNF	2
Club 125	DNC	10	DNC	10
Club Penguin	DNC	10	DNC	10
Club Minnow	DNC	10	DNC	10
Club Bic 2664	DNC	10	DNC	10
Club Bic 8722	DNC	10	DNC	10

From the Rear

The Sailing Committee Wants More Work

“This is YOUR sailing club so why should you put up with what you get?” says Rear Commodore Greg Dougherty. “Why not try to get what you expect, or, at the very least try to improve on what is currently being offered.”

The Sailing Committee wants the members to provide ideas, slight tweaking to existing processes or other ways to improve the on water component of our sailing for everyone. Suggestions can also cover the rescue boats, the tower,

changes to how we are currently doing things. They need these ideas etc so that they can discuss them and plan possible implementation.

You can pass on your ideas etc to any of the Sailing Committee representatives, Chris Flanagan, Rebecca Flanagan, Steve McClelland or Scott Blencowe.

Course Laying And Race Starting Sessions

For the benefit of those members who would like to have the mysteries of how a course is set or how races are started revealed, Greg Dougherty will be at the club most Friday nights (7:30ish) to take you through either or both these fascinating subjects.

Knowledge of both these processes will

Vice Squad News

Thanks to everyone for helping create a wonderful atmosphere at our Season opening day on the 19th October. There was food and people aplenty and we were graced with the presence of a former Commodore from the 1970's and Life Member Ted Knight and family.

Jenny Lindell did the honours of declaring the season open and it was also great to see Councilor Justin McKeegan and Pat and Joy King, long time friends of CSC join us for the luncheon.

Our very special guests performers Louise Richards and her friend Brie (Patto's idol winners) delighted the crowd with a stirring rendition of We are Australian and Let it be. Girls, don't forget to make our opening day a permanent gig on your touring circuit!

Many thanks to those dedicated members who came and scrubbed the club until it shone the Friday night before the big event. Anyone is invited to help - training on the use of vacuums and cleaning products will be given if needed.

There were so many new faces, I didn't get to speak to you all. Please know that you are very welcome to join in sailing or even after racing on a Sunday for a chat and a drink.

Happy Sailing!
Helen

Trailables

Heat 1 5th October

(Continued on page 4)

Editorial

We have now seen the completion of Heat 1 and an increase in fleet numbers too, albeit with two of the Ultimate 18s staying under the blankets, and the crew of that pretty Blue Careel left her sobbing at home in the hills after falling for the oldest trick of all and believing the Wednesday forecast, while Lucky Lyndon is away campervanning in what Fred Hollowes called “the red centre of a sunbaked concave country”, and where he lies buried after an heroic life. Also two of our numbers were on duty which further reduced the possible fleet.

Heat 1

After a depressing forecast for Sunday issued during the week some villain from the Trailables rang your scribe and suggested he would stay tucked up in bed for a few weeks and enjoy a Sunday sleep in, as history records that a blow out on the first day of the season is followed by a sequence of Sunday gales--- “and anyway you’re on duty, and it always blows a gale when you are on duty”. Well was he half right; or half wrong? Take your pick. History indeed does record a consistent seven day sequence at this time of the year, and when it is great weather for the first Heat so it has been the next few heats and visa versa. Indeed it was a magic blue and sparkling day with 0/8 cloud, 23 degrees of temperature and a gentle 5-8knot breeze from the SW. The weather was so good every flathead in the bay was wearing hard hats as the sinkers of the fishing fleet rained down from the surface above. Thus armed with this info we can rightly assume that we have a few Sundays coming to enjoy the races in perfect conditions. Those same perfect conditions produced a traffic jam at the ramps and two remarkable incidents have been reported. In one a new motor boat was launched and loaded and excitedly steamed off to go fishing, leaving the car on the ramp with engine running to be later removed by a bystander in order to clear the ramp. In the other an alloy O/B vessel, slid off the trailer after being loaded on the trailer and Ian had to assist and/or advise on how to get it back on the trailer. He reports that such a boat and motor landing on the concrete makes rather a loud noise!!!!.

Out on the race course; just as the race was about to start a plaintive cry almost biblical in nature came over the radio from Captain Moonlite saying “Put not your faith in engines, for in such false faith I am abandoned to my foes” A Good Samaritan in the guise of Carrum 1 abandoned her

duties and after making two sound signals, clad in a red and white cape, set out to relieve the distressed one so that that vessel could indeed move on the pathway to heaven. Which as we all should know is racing on Sunday at CSC.

But enough of that verbage, or as sailors say --Vast Heaving! Lets get on with it.

At the postponed start Bitter Sweet was yet again at the pin end and crossed first with Eskimo and Small Change at the middle of the line and the tardy Captain Moonlite in sight of the line which was obscured by Indulgence and Casper who were starting with only a relatively respectable delay. Glenn and Debbie who were also late out from the creek but at least under their own power in Merindah were last to cross. Settling down on the beat Eskimo looked a picture with her Pentex suit nicely set. Adrian, Rob and Mitchell, a crew consisting of three generations of the same family in Small Change were close on Eskimo's wake on the beat to the first mark. Close astern were a determined looking lot on Captain Moonlite urged on by Rebecca who had deserted her Sabre as she said “to get the oldies up to speed”. That crew with eyes glued to the jib telltales were intent on overtaking the leaders and cancelling out their late start. (I have news for you mob --- you never get that time back). Indulgence meanwhile had everything set nicely and was showing her transom to Casper on the beat but Marindah never overcame the handicap of being late for the start.

Eskimo was first to round followed by Small Change with Captain Moonlite ahead of Indulgence with Commodore Steve and crew Narelle looking smug about the decision to purchase the new No 1. and setting up the rig nicely to maintain the lead gained at the start. On Carrum 2 Rear Commodore Doc who runs the foredeck on your scribe's vessel remarked that while Eskimo had the quickest set and Small Change had a magnificent hourglass, “ none of them set their kites as quickly as I do” Indeed, he is a most modest Rear Commodore.

At the leeward mark rounding after the completion of the first triangle, the order was Eskimo, Captain Moonlite, Small Change, and Indulgence leading the 18 footers from Bitter Sweet, Casper and Merindah. It had been a long slog in light breezes and one in which minor sail setting adjustments paid off handsomely. After the proud run Captain Moonlite

(Continued from page 4)

had overtaken Eskimo who was still ahead of Small Change while in the 18footers Casper with both the blue cherubims aboard as crew for Chad had made up time on Indulgence but not enough to catch her and Bitter Sweet fell back due to a re-sounding wallop on her keel from a denison of the deep which caused both the crew and the spinnaker to end up in a bit of a flap. For those completing the full course the order remained unchanged and on a seconds per N.M. corrected basis the race was won on CBH by Adrian and crew in Small Change in her first race with the Club and after a late night getting her together after major work on the keel case and the drop keel. Eskimo kept out Captain Moonlite to prove the old adage that you never get back the time you miss out on at the start. On Performance Handicap Small Change was also the winner but the minor places changed with Captain Moonlite being second and Eskimo third.

Our tireless handicapper Ian has produced the tables above to show you how the results are worked out and this season has a new item to keep us awake as we ponder our performance, namely the lap times below.

Thanks Ian and congratulations and welcome Adrian.

	CBH	PLACE	HCP	PLACE
CAPTAIN MOONLITE	11.214	3	10.167	2
BUSHRANGER VI	DUTY		DUTY	
ESKIMO	11.130	2	11.101	3
SCOTT SHEARS	DNC	13	DNC	13
BRITANY	DNC	13	DNC	13
BITTER SWEET	14.591	6	11.891	5
FRODO	DNC	13	DNC	13
INDULGENCE	13.809	4	11.182	4
MAGIC BUS	DUTY		DUTY	
MERINDAH	DNF	8	DNF	8
CASPER	13.904	5	11.941	6
BLUE ANGEL	DNC	13	DNC	13
SMALL CHANGE	11.100	1	9.830	1
ASGARD	DNC	13	DNC	13

Heat 2 12th October
Editorial

Well! Once again your scribe was wrong!! This time in reporting an historic fact predicting

	Lap 1	Corr Time	Lap 2	Corr Time
Eskimo	54.81	37.27	91.45	62.19
Captain Moonlite	57.73	40.41	90.11	63.08
Small Change	59.62	39.35	95.02	62.71
Indulgence	76.24	44.98	117.57	69.37
Bitter Sweet	80.28	48.17	120.65	72.39
Casper	80.66	47.59	118.78	70.08
Merindah	100.97	59.57		

several weeks of good weather following the perfect sample we had for Heat 1. In fact what the Oracle claimed was said when asked for an explanation was that we would get several weeks of weather on successive Sundays but did not say what kind of wind strength would prevail. So there you have it--- our scheduled Race on Opening Day will enjoy weather, of what kind and of what wind strength you will have to turn up to witness. Rest assured there will be weather.

HEAT 2 FULL REPORT

Race abandoned wind gusting to 30 knots N – NNW – NW

MAINSAIL MADNESS

For most mainsail materials, when it blows more than 12- 15 knots it is time to adjust the sail by pulling down on the Cunningham eye. If your sail is old or of lighter material you will have to do it at lighter wind strength. The reason is that the maximum draft, or camber, is blown aft as the wind increases because of the structure of the cloth and this allows the main to hook, which slows the boat, increases windward helm, and makes her heel more. Pulling down on the Cunningham eye can reduce all these bad effects. If you haven't got a Cunningham eye you can achieve the same effect by increasing main hal-yard tension. On the reaches you can ease off the tension and pull it back again when on the wind again. When you pull on the Cunningham you can also pull out the main clew outhaul a little and visa versa. Your leech ribbons will tell you when you have it right.

Heat 3 19th October
Editorial

The official Opening Day is now over and

(Continued from page 5)

we have completed two Heats. The opening Day was a great success as far as the land based activities were concerned. We had Ms Jenny Lindell, Cr Justin McKeegan and Mr and Mrs Pat King, and Ted and Val Knight and family for lunch—and they were delicious!. We were right royally entertained by Louise and Brie and then out on the race course in a fine sailing breeze, for a race distinguished only by the small numbers starting. No wonder there is concern at the increasing obesity in the community when so many members elected to watch the race with a glass in hand and munching the stuff from the well laden tables in the Club. Congratulations all round to those who organised and participated in what was a wonderful ceremony --- the best by far for many years.

HEAT 3 REPORT

It was a late start with a nice sailing SW – SSW breeze of 15-20 knots, a choppy sea running and a hint of an oscillating swing to the South just making it self felt at start time. Rocky and Darren absented themselves from the opening ceremony to get Magic Bus out early, and as soon as the line was laid, could be seen timing runs to the start in the hope of getting to the line smack on gunfire; or as it turned out, whistle toot, when the fleet were starting. In fact we were lucky to get a start line at all, as Carrum 1 was still suffering from chronic flatbatteryitis and acute floodedovea and dosing the patient with jump lead medication failed to revive her and she was towed out to her appointed station, where she sat in meditation, awaiting the fleet and flying an AP to announce a postponement. That signal then decided to leave the boat and flew off to leeward with the gannets and the gulls. The pin end buoy too was ill, with chronic leaningoveritis due to being laid in too shallow water for it's ground tackle. Carrum 2 with Ian and Glen acting as medical assistants to the ill were kept busy towing and adjusting ground tackle and supplying a missing P signal to starter Kathryn as well as laying the course. They were busy boys and it was not all done yet. Sailing around prior to the start only two off the beach boats were seen, but both were well worth seeing in action. Tim from Quarterdeck in the International 14 and an immaculate Impulse sailed by Andrew King. All the rest were still ashore feeding the inner man.

In the last minute after the borrowed Blue Peter was dropped Captain Moonlite with Chris ,Carol, and pier head jumpers Josh and Lyndon on board sat on Bushranger's hip as she worked down to the pin end and spotting the shoaling water tacked to

port and then tacked under Magic Bus in what was a surprising lull of which there were a few to follow. The starting practice had paid off for Rocky and Darren and Magic Bus crossed first just up from the pin end, winning the start clearly from Bushranger with Blue Angel further up the starting line with Small Change. At this stage on board Bushranger with five aboard, regular crew Michael was replaced by Mark Cole down from Sydney on business and Mark Madler-Edwards from Bitter Sweet. As we did several times during the race we felt that the breeze was dropping out Rear Commodore Doc and Kevin were about to make preparations to change up to the No 1, but deferred that when it seemed that only some of us were racing and others were pellmelling near the line. Were we over early and had missed the recall? Why were not Moonlite and Small Change on the wind?

Confused, we elected to return to the start and had gone only a small distance when we heard clarification on the radio between the tower and Carrum 1 of a valid start. (the benefit of having VHF?) and resumed beating to the mark.

We elected to continue with the No2 and although under canvassed at times it did the job albeit with much use of the traveller up and down. Commodore Steve no longer attired in his formal clothing, much to the disgust of Vice Commodore Helen who sets the proper dress standards on board Blue Angel was serving before the mast after his impressive and busy time ashore and was seeing how a sister ship was rigged, and advising on how to stay ahead of the threat astern in the form of Magic Bus who was having trouble with his boom vang which kept popping out of the cleat. Bushranger rounded the windward mark first and decided to set a spinnaker for the reach. It was a bad decision, and a tangled bad slow set. But we had some fun with some bursts of speed and she broached three times on to her beam ends, before pulling away and off again. Next another bad decision to gybe and try to carry the kite on the next reaching leg. That didn't last long as it soon penetrated even the wooden head of her skipper that landfall would be at Bonbeach rather than Carrum if he persisted with the extra. During this busy time Captain Moonlite had been gaining on Bushranger as had Small Change with Adrian hav-

(Continued from page 6)

ing 1st mate Rob handicapped with an injury, and still in the process of tuning the rig of his recently acquired yacht. Blue Angel had held off Rocky and at the end of the first triangle the two larger sister ships were separated by 2.35 min with Small Change 4.45 min astern while 2.68 min later the smaller sisterships were 2.32 min apart. On the next beat Small Change decided to pack it in to get Rob ashore and the order remained unchanged at the windward mark where Bushranger in attempting to set the spinnaker proved the old adage that the best thing to spend on a boat is time afloat!! Nine weeks ashore meant we were all rusty and none more than the skipper. Said rustiness produced a run long struggle to get the extra aloft which was abandoned approaching the mark. At the end of the proud run the leader had 3.21min margin over Captain Moonlite and Blue Angel was looking astern at the looming red boat as she had only a margin of a quarter of a min over her rival Magic Bus. That left only the two larger sisterships to complete the last triangle and at the windward mark the breeze had swung to the south so it was a spinnaker for the first reach for the leader and this time it went up and down reasonably as the rustiness was polished off the work on board. Captain Moonlite again elected not to fly a kite although the swing was such as to have the breeze on the quarter. Bushranger hung on to the extra too long and thus sailed a lot of extra distance at the gybe mark but held her sistership off by 2.1 min at the finish.

As the table shows, on CBH the order was Bushranger, Captain Moonlite, Blue Angel then Magic Bus while on Performance Handicap the order was Captain Moonlite, Bushranger, Magic Bus and Blue Angel. It was not all over yet, for our rescue boats were recalling an old pop tune of your scribe's childhood --- "What happens to the breakdown truck, when the breakdown truck breaks down?" Carrum 2 had to tow Carrum 1 from her stationary station and suffered a broken tow line during that exercise.

	Lap 1	Corr Time	Lap 2	Corr Time
Bushranger	60.75	1	81.82	1
Captain Moonlite	63.50	2	85.03	2
Small Change	67.95	3		
Blue Angel	70.63	4	103.72	3
Magic Bus	72.95	5	103.98	4

	CBH	PLACE	HCP	PLACE
CAPTAIN MOONLITE	14.31	2	12.98	1
BUSHRANGER VI	14.05	1	13.11	2
ESKIMO	DUTY		DUTY	
SCOTT SHEARS	DNC	13	DNC	13
BRITANY	DNC	13	DNC	13
BITTER SWEET	DNC	13	DNC	13
FRODO	DNC	13	DNC	13
INDULGENCE	DNC	13	DNC	13
MAGIC BUS	17.23	4	13.54	3
MERINDAH	DUTY		DUTY	
CASPER	DNC	13	DNC	13
BLUE ANGEL	17.18	3	14.60	4
SMALL CHANGE	DNF	6	DNF	6
ASGARD	DNC	13	DNC	13

How To Start

Assembled from two sources

1. from Tactics and Strategy in Yacht Racing by Joachim Schult

Get to the line early after sailing around up to the windward mark if time allows after you have tuned the rig, if time is short sail a few short tacks to windward to see which side of the course is preferred and back to the line to assess tide and or current on the line and if the breeze is swinging. Decide which end of the line is favoured and in a big fleet if starting at that end will allow you to work the favoured side of the course.

2. from Destination One Design nonjan J24 Blog

With light wind, say 6 to 10 knots, after making a few tacks at the line get your boat up on the line (or maybe just 1/2 boat length or 1 boat length off the line, with ONE MINUTE to go, on a close hauled course. Then luff up and stop her, ease everything, ease it all the way. Let the main out all the way out, let the genoa, all the way out.

Then, wait. At about 20 seconds, trim everything in, and go!

We had two really good starts thanks to this type of start out on the lake two weeks ago, but there's a lot to learn. The critical things are

- 1) there's no major current on the lake, if there was current, it certainly would add an element of timing and distance that's completely different.

- 2) You have to stop your boat and hold her, on a closed hauled course. Use a point on land or use your compass, but don't get into irons, you need to be able to trim-and-go.
- 3) Luff those sails. If you don't have the main all the way out, you'll still move forward, which is not the idea.
- 4) Learn how long it takes to accelerate in your boat. I've found about 30 seconds in 8 to 10 knots is about right. But, once we got rolled by boats that came powering up under us. We should have trimmed way earlier. I think we waited until 10 seconds to go one time, which was wayyyyyy tooo late.. argggghh .

The reason I like this start a lot is that it forces you to get to the line, in the front, with one minute to go, and so, you're there. Next, you're on starboard, so that's cool. Any boat approaching to windward, well, they don't have rights anyway, so who cares. As to the leeward boats, they HAVE TO give you opportunity to keep clear. They can't just come and barrel into you. They have to give you time to trim in and head up. Also, any boats that were to leeward of you before you luffed, are now gone, because they didn't luff.

The negatives with this start are that you may feel that there is a lack of control. But as long as you stop the boat, close hauled, trimming in and going is pretty easy. Also, you have to watch your equipment, boom and genoa, and make sure you don't foul anyone.

Find a spot on the line and give this powerful method a try the next time.

NOTE

That all the really top skippers are never far from the line.



Chelsey HAIR Born 14/10/08 at 6lb 3oz in the old language.

Effort of the Month

(Continued from page 10)

reading up on experts for he has made a remarkable improvement .

Particularly pleasing was seeing him practising starts once the line was set. He had been advised to do this weeks ago and it paid off with him clearly winning the start on the 19th.

Helping Hand

It was good to see former Vice Commodore Wendy Lewis attend the Opening Day. Not only because she had not been at the club for a while but thankfully she continues to have a compulsion to help out. Being a guest of the club did not prevent her from cleaning/washing up after other guests had left and club members concentrated on the sailing activities.

Thank you Wendy.

Job well done

Erin Dougherty & Serena Thomas for the first time took on tower duty on October 19 an eventful day.

Their job was made more difficult with Carrum 1 having a flat battery and one boat not rounding a mark on the correct hand near the finish.

Neither had prior experience on the radio but did an excellent job with only one error in protocol, an "over & out". Rumour has it that there was some head-banging when the error was realised.

Attire

Helen and Michael Ruhsam were graced with the presence of Mr Commodore Steve, Sir, for the post season opening race.

They were grateful for the advise given on how to get around the course ahead of another Careel.

They were however disappointed with his failure to maintain dress standards required on such an elegant boat as Blue Angel. Having been suited up for the social occasion he climbed aboard in scruffies.

No good enough according to Vice Commodore Helen, Ma'am.

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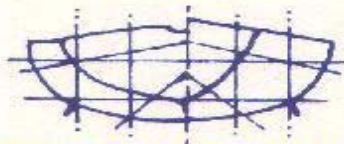


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In This Issue...

Contents	
Donations	1
What's On	1
New Members	1
My Sailor	2
Off The Beach	2
From The Rear	3
Vice Squad News	3
Trailables	3
How to Start	8
Sponsors	2 & 9
Effort of the Month	10

Effort of the Month



Hard work laying down

You may think that sailing can be hard work particularly in a blow with large seas but spare a thought for Kirsty Hair who according to Chad did it easy, taking her time, to give birth to their Daughter. She endured two days of labour.

Late

Those aboard Captain Moonlite were awarded wine on October 19 for tardiness at the start line two

heats in a row. The skipper had the gall to try to convince those present he was not trying to get close because he wanted to chase Bushranger rather than be in front.

No-one was convinced, hence the item on page 7 was produced for all to read.

Learning

Rocky Naughtin is obviously listening to experienced sailors and

(Continued on page 8)