

◆ Round the Buoys ◆

December 2005

Presentation Night

The Pre-Christmas Series presentation night will be conducted at the club after sailing on Sunday 11th December.

There will be a Pizza, Pasta & Desert meal prior to presentation.

Santa may appear bearing gifts for good girls & boys.

Mums & dads should contact Wendy Lewis for details and advise the numbers attending so catering can be arranged.

Cost: \$8.00
 Under 12 \$5.00

Please bring an item for the Hamper raffle.

Wendy can be contacted on
 9772-6982 0404-856-982
 wendyshotline@ozemail.com.au

What's On

January 26th

Australia Day

Members will be contacted to crew the Club stand at the Carrum Foreshore.

January 29th

Return to Sailing

Middy start for Trailerables and 1:30 for Off the Beach Classes.

February 11th & 12th

Longbeach Challenge

Heat 2 Twilight sternchaser race & Heat 3 round the marks off Mor-dialloc.

February 25th

Car Rally

See item on this page.

Rally Around

Carrum Sailing Club is calling all members and friends to rally around.

That is to join in our annual car rally.

The 2006 rally will be held on Saturday 25th February.

Cost of the rally including a post rally BBQ dinner
 \$10 per person
 \$5 per child under 12
 \$30 per family

Bookings required to be lodged with Wendy Lewis by 18th February.

Wendy can be contacted on
 9772-6982 0404-856-982
 wendyshotline@ozemail.com.au



Captain Moonlite returning to port after cup day cruise
 Photo by Josh Petherbridge

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Opening Day

Carrum officially opened its 40th season on October 16th. Vice commodore Wendy Lewis said of the event “I felt this was very successful and thank all those who assisted on the day. I was very impressed with the attendance and boats on the water that day.

Young club members, Narelle, Jacinta, Scott & Rebecca impressed with their reading of the club history compiled by Steve Morris. Councillor Andrew Adams, his wife Sharron and federal Minister Ann Cochrane all commented on how enjoyable it was not only to see the young involved but to also hear of the club’s beginnings.

Trivia Night

The Carrum Sailing Club Trivia Night of October 22 was impressive success with 92 people in attendance.

Vice Commodore Wendy Lewis said “Our quiz-master Stephen Morris was at his excellent best.”

Wendy said “For several weeks prior I canvassed the local shops and we ended up with over 70 vouchers which were all given away on the night, please remember to support all these businesses! I have since printed out Appreciation Certificates and walked around and delivered these to the shops for their display (& our club’s advertisement!)”

Wendy wishes to thank with apologies to those missed

- Greg Scherwinski for making her sweat on chocolates and shampoos arriving on the night. He also managed to obtain Lobster Cave vouchers
- Kathryn, as usual you did a lot of work before and on the night

- Marlea Joyce, Sam Reynolds & Kirsty Handford who assisted setting up
- Lyn Martin for helping with the supper
- Scott for working the bar .
- Heather Johnston who could not come due to family commitments, but donated a number of raffle prizes
- Leonie Cole for making and donating delicious Lemon Spread
- David Richards for donating a Printer/ Fax/Scanner for Auction
- Ross Shilton donating a Massage voucher.
- Ian Blencowe donating a Driving Lessons voucher.
- Mick Osborne donating a Sailing Bag voucher

It is safe to say that those attending enjoyed the night with their family and friends and who joined in dressing up with the back to school theme.

Shopping Tour

A Shopping Tour was run by Carrum Sailing Club on November 5th. Leaving the club at 7.30am and returning at 6.30pm

Kathryn & Ian Blencowe, Kirsty Handford & Chad Hair, Marlea Joyce, Allison & Melissa Mowbray, Carol Monteret, Helen Ruhsam with Wendy & Jacinta Lewis brought family and friends bringing the total attending to 30.

Wendy Lewis said “Between us we spent just over \$10,000 of which the club will receive around 10 %. We also raffled off gifts we received through the day and sold cans from our club rooms, so we have made a little extra profit there too.”

All seemed very impressed with Grand Hyatt lunch.

In the end it was a very fun day.

The Catalogue

HEAT 9 06/11/05

The fleet of 12 boats was well represented this day with 8 involved in the days sailing.

The Jones' were on duty leaving six starters. Cheetah Too did not finish after taking on water and Kula Cat finished a race.

	Elapsed Time	Yardstick	Corr Time
Woody	47.25	87.0	54.31
Green Machine	50.95	91.5	55.68
Take 2	56.49	91.5	61.74
Out of the Blue	DNC	91.5	
Kula Cat	54.79	95.0	57.67
Scott	DNC	88.5	
Le Mog	64.18	91.5	70.14
Cheetah Two	DNF	91.5	
Rachael	DNC	95.0	
Catapult	DUTY	81.5	
Catamong the Ducks	DUTY	94.5	
Steve	DNC	98.0	

HEAT 10 06/11/05

A short course was sailed in a strong breeze providing quick times for the heat.

Again Cheetah too did not complete the course due to water in the hull. The skipper of Le Mog is said to have had another hissy fit and did not take part in the second race. The lure of the bar was too great.

Kula Cat again finished and came second. Confidence is building aboard this boat.

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The Monologue

HEAT 9 06/11/05

Steve Murphy finally got a boat on the water and as suggested in the last edition he raced well to take advantage of the accumulated Duty point credits.

Two Sabres and two Pacers competed in this heat. Steve in Red Hot Go came first

Below is the results for the heat

	Elapsed Time	Yardstick	Corr Time
Red Hot Go	53.59	126.5	42.36
Bonus	57.69	127	45.42
Sta Sharp	67.20	126.5	53.12
Moby Duck	58.04	127	45.70
Intensity	DNC	107.5	
Duck Season	DNC	127	
6 Cubed	DNC	133.5	
David	DNC	127	
Emma	DNC	126.5	
Slasher	DNC	126.5	
Tad	DNC	143.5	
Hastings	DNC	126.5	
Out of the Blue	DNC	156	
Sabot	DNC	160.5	

HEAT 10 06/11/05

All looked easy for Steve Murphy after the first heat of the day. Well Steve was in for a surprise. His performance was nowhere as classy in this heat. Getting into difficulty during the race he was beaten across the line by the two pacers, Bonus & Moby Duck.

This was Ann & Peter Hansford's first heat win

Sta Sharp did not sail this heat.

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The Catalogue

(Continued from page 3)

	Elapsed Time	Yardstick	Corr Time
Woody	9.4	87.0	10.80
Green Machine	28.87	91.5	31.55
Take 2	23.44	91.5	25.62
Out of the Blue	DNC	91.5	
Kula Cat	24.02	95.0	25.28
Scott	DNC	88.5	
Le Mog	DNS	91.5	
Cheetah Two	DNF	91.5	
Rachael	DNC	95.0	
Catapult	DUTY	81.5	
Catamong the Ducks	DUTY	94.5	
Steve	DNC	98.0	

HEAT 11 13/11/05

There were three crews on duty and three starters for this heat. Another Kula Cat came to sail but did not start the heat.

	Elapsed Time	Yardstick	Corr Time
Woody	49.45	87.0	56.84
Green Machine	48.10	91.5	52.57
Take 2	DNC	91.5	
Out of the Blue	DUTY	91.5	
Kula Cat	DNS	95.0	
Scott	48.38	88.5	54.67
Le Mog	DUTY	91.5	
Cheetah Two	DUTY	91.5	
Rachael	DNC	95.0	
Catapult	DNC	81.5	
Catamong the Ducks	DNC	94.5	
Steve	DNC	98.0	

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Monohull Report

(Continued from page 3)

	Elapsed Time	Yardstick	Corr Time
Red Hot Go	35.17	126.5	27.80
Bonus	34.29	127	27.00
Sta Sharp	DNS	126.5	
Moby Duck	31.97	127	25.17
Intensity	DNC	107.5	
Duck Season	DNC	127	
6 Cubed	DNC	133.5	
David	DNC	127	
Emma	DNC	126.5	
Slasher	DNC	126.5	
Tad	DNC	143.5	
Hastings	DNC	126.5	
Out of the Blue	DNC	156	
Sabot	DNC	160.5	

HEAT 11 13/11/05

Steve Murphy was back on the winning list and this meant that he had a total of 5 points for his first three heats and therefore was able to qualify (by one point) for duty points equivalent to a win. This rocketed him into first place on aggregate points

Other starters were Moby Duck and Bonus Moby Duck finished but Bonus did not.

Heat results are on page 4

HEAT 12 13/11/05

Moby Duck did not start in this heat, that left Bonus and red Hot go to fight for the points.

Unfortunately Bonus again could not finish the race. Red Hot Go therefore consolidated its lead in the series

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The Catalogue

(Continued from page 4)

HEAT 12 13/11/05

Kula Cat got to the start line for this heat but was unable to finish the race.

	Elapsed Time	Yardstick	Corr Time
Woody	64.61	87.0	74.26
Green Machine	81.35	91.5	88.91
Take 2	DNC	91.5	
Out of the Blue	DUTY	91.5	
Kula Cat	DNF	95.0	
Scott	74.6	88.5	84.29
Le Mog	DUTY	91.5	
Cheetah Two	DUTY	91.5	
Rachael	DNC	95.0	
Catapult	DNC	81.5	
Catamong the Ducks	DNC	94.5	
Steve	DNC	98.0	

HEAT 13 20/11/05

There were five starters for the heat and Steve McClelland was on duty. That's half the fleet involved again. The num-

	Elapsed Time	Yardstick	Corr Time
Woody	53.23	87.0	61.18
Green Machine	57.03	91.5	62.33
Take 2	53.24	91.5	58.19
Out of the Blue	DNC	91.5	
Kula Cat	DNC	95.0	
Scott	77.52	88.5	87.59
Le Mog	DNC	91.5	
Cheetah Two	78.94	91.5	86.27
Rachael	DNC	95.0	
Catapult	DNC	81.5	
Catamong the Ducks	DNC	94.5	
Steve	DUTY	98.0	

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The Monologue

(Continued from page 4)

Heat 11 Results

	Elapsed Time	Yardstick	Corr Time
Red Hot Go	56.27	126.5	44.48
Bonus	DNF	127	
Sta Sharp	DNC	126.5	
Moby Duck	60.31	127	47.48
Intensity	DNC	107.5	
Duck Season	DNC	127	
6 Cubed	DNC	133.5	
David	DNC	127	
Emma	DNC	126.5	
Slasher	DNC	126.5	
Tad	DNC	143.5	
Hastings	DNC	126.5	
Out of the Blue	DNC	156	
Sabot	DNC	160.5	

Heat 12 Results

	Elapsed Time	Yardstick	Corr Time
Red Hot Go	85.33	126.5	67.45
Bonus	DNF	127	
Sta Sharp	DNC	126.5	
Moby Duck	DNS	127	
Intensity	DNC	107.5	
Duck Season	DNC	127	
6 Cubed	DNC	133.5	
David	DNC	127	
Emma	DNC	126.5	
Slasher	DNC	126.5	
Tad	DNC	143.5	
Hastings	DNC	126.5	
Out of the Blue	DNC	156	
Sabot	DNC	160.5	

(Continued on page 6)

The Catalogue

(Continued from page 5)

ber of Multihull attending races continue to put the Off the Beach monohulls to shame.

HEAT 14 20/11/05

The wind got too strong for the skippers of the multihulls to venture out for the second heat. The south-westerly wind had increase to about 18 knots with 0.5 metre waves.

DNS points were awarded to those who attended

	Elapsed Time	Yardstick	Corr Time
Woody	DNS	87.0	
Green Machine	DNS	91.5	
Take 2	DNS	91.5	
Out of the Blue	DNC	91.5	
Kula Cat	DNC	95.0	
Scott	DNC	88.5	
Le Mog	DNC	91.5	
Cheetah Two	DNS	91.5	
Rachael	DNC	95.0	
Catapult	DNC	81.5	
Catamong the Ducks	DNC	94.5	
Steve	DUTY	98.0	

HEAT 15 26/11/05

Three starters sailed to Chelsea (Scott Shears, Cheetah Too and Green Machine).

The later two suffered damage on the way to Chelsea and needed quick repairs before competing.

Scott Shears was unable to complete the course.

The Monologue

HEAT 13 20/11/05

Steve Murphy & the Ruhsam's found themselves in familiar positions, Steve was on duty yet again and the Ruhsam's were again unable to finish the race.

There were two newcomers to the start line. Chris Jackson dusted off Hastings and Rebecca Flanagan took some time to get to the start line but did not finish the race.

Chris was a clear winner over Tim Burnett. It was pleasing to see Bonus keeping up with the Sabre prior to having to retire.

	Elapsed Time	Yardstick	Corr Time
Red Hot Go	DUTY	126.5	
Bonus	DNF	127	
Sta Sharp	90.62	126.5	71.64
Moby Duck	DNC	127	
Intensity	DNC	107.5	
Duck Season	DNC	127	
6 Cubed	DNC	133.5	
David	DNC	127	
Emma	DNC	126.5	
Slasher	DNF	126.5	
Tad	DNC	143.5	
Hastings	77.79	126.5	61.49
Out of the Blue	DNC	156	
Sabot	DNC	160.5	

HEAT 14 20/11/05

Again the majority of the fleet did not sail the second heat of the day. The wind was getting up a bit and this may have been the reason for the poor attendance at the start line. Let's hope so.

Tim Burnett was the only starter.

The results follow

Trailerable Report

By The Raver

HEAT 4 23/10/05

For three of us, CAPTAIN MOONLITE, WHAT A LIFE, and BUSHRANGER, this was the sort of race which hooks people on sailing, and keeps those hooked coming back when they really should be doing something else like mowing the lawn. With most of us with new members, prospective members and visitors and class members from the Learn to Sail series on board and a breezy NE things looked good. In addition to the trio earlier noted MEN AT WORK and ESKIMO joined us in the pre-start manoeuvres in an unusual north-Easter which had kept those of us sailing in the morning wondering what headsails to use, as there were some strong puffs around.

The skipper of MEN AT WORK was on a confidence building mission, as he had capsized in the morning, the hair spike solution had washed out of his hair and he simply did not feel right. Clearly people of his mass and girth have little right to feel confident in a canoe whose beam is just millimetres more than the backside beam of the paddler, especially when in close proximity to some evil minded cadets. Consequently urged on by the shame of the morning, said skipper managed to yet again win the start from BUSHRANGER, get to the windward mark first and henceforth had to look back over the transom at the intriguing battle taking place astern. Varying judgements were made as to which headsails to use and all were both right and wrong as the wind strength varied.

This race was one which illustrated the point that no race is over till you finish with your mast still up. BUSHRANGER

had after seven changes of place with CAPTAIN MOONLITE and WHAT A LIFE, conceded that the latter would finish behind MEN AT WORK and CAPTAIN MOONLITE had the job ahead of her to overtake. Some muttered mental arithmetic seemed to say that the huge blue spinnaker astern on ESKIMO would once again pay its way and what with these calculations occupying a corner of the mind of the skipper and a couple of other corners concerned with tidying up after the kite drop, the buoy became lost to sight, and was only found when dead ahead about 3cm from the bow. We were just able to hear Loopy Len's shout of "YES!!! They've hit the buoy!! WHACKO! Or words to that effect. It was the end for the older sistership and she could not get ahead of the younger one after the 360 had been completed. It was small compensation to find the mental calculations were correct as ESKIMO had once again moved ahead on CBH.

The results are summarised in Ian's tables below. Congratulations to Greg and crew for a convincing Line, CBH and Performance Handicap win.

	Elapsed Time	CBH	Corr Time	Perf HCP	Corr time
Men at Work	123.00	.790	97.17	.773	95.09
What a Life	144.25	.770	111.07	.708	102.06
Captain Moonlite	145.07	.700	101.55	.692	100.42
Bushranger	145.95	.700	102.17	.685	100.01
Eskimo	150.10	.680	102.07	.684	102.73

HEAT 5 30/10/05

This was the Sunday, before the Monday, before the race that stopped the hardworking nation of which many of the population downed tools after Sunday to turn the horse racing single day off into a 4 day break. This meant of course that most employers' office staff were busy processing applications for one days leave without pay, or

Trailerable Report

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sick leave due to the onset of disease. Ah well! Enough bitterness from the Raver, who had to slave over his drawing board on Tuesday anyway.

Buried in the drivel in the previous para. is the content that absences in the middle of this long weekend meant reduced duty crews and attendances and Rear Commodore Chad with his customary brilliance worked out a scheme to run the day as sternchasers to reduce the need for boats and duty crew. Congrats Chad, it worked well. Starting times were somewhat random but of no consequence as retired military gent Lou, was in the tower to take start and finish times and record elapsed times for retired police officer Ian B. to fiddle with later, while soon to be retired Ian F. and still un-retired Gary laid out the course and manned the single boat.

With MEN AT WORK starting last, and WHAT A LIFE on duty, BUSHRANGER was first to the windward mark and was confronted with the difficult and unfamiliar task of finding the wing mark without Greg and Co. to follow. Luckily Geraldine was on board with eyesight nearly as good as her thirst, and she found the mark in time to convert a wavering course to a relatively straight one as not a single one of Chad, Ludwig or the Raver could find the mark. Thanks for that Geraldine.

ESKIMO worked it out that a very late start would mean that she had stronger breezes than the rest of us as he had Darren aboard, he claimed quote "to put some grunt into the crew" and would profit from that strategy. The 18kn SW meant both the Bushranger pair both wore their No 2 airdo which was plenty and had their usual close race without

grunting excessively. MEN AT WORK just passed BUSHRANGER on starboard about 2/3 of the way up the last work and helped those following as a more reliable leader to follow to the gybe mark.

Results and stats. courtesy of Ian follow.

	Elapsed Time	CBH	Corr Time	Perf HCP	Corr time
Men at Work	103.45	.790	81.73	.778	80.44
What a Life	Duty	.770		.772	
Captain Moonlite	122.43	.700	85.70	.692	84.76
Bushranger	122.29	.700	85.60	.679	83.03
Eskimo	128.29	.680	84.24	.683	87.60

Editorial

All of the people of C Division were delighted to hear of the engagement of Sam and Greg, and accordingly congratulate the couple and wish them the best for the future. A word of warning though, when viewing Sam's ring finger lest permanent damage to the eyes result all crews are advised to wear good quality sun glasses. Congratulations also to Alan Walker the semi-Centurion who celebrated that feat on Saturday night. Well done Alan.

HEAT 6. 06/11/05

The morning brought on a strong north Easter which had ESKIMO and BUSHRANGER on the beach in the lee of the land still feeling the strength of the puffs and wondering what headsails they would carry. As start time approached it was clear it was to be a heavy day so the No 2 was dragged from the bag and hanked on to the forestay. All morning no job was done without difficulty and none done only once. The extensive nature of the stuff ups has been well ventilated and was witnessed by an amused crew of the sister ship CAPTAIN MOONLITE anchored nearby so no further details are necessary, other to say

Trailerable Report

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that the successful dive to the bottom with the sounder showing 2.4 metres by Greg Dougherty to recover the stainless mast support was justly loudly cheered when he surfaced grasping the strut. We decided things could only get better and we had made all the mistakes we could that day so we elected to leave the vessel rigged with the No 2 despite seeing ESKIMO carrying a No1. However, indecision set in approaching start time and we set the Pentex No 1 as the strong breeze of the morning began to subside. There were 5 starters with Greg setting the course and PROBLEM CHILD joining us for the race, Deano having pressganged Josh Petherbridge from the taverns prior to the start.

The usual short line was set but proved to be no trouble as a late start was made by some. Not so, however, for WHAT A LIFE at one end of the line right on gunfire with BUSHRANGER on the opposite tack at the other end being the second to cross. They rounded the windward mark in that order followed by CAPTAIN MOONLITE with the aptly named PROBLEM CHILD proving a race long problem to ESKIMO.

WHAT A LIFE bolted to lead the fleet in a fading breeze in which reaches turned into beats and runs to reaches (well kind of) BUSHRANGER and CAPTAIN MOONLITE had a race to see who could take the longest to tangle and untangle and set the kite and Bushranger led by a substantial margin with the course sailed in this period by these two being very curious indeed . A welcome shorten course signal was rounded first by WHAT A LIFE who took out line honours CBH and Performance firsts with BUSHRANGER 2nd and CAPTAIN MOONLITE 3rd on CBH and Perform-

ance Handicap.

	Elapsed Time	CBH	Corr Time	Perf HCP	Corr time
Men at Work	Duty	.790		.795	
What a Life	76.91	.770	59.22	.702	54.03
Captain Moonlite	97.01	.700	67.91	.688	66.75
Bushranger	88.03	.700	61.62	.682	60.00
Eskimo	103.28	.680	70.23	.672	69.36

HEAT 7. 13/11/05

Another fine day with 10knots from the SW in the a.m.. There were hordes of all types of fishing boats on the water and at the ramp. Luckily the serious fishermen are returning about the time we arrive to launch so with a little patience and goodwill we can launch and find a park as they depart for home; some bearing big snapper as trophies to hit the p.m. barbecue.

During the pre start manoeuvres Greg S. pointed out to BUSHRANGER that her motor was still down and it was promptly lifted. Thanks Greg. (Actually that showed just how alert the skipper was at that stage and nothing improved in that alertness department all day). At the start three of us were at the boat end almost simultaneously, with the dopey one just squeezing through legally above WHAT A LIFE and MEN AT WORK. Thereafter the crew of MEN AT WORK settled in to the usual anti social behaviour of leaving us all behind. Prior to the start the spinnaker on her was stuck aloft and hopes rose among the rest of us that it would require a planned capsize or some other long winded exercise to fix and make WHAT A LIFE find the marks again. It was not to be however, and she was on time for the start and first to the windward mark and again never headed. As the race progressed the breeze went south and those aboard boats not handicapped by a near comatose skipper as was BUSHRANGER, tacked off the knocks etc etc. ESKIMO sailed two up and resorted as

Trailerable Report

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did BUSHRANGER to a long lifting tack out to sea which did not pay off. On board the latter a new system of launching the spinnaker was being stitched together, literally. Michael of HISSY FIT is to do a professional job on what Greg and Alan worked out and we will try again next week. Suffice it to say we had a few glitches. CAPTAIN MOONLITE with Michael Ruhsam from the Pacers on board was footing fast and pointing too, with Loopy Len pulling the strings and having a hand on the helm too, while Christopher danced about the foredeck. WHAT A LIFE with Grant. Lou and two Campains on board set the kite on more legs than ever before and was a long way ahead of CAPTAIN MOONLITE (who bolted on the last triangle), followed by BUSHRANGER and ESKIMO. The congratulations of us all go to Chris, Carol, Len and Michael. Well sailed.

The results follow in detail as supplied by Ian B.

	Elapsed Time	CBH	Corr Time	Perf HCP	Corr time
Men at Work	165	.790	130.35	.795	131.23
What a Life	168	.770	137.06	.731	130.11
Captain Moonlite	183	.700	128.10	.677	123.90
Bushranger	188	.700	131.60	.691	129.91
Eskimo	194	.680	131.92	.650	126.01

HEAT 8 20/11/05

All five of us were sailing around in a 12 -15 kn. breeze before a noon start, when just prior to the start WHAT A LIFE was noted as returning to the creek mouth and departing from the race . We pondered deeply on the manner of the misfortune which had occurred which would force that vessel, albeit short-

handed, to retire. We can report no further details except that with a building breeze and increases due to the forecast afternoon sea breeze; that one fully fit skipper was insufficient to handle whatever the elements would throw at her, bearing in mind that providence had supplied only a forward hand on that day without an effective head.

The usual short line was perfectly laid and hence all of the remaining fleet chose a starboard tack start which as usual in these circumstances resulted in a potential crush at the boat end. In the event despite close company no contact was made and ESKIMO scooted away to leeward. It was a toss up to determine if the starting honours went to ESKIMO with an evil dark No.1 headsail or MEN AT WORK sailing relatively shorthanded. Eventually MEN AT WORK rounded the weather mark and declined to carry a spinnaker as due to the enormous length of the windward leg, Greg did not wish to endanger those swimming off the beach at Indented Head should the spinnaker prove difficult to control with too few aboard. Eskimo was doing very well with the Pentex headsail and was in front of both the Bushrangers. CAPTAIN

MOONLITE was carrying her No.2 well and BUSHRANGER was having trouble carrying her Pentex No.1. As the breeze increased she decided to cut her losses and change down to her No.2 and while this was happening CAPTAIN MOONLITE went further ahead and was never again

likely to be neared. ESKIMO remained in front of her too; but astern of our frontrunner MEN AT WORK. As the attached table shows ESKIMO won both on performance handicap and CBH with MEN AT WORK 2nd on CBH and 3rd on performance handicap and CAPTAIN Moonlite 3rd on CBH and 2nd on Performance Handicap. Due to the excessive distance sailed the course had to be shortened and the results as supplied

Trailerable Report

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by the tireless Ian Blencowe are detailed in the table below.

	Elapsed Time	CBH	Corr Time	Perf HCP	Corr time
Men at Work	233.53	.790	184.49	.799	186.69
What a Life	DNS	.770		.740	
Captain Moonlite	275.62	.700	192.93	.677	186.60
Bushranger	277.88	.700	194.52	.693	192.44
Eskimo	270.15	.680	183.70	.643	173.60

HEAT 9 27/11/05

This heat was sailed in conjunction with MMYC as Heat 1 of the LONG BEACH CHALLENGE and as we rocked up at the ramp to pay the attendant greeted us with "I don't know if you will get out of the River today it is really rough they tell me." It looked that way too, with several power boat skippers in urgent confab about whether to launch. We decided to launch and while preparing to do so ESKIMO arrived astern of us and noting the somnambulant mood of the skipper of BUSHRANGER pulled out around us and launched first. The river mouth was fairly turbulent and made more so by power boats returning at speed. All five Carrum boats stepped and made their bumpy way to sea. At that stage a big sea was running after a heavy blow the previous afternoon and the forecast 10-15 was already being exceeded with the prospect of more to come. BUSHRANGER was well prepared with the addition of Eric Clark in the crew from our Paper Tiger fleet to put some muscle into the NO.3 jibsheets. MEN AT WORK was fully crewed again with Josh back aboard, CAPTAIN MOONLITE was confident of another victory over her sister ship with a No.2. WHAT A LIFE with the Campains on board and ESKIMO with

No.2 and a small reef in the main, fresh from a clean sweep last week completed our fleet For MMYC we had 3 Noelex 30s, WHY KNOT, SILVER CLOUD, and QUICKSILVER plus DIRECTORS SPECIAL a Noelex 25. and Peter Banham in his Farr 7500 MOONDANCER .

So ten yachts faced the starter for Heat 1 of the Challenge.

Again a breeze swing gave us a slight bias to the boat end and those yachts spread over the starboard

end crossed within seconds of gunfire with the remainder following astern with the exception of CAPTAIN MOONLITE who started in clean air toward the pin end. Clearly Carrum boats were the predominant numbers near the line at gunfire. Was this the result of the rapt attention paid to Greg at our latest Raise Our Sights Session ? The breeze increased and so too did the heel of all the fleet. Greg was first to the windward mark, set this time at an appropriate distance from shore, and he set out for Seaford in a two sail reach. QUICKSILVER set a kite and promptly did some trawling, but alas no prawns, if hauled in, were heaved on to the barbecue afterwards. After the gybe, extras were flown by most of the leaders and some followers in what in the strong breeze proved a very shy reach. While WHAT A LIFE carried her extra well, BUSHRANGER had some great bursts and one or three wipe outs " I'm loosin' her!! I'm loosin' her!! As the breeze increased spinnakers became fewer and fewer, and when flown seemed to give little advantage. (I duly report this because it seemed to be the consensus of after race discussions, BUT I DON'T BELIEVE IT!!! Ed.) Finishing order was MEN AT WORK followed by the three Noelex 30s, WHAT A LIFE, the two sister-ship Bushrangers, ESKIMO and DIRECTOR'S SPECIAL. MOONDANCER

Trailerable Report

(Continued from page 11)

cracked her rudder stock and had to retire and limp home to MMYC.

The two tables below prepared by Ian B. show the present position in the Challenge with CSC having a great start with two heats to go. The first table brings us up to date with our Club point score. Our next race, Heat 10, 04/12/05 is our last chance to amass points for the pre Christmas Season. It is a RTB Start time 13.30 hrs. The following week is a Sternchaser for no points followed by Santas arrival for the young ones and the Presentation of Trophies for the Pre Christmas Series.

The Monologue

(Continued from page 6)

	Elapsed Time	Yardstick	Corr Time
Red Hot Go		126.5	
Bonus	DNF	127	
Sta Sharp	DNC	126.5	
Moby Duck	DNS	127	
Intensity	DNC	107.5	
Duck Season	DNC	127	
6 Cubed	DNC	133.5	
David	DNC	127	
Emma	DNC	126.5	
Slasher	DNC	126.5	
Tad	DNC	143.5	
Hastings	DNC	126.5	
Alice	DNC	156	
Sabot	DNC	160.5	

	Elapsed Time	CBH	Corr Time	Perf HCP	Corr time
Men at Work	102.58	.790	81.04	.795	81.56
What a Life	111.21	.770	85.63	.740	82.30
Captain Moonlite	117.10	.700	81.97	.673	78.85
Bushranger	120.30	.700	84.21	.688	82.74
Eskimo	121.56	.680	82.66	.649	78.90

HEAT 15 27/11/05

No Monohulls attended this heat that was held with the Chelsea fleet.

Longbeach Challenge	Club	Elapsed Time	CBH	Corr Time	Place/ Points	Perf HCP	Corr time	Place/ Points	Race Perf
Men at Work	CSC	102.58	.790	81.04	1	.790	81.04	4	.798
Captain Moonlite	CSC	117.10	.700	81.97	2	.680	79.68	2	.699
Eskimo	CSC	121.56	.680	82.66	3	.678	82.46	6	.674
Bushranger	CSC	120.30	.700	84.21	4	.674	81.05	5	.681
Silver Cloud	MMYC	102.90	.825	84.89	5	.786	80.89	3	.796
What a Life	CSC	111.21	.770	85.63	6	.676	75.18	1	.736
Why Knot	MMYC	107.87	.825	88.99	7	.776	83.73	7	.759
Quicksilver	MMYC	109.23	.825	90.12	8	.794	86.77	9	.750
Director's Special	MMYC	126.50	.725	91.71	9	.680	86.08	8	.647
Moondancer	MMYC	DNF	.700		11	.612		11	

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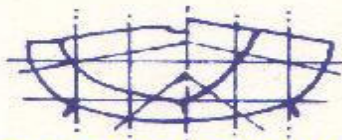


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Effort of the Month



This Month's award goes to...

Thinking of everything.

In November members and their friend & relatives attended a shopping tour.

It can be a very long day (this one started at 7.30 am ending at 6.30 p.m.) so the comfort of patrons is looked after by the tour operators. The hostess' in advising what was available at the next warehouse always include whether or

not toilets are available.

The operators also include a lunch stop and a tea break (For those labourer types – smoko).

Tea break on this occasion was held Near Bonds in Sth Yarra. It was here that a minute secretary was surprised at how thorough the tour operator was when they produced a plastic receptacle for sanitary napkins.

Turns out they were not as thorough as she thought. That was the Urn for the cuppa's.