

◆ Round the Buoys ◆

November 2009

Calender Change

The date of the Long beach Challenge against the Mordialloc Motor Yacht Club has been brought forward to November 15th.

This is a race for the trailerable fleet however Off The Beach Classes will also be given a start.

The trophy is currently held by MMYC (only the third time they have done so). All trailerables available should compete to improve the chances of getting it back to Carrum. It may, however, be necessary for one of the trailerable to be rostered on duty.

The start is scheduled for 12:00

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Duty

November 8th

Casper & Asgard

November 15th

Timptation

November 22nd

Magic Bus & Robbins

November 29th

Bushranger VI

December 6th

Merindah & To be Shore

What's On

November 6th

Mango Drive

Orders & Money due in with Helen Ruhsam

November 8th

Cambur Mtrs Challenge & Heat 5 Pre-Christmas series

November 15th

Long beach Challenge

12:00 start

Cambur Mtrs Challenge & Heat 6 Pre-Christmas series

November 22nd

Cambur Mtrs Challenge & Heat 7 Pre-Christmas series

November 27th

Beaumaris Theatre

Fawlty Towers

Cabaret style evening

Be there at 7:30

82 Wells Rd Beaumaris
Melways 86 G6

November 29th

Cambur Mtrs Challenge & Heat 8 Pre-Christmas series

December 6th

Cambur Mtrs Challenge & Heat 9 Pre-Christmas series

December 13th

Cambur Mtrs Challenge & Pre-Christmas Presentation

January 26th

Australia Day



After a late start Timptation catches and passes Bitter sweet.

Racing

Editorial

Julie Parks has been interceding with the Ultimate Authority to ensure weather to her taste, and it looks as if both her transmission and reception is pretty good too, as her weather was duly delivered for Heat 1; and what is more, a second similar delivery is forecast for Heat 2.

David Richards of Frodo was a willing worker at the previous Sunday working bee, but his Ultimate 18 did not appear for Heat 1 and Warren and Judy Doreian turned up after the race to explain their truancy—but did not launch Asgard. Shame! Shame! Warren. Lyndon played truant again and Bushranger & Eskimo are both getting close to their first appearance since last Season, hopefully for Heat 2.

Heat 1 - 04/10/09

The committee boat crewed by Ian and Kevin was out first to set the course in the best breeze of the day, and set out a start line for our two practice starts ahead of the scheduled start for Heat 1. Commodore Steve launched, but had motor trouble and elected to spend the afternoon in the tower, and Narelle sailed on Bitter Sweet with the faithful Doc Dougherty, strictly on loan, Eric for the day. Next week he will be on station on the rail of a repainted vessel faithfully calling the wind shifts. At the first

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practice start it was clear to all that Rocky in Magic Bus was suffering from the disease of notreading-SISitis, and a highly contagious disease it is too. The breeze at this stage was NW at 5kn and To Be Shore was the best starter only a little after the starting signal. At the second practice start all were on starboard tack despite the pin end being favoured by the wind change and a port tack start was the option. Bitter Sweet was a premature starter, and Ian and Kevin signaled an Individual Recall. It seems that the practice starts are good practice for those on the committee boat too.

The real start had To Be Shore on starboard almost sailing down the line as the breeze had continued to swing and the other starters all started on port. Timplation however had decided prior to the start to be sure to be the first to get the chequered flag by snaffling that mark and towing it around the course and in the process had become entangled with it to the extent that clearing it resulted in them being 7min. later than the starting signal in crossing the line. The sole representative of the morning heat for off the beach boats was Josh in his Paper Tiger, who being afflicted with the same plague as Rocky was waiting for the non existent 2nd start and he started 9min in deficit and later even than the Parks.

Your scribe has received two differing reports on whether Timplation and Bitter Sweet were pointing too high or not; and makes in the interest of diplomacy no comment – except to say that some designs can sail effectively to windward at higher angles to the apparent wind than others can.

The clue to who is right, say the great minds in aerohydrodynamics, depends on the way the

The image shows a business card for Redfire Lounge | restaurant | cafe. The card is black with red and white text. The logo "redfire." is at the top left, with "lounge | restaurant | cafe" underneath. On the right side, "redfire." is written vertically in a large font, with "lounge | restaurant | cafe" written vertically next to it. At the bottom left, it says "RED FIRE LOUNGE" in a red box, followed by the address "Shop 8 Starzone Karingal, 197 Karingal Drive Karingal 3199", phone "Ph 9789 4000", fax "Fax 9789 4400", and website "www.redfire.com.au" and "info@redfire.com.au".

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headsail is cut, and the 1/2 angle of entry at the waterline. Whack a straight edge on your LWL at the bow, and if it has a slight hollow in it you will be able to point effectively higher than those with a convex LWL, the experts say, provided your headsail is cut to suit and your helmsman can cope with the narrow groove to windward resulting.

The beat itself proved, in a fitful swinging zephyr with all but To Be Shore with tactician Mike Robbins onboard with the Deacons, going to the right, to result in the leaders at the end being Captain Moonlight rounding first after a trying 45min ahead of Casper and Timptation close astern, with the latter stalling near the mark and eventually gybing around in company with Josh in his Paper Tiger.

Casper and To Be Shore were in close company at the mark followed by Beez Neez, Bitter Sweet, and Magic Bus. A slow reach followed and the fleet observed a shortened course signal at the wing mark which meant that all sailed only one triangle with Captain Moonlight and Bitter Sweet carrying spinnakers. Casper and Magic Bus engaged in a luffing match on the run in the final leg, always an interesting and challenging duel, which in the majority of cases, while fun to the participants, generally only brings delight to the rest of the fleet.

With seven starters and one on duty we are nudging our Commodore's aim of achieving FORCE 10 at the line in 2009.

October 4th	CORR TIME	PLACE	CORR TIME	PLACE
CAPTAIN MOONLITE	70.973	1	70.480	7
BUSHRANGER VI	DNC	12		12
BEEZ NEEZ	81.392	7	69.183	6
TIMPTATION	79.974	6	67.978	5
ESKIMO	DUTY			
BITTER SWEET	74.676	5	61.597	4
FRODO	DNC	12		12
ASGARD	DNC	12		12
TO BE SHORE	71.568	2	60.833	3
LOVE N WAR	DNC	12		12
INDULGENCE	DNS	9		9
MAGIC BUS	73.402	3	60.061	1
MERINDAH	DNC	12		12
CASPER	73.431	4	60.634	2
JUST JOSHING	83.93			

The table below shows the places :-

Heat 2 - 11/10/09

After cluttering up a couple of the rooms in the house for months with the gear from the boat and stripping the deck so as to get a paint job done on Bushranger her skipper and crew were suffering so much from withdrawal symptoms that a decision was taken to go in part finished anyway, after already missing one heat. There may have been one or two previous days when the ramp was more crowded in the past but very few. Eventually seven Club trailables moved slowly in a long queue of boats both launching and retrieving to eventually launch and then proceed to step masts and bend on sails in front of the Club.

Eric, Ron and Hayley were afloat and had set a course for the racing, and a starting line too as we prepared. This was done in placid waters, sunny skies and a gentle breeze from the NNW slowly showing signs of swinging as the land started to heat up. There were some rather tentative practice starts before the real thing which saw a 65 deg bias to the pin end. The bias was such that most of the fleet crossed on port and stayed on that tack for a while -- some for too long.

Bushranger cleared out on the beat in about 5 knots of breeze, and after a couple of huge wind swings in the light breeze which produced two big knocks rounded first well ahead of Beez Neez who was looking good on the beat. The hurried rush in a half prepared boat, meant that a flurried pack of the spinnaker produced a tight knot involving clews and foot of the battle worn extra on Bushranger, and the first part of the reach was without the extra until the tangle was cleared. None of the others carried spinnakers and the order at the end of the first triangle was Bushranger, then Josh in his Paper Tiger 2.1min later then 6.2min to Beez Neez 1.6min to her sistership Timptation, with Steve half a min ahead of Chad & Lloyd in Casper who rounded .53min after the Parks.

Just astern were Lyndon, Mike and Tim in Love N War half a min later, and a similar space ahead of To Be Shore who was 1.2 min ahead of Magic Bus.

On the next beat Bushranger was approaching the mark when a stronger breeze was noted and she was able to lift to the mark after the front had passed and carry her spinnaker with wind on the quarter for the run back to the club. At about this time Beez Neez conceded the Timpenny race, and retired and Tim was taken ashore from Love N War feeling not

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a little uncertain. For the trailables the order at the end of that lap which finished the race for the 18s was, Bushranger by 19,7 min from Casper and the finishing times for the remainder of the fleet are shown in the table below. The increase in breeze had brought the two off the beach boats to life and the Paper Tiger pulled away from Bushranger and Steve in Red Hot Go enjoyed a nostalgic afternoon after things livened up a little. Steve noted that when you have once thrilled to a planning run in a dinghy you really yearn for it after you have moved into more docile vessels.

Timptation retired at this stage leaving Bushranger as the only trailable to do the last triangle and the breeze had swung so much that she laid the windward mark in one tack, carried her kite to the wing mark and had a two sail reach home.

The 1st table below shows CBH results while

October 11th	CORR TIME	PLACE	CORR TIME	PLACE
CAPTAIN MOONLITE	DNC	12		12
BUSHRANGER VI	9.149	1	9.044	2
BEEZ NEEZ	DNF	8		8
TIMPTATION	DNF	8		8
ESKIMO	DNC	12		12
BITTER SWEET	DUTY			
FRODO	DUTY			
ASGARD	DNC	12		12
TO BE SHORE	10.854	3	9.361	4
LOVE N WAR	10.876	4	9.244	3
INDULGENCE	DNC	12		12
MAGIC BUS	13.158	5	11.043	5
MERINDAH	DNC	12		12
CASPER	10.644	2	8.976	1
JUST JOSHING	DNF			
RED HOT GO	DNF			

Places / Lap	Lap 1	PLACE	Lap 2	PLACE
BUSHRANGER VI	30.17	1	49.31	1
BEEZ NEEZ	35.20	6	DNF	
TIMPTATION	36.30	7	61.87	5
TO BE SHORE	32.74	4	54.27	3
LOVE N WAR	32.41	3	54.37	4
MAGIC BUS	32.86	5	65.79	6
CASPER	31.58	2	53.21	2
JUST JOSHING	39.55		58.57	
RED HOT GO	33.97		55.82	

Raise Our Sights

RAISE OUR SIGHTS 1 - - - SUMMARY

1. Remember about Twist See last Ravings
2. Don't get too far from the line prior to the start. Especially in light weather
3. Going to windward with a properly sheeted headsail, glue your eyes on the steering jib tufts positioned so you can see them from the helm.
4. gybing at the wing mark and especially when rounding in company ease off the boom vang
5. On free legs, once on course, sheet the headsail by the tufts and the main by the leech ribbons

RAISE OUR SIGHTS 2 ----SUMMARY

1. Keep a good lookout. Watch the weather, predict the direction and strength of the breeze by the appearance of the water and the movement and appearance of the clouds. Learn how to prepare the boat for what is coming. Consider giving a competent crew man the job of telling you where the puffs are coming from and how hard they are. Also which side of the course is best i.e. favoured by more wind or more or less current and also tide. Note tide times to determine ebb and flood flows.
2. Stay within the lay lines. Never go too far out to one side of the course. Think of your course as confined within a 45deg diamond.
3. In a very calm day when the wind is fading and swinging --- go for boat speed by pulling her away a little off the direction you normally point. This is because the new wind will always come in from a different direction to the old wind, and you are then in a position to tack if the new wind is a knock, and harden up if it is a lift. You will have gained by your increased boat speed in the last of the dying breeze and will be ahead of those who continued pointing high and slow in that dying stage.
4. Set your jib right. Three things to alter are :-
 - . Jib halyard tension,
 - . Jib sheet tension
 - . Jib sheet block position or clew board

On the wind pull the jib sheet tight and then ease it a little to make the leech ribbons stream. Alter the jib sheet position fore and aft (or the shackle position in the clew board) until you get the shape you want in the jib. When you have the shape right consider and adjust the tensions. You will be surprised how much your speed will vary with very small adjustments of jib sheet tension and track setting.
5. Remember about Twist to control heel and sail shape.

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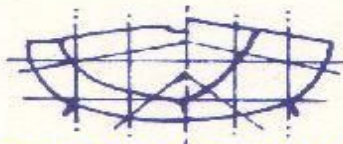


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In This Issue...

Effort of the Month



Watch out on the roads

They say bad events things come in lots of three. Well there have been three on road incidents occurring to club members in the last weeks.

1. The newly acquire Station Wagon (it wouldn't have happened if it had been a ute) was towing To be Shore to racing on Sunday 18th when the gear decided to stain the road. And not go any further.

2. Returning home after a Licence test the automatic Getz of Ian's Driving School decided it had had enough and the motor packed it in seizing up. For you mechanics, yes, it did have oil, water & petrol
3. Rebecca Flanagan was successful in getting her drivers licence. Motorists now need to look out for a Queensland registered Toyota Dual Cab 4WD with P plates that is menacing the streets of Patterson lakes