

◆ Round the Buoys ◆

October 2009

Fund Raising

The Wishing Well Anglers have advised that they will no longer be holding their monthly meetings at the Carrum Sailing Club. This has put a substantial hole in our already tight budget so, YES, we are after your money.

Three items of fundraising are now underway. They are in chronological order:

1. The Trivia Night to be held 17th October. Always a fun night with lots of prizes that have come from that treasure trove of goodies Frost Promotions.
2. The Mango Drive that was such a success last season is back 7kg of mangoes for \$24. Early December Delivery, orders need to be in and paid for by November 6th. This is an item that friend and relatives and even neighbours would enjoy. They are yummy; &
3. The Annual Car Raffle \$2 per ticket.

Redevelopment

Kingston Council on 28/09/09 passed the Planning Permit for the Carrum sailing Club redevelopment.

The motion passed after an objection from Con Spanos on differing grounds to his original objection.

The vote was five to two. Mayor Arthur Athanasopoulos took no part in the discussion or vote declaring he owns property in Johnson Ave.

This does not mean that the permit has been granted. There is a 28 day appeal period in which it is expected that Con Spanos will further his objections, leading to a visit to VCAT.

What's On

October 11th

Cambur Motors Challenge & Heat 2 Pre Christmas series

October 17th

Trivia Night

See Item at page 9

October 18th

Official Season Opening

Season to be officially opened by Jenny Liddell

Refreshments at midday

Opening at 1:00

Racing at 2:15 **Also**

Cambur Motors Challenge & Heat 3 Pre Christmas series

October 25th

Cambur Motors Challenge & Heat 4 Pre Christmas series

November 3rd

Cup Day Cruise



Brian Cowper is now sailing this Farr design keel boat in NZ.

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Courses

Marine Radio Operators VHF Certificate of Proficiency (MROVCP).

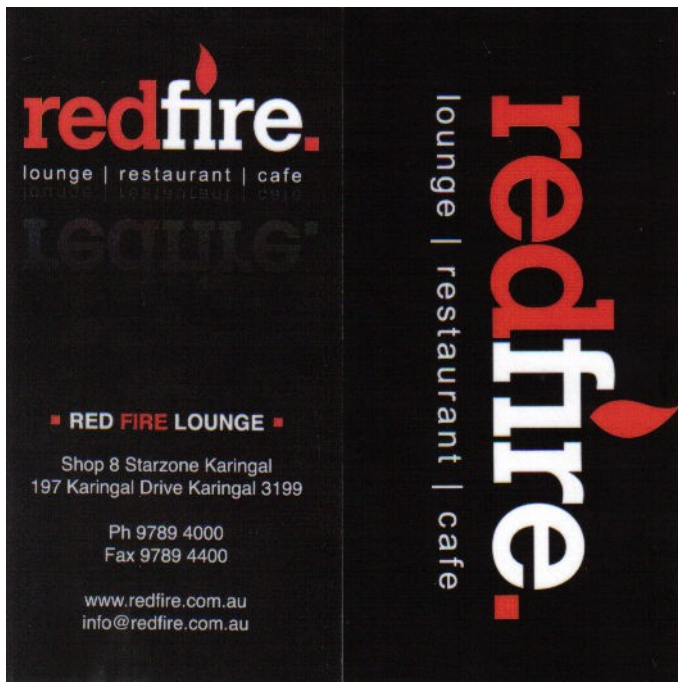
Fifteen people attended the last course of which 13 sat their exam.

The exam was so hard that even Chad Hair got 100%

Another course will be conducted when there are sufficient numbers and will cost \$155 per head. The reason for this is that the cost of marking, which must be done at Australia Marine College Tasmania, costs \$48 and the handbook a further \$24. You may be able to get pre reading done at http://www.amc.edu.au/system/files/amc.omc_mroh_08.pdf.

The Course will be over 2 nights, one for theory and the other revision and exam.

You will need a passport photo (for licence) and drivers licence (for proof of ID)



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Racing

This is the last issue for the winter and a warning that the Summer Season now underway. With an increased register of trailable yachts all of us have the option of sulking in a morose mood at home or joining the fleet on race days. You can indicate that your literacy skills are in order by noting dates in the Club Yearbook, and turning up at the working bee on Sunday to prepare the club for the season ahead. At the Club you can discuss and solve any problems you may imagine are insurmountable in getting to the start line on Sundays.

Last Winter Race Sunday 20/09/09

With a great forecast of 10 -15kn the arrival at the ramp gave evidence of that with many fishing boats there after a winter in which they were noticeably few in number. Club stalwart Ian having failed to get an assistant was out alone in the Committee boat setting up a starting line and laying a course. After attention was paid to installing a new keel lift cable TO BE SHORE was launched to be joined by BITTER SWEET who was waiting for late arriving Ron and Rocky in MAGIC BUS who announced he was just cruising and not racing. Our Timpenny 670 pair, TIMPTATION and BEEZ NEEZ were first to drop anchor in the river mouth and step their masts to be joined there by TO BE SHORE. That vessel and BEEZ NEEZ were having their maiden sail. As often happens in maiden sails it took a while to get everything on board shipshape and all were late for the scheduled 11.00 start prior to the start the Lone Ranger on board the committee boat had been having his moments with ground tackle for the buoys and sound signals: quote

“Laying the pin end mark the buoy clip

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came undone and the tackle went to the bottom. I laid the mark with new tackle and then the windward mark before going ashore to get some more tackle and then laid the wing mark and went back for the two scheduled dummy starts

The sound signal was me calling BANG!! because the air horn batteries were flat and the whistle was not in the black drum. Checking equipment was on the list of things to be done on Friday night but as I was the only person to attend (Pat was there as well) I thought I am not going to do everything myself so it did not get done.

No one was out of the river for the starts so I then dragged an anchor across where I reckoned the lost tackle was and must have moved it a bit because when I when back to try again the line had floated to the surface and was able to retrieve it. I set up the line and started the race at 11.00 on time as directed by the Rear Commodore. No starters and the 2 Timps came out of the river during the sequence but continued to motor about well away from the line“.

Our Lone Ranger then pelted about informing all of four vessels of a 12 noon start after BITTER SWEET had overcome a fuel line crisis and drifted about in the river before overcoming it and proceeding to the start area.

At the start TO BE SHORE and BITTER SWEET were alone at the line in a dying breeze. Graham at the helm of TO BE SHORE was first to cross to leeward of BITTER SWEET with BEEZ NEEZ some 8.5 mins. later. Timptation retired as Julie dislikes sailing in light conditions. In her usual style BITTER SWEET led the Ultimate fleet to the windward mark and TO BE SHORE was just astern. The dying breeze had swung to make the first reach, a run and with extraordinary skill Ron managed to take an interminable time to get the kite set and TO BE SHORE passed the leader on the reach to gybe on to the next reach with hardened sheets and lead to the leeward mark. On the final beat BITTER SWEET regained the lead and rounded ahead just as TO BE SHORE was headed at the mark and then becalmed briefly allowing BITTER SWEET to take Line and CBH honours from her with BEEZ NEEZ in the flat seascape astern. An impressive start to sailing the new boat from Graham and Lee who are resolved to be a consistent starter in the coming season in accordance with Commodore Steve's exhortation for each of us to be a real storm in our Force

10 program to have at least 10 boats on the starting line.

Many thanks Ian from all of us for the Lone Ranger exploits to add to your impressive list of contributions to the Club.

INSPECTOR'S REPORT

As we run a sailing course we had a visit from the Inspector of Schools who has issued a damning report to school Principal Ian, which lowlights the following:-

- * Truancy is a major problem with many staying away without a valid excuse.
- * Apart from the long term truants the attendance by many has been sporadic some giving weak excuses such as being away in other States
- * Literacy is poor as RTBs and other Notices and Publications are clearly not being read.
- * Maintenance on two of the larger school units has been neglected leading to them being unusable over the winter months

However the Principal's suggestion that corporal punishment be introduced to reduce absenteeism and truancy regretfully can not be implemented.

Twist

Well the long awaited season is upon us. Thankfully the forecast for Heat 1 is benign, unlike the awful weather we experienced last weekend. There will be a lazy couple of non starters who have failed to make the target dates of preparing their boats for the season, and I regret to say BUSHRANGER is among them. Remember that Commodore Steve has said that this season is to be the Force 10 season with 10 on the start each week.

Besides unfinished maintenance, other unfinished business is the urgent necessity to hold that Interclub Meeting with MMYC to settle before the Long Beach Challenge all aspects of the races for that prestigious Trophy. Greater minds than ours, have said it is so much better to have things set in concrete before, than to have interpretations and uncertainties, or unilateral decisions confusing any issue. Therefore, high on our agenda must be the necessity to press for and hold that meeting with our friends from MMYC.

SAILING IS FUN!

SAILING BETTER IS MORE FUN!!

In order to sail better, unless we are one of the rare lucky ones endowed with the gift of an intuitive sense of what makes a boat happy and fast on the waters, we have to undergo the process of watching, listening, and also reading all we can to reach that happy state.

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Here's a couple of thoughts for you to ponder before you go sailing next, from the fertile minds of champions of the past.

Paul Elvstrom,

Multiple Gold medal winner at Olympics says :-

“Most races are won by sailing well to windward, picking which side of the beats are favoured by wind or tide or current, and in large equally matched fleets by being sure of the rules at mark roundings”

He further says:- “at the start of a season or series I spend some time on the water prior to the race(s) simply sailing to windward for an hour or two setting up the sails, and simply arranging how much twist is appropriate etc and then get in the groove by watching the jib tell tales and the main leech ribbons”.

The above is great advice.

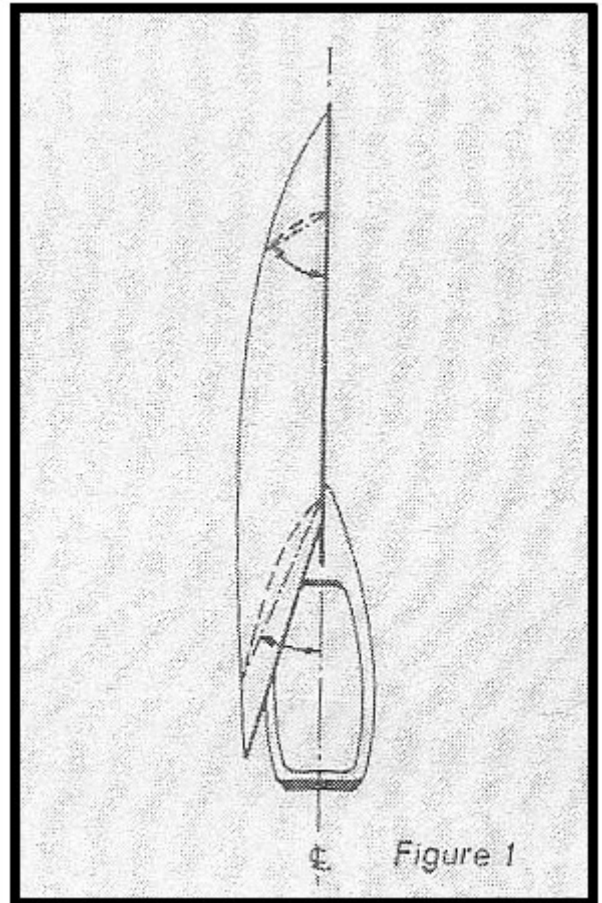
Bob Bavier in his book “Race your Boat Right” says:-

“When starting to race, I tell people not to overcomplicate things – sailing to windward is where you will make your most gains and losses, so when commencing to sail, one must concentrate on setting up jib tufts about 9 inches back from the luff in a position on the jib where you can see them from your helming position, and forget about anything else except getting them to stream nicely back along the sail all the time on both sides of the jib with minimum alterations of the helm. Once you have conquered this you will have many of the fleet astern and can look at how to set your sails up to make this easier etc. Steering to windward by your jib tufts is the essential element , although there are of course many more.”

One of these other elements is Mainsail Twist and luckily there is chapter and verse for us to read on this. Two slightly different views follow:-

Mainsail Controls and Sail shape Adjustment
Mostly The Mainsheet and the Boom Vang
(Steve Falk BEST of SAIL TRIM)

The main sheet does much more than just control the angle of the sail with respect to the boats centerline. It also exerts critical downward pressure which can alter the shape of the sail. Two somewhat related changes of shape can be induced by changing both the pressure of the mainsheet and its position with respect to the boom. **See Fig 1** for an illustration of “twist”.



Clearly **if we can control and change the degree of twist** we can change the shape of the sail; and the shape of the sail will affect how we sail including how much we heel. Beginning sailors in places like San Francisco Bay where it seldom blows below ten knots, and often much more, allow their boats to heel too much and become fearful of capsizing, and sail slowly because they are heeling too much and become discouraged and only sail in very light weather and even travel to places like San Diego and LA seeking lighter conditions. Some even give up because of being fearful when sailing instead of learning to control the heeling by adjusting the shape of their sail.

A second element of sail shape we can change with the mainsheet is the curve of the leech. As we sheet in the main the downward pressure on the clew of the mainsail tightens the leech and causes it to cup or hook to windward. Conversely as we ease the mainsheet the leech will loosen and sag off to leeward.

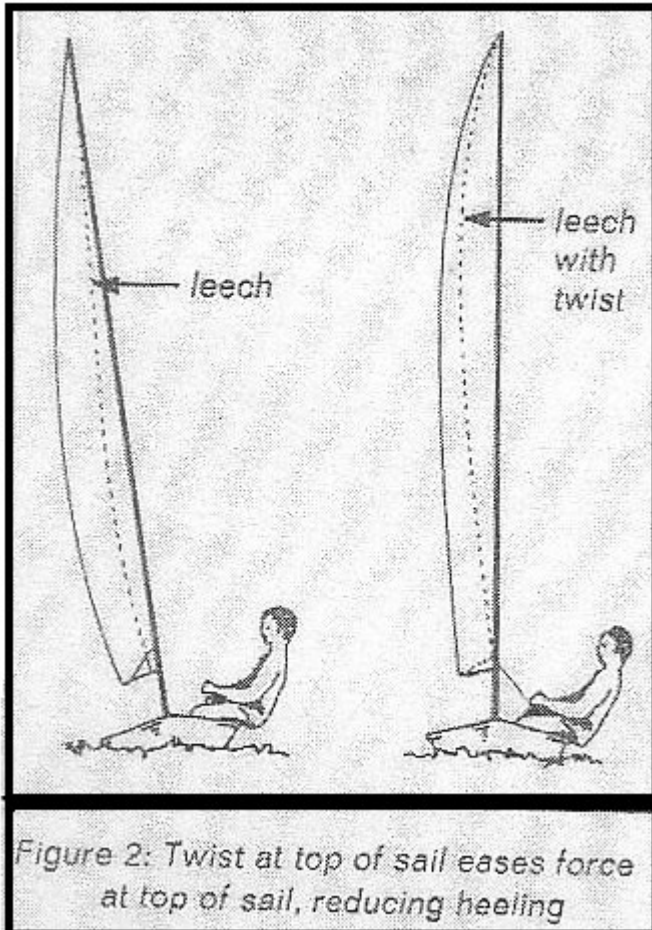
Generally speaking when beating you want the sail to be as close to the centerline as possible without losing drive. For the mainsail on most boats that means aligning the boom parallel to the centerline of the boat.

When going up wind in smooth conditions you

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can use all the power you can get out of the sails. **Then you minimize twist.** As the wind strength increases and the boat heels more than you can control by hiking or sitting your crew on the rail, you will want to increase twist to reduce the force on the top part of the sail. This will allow the boat to sail more upright. See Fig 2. The figure is drawn for a dinghy but is equally applicable to a trailable yacht or a keel yacht



As the wind blows harder up to a point where you are heeling too much, you must let the leech open even more and then readjust the traveller so that the lower batten lines up with the boom. Then ease the vang to let the boom rise and you will heel less because the sail has twisted off.

When reaching and running you will rarely have more sail than you can handle unless you are using a spinnaker; but that's material for another article. Therefore we minimize twist when running, by making sure the vang is down hard.

Now that we have established our sail shape principles, let's see how we can best achieve them. If we have a traveller under the boom which allows the main sheet to be adjusted laterally it will be of great use also. Thankfully this position of the traveller is almost universal now, and allows much greater and easier control of sail shape than the older designs

with transom hawses or in some cases blocks on the quarters with double ended mainsheets. With such a conveniently placed traveller track we can use it to position the boom along the centre line or to windward or leeward and control the twist in the sail with vang and mainsheet tension, using the vang to control how much the boom rises when we ease the mainsheet, once we have positioned the boom laterally in the position we want, with the traveller

In light to middling airs we must at all costs avoid the leech hooking. We do this by pulling the traveller to windward, and bringing the boom back to the centerline by easing the mainsheet. In these conditions a batten at the top of the sail will be falling off just a touch to leeward; a middle batten should be parallel to the centre line, and the bottom batten would be perhaps just, and I mean just, pointing up to windward.

NOW FOR ANOTHER SAILER ON THE SAME SUBJECT.

Flynn in his writings stresses twist of the mainsail as being important and has this to say on the subject :-

Technically, twist is "the change in the angle of attack from the bottom of the sail to the top." Twist is necessitated by the changing speed of the wind, hence changing angle relative to the boat, as the wind moves up away from the water. The drag induced by the water slows the wind near the surface, shifting it relatively further forward by comparison with the faster flowing wind further aloft. This effect is exaggerated at lower wind speeds. In the real world, it means that the leech of a sail must open up to some degree as we move from bottom to top.

In mechanical terms any time the distance between the clew and the head is shortened, (easing the mainsheet or boom vang or both), twist is increased because the boom rises. The same length of fabric is now strung between two points that are closer together, so the leech of the sail opens up. Conversely, pull down on the clew by heaving on the boom vang and or main, and twist is reduced, closing off and rounding up the leech. A tight, round leech creates power and forces the boat to point, but can also cause airflow to stall, (which you will see from your leech ribbons), or overpower the boat (create too much helm and heel). A twisted leech profile promotes airflow in light air when it is hard to get air to stay attached, and in heavy air, the flatter, more open sections depower the sail and help keep the boat on her feet and more upright.

In general terms, you can think of mainsail

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twist in three modes. In light air use extra twist and an open leech to promote attached flow and aid in acceleration. The top batten will be open, pointing three to ten degrees to leeward from where the boom is pointing, and the top telltale should flow aft. Sail shape in light air will be full, so it is important to keep the leech open and twisted to keep the sail from stalling. Position the boom on the centerline with the traveller, once twist is set, for maximum power and pointing.

In medium conditions the boat should be moving well, so leech tension can be increased and twist reduced. This will force pointing. Overall sail shape will be flatter, so there is less danger of stall, and if the boat is up to speed, it is okay to reduce twist to the point at which the top telltale just stalls (disappears behind the leech). The traveller will drop so that the boom doesn't get above centerline, and it will be lowered further to control heel as necessary. Using the traveller to control helm and heel in moderate conditions allows the mainsheet to be adjusted to use twist to balance speed versus pointing.

In heavy air, control of heel is paramount. More twist will help keep the boat upright. The boat will typically have to sail at wider angles (foot) to have the power necessary to blast through waves and this will generate more heel. In smooth water, the helmsperson can "feather" more, or let the inside telltales lift in puffs. The overall sail shape will be as flat as possible which will also help induce twist and open the leech. The traveller, which is great for fine tuning balance in moderate conditions, usually does not provide enough gross change to handle big puffs, so twisting the entire sail with the mainsheet works best. I typically pull the traveller up a couple of feet above the leeward coaming and play the sheet to control heel. In windy conditions, use the boom vang to help augment the mainsheet.

On a moment-to-moment basis, the game is simple, the mainsail trimmer is constantly trying to reduce twist (trim harder), as long as the boat is up the speed and heel is under control. The goal is to point as much as speed and helm allow.

So there you have it, Read it until it sinks in and Sailing becomes Fun!!.

Duty Roster

Date	Carrum 1	Tower
04-Oct-09	I Blencowe RO K Blencowe	E Dougherty
11-Oct-09	E. Clark RO R Yeo	D Richards L Richards
Opening Day		
18-Oct-09	H Ruhsam RO S McClelland	M Ruhsam A McClelland
25-Oct-09	C. Flanagan L Dickman	C. A. Flanagan RO R Flanagan
08-Nov-09	C. Hair RO L Marks	W Doreian J Doreian
15-Nov-09	R Cole RO W Mowbray	K Norton G Dougherty
22-Nov-09	M Robbins RO M Naughtin	R Naughtin T Robbins
29-Nov-09	I Park RO J Park	J Park M Park
06-Dec-09	G Deacon RO G Faulkner	L Deacon D Connolly

RO = Race Officer

Race officer is to ensure the crew are aware of duty and either are attending or have organised a replacement.

NOTE

1. S Murphy, N Skinner, C Treloar & L David have not been rostered for duty in the period. They thought they were getting out of duty but can be asked for duty if necessary
2. Contact phone numbers will be on the duty chalk board at Bar

Pleased with the success and succulence of last years
Mango drive,
Carrum Sailing Club is again running a Mango Fundraiser.

It's Easy!!

- * Take the order form to work, school or hobby classes. Ask your friends, family, neighbours, the interesting people you meet at the train station or anyone !
- * Tell people that each Tray Contains Approx 7 kg of fruit - Approx 14-20 Mangoes depending upon size
- * Tell them Delivery will be from Early to Mid December.
- * Make sure you collect the money for the orders by Friday 6th November
- * Remember, Mangoes keep well frozen if they aren't eaten instantaneously!

Everyone who bought mangoes last year raved about the freshness and quality and wished they had bought more. Don't miss out this year.

Any questions? Just ask Helen

Sponsors Page

We are proud to have the following businesses sponsoring our Club

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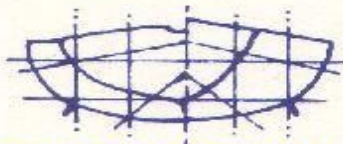


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Trivia Night

Saturday 17th October

7.00pm for a 7.30pm start – strict 10 pm finish

Trivia questions for all interests and ages

Games

Raffles

Prizes for teams 1st, 2nd and 3rd!!!!

(maximum 10 brains per team)

!

Kids most welcome – just let us know so we can plan their entertainment

Adults \$10 - Kids Free

BYO Nibbles

Drinks at Cheap Bar prices

Please come along, bring your family and friends to have a fun night out and help much needed funds for the club. Proceeds of the night will go towards the purchase of the fridge – just think cold beer and chilled bubbly!!!!

Please let any visitors know they need to purchase a parking ticket prior to 8pm

RSVP Saturday 10th October to Helen on 8711 3027

or write your booking on the sheet at the club

Thank you for supporting your club.





P.O. Box 137
 Chelsea
 3196

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Effort of the Month



Missing when required

The Carrum Sailing Club Occupational Health and Safety Officer Ms Helon (earth) Ruhsam was a noticeable absentee from the club's working bee September 27th.

Stainless welding services were provided for members to get those little jobs done along with assembling a beach trolley for club dinghies.

The club was a hive of industry with metal being cut grinded bent and of course welded in the ground floor out of the wintery elements.

The next day a worker blamed welders flash for blurred vision.

"Where was the OH&S officer? She could have warned us of welders flash. I'm having trouble focusing in my computer screen."

Ms OH&S who was at a concert ensuring the singer did not strain his vocal cords will undoubtedly investigate.

Obviously the fine tuning of the computer monitor and the probability of the aging complainant needing glasses will be her starting point.