

◆ Round the Buoys ◆

March 2007

Murder Mystery

By Ira Saint

We must congratulate & thanks Wendy Lewis for her magnificent effort in organizing people, food and refereeing our much awaited Murder Mystery night.

It was attended by approximately 40 people and various aliens from the planet Vega.

After many assassinations, assaults, attempts at corruption, blackmail and espionage. The murderer was identified by Blondie Smith (aka Erin Blencowe).

There was a tense moment during

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Paper Tiger "Speed Demon" racing in State Titles at Carrum SC

What's On

March 31st

Level 2 First Aid

Open to those who have complete our Level 1 certificate course

Contact

Ian Blencowe 9789-2976

April 6-9

Easter

No club racing

April 28th

Car Rally

Annual event

\$10 entry

Good trophies/prizes

Shorter course than last

year.

Starts 2:00pm at venue to be advised and finishes at Carrum Sailing Club

Contact

Wendy Lewis 9772-6982

May 26th

Presentation Night

Annual event

Dinner & awards

June 15th

Annual General

Meeting

Paper Tiger Titles

Carrum Sailing Club conducted the Paper Tiger Catamaran Association Victoria's State Titles on the Labour Day Long Weekend 10-12 March.

Because a number of boats were in containers on their way to New Zealand for an event a field of only 17 boats entered the event.

The weather over the weekend showed how conditions on the bay can change significantly. Saturday there were light breezes, Sunday was a blow out and Monday was about 20 knots.

On Saturday the course was laid and all ready for a start at 10:00 but the wind was not there to commence the race. After some time a light easterly filled in and a race was started. Carrum's only

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Monologue

Heat 6 & 7 - 25th February 2007

A horror run with Sunday weather and cancellations due to blow outs seemed to end with Sunday morning delivering some very nice sunshine and light winds for the morning learn to sail class. Four Pacers – Duck Wars, Bonus, Duck Season, the club pacer and Scott's Laser were available to take beginners out for a hands on sail.

Moby Duck and Bonus crew were on duty and Duck Wars had work commitments so this reduced the potential starting fleet somewhat. Steve Murphy with his Sabre was also out of action due to a hospital stint. If things couldn't get much worse, just on lunch the earlier predicted strong winds absent from the morning started to pick up significantly and conditions got unpleasant.

The race started late due to the rescue boat having trouble getting started in Patterson River. The rising seas also made it impossible to transfer two learn to sail crew to "What a Life". They were stuck on the rescue boat for the rest of the race. This was compounded when one of the race buoys put out for the Cambur challenge decided to drag its anchor and head toward Chelsea.

Once the wayward buoy was located the race was started but only Duck Season made the start. BSTLT, the club pacer and Steve Morris on his catamaran having trouble early in the ugly conditions and retiring.

With waves getting up to 1-2m and winds over 25 knots it was a day of survival for Ross & Serena in "Duck Season" who managed to hang on despite a couple of spills and complete the race. Congratulations on your tenacity.

Hopefully mother nature will be kinder for the remaining few Sundays as a fully attended race has yet to be completed in the new year!

Heat 7 was abandoned.

Ht 6	Elapsed	YS	Pts	Hcp	Pts
Red Hot Go	DNC		13		13
Bonus	DUTY				
Sta Sharp	DNC		13		13
Moby Duck	DUTY				
Intensity	DNC		13		13
Tad	DNC		13		13
Slasher	DNC		13		13
Louise	DNC		13		13
BSTLT	DNF		3		3
Duck Wars	DNC		13		13
Josh & Janek	DNF		3		3
Flying Basset	DNC		13		13

Heats 8 & 9 - 4th March 2007

The forecast for the day was not good, similar conditions to last week predicted and in the morning it looked likely to be spot on. Despite this five monohulls crews arrived for sailing/duty on the day. Intensity was on duty, Duck Wars, BSTLT and Sta Sharp sailed and the Flying Bassett decided not to get its paws wet. Duck Season with Becky Flanagan crewing also sailed.

Heat 8 was conducted in 15 - 18 knots but by the time heat 9 was away the wind had dropped below 15.

Those concentrating on their sailing were not aware until the announcement of results that there had been quite an achievement on the day. Tim Burnett managed to complete both scheduled races for possibly the first time.

A negative for the day was the damage sustained on Duck Wars. Some repair is required on a seam to the buoyancy tank, I believe. Duck Wars did not finish heat 8 but got around the course for heat 9.

BSLST got the points in both of the days heats followed by Duck Season and Sta Sharp

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Ht 8	Elapsed	YS	Pts	Hcp	Pts
Red Hot Go	DNC		13		13
Bonus	DNC		13		13
Sta Sharp	60.02	47.45	2	43.31	2
Moby Duck	DNC		13		13
Intensity	DUTY				
Tad	DNC		13		13
Slasher	DNC		13		13
Louise	DNC		13		13
BSTLT	46.23	39.85	1	40.91	1
Duck Wars	DNF		4		4
Josh & Janek	DNC		13		13
Flying Basset	DNS		4		4

Results are on the next page

Ht 9	Elapsed	YS	Pts	Hcp	Pts
Red Hot Go	DNC		13		13
Bonus	DNC		13		13
Sta Sharp	68.53	54.17	2	51.12	2
Moby Duck	DNC		13		13
Intensity	DUTY				
Tad	DNC		13		13
Slasher	DNC		13		13
Louise	DNC		13		13
BSTLT	50.70	43.71	1	44.86	1
Duck Wars	69.93	55.06	3	51.64	3
Josh & Janek	DNC		13		13
Flying Basset	DNS		4		4

Heats 10 - 18th March 2007

A perfect day for a sail but only three off the beach monohulls sailed. Was the record crowd at the Grand Prix due to sailors attending.

The winds were predominantly five to ten knots from the south east with gusts over 15 knots. The wind moved more to the East the closer to shore.

The Flying Bassett sailed two up against Duck Season and BSTLT. Tim Burnett boosted the numbers by performing duty. Scott sailed away from the other monohulls and had fun chasing and a one stage passing the lead Paper Tiger. This was despite a capsize in the lee of a trailerable yacht. He was not alone in getting wet, Ross & Serena went over when a gust caught them by surprise.

Results are below

Ht 10	Elapsed	YS	Pts	Hcp	Pts
Red Hot Go	DNC		13		13
Bonus	DNC		13		13
Sta Sharp	DUTY				
Moby Duck	DNC		13		13
Intensity	DNC		13		13
Tad	DNC		13		13
Slasher	DNC		13		13
Louise	DNC		13		13
BSTLT	144.94	124.95	1	131.22	1
Duck Wars	DNC		13		13
Josh & Janek	DNC		13		13
Flying Basset	DNF		3		3

Catalogue

Heat 6 & 7 - 25th February 2007

Strong winds and large waves kept the cat fleet away and was also the reason for only one heat being conducted.

Out of the Blue was the only boat out of the blocks but retired before any damage was done. This still had his scoring 2 points for the series.

The Black Label/Green Machine combination was on duty.

Heats 8 & 9 - 4th March 2007

Lighter winds than last week saw a couple of cata-

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Ht 6	Elapsed	YS	Pts	Hcp	Pts
The Mac's	DNC		12		12
Green Machine	DUTY				
Take 2	DNC		12		12
Out of the Blue	DNF		2		2
Cheetah Two	DNC		12		12
Ferdinand	DNC		12		12
David Richards	DNC		12		12
Chris Rae	DNC		12		12
Duck Dive	DNC		12		12
Matthias	DNC		12		12
Le Mog	DNC		12		12

marans out on the water while Take Two performed duty.

The Black Label/Green Machine combination sailed along with a visiting paper tiger. Matthias competed in races for the first time. Lets hope he has the bug.

The visiting Paper Tiger being one of the better in the state easily won both heats. Matthias got the points on scratch and handicap from Green Machine.

See results for both heats below

Ht 8	Elapsed	YS	Pts	Hcp	Pts
The Mac's	DNC		12		12
Green Machine	49.75	54.37	2	53.05	2
Take 2	DUTY				
Out of the Blue	DNC		12		12
Cheetah Two	DNC		12		12
Ferdinand	DNC		12		12
David Richards	DNC		12		12
Chris Rae	DNC		12		12
Duck Dive	DNC		12		12
Matthias	39.23	48.13	1	43.76	1
Le Mog	DNC		12		12

Ht 9	Elapsed	YS	Pts	Hcp	Pts
The Mac's	DNC		12		12
Green Machine	73.98	80.85	2	76.93	2
Take 2	DUTY				
Out of the Blue	DNC		12		12
Cheetah Two	DNC		12		12
Ferdinand	DNC		12		12
David Richards	DNC		12		12
Chris Rae	DNC		12		12
Duck Dive	DNC		12		12
Matthias	43.67	53.58	1	50.98	1
Le Mog	DNC		12		12

Heats 10 - 18th March 2007

There were three Multihulls on the water in light conditions for this long course race. The race was over 8 nm in a South Easterly of five to ten knots.

Duck Dive did not get to the start line leaving In the Blue and Black Label/Green Machine as the starters. Steve McClelland did duty again

Steve Morris lead Dave around the course though at times Dave did get close to him.

Results are below

Ht 9	Elapsed	YS	Pts	Hcp	Pts
The Mac's	DUTY				
Green Machine	147.17	160.84	2	148.69	1
Take 2	DNC		12		12
Out of the Blue	141.47	154.61	1	170.60	2
Cheetah Two	DNC		12		12
Ferdinand	DNC		12		12
David Richards	DNC		12		12
Chris Rae	DNC		12		12
Duck Dive	DNF		4		4
Matthias	DNC		12		12
Le Mog	DNC		12		12

Trailerable

Heat 4 - 25th February

Bushranger took a group of the Learn to Sail people out in placid conditions in the morning and for easy tacking used the No3 up forward as we let the people sail about off the Club. We returned to the river mouth for lunch to join Problem Child anchored there with Deano and Captain Mitchell on board, and of course took that sail off the forestay as it was going to be too small for an afternoon's jousting around the buoys. Right? NO WRONG AGAIN; but read on later for details why. Entry and exit from the river mouth in the morning at the top of the tide was a bit choosey to pick the deep water as the dredge was working right where we wanted to cross. We did not know it then but we were to find it even worse as the triple threats of a falling tide, a building breeze and a blocking dredge fitted out with all sorts of protruding booms, anchor lines, floating pipelines, rusty stanchions and other assorted ironmongery was firmly anchored in the only risk free navigable water with her motor tender tied up alongside. Eskimo emerged from under the bridges and as is her wont, shot up the mast which had preceded that vessel to the river mouth and negotiated the obstacles successfully to go to sea. All five starters were soon sailing about in a SW x S breeze of about 18 knots and various shortened sail practices were observed as the breeze increased . Eskimo with No 3 and a reefed main, What A Life with main only, Bushranger changing down from No 2 to No 3 and unwisely it turned out carrying her full main. Problem Child had a reefed main and no headsail as did Captain Moonlite whose Jib went up and down a bit like a gift jack in the box on Christmas morning. Problem Child had the best of the start at the pin end after a postponement with Bushranger chasing her and not enjoying the turbulence off her sails. Eskimo was the first to find the mark followed by the rest of us who had all overstood substantially with the exception of What A Life who had wisely gone home After that the race was a procession except for Problem Child who broke a lower shroud and too retired . The breeze increased to

25 knots in the gusts, we had a ball surfing on the reaches and we all had a very hairy return to the river mouth to try to anchor which was difficult as due to the silt churned up by the afore-mentioned and much cursed dredge. Not a bad dredging contract to have --- remove the sand from the river mouth, pump it to the beach and watch it return to the mouth and then all over again. Money in the bank. Eskimo continued her run of wins from Bushranger and Captain Moonlite on CBH. Performance Handicap results were similar.

Back at the Clubhouse a highlight of the after race celebrations was to see a great painting done by one of our very young cadets Griffin McClelland. Perhaps you have a future Archibald winner there Kerry and Steve?

Ht 4	Elapsed	CBH	Pts	Hcp	Pts
Eskimo	65.79	44.74	1	44.25	1
Casper	DNC		11		11
What A Life	DNF		6		6
Capt Moonlite	74.44	52.11	3	50.57	3
Converter 21	DNC		11		11
Bushranger	69.61	48.73	2	46.40	2
Men At Work	DNC		11		11
Bitter Sweet	DNC		11		11
Problem Child	DNF		6		6
Asgard	DNC		11		11

HEAT 5 - 4th March

Editorial

Everything is all go-go-gggoooo with the twin events coming up in the long weekend--- the Victorian Paper Tiger State Titles and the MPONR occupying the minds of those running the titles and defending the Club title we won last year at the MPONR .With Greg and Sam back on deck, literally, for the Sydney/Hobart of Trailerable Yachting and Scott press ganged off the Laser deck to the more stable but still precarious deck of the Blazer, and some local knowledge also plucked from the taverns we expect Men At Work to lead the team to victory and a lively night is forecast at Allawah. Bitter Sweet and Eskimo have scratched to cure the itch by officiating at the Paper Tigers event, while Casper will be at neither

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due to nuptial nonsense. Now that's a great name for a boat owned by newly weds NUP-TIAL NONSENSE!!!!

After a forecast of similar conditions to last Sunday when it blew hard, and a morning breeze similar to last week but with a stiffer breeze, the Learn to Sail people on board Bushranger were told we always used the No 3 for training as it was easier to go about when learning. They were also shown how the clouds were indicating we would get a pasting again in the afternoon race. Accordingly after Deano on duty had collected them from on board anchored in the river mouth, we had lunch and set out with No 3 still on the forestay confident it would remain there all day, despite seeing What A Life set up a brand new Pentex No2 black as sin and twice as dear. Prior to the start and during the postponement we were forced by a reduction in the breeze to change up to the No2 hoping we would be able to hang on to it when, not if, the breeze increased.

At the start we all crossed on starboard with Eskimo towards the pin getting the start and What A Life and Captain Moonlite to windward. What A Life tacked on to port followed by Bushranger and the other two pelted off along the beach picking up the ebb along the shore. This served them well and Eskimo was first to round with What A Life next and then Captain Moonlite with Bushranger astern. What A Life assumed her rightful place as leader and after that change positions remained unchanged for the two sail reach to the gybe mark. After the shy reach to the beach things remained the same with Eskimo and Captain Moonlite in close company. At this stage the breeze dropped out and white caps were rare. But we all hung on to the rigs we started with. Bushranger improved on this beat and Captain Moonlite, Eskimo and Bushranger arrived at the windward mark almost simultaneously with Ian crossing Bushranger on starboard and tacking over her as she pinched up to the mark in a rapidly fading breeze. We missed the mark by a few millimetres and gybed round to set the spinnaker and drop the headsail very quickly only to find a tight wine glass which took some time to unravel as the giant blue nemesis was

setting well on Eskimo and hauling her smartly down wind. Captain Moonlite disdaining the company of her erstwhile companions at the mark had fled the scene – and how – leaving us both astern. Both the latter two took the opportunity to change up to No 1's on the run. On the next beat Bushranger over took Eskimo and the order remained unchanged to the finish. What A Life a resounding winner on Line Honours followed by the two sisterships and Eskimo. Places on CBH were Captain Moonlite, Bushranger and Eskimo and on Performance Handicap Captain Moonlite, Bushranger and What A Life.

Ht 5	Elapsed	CBH	Pts	Hcp	Pts
Eskimo	112.07	76.20	3	76.48	4
Casper	DNC		11		11
What A Life	103.75	79.89	4	72.31	3
Capt Moonlite	105.75	74.02	1	70.74	1
Converter 21	DNC		11		11
Bushranger	108.70	76.09	2	72.09	2
Men At Work	DNC		11		11
Bitter Sweet	DNC		11		11
Problem Child	DUTY				
Asgard	DNC		11		11

Heat 6 - 18th March

We are really into the season now with the MPONR over and Eskimo and Captain Moonlite front runners in the CBH Stakes; while an accidental investment in a new No 1, following a deliberate investment in a No 2, has What a Life really fired up and moving fast and Problem Child (ably crewed by fiery red head Captain Mitch) is aiming to get among the trophies at the end of season.

This was a long RTB with a noon start and Eskimo and Asgard on duty. There was a good sailing breeze of 5-8 knots from the S x SE and a flat sea as the fleet headed out from the river and with Casper tied up in Post Nuptial somnambulance and Men at Work working to make even more money only five of us started after a brief postponement with the windward mark down the coast towards the Seaford Pier. Captain Moonlite was first across the line on starboard with Problem

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Child astern and to windward and Bushranger wallowing in their dirty air, sufficiently far astern to allow a smart port tacker in the form of Bitter Sweet to cross ahead of her but not ahead of What a Life who had tacked to port also after crossing the line in search of more wind to sea and for a few minutes it seemed to work too! It wasn't long however before the seas flattened, ominous glassy areas appeared from nowhere just in front of all of us except Captain Moonlite who found her own private areas of breeze and lifted nicely along the sandy coast with Loopy Lennie doing much of the helming. Initially the best decisions on where not to sail were made by What a Life. But eventually he conceded that disgrace to Bushranger whose skipper excelled in sailing very slowly indeed from that stage onward. Captain Moonlite then bolted and could not be brought to heel as she behaved unsociably and refused to indulge in the close company that other races had seen featured. Problem Child and Bushranger were in close company at some marks before Bushranger went into terminal decline and trailed the fleet home by substantial margin behind her sistership Captain Moonlite despite being ahead of What a Life after the first triangle. Bushranger carried her spinnaker on all off the wind legs and was the only one to do so, and she got some good practice at setting, dropping and gybing the extra.

Bitter Sweet forgot to read the Sailing Instructions and went home early depriving her of a possible good place. In the opinion of all except Captain Moonlite, it was an awful afternoon endured in frustration, with Line Honours and Performance Handicap placings being the same --- Captain Moonlite by a country mile, from Problem Child and Bushranger

See results opposite.

MPONR

With Eskimo, Casper and Bitter Sweet engaged elsewhere for the weekend, it was left to the filthy five namely, What A Life, Men At Work, Problem Child, Bushranger, and Captain Moonlite to defend the Club Trophy

Ht 5	Elapsed	CBH	Pts	Hcp	Pts
Eskimo	DUTY		1		2
Casper	DNC		11		11
What A Life	320.23	246.58	4	224.54	4
Capt Moonlite	226.45	158.52	1	151.66	1
Converter 21	DNC		11		11
Bushranger	327.28	229.10	3	218.25	3
Men At Work	DNC		11		11
Bitter Sweet	DNF		6		6
Problem Child	239.5	172.44	3	161.39	3
Asgard	DUTY		11		11

which we won last year. A prestigious team was duly selected and entered and we lived in hope of a repeat performance. That famous author "Someone" once said that "no matter how much things change they remain the same" and so it proved to be. When Bushranger arrived at the Darnum pub for lunch on Friday, just as they closed the kitchen, Brian Cowper managed to persuade them to open it up again (same as last year and the year before) and when we arrived at Lake Wellington there was What A Life all locked up with her bow in the reeds and deserted and Frank Strickland with his Botterill Explorer "Rachel" about to launch just as they were last year and the year before. Bushranger launched and spent the night in calm and peace anchored up the Avon under a brilliant canopy of stars and later a bright moon. At first light we returned to the point and tied up alongside What A Life. Ashore there was Captain Moonlite alone on a trailer in the car park with no sign of the towing vehicle, same as last year. How on earth does she get there? The same annual ritual again, a trip along the back roads to Paynesville with signs of recent rain and all the farmer's dams full and green paddocks so different to those in the western approaches to the Valley. At Paynesville driving past the Motel we spot Men At Work on her trailer with Greg leaning on her, busy talking on his mobile, same as last year. Return by bus with the same faces and a few hours to spend trying to get some rest.

At the briefing the hirsute faced meteorologist with the sense of humour from the RAAF base, presented the most accurate forecast ever and we all wandered off to our boats and motored out to

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the start line in about 12 knots of breeze from the ESE. The CSC boats in a planned strategy were all towards the pin end, and in fact there was only one closer to the pin than Bushranger who just port tacked her at gunfire. Captain Moonlite too quickly tacked on to port and crossed a few sterns to get towards the middle of the lake. Dusk fell and navigation lights came on and we still held a sailing breeze with hopes that the afternoon blow would push the water up the lake and if the breeze died as expected we would have a weather going current through the Straits. The straits were much the same as last years but we all kept going and Problem Child, Captain Moonlite and Bushranger changed places with each other interspersed with some tree felling and destruction of native greenery along the banks. There was nothing to be seen from these three of What A Life & Men At Work who had both fled the company of their slower club mates. It has been said that Scotty Blencowe kept saying Go go go! And Greg somewhat testily replied "that's what I'm doing mate". We rear party passed through the eagerly awaited Hollands Landing cutting into Lake Victoria in the dark and set course for Storm Point and Wattle Point passing Loch Sport to Starboard. There was not a lot of breeze at this stage for the fleet, as we crept down the Lake at dawn and the spinnakers had never left the sail bags. The three Carrum boats were in sight of each other as dawn broke making about a knot or so between Wattle Point and Point Turner and the breeze was very fitful indeed.

A one dozen egg scrambled egg dish induced some belches etc aboard Bushranger but did nothing at increasing the kind of wind we were hoping for. At 6.31.13 What A Life was our first boat past the GLYC first time round, followed by Men At Work at 6.32.48 followed much later in full daylight by Problem Child at 8.26.28 Bushranger at 8.49.02 and Captain Moonlite at 9.04.57, after which we all set out through the populated Straits to enter Lake King and round Raymond Island. Bushranger had to do a penalty 720 because of a port and starboard infringement approaching the club in windless conditions, and boy did it take a time! Then she was blasted by the Ferry a little later

and had to luff up to avoid sinking a load of cars and humans. At about the old pub we saw those astern carrying spinnakers before a new SW breeze (just as the hairy one had predicted) and pelting towards us.

After rounding McMillans Beacon we set a spinnaker for the first time and after Point King carried it only briefly towards Carstairs in a fresh 15 Knot SW. Meanwhile Men At Work had responded to Scotty's go go go exhortations, and had indeed done just that and gone, to overtake What A Life. She was the first of our boats to finish with an elapsed time of 13.47.08 followed by What A Life with 14.04.21, Problem Child with 15.33.19, Bushranger with 15.36.53 and Captain Moonlite with 15.42.12

When handicaps were calculated the order on corrected time was What A Life 19th Men At Work 20th Bushranger 21st Captain Moonlite 24th and Problem Child 34th and CSC successfully defended the Club Title we won last year.

At the traditional barbecue at Allawah followed by the Bushranger Soiree all voted it a most successful race. The outstanding performance of the team and the performance of Ian and crew in arriving at GLYC for the first time ahead of the fast tracker Greg and his crew was well and truly toasted. Loopy Len presented the skipper of Bushranger with a Saints beanie which was gratefully received and worn as it is surely an omen for the AFL Season ahead.

Paper Tiger Titles

(Continued from page 1)

competitor Black Label was well behind the others at the start but was able to catch up when the wind dropped out and then came in from the South-West. After 26 minutes it became obvious that no boat was going to reach the windward mark, now to leeward within the 30 minute time limit. The Race was abandoned and resailed after a major adjustment of the course. The resail went well with the lead boats finishing in about an hour and a half.

Now early afternoon, competitors went back to shore for some lunch. They were hurried up by the duty crew as the boats were preparing for a second race immediately after the first. The boats got to the start line in time for another race of about an hour and a half. It was good judgment on behalf of the duty crew to get the second race started when they did for the wind dropped out again toward the end of the race.

All racing on Sunday was abandoned. The wind was from the west on the recommended wind limit for the class of 22 knots. The wind was predicted to get up to 30 knots which it did late in the day. Difficulty in getting past the breaking sea was also a major consideration in the abandonment. It was interesting to hear on the radio of other clubs on the bay, having elected to sail, coping with capsizes and damaged vessels. One club had their wing mark sink.

On Monday the wind varied between 15 & 25 Knots from the south, so although at times above the recommended maximum wind strength a reduced number of boats were able to get out and compete. Back to back races were conducted in the morning and the lead boats were at the windward mark within 6 and 9 minutes respectively. Each race took less than an hour to complete.

The four heats conducted meant that a series had been achieved. All races had been around a triangular course but the Carrum officials had promised to attempt to get a unique course in

for the sailors. This course, liked by the Paper Tiger sailors, has a long windward leg, two reaches at 70 degrees and a short run to gates that could be rounded in either direction. This promise was met in the afternoon when only 9 started this race as it was getting a bit cold and wet for the older competitors while other boats had suffered damage.

The starting sequence had to be postponed when the local Coast Guard boat towed a disabled vessel across the anchor rope of the start boat and pulled it along with it. See effort of the month.

In stronger winds many of the competitors were showing off going up on one hull. One boat went too far and turned turtle. Carrum 1 was called to the rescue and had to assist in righting the boat. It took some time and a couple of duty crew in the water to do so.

Club Commodore Ray Cole said "I thank all the 20 club members who contributed to making this event such a success. However I would like to especially mention Greg & Erin Dougherty and Narelle Lewis for making sure the boats were safe and sound during night shift."



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Murder Mystery Night

(Continued from page 1)

the evening when a borrowed policeman's helmet disappeared. The game was interrupted to attempt to recover the lost item. When everyone was asked if they knew of its whereabouts, silence reigned. After a short time it was discovered that Luddy had been playing his part as a kleptomaniac too well and the helmet was discovered in his possession.

Prize winners on the night were:

Erin Blencowe - (Blondie Smith)

Identifying the murderer

Lou Monteret - (Old Man Pearce)

Best actor

Tom Messaline - (Zent Zargan)

Runner Up (1)

Lyn Martin - (The great Andromeda)

Runner up (2)

Tara Henstridge - (Rosie Gardner)

Best Costume

Carol Flanagan - (Alexandra Pearce)

Runner up

Scott Blencowe

Gratuitous violence

Steve McClelland

Back stabbing

Organizer Wendy Lewis thanked Kathryn Blencowe, Carol Flanagan, Narelle Lewis & Lyn Martin for helping with the setting up of the function.

Effort of the Month

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abled boat tried to disentangle the boats but the additional line was soon taken up as the Coast Guard continued towing. While one fisherman was fending off, the others were looking for a knife to cut the anchor line but they were able to be convinced to raise the outboard leg freeing the line.

All ended well as the starting sequence was postponed during this time and after allowing Eskimo to settle on the anchor again the race was started, albeit with a large port bias.

Clean your teeth?

On his annual post Marlay Point cruise of the Gippsland Lakes the commodore one night had a call of nature. When he returned to his bunk he and Brian Cowper, who was cruising with him, heard a Brrr sound.

They were baffled as to the cause of the noise after checking that they had not left the radio on and were hearing static. Careful listening led to the conclusion that the toilet cubicle was the source of the noise and Mr. Commodore investigated. He located the source, his electric toothbrush, behind the Porta-potti. The toothbrush had fallen down jammed its switch in the on position, the vibration echoing through the bulkhead.

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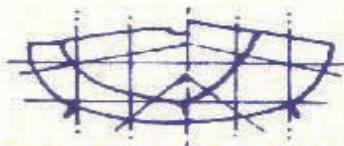
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Effort of the Month



Seamanship

Ian Blencowe & Helen Ruhsam were aboard an anchored "Eskimo" preparing for a start of the Paper Tiger State Titles, when the Carum Coast Guard come out to assist a disabled boat.

After a number of roundings of the vessel they got a line over and without any haste began drifting toward Eskimo, now in the start sequence. Under power they headed straight for Eskimo from ahead and

to her starboard side. Instead of towing the boat down that side away from the anchored Eskimo and the Paper Tigers sailing about, the Coast Guard turned across Eskimo's bow. They were so close that the outboards nearly cut her anchor line and the towed boat became entangled in the anchor line. The Coast Guard continued to power on causing Eskimo to be dragged to the disabled boat and required fending of between the two boats. Ian let out all the anchor line he had as the fisherman on the dis-

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