
◆ Round the Buoys ◆

August 2006

Friday Nights

Members of Carrum Sailing Club have begun attending the club on Friday nights to help each other with maintenance to their boats.

On 29th July six members commenced major repairs to a Paper Tiger. They dismantled the boat and removed the fibreglass deck for access to the leaking hull.

The club's bar facilities were open so that their thirst could be quenched.

After completing the work and over a drink they discussed racing tactics and watched the football on television.

Members are invited to join them in this exercise.

What's On

August 20th

Winter Sailing

11:00 am Start
Dinghies & Trailerables

October 7th

Shopping Tour

Visit up to 12 outlets with lunch included in price.

See notice on page 2

To be confirmed

Wine Tasting

To be confirmed

Murder Mystery

Winter Sailing

Sunday July 2nd

Following a 25-30 knot blow on the Saturday preceding the winter heat to follow on the next day, we again saw only a two boat fleet represent CSC for the winter heat at MMYC in moderating conditions of 15-18 knots from the SW, with a lumpy sea left over from the day before. It may well have been a CSC one boat fleet, if fleet is the appropriate turn for a lonely representative; but Eskimo was there as the Demons played on Saturday, which was more than can be said for their opponents. Again there was no Men At Work with Greg home in bed with sore lips and lungs suffering from overuse after spending the week still inflating the Ray White premises at Mordialloc. What A Life was AWOL, Casper was flitting thru walls and disappearing as all good ghosts should and Problem Child was a missing child. Josh was secreted aboard Moondancer to pluck a few tricks on navigating the course

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Eskimo up with and to leeward of Bushranger in a winter race

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Shopping Tour

Carrum Sailing Club will be conducting a Shopping tour on Saturday 7th October 2006.

This follows a successful tour held in October last year. On that occasion 30 people went on the trip around various Melbourne shopping outlets.

Club Vice Commodore Wendy Lewis said she would like to see more attend this year's tour. "Bring your friends along and use this opportunity to get some bargains and get a start on that Christmas shopping. We would like to get over 40 this year."

Wendy said that it was not just a day for

the women. Last year two men came spending just as much as their spouses and enjoyed the day.

One of the men went to get a drink at a hotel near one outlet but found it closed, so provision has been made for needing to have a beer.

The proposed schedule is as follows

7.30 Meet at the Carrum Sailing Club

7.45 Depart Carrum

Shopping

Morning Tea

Shopping

Lunch

Shopping

6.30 Return to Carrum Sailing Club

Profits from the day will go to Carrum Sailing Club programs

SHOPPING TOUR

October 7th

Hostess & Airconditioned Bus

Morning Tea

2 Course Restaurant Lunch with Coffee/Tea/Champagne

VISIT UP TO 14 FACTORY OUTLETS

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Winter Sailing

from Peter Banham, but it didn't work. Well prior to the race a little red buoy was laid off the Pier as a limit buoy for the start and finish. It is more aptly described in song as "the itsy bitsy, teeny weeny, red buoyo you've never seeny". It is unfair to describe that particular buoy as "difficult to see," as some said on the day because it is clearly able to be seen and recognised as the mark buoy provided you are gifted with 20/20 vision and are not further away than a few centimetres. Eric Clark tells me we will be seeing and hearing more of the adventures of that particular red buoy.

It was not a pea souper as far as visibility went but if we are to use soup terms perhaps a well strained puree would describe the seascape. At 11.00 the smaller boats set off followed by the 11 15 bunch and we were all close hauled with our No 1s still in the bag. Bushranger emulated a millionaire's boat with a bunch of front row forwards sitting up to windward and packing down in a scrum every time we tacked. The ageing scrum half sulked below for the entire race and fiddled with the GPS. That particular instrument was of little assistance as the entire crew put their faith in Eskimo with several assuring each other that Ian always uses his GPS "and goes straight to the mark." Bushranger being first around had enormous difficulty following Ian as he was astern. Later we were to hear they were following Bushranger in the mistaken belief that we knew where we were going, as we all sailed into a white mist. Later after setting a spinnaker we sighted the Noalex 30s rounding the mark in the mist up to windward and proceeded to drop the extra and beat up to the mark in the company of Eskimo and Diamonds Are Forever. Eventually we rounded and set the kite again for the run to the finish and

the search for the elusive little red buoy was on. When we discovered it again to windward this gave us an opportunity to do what we had been urged to do all race and we duly followed Eskimo across the line and finished. Clyde from Mordialloc announced the results and if you want to know them give him a ring as I am not going to print them.

Your faithful scribe sustained yet another bang on the head from that deadly boom of Bushranger. The skill of getting his nut in the wrong place earning him a bottle of red presented by MMYC in honour of the occasion.

When I manage to extract and plot the stuff from the GPS you will all get a separate e-mail with a sketch of our remarkable course. Carrum people all had a great day, Josh sailed on Moondancer, Ian and Kathryn had Peter (who steered Eskimo) and his wife who were introduced to us after a sail at the Harvest Festival; while Bushranger had Mick, Kevin, Greg, Eric, Mark (down from Sydney) on the helm and your scribe down below, and yes, it was a little crowded.

It will soon be October already the days are getting shorter as the new season approaches. The winter season is a great way to start to tune up so you are all go for the serious business ahead let us have a good turn up with at least 6 Carrum boats.

Sunday July 16th

The promise made last Ravings to publish a plot of the course sailed by your scribe in the latest race at MMYC can be regarded as a "non-core" promise. The reason is simply that I can't get my tiny mind around how to do it. Reflecting on the usefulness or uselessness of the task was the main reason for abandonment of the procedure. Who could possibly be interested? That was the question: and clearly the answer is few, if any.

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A possible exception is anyone wishing to absorb how not to sail a course.

Again the weather was like an unwelcome salesman at the front door. Thin, wheezy, sad, flat in interest and appeal, with a poor line of wind and a clammy hand shake. This did not deter early riser Eric Clark in his just purchased Ultimate 18 Bitter Sweet with Josh Petherbridge on board initially. Later she was joined by Sam Wood who jumped on board from Bushranger after the mast had been stepped. Eric and crew soon had her shipshape with what looked like a new mainsail bent on the boom and ready to hoist as a phantom fleet appeared out of the mist from Mordialloc. Captain Moonlite was again absent with work cited as the reason for no show. Christopher must be making a fortune! The Eskimo crew performed superbly without wetting that ship's bottom as Kathryn sailed on board What A Life with Leanne (press ganged from the Harvest Festival) and Literate Lou, while Ian B laid the course, started us, recovered the buoys and returned to calculate the handicaps and serve behind the bar. A light day for him indeed. Again, alas, no Men At Work.

Seconds before the start there was a 200% increase in wind strength which did not cause any of the fleet to think of reefing sails as it peaked at 3 knots after the increase. This enabled the fleet to creep across the starting line with Diamonds Are Forever, Bushranger and Bitter Sweet just squeaking across at the pin end. Considering the light conditions most of the fleet we were all close to the line at hooter blow. With the Noelex 30s in the middle and Moondancer towards the boat end the fleet settled down to a beat to the west with the light breeze fitfully swinging to the north. The first to notice this was Moondancer who was hot on the heels of the Noelex 30s and What A Life followed by Bushranger and Dia-

monds Are Forever. Bitter Sweet proved that drop keels are the preferred option for Ultimate 18s as she was ahead of C Joy by a substantial margin and was causing the random number generators to crunch out an unwelcome message to the larger vessels. Two of the off the beach multihulls Ferdinand Serrano & Mark Madler-Edwards started with us and this was good to see. Why Knot was first to round and set extras for the reach which had turned into a run. As the breeze lightened for the reach along the beach, the procession was led by the Noelex 30s headed by Quicksilver. These monsters were followed by What A Life and Bushranger in very close company, both ahead of Moondancer. This leg confirmed the informality of Winter racing when some sort of mutiny or family dispute on the committee boat saw Scott walking the plank to seek refuge and offer advice to Mick the single-hander on board C Joy. The breeze lightened over the next beat and swung a bit. What A Life rounded within speaking, no whispering, distance of Bushranger who then became becalmed and narrowly avoided drifting on to the buoy and then watched her formerly close neighbour sail away with a spinnaker set, as she completed frustrating tacks in what seemed like no wind at all to round and chase her.

A delighted Eric managed to round the leeward mark in 6th position well ahead of the Noelex 25 sailed by the previous owner of Eric's very recent purchase. Meanwhile Scott had a difficult time aboard C Joy absorbing the massive instrumentation aboard her as he tried to gee up her performance. The Ultimates and the Multi's completed their course at the end of the windward and return leg and Scott rejoined the committee boat to assist in the recovery of the marks.

That left 7 yachts to complete the final triangle during which Quicksilver sailed right away from the fleet to finish many minutes ahead of Why Knot with a large margin

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again to Silver Cloud followed by What A Life. It seemed that as the breeze died and swung to the North in a beat to the finish that the wise heads aboard Moondancer sailed a better course to avoid the southerly set along the beach and she overhauled Bushranger who demonstrated the cerebral vacuum between the skipper's ears by wrongly concluding that she had crossed the line and dropped her sails and started the faithful iron topsail. All this was faithfully recorded by Carol in the tower but the informality of the events during winter resulted in her being recorded as a finisher. Thank you handicapper. As expected Quicksilver took out the CBH from Why Knot and the fast finishing Moondancer with Bitter Sweet calculated as next on the Time on Distance calculations. Thus leading the fleet from CSC. Congratulations Eric, indeed a fine performance especially from skipper and crew first time in a boat. Well done.

Well done and thanks too, to Ian and Scott. A much discussed matter in the Club has been Race Management and it is frequently said in those discussions that experienced crew in the committee boats is very important. This race the

weather conditions were a race officers nightmare, yet an experienced crew managed to set a line of appropriate length for the fleet involved, realise the importance of flying a postponement signal in such conditions, and set a course with appropriate length and angled legs. Despite the wide diversity of performances of the fleet and the trying weather conditions, we managed to get a race in and a good race too it proved.

Our thanks go too to Carol for her job in the tower and to Kathryn for sailing and yet managing to cater for our inner man on a cold day after the race.



Trailer sailer "Problem Child" sailing down the river at the Harvest Festival

Boat	Class	5 Legs	8 Legs	CBH	5 Legs	Time/ Distance		
Quicksilver	Noelex 30	60.78	95.03	0.825	50.144	1	78.400	1
Why Knot	Farr 940	62.46	111.48	0.825	51.530	2	91.971	2
Moondancer	Farr 7500	86.30	133.09	0.700	60.410	7	93.163	3
Bitter Sweet	Ultimate 18DK	98.63		0.600	59.178	6	94.685	4
Bushranger	Bushranger	78.08	138.10	0.700	54.656	3	96.670	5
Silver Cloud	Noelex 30	67.19	120.30	0.825	55.432	4	99.248	6
What A Life	MASRM 720	76.42	131.24	0.770	58.843	5	101.055	7
Diamonds Are Forever	Noelex 25	102.12	148.88	0.725	74.037	8	107.938	8
C Joy	Ultimate 18SK	134.01		0.595	79.736	9	127.578	9
Ferdinand Serrano	Hobie 14	103.45		0.850	87.905	10	140.648	10
Mark Madler-Edwards	Kula Cat	108.27		0.845	91.517	11	146.427	11

Sponsors Page

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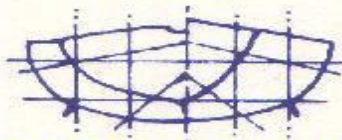
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Effort of the Month

ture.

Home ground advantage

In football playing on your home ground is considered an advantage over the opposition because you are familiar with the surface and shape of the ground. It is also considered an advantage when sailing. Things such as the effects of tide, wave, prevailing winds and wind shifts on the course give the local an advantage.

Following on one would expect the Commodore who has sailed at his club for decades would know his way around the course. Not so at Carrum Sailing Club.

Sailing in the winter series at Carrum in July the commodore failed to reach the finish line (an orange buoy) because he rounded a Yellow "No PWC" buoy believing that to be the finish.

Habit Forming

Not only did the above Commodore finish incorrectly that day but he has, according to one of his crew made monumental "stuff ups" at the finish of every race in the winter races.

The crew advised that

- * he failed to lay the finish mark and had to sail back to it
- * unnecessarily left the spinnaker pole raised and found he had to sail past the line to enable the pole to be lowered and a tack made

Close enough

Carrum winter racing is a very low key event with close enough being good enough.

With Bushranger VI finishing at the wrong mark it was considered close enough to have his time recorded. This was not the only boat to not quite get to the finish but to have its time recorded.

A Noelex 30 from Mordialloc Motor Yacht Club ran aground and had to motor off the sandbar. The centreboard could not be raised as the battery to run the electric winch was flat.

Showing off

Carrum Sailing Club welcomed a new trailer sailer to its ranks during the winter. Eric Clark sailed his Ultimate 18 for the first time in the July race at Carrum and did extremely well too. He was able to beat the previous owner who had "upgraded" to a Noelex 25.

Making sure he was noticed to rub salt into the wound he showed off by sailing backwards across the finish line.



Bitter Sweet made her debut July 06



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 Chelsea
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Effort of the Month



This Month's award goes to...

No Girls Allowed

Not wanting to say no to club members Carrum skippers found an excess of crew for the Mordialloc Motor Yacht winter race on July 2nd.

Being a sporting lot the excess

were offered to MMYC boats that were in need of crew. One offered up was Josh Petherbridge who found himself on a Farr 7500 after being offered to the single-handed skipper of an Ultimate 18.

Why was the offer declined? The answer came from the skipper well after Josh had left. He said that the boat was too messy for a girl to get aboard.

A haircut may avoid confusion in fu-

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