

JIB SHEETS



AUGUST 2015

MTYC OFFICIAL NEWSLETTER



Early Morning at Storm Point

June Long Weekend

Melbourne Trailable Yacht Club Inc

Registration No A2058

Website: www.mtyc.yachting.org.au

MTYC Committee 2014—2015

Commodore	Dean Hansen		dean.l.hansen@gmail.com
Vice Commodore	Doug Whitby		
Rear Commodore	Gary Sawyer		
Hon Secretary	Doug Whitby		dgwhitby@gmail.com
Hon Treasurer	Jan Reeves		janet@nowwot.com
Safety Coordinator	Steve Reardon		
Racing Coordinator	Ron Parker		
Social Coordinator	Dennis Bromley		
Cruising Coordinator	Lloyd Graham		
Newsletter Coordinator	Marg Goddard		
Website Coordinator	Colin Forster		
Sailing Committee	Mark McLellan		
Crew Management Coord.	Franca Bisaz		
Auditor	Darrell Reid		

Calendar Highlights—the next few months...

	Date	MTYC Events	Location
SEPTEMBER	Sat 5	Casserole Night	Lloyd and Sue's
2015	Sun 20	Winter Race	St Kilda Marina, 0945hrs briefing
OCTOBER	Sun 4	Commodore's Cup	St Kilda Marina 0930 briefing
2015	Thurs 15	Twilight Race 1	St Kilda
	Sat 17 Sun 18	TYD Season Opening Docklands	Docklands
	Thurs 22	Twilight Race	St Kilda
	Sun 25	Summer Race 1 & 2	St Kilda Marina, 0945hrs briefing
	Thurs 29	Twilight Race	St Kilda
NOVEMBER	Sat 31—Tues 3	Gippsland Lakes Cup Weekend Cruise	Gippsland Lakes
2015	Thurs 5	Twilight Race	St Kilda
	Sun 8	YV Traveller Series GTYC Queenscliff—Geelong	
	Thurs 12	Twilight Race	St Kilda
	Sun 15	Summer Race	St Kilda Marina 0945 hrs briefing
	Thurs 19	Twilight Race	St Kilda
	Sat 21 Sun 22	Werribee River Cruise	

Watch your email box for further information and confirmation of venues etc...

Commodore's Report – August 2015

The **MTYC 4th annual Four Points Race** was held on the 2nd May. With the addition of a new sponsor, Denso, the budget for the race was increased. This allowed some extra advertising, a ¼ page advertisement in Australian Sailing and some higher value prizes from Ronstan. A skipper pack was added, which consisted of a 10L Ronstan dry bag, MTYC gifts, Denso gifts, SunSense sun cream and a discounted membership form.

The initial registration started well and grew steadily as race day approached. The week prior to the event, the number of registrations reached the 40 mark and by race day it had hit 50.

The weather gods kept the race officer in close proximity of Meteye, the day was forecast to start with a fresh Northerly, then a drop to a pleasant 10-15kts. This forecast varied as race day approached, and thankfully stayed within limits so a postponement was not required.

Race day saw a fleet size of 50 boats. This included, for the 1st time, two multihulls in Division 1, 5 sports boats in Division 2, 27 in Division 3, 12 in Division 4 and 4 in division 5. At the start the fleet was greeted with squally 15-25kts northerlies, keeping all competitors on high alert. The reach/run out to Point Cook made for some very interesting spinnaker moments. The fleet then enjoyed a falling wind through the day making a very enjoyable beat back from Sandringham.

Feedback after the race was positive as always with a few first timers keen to come next year and to encourage others that they usually sail with to join in.

The dinner held on the Saturday night was well attended and a number of boats spent the night at RMYS.

The race has always been scoped at 50 boats and MTYC is very proud to have achieved this goal. This makes the race the second biggestailable yachting event in Victoria after Marlay Point. Commendations to the past years' committee for building this event from inception four years ago.

I would like to thank the following people and organisations for their efforts and support

- Our kind sponsors, Bendigo Bank Blackburn South, Denso, Ronstan, Professional Insurance

Brokers and SunSense.

- Mark Sills for putting the flyers and ¼ page advertisement together.
- Doug Whitby for assembling all of the entry documentation, running the registration tent, running the start, running the race tower and collecting results and for giving up the chance to sail that day.
- Ellen McCartney for assisting in the registration tent and helping Doug keep track of all the finishers in the race tower.
- Jan Reeves for accounting for who had paid and who hadn't and for helping out in registration tent in the morning.
- Ron Parker for putting together the Notice of Race and the Sailing Instructions, organising permission from the Port Authorities to run the event and for his role as Principal Race Officer for the day.
- Yvonne Lye and Jasmine Chung for assisting with the skipper packs and pre-race organisation
- RMYS for hosting again and allowing us to hold post-race drinks and the presentations in their bar
- All the MTYC skippers that supported the club by entering the event

MTYC Annual Dinner

This year's Annual Dinner was held on the 25th of July at Berth restaurant in Docklands. A different venue this year, with great views overlooking Docklands harbour. A crowd of 30 MTYC members enjoyed an evening of social catch-up and the spoils of last year's sailing season. Congratulations to all and a call out to member of the year Doug Whitby. Thanks again Doug.

Winter has been a cold one this year, with things warming up, the summer months are looking even closer.

Dean Hansen

My Sydney to Hobart on the yacht *Wild Side*. PART 1

Back Ground

Back in April 2014, I was invited to join a Sandringham yacht, called *Wild Side* to do the 2014 Sydney to Hobart (S2H). *Wild Side* is a Sydney 36' Cruiser Racer, set up for offshore racing and is a sister boat to *Windspeed*, which I currently sail on.

I had previously completed a S2H way back in 1979, so I'd long forgotten how, cold, rough, hard, wet and miserable it can be at times. So having a good understanding of how solid and competitive the Sydney 36'ers are, and having more spare time these days, I agreed to join the very experienced skipper, Martin Vaughan & crew. Martin won the 2 handed Melbourne to Osaka race in 2012 on the Melbourne yacht *Caddiburra 8*.

To qualify to go to Hobart these days, there were a number of re qualifying races I had to complete and with my past offshore racing record and recent years delivery ocean miles, I qualified OK.

Delivery

Part of the crew deal was you have to help deliver the boat to either Sydney for the start or home from Hobart, immediately after the race. I chose the "to Sydney delivery" in the first week of December. That turned out to be very wet & uncomfortable trip, with heavy wind on the nose most of the way to Gabo, with the last 2-3 hours at 40-45Kts Easterly from Gabo to Eden. After a day drying out at Eden waiting for the wind to ease, the rest of the trip to Sydney was uneventful.

Race Preparation

Xmas morning was spent with family in Port Fairy and after leaving at 2pm in the afternoon, just after Xmas lunch with the family, I had the fun of a 4hr car tip to Tullamarine to catch my flight to Sydney. It's always hard for Victorian crews to get to Sydney, as you basically have no option other than to fly up on Xmas day, which is mentally hard to do.

I arrived at the CYC in Sydney at 10pm in heavy pouring rain, so found all crew sitting in bar as it was too wet to do any boat preparation work.

Boat already wet through inside with condensation after 2 weeks of thunderstorm and the days heavy rain. We managed to get some sleep, despite condensation dripping everywhere all night, so my sleeping bag was damp before we had even started the race.

Race Day (Day 1, Boxing Day, Friday 26th)

The next morning we found ourselves so rushed before the start with the long list of pre-race jobs, taking off the delivery sails & fitting the race sails, supermarket shopping, 2nd safety audit etc, we didn't have time to enjoy any of the prestart goings on.

The Safety auditor at 9.30am insisted we demonstrate & fit emergency steering. This required us to untie & remove life raft, break weather seals to hull and fit steering etc, 2 Hrs before cast off.

He also insisted we prove again that each bilge pump worked, so we had to remove much of the stowed and lashed down gear inside, food boxes, sails etc to demonstrate to him that the pumps worked. As this had all been demonstrated before, it was both annoying and a delay to our preparation.

Then, because local Coles decided not to open this year, despite being told it would, we took a taxi to CBD at 10am to get fresh produce, and arrived back at 11am, 30 minutes before cast off.

Finally we were able to cast off shortly after 11.30am, to the good luck cheers of hundreds of well-wishers around the CYC.

We completed our mandatory sign which was a sail past using the orange storm trysail & orange storm jib fitted, as was required to demonstrate that both we had them on board and knew how to use them.

That demonstration sail past was the first time I've ever actually sailed under a trysail, which was handy to practice.

We finally hoisted the main and immediately spotted a reef line threading problem, then while trying to fix that, we lost No 2 reef line out through the boom as the knot on the end had come undone.

We were able to use the long delivery sail batten (luckily we kept it on board & stowed inside boom) to re thread the reef line through the boom then up into the sail. Finally all the problems were fixed with 10 minutes to go before the start. We all tried to draw breath and calm down a bit and began positioning ourselves for the start.

Our over stressed skipper miss judged the starting buoy location (we were on the third start line) and we inadvertently crossed the start line 2 minutes early, despite the tactician & foredeck crew giving him the correct advice.

We were able to re-round the committee boat as the gun went off, so were only just over a minute late, starting I think second last. We were finally on our way.



Racing to the Sydney Heads with the small A5 asymmetrical kite

We were one of the few yachts to hoist a small black (bullet proof A5) asymmetrical kite from start until the turning mark at the heads. This enabled us to catch up heaps and we passed many boats before the heads turning mark. Finally we headed out to sea to the final turning mark, with the No 4 headsail and first reef in the main.

At 4pm, we settled into our 4 hours on deck & 3 Hrs off routine. Skipper insisted that when you're off watch you were in your bunk resting, which is something I found hard to manage as being an extremely light sleeper and not expecting to sleep till day 3.



Leaving Sydney Heads with 1st reef & No4 headsail

My primary role was (because of my cast Iron never get sea sick guts) Meals, snack food & drinks, every 6 hr Radio skeds, log book every 2 hrs, back up navigation & when Navigator off watch and then moving bags & sails to high side upon every tack, and in my spare time on deck, whatever was needed with trimming and then bow assist or mast during headsail changes & kite hoists. Not much to do really.

First day and night hard going on the nose, 24 – 27Kts with uncomfortable rough choppy seas, but we were hammering along, keeping ahead of some of the bigger 50'- 60' boats. We still had in our No 1 reef and the No 4 head sail, which gave us the power to push though the sea. Very rough conditions inside trying to feed the crew coffee and warm up precooked dinner, effectively only using one hand, on a effectively 1 burner Metho stove, as you had hold the pot on the stove with each big heel over in the swell. Managed to heat up a hot meal with rice successfully and crew happy.

Day 2 (Saturday 27th)

By 2am the next morning, 13 Hrs into the race, we were abeam of Jarvis Bay and sitting 45th overall on IRC (International Rating Handicap) from the 119 starters. The boat was getting wet inside, and the centre hatch was also starting to drip every 3-5 seconds on whoever was asleep in the mid ship bunk. That somehow always seemed to be me, either by bad luck or good design by the others.

By 8am on Day 2 we were abeam of Batemans Bay and we had lifted to 29th position overall on IRC, in the full fleet, before the wind began to died out. All the boats around us were suffering in the same light conditions but we managed to continue to ghost along at 2 -3Kts, lifting us, by 10am to our highest overall IRC position of 11th.

YACHT Wild Side - SYC (Martin Vaughan)

SPEED 2.8 kt

HEADING 196

DTG 497 nm

DTL 94 nm

Line Honours 78

IRC 11

IRC Div 4 3

Corinthian 4

Our Day 2, 10am Yacht Tracker position showing 78th line honours or 11th overall IRC.

Around midday the Northerly had kicked in at about 15 knots. After initially using our big No 1 kite in the lighter

wind, we had to change down to our heavy duty but large, No 2 hounds kite, which was good to 30 knots I was told.



We also found it hard to find the expected 2-3Kts southerly current, as we only seemed to have 1-1.5Kts with us, although being in the correct place according to the current chart information.

We did note bigger boats passing us about 3-5 miles both inland & out to sea, but assumed this was due to boat length rather than benefits from the current.

The northerly increased during the arvo to 18 – 20Kts by sun set, with the different helmsmen challenging for the best speed on the watch. I managed 11.5Kts early arvo, but was shortly beaten by the following helmsman in a

24Kts gust, before dark. By 8pm we were abeam of Pambula, some 5 miles further out to sea of the rhumb line, sitting on 9.1Kts of boat speed.

The Northerly kept going all night, around between 18-20Kts, gusting to 25Kts at times in the dark, with boat speeds averaging between 10-12Kts off the wave, occasionally up to 14Kts. The sky was dark for most of the night, with no moon, requiring the helmsman to steer off the gauges. This adds to the difficulty without much of a line of sight reference in the dark, other than the occasional stern light between waves.

By 11.30pm we were into Vic waters, sitting well offshore, with an average boat speed of 10.1Kts, and running overall 36th place on IRC in the fleet. We cleared Gabo Island at Midnight Saturday still with an average boat speed of 10.4Kts, and I radioed in our compulsorily declaration that *“the Skipper was happy to proceed and the boat and crew were in fit condition to continue on and cross Bass Strait”*. We learned later that 1 boat was later given a DSQ for missing that compulsory radio declaration. We settled into a fast but bumpy nights sail, under the same No 2 kite and the strong warm Northerly.



The skipper on the helm, surfing down the waves with the Northerly

Day 3 (Sunday 28th)

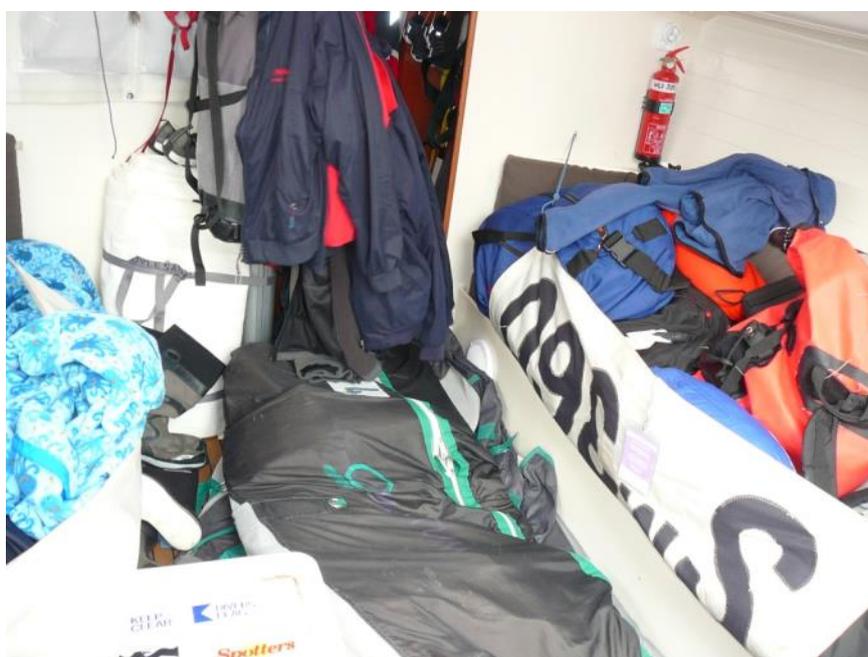
By 6am the next morning we were ¼ of the way across Bass Strait and back up to 22nd place IRC overall. We still

had an average boat speed of 9Kts, with the northerly still at 18-20Kts, gusting to 25Kts, but with a much increased bumpy following seas of about 2 meters.

At 12 noon we were ½ across Bass Strait, still hammering along 10.2Kts average and had further caught up to be 14th overall on IRC.

Early afternoon, wind began to increase to about 25kts, gusting to 28Kts with seas building from behind. Very hard work steering for our 2 best helmsman to prevent rounding up, gybing or nose diving in following sea state. Boat speed average up over 10kts often up to 14 -15Kts while surfing down waves in the stronger gusts. A couple of nose dives had the deck fully covered with water. More water was getting inside and we found 2 of the other crews mobile phones drowned & died as water landed on inside side shelf near the navigation station where they were being charged.

As the wind kept increasing we moved as much weight as possible back from the bow to the centre of the boat to try and keep the bow up as much as possible to try and avoid to many more nose dives. That of course made life downstairs more uncomfortable and the gear bags subject to splashes of water.



Limited space inside, trying to keep the weight out of the bow

Upon a helmsman change mid-afternoon, we had a big round up in 28Kts of wind. Took many minutes to recover the helm and untangle the kite as it had somehow got inside the forestay. We noticed 2 small tears in the kite and decided to drop it for repairs. We hoisted No 5 Assy while the kite repairs done.

After 15minutes we hoisted the No2 kite again, but within 5 minutes the sheet somehow let go resulting it to wildly flog off the end of the pole. It was a considerably difficult job to get it down as it was still streaming off the pole and the extra crew weight in the bow caused further roundups. Eventually we hoisted the No 4 headsail while we re-packed kite, reconnected sheet and re-hoisted the kite during a short below 25Kts wind period. Speed back up again to 10kts average, surfing to 14Kts.

Our good boat speed continued all afternoon and at 6pm Sunday we were abeam of Flinders Island about 75 miles out to sea, still sitting at 20th overall on IRC. On the 6pm radio sched we heard that the 100 footers, *Wild Oats* and *Comanche* had just finished and we still had to sail down the Tassie coast.

To be continued in the next issue...

Geoffrey Onions

2015-16 Trailable Yachts Season Opening Weekend Saturday 17 & Sunday 18 October 2015



Happy hour on the dock

Yachting Victoria’s Trailable Yacht Division with support from Clubs and Associations is coordinating a weekend to celebrate the opening of the 2015-16 sailing season and promote trailable yacht sailing to the broader *public*, in a ‘Discover Sailing’ day.

What do I need to do to join this event?

1. *Book your marina berth for Sat night. Click on: [Melbourne City Marina Bookings](#) or telephone 9658 8738. If you’re planning on an extended stay, MTYC will be coordinating a special deal - two nights for price of one – lookout for an email over the next month).*

Contact Dennis Bromley on 0409 178 193 to book seats for the Saturday night dinner at “Watermark”. \$45 adults. Two course dinner and drinks at bar prices.

Tell a friend what’s on and make a weekend of what’s on offer:	
Saturday 17 Oct	Cruise in to Docklands in the company of your fellow sailors.
1600 – 1800hrs	“Happy – hour” on the dock (Or in the marina lounge if weather not favourable).
1900hrs	Dinner at “Watermark”. On the Promenade, 800 Bourke Street, Docklands. “Cruising Helmsman” Bob Couper Memorial Nautical Trivia Quiz
Sunday 18 Oct 1000 – 1600hrs	Discover Sailing – Promotion and ‘demo’ day for associations and clubs to promote trailable yachts to the general public, getting on the water for a sail and on checking out trailable yachts on trailers on the promenade. <i>Tell a friend about ‘discover sailing’ activities.</i>



Further Information: Websites: [Yachting Victoria Trailable Yacht Division](#) or [discoversailing.org.au](#) or your club / association.

A safe start to the 2016 Sailing Season

With the start of the new sailing season it's time to get your Cat 5 compliance organised. If your boat was complaint last year it should be pretty straight forward. But like me you probably want to check a few things so let's start with the following:

Is your first aid kit up to date?

When was the last time you checked your first aid kit? Some of the items in your first aid kit go out of date so you want to check these and replace if necessary. When you need your first aid kit its usually pretty important so you want the contents to work.

Is your outboard reliable?

Outboard motors are an important piece of safety equipment. When you rudder breaks or your mast falls down, the outboard may be the only thing stopping you becoming washed up on St Kilda breakwater!

Functioning outboards are a Cat 5 requirement and are therefore required for all boats entering club races . So make sure your outboard is regularly serviced to save you the disappointment of missing a race due to your outboard not working. Being towed to the race area by another boat is evidence that your outboard is not working. You are liable to be protested if this occurs.

Wash board tethers

Requirement 3.07.4 of the Cat 5 requires removable hatches to have tethers. This applies to stormboards and stops them falling over the side when needed and means you can tension them to keep them in place. It can be pretty simple - my boat has a piece of thin line attached to the boat, and a small horn cleat on the stormboard. When required I can secure the stormboard nice and tight to stop waves getting in the cabin.

Mandatory safety items

Needless to say you also want to check legally required items such as flares, PFDs etc. Those of us sailing the Winter Series will be aware that the Water Police have been checking mandatory safety kit including PFDs, torches and flares. Inflatable PFDs must be serviced according to manufacturer's requirements - usually every 12 months. Out of date inflatable PFDs are both illegal and non compliant with Cat 5. You can service your own inflatable PFDs by downloading and following the instructions from the manufacturer's website. You need to keep proper records of doing this.

Check the condition of your fire extinguisher, it should be serviced according to manufacturer's requirements or at least check the gauge. My fire extinguisher has a gauge and I check it to see if the needle is in the green quadrant.

I hope this helps make sure your boat is safe and reliable for the start of the summer sailing season.

Don't forget: Cat 5 Forms must be completed and returned to Stephen Reardon (stephenjreardon39@gmail.com) before the first race of the season (Commodore's Cup October 4th). You can download the form here: http://www.foxsportspulse.com/assoc_page.cgi?c=1-9933-0-0-0&sID=310276

I was gobsmacked

<http://m.mynrma.com.au/get-involved/advocacy/news/Boat-trailer-parking-ban-sets-sail.htm>

Chris

High Society. KY301

We can be thankful we don't live under some of these restrictions, but there are rules here too. Unless we fall foul of something we don't become aware of it. And we can be grateful that we have a bit more space down here. I am always amazed at just how high density living is in Sydney.

Loch Sport June weekend

The trip to Loch Sport was plan B if the forecast was not conducive to sail to Refuge Cove, which it wasn't. Even though it was second choice it proved to be a great weekend. Everyone got on so well and it was a fabulous trip.

Silhouette, O'Really 11, Night Crossing, Mad Mouse and Alfie Mac joined the MTYC long weekend cruise from Loch Sport. Also joining us were 2 boats from Port Welshpool, including old friends on Dragon Fly. We launched at various time Friday and Saturday morning. Once everyone had arrived we had 17 crew on the 7 boats.

Doug was second mate on Silhouette for the weekend and we met up with him at the pub in Yarragon for a



nice meal before we set off for Loch Sport. As usual there were plenty of kangaroos to dodge on the road. Just like the mozzies, they breed them big down there!

Despite the severe cold we rigged, launched and tied up to the classy new jetty for the night. It was quite peaceful and my hot water bottle ensured a good night's sleep.

Shopping for a few last minute supplies is always fraught with danger if there is a departure time. Sure enough we found people we know to chat to and wonder of wonders, a café with real coffee! It is only a few blocks away from the beach and a quick walk. It wasn't a quick trip though as the good coffee, nice company and promise of a hot breaky kept us there for a good while. Nice bonding session!

The plan was to head up to the Straights, past Hol-



land's Landing and on to Plover Point for the night and the promise of a camp fire. We were finally on the water after an early lunch. The light breeze took us to Holland landing by 1500 and then we motored upstream against a 1.5 kn current. We anchored at Plover Point about 1600 and once the boats were securely moored a conflict of interest arose. Was it time for Happy Hour or should we get the fire going? What a team effort. We managed both in record time! The guys had bought wood from home so there was plenty to keep the fire raging well into the night. Who doesn't love a good fire? It certainly added some magic to the nights.

Silhouette and O'Really 11 had planned a roast dinner



and as no-one should eat alone on a cruise, solo sailors Kevin and Stephen joined us. We had a lovely time but eventually the lure of the fire won and we headed out of the warm boat to enjoy it and the inevitable tall stories.

It was a lazy start on Sunday with a midmorning departure. Holland's Landing was a thought for lunch but

Continued on page 12

G.O.Y.A. - Thursday midday sailing

Some days, when the weather is bad, it will be a lunch and a gathering. Other times it will be around the buoys and at other times it will be a sail to 'X' – and maybe 'coffee'!!!

Basically open to anyone who wants to come sailing – so if you have friends, whether members of MTYC or not, invite them along.

So: 10.30 am at the fuel jetty at St. Kilda Marina

4th and 18th September, 2015,

and then 1st and 3rd Thursdays.

B.Y.O. everything – lunch and coffee.

If the weather is clement, we plan on being ready to leave the Marina to return home around 3.00 p.m. – earlier if unsailable.

Jan and Bob Reeves – 9561-2770 or 0409 663 327

Continued from page 11

when we tied up we discovered the shop has closed and it was deserted except for a few die hard fishermen hanging around catching little.

The wind had picked up so it was a good, brisk sail (OK so it was a race) to storm point. We discovered a great place to anchor inside the eastern shore of Storm Point. Nice clean shore with a sandy bottom. Perfect for another night of fun around the fire.

Although it was pretty quiet overnight the forecast was for very strong winds for the next day, so straight after breakfast we headed back to Loch Sport to retrieve before the winds strengthened. Kevin on Alfie Mac sailed off in an effort to get back to Paynesville before the weather broke.

We just managed to retrieve the boats and pack up as the weather seriously deteriorated. Temptation was too much and soon we were all back at the coffee shop for lunch before the trip home against some of the strongest headwinds experienced in a long time. Better put this weekend in your diary for next year.

Sue and Lloyd

Silhouette RL28



Anyone remember this? Season opening several years ago!

THURSDAY NIGHT SAILING

2015-2016

Put it in your diary.

All welcome. B.Y.O. boat or just turn up.

Our first sailing night will be 15th October.

5.30 p.m. at the last ramp at St. Kilda Marina.

Jan and Bob Reeves – 9561-2770

0409 663 327 or 0417 667 520.