

# JIB SHEETS



**March 2012**

MTYC OFFICIAL NEWSLETTER

**MELBOURNE  
TRAILABLE  
YACHT CLUB**



**CRUISING  
RACING  
SOCIAL**

**Melbourne Trailable Yacht Club Inc**

Registration No A2058

Website: [www.mtyc.yachting.org.au](http://www.mtyc.yachting.org.au)

## MTYC COMMITTEE - 2011-2012

Commodore	Ron Parker
Vice Commodore	Gary Sawyer
Rear Commodore & Newsletter Editor	Phil Monk
Hon Secretary	Doug Whitby
Hon Treasurer	Jan Reeves
Safety Coordinator	Peter Gheller
Cruising Coordinator	Lloyd Graham
Social Coordinator	Dennis Bromley
Sailing Committee	Adrian Cassar
Sailing Committee	Geoffrey Onions
Sailing Committee	Mark McLellan
Coastguard Liaison	Alistair Owens
Auditor	Darrell Reid

Calendar –The next few months			
	Date	MTYC Events	Location or Starting Point
April	6 to 9	Easter at Yarrawonga	Yarrawonga Yacht Club – details elsewhere in this newsletter
	Wed 11	Committee Meeting	7:30pm Elgin Hotel Hawthorn
	Sun 15	Summer Race 9 – 2 heats	St Kilda Marina 9:45 briefing. 11:00 Race start
	Sat 28	Restaurant Night	Venue to be advised
	Sun 29	Summer Race 10 – 2 heats	St Kilda Marina 9:45 briefing. 11:00 Race start
May	Wed 9	Committee Meeting	7:30pm Elgin Hotel Hawthorn
	Fri 11	Annual General Meeting	Venue to be advised
	Sun 13	Summer Race 11 – 1 heat	St Kilda Marina 9:45 briefing. 11:00 Race start
	19 - 20	Docklands Cruise & Casserole night	Leave from St Kilda Marina 11:00am
	Sun 27	MTYC Four Points Race	St Kilda Marina 9:00 briefing. 10:00 Race start
June	9 - 11	Gippsland Lakes Cruise	Leave from Marlay Point at 11:00am Sat 9
	Wed 13	Committee Meeting	7:30pm Elgin Hotel Hawthorn
	Sun 13	Winter Series Race 1	St Kilda Marina 9:45 briefing. 11:00 Race start
	Sat 23	Restaurant Night	Venue to be advised

**Cover photo** Steve Reardon and crew hard at work on *Mad Mouse* (Castle 650) in the recent Victorian Trailable Championships on Lake Eppalock

## Commodore's Report

### Commodores report

It has been a busy season of MTYC activities including racing, cruising, social and training events and the level of participation has been encouraging.

Equally encouraging has been the number of new members that have joined the club and actively joined in the events. Thursday night sailing has been one of the most supported events with up to thirteen boats on a good night and the recent cruise from Rye was also well supported compared with previous years. It's hoped that the coming annual sailing and camping at Yarrowonga this year is also well supported.

### Marine Radio Operators Certificate course

Fifteen members recently completed the marine radio operator's certificate course conducted by Coast Guard Victoria and another eight members are completing the same course by correspondence. These two training courses have been heavily subsidised by a training grant from Transport Safety Victoria. Well done to all the training participants. The knowledge gained by members should be of great lifetime benefit in being competent in operating marine radios.

### Trailable Yacht State championships

Bendigo Yacht Club hosted this year's championships on Lake Eppalock and nearly 30 trailable yachts competed. The Club had not held regular sailing for nearly 10 years but did well to host this event. Conditions were very light and the racing very close. A full report is published elsewhere in the newsletter and congratulations to all members that participated – it was great to see MTYC well represented.

### Boat show at Docklands

Yachting Victoria's Trailable Yacht Division organised a display of trailable yachts at February's Boating Industry Association's Summer Boat show at Docklands. MTYC members supported the event and many thanks to Kevin & Sue Streets with their Noelex 25, Doug Whitby with his Hartley 16, Andrew Johnston with his Farr 750, Mark McLellan and Stephen Reardon with their two Castle 650s.

The weekend weather perhaps was not so great for big numbers of visitors and the feedback suggests that the on-water boats were not well visited compared with the Stephen's Castle on the trailer in the main event area. It's always difficult to gauge the value of these types of promotional events.

Any ideas about promoting trailable yachts would be greatly welcomed by the committee.

### Marlay Point Overnight Race

This year's overnight race continued to provide some very frustrating conditions to test the tolerance levels of tired sailors. Well done to all who competed and particularly to Gary Sawyer and

the team on Never Again for their first race. Most frustrating for this crew to discover (after they thought they had finished) that their Sports Boat Division course had not been shortened and were required to complete a lap of Raymond Island. Not to mention the frustration of anchoring for quite some time within 100m of the line fighting the current running past the yacht club finish line.

Perhaps next year the weather conditions will be kind and provide a fairer race for all.

### Safer practices

A number of recent incidents have highlighted the risks associated with trailable yachting. All the incidents were preventable. A member almost lost a finger in a boat launching and required surgery.

This incident could have been avoided with a safer launching procedure. A mast falling at de-rigging caused by fitting failure came close to hitting people and a deep gash caused by protruding bolts could have been avoided. There have been other incidents including a fire and a rescue of a fatigued sea-kayaker. We all need to take some extra time to plan, prepare and prevent these sorts of incidents. A seminar on safety matters for trailable yachts is being planned and more details will be circulated soon.

### New Zealand cruising

As I write, some 20 members and others have chartered five yachts for two weeks of sailing between Auckland and the Bay of Islands. It's day two and we're sheltering from 30 – 50 (yes fifty!) knots in a little bay waiting for some improved weather conditions. The point to note is that amongst the members we have some very experienced members and others keen to continue to develop their experience. The exchange of knowledge and experience is possibly one of the greatest benefits of being a member of such an organisation, up there with the social camaraderie.

Stay safe on the water and see you at a coming event

Ron Parker  
**Commodore**

## Night Crossing and the kayaker

by Jan Reeves

It was a bumpy Thursday Night – 1.5 to 2 metre seas, and a bit chilly with it.

All the nine boats had crossed the finishing line and were on their way in when the crew on Pedro's (Peter Gheller) boat *Night Crossing* spotted a kayaker. The kayaker was halfway between 'E'

mark and the isolated danger mark and was hanging onto a very full kayak, looking very tired.

Pedro, Franca and Marcel managed to get a line to him and towed him into the marina – still clinging to the stern of the kayak. When they emptied the kayak of water back at the ramp, the kayaker stepped into it, (just to paddle to the front ramp) and fell straight out – he was exhausted.

I am sure we have a very grateful kayaker somewhere in Melbourne!

## Our Oldest Member

Darrell Reid reports that he recently ran into Bob Gunsen, a Life Member of MTYC and one of the Club's founding members.

Bob is now 90 years young, cannot drive a car anymore because of failing eye sight, but can get his electric chair up nearly 22 kph. He told Darrell that he has not been in a hospital since he was ten years old when he had his tonsils removed. Apparently Bob has not lost his sense of humour, advising Darrell that to live a long life you must chose your parents very carefully to get the right genes.

Bob must be slowing down because he apparently stopped repairing other people's boats about 10 years ago.

**Editors Note:** I have only met Bob once about 10 years ago but I know that there are a few members who know him and would want me to pass on the regards of the Club and express their pleasure to hear that he is still in good health.

## Our First Marlay by Gary Sawyer pictures by Rob Leighton

"You have to do it, you'll love it" well that's what everyone has been telling me for the last 3 years. The first year after buying the boat we were still getting to know her so sailing through the night did not seem like such a good idea, last year we were well and truly keen but we ended up with a wedding to go to so no go. This year was it, the planets aligned and the entry form was submitted.



One of my regular crew had other plans so Mark (Cukkie), Robbie and I enlisted the services of a keelboat mate of mine and a work colleague who I had recently discovered was an accomplished Taipan sailor, both of whom confessed to have had the Marlay on their bucket list for some years. This gave us 5 on board which I figured even in demanding conditions would allow for some spells below to recharge the batteries during the night.

The Saturday morning trip up to LWYC was uneventful and we launched at Marlay Point before driving the car and trailer to Paynesville and hopping on the 4:00pm bus



back.

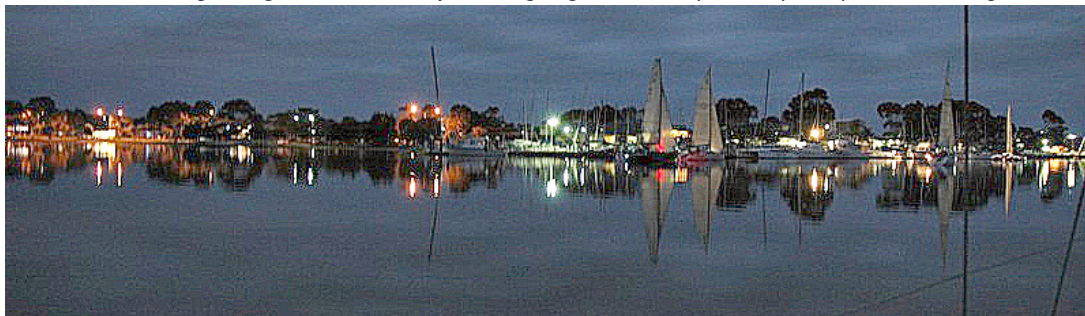
After the briefing we prepared to get underway but were delayed by some commotion up ahead, apparently Alistair had spotted something moving in the reeds and had gone to investigate only to discover that the distance between the bottom and the surface of the water appeared to be less than the draft of a Ross 780 in racing trim. With *Tainui* jumping in to help with a tow line and a few strong arms on shore Chaos broke free of the reeds with a polished bottom and we all got underway.

On the start line it was great to see so many boats lining up for the event, *Never Again* had a great start completely by accident, starting in clear air at the windward end of the line a couple of seconds after the gun. We quickly separated from most of the fleet hard on the breeze and were on our way averaging 4-6 knots of boatspeed. By about 22:00 we were across Lake Wellington and entered the McLennan Strait, this was one of the areas I was warned might be shallow but the depth gauge showed 6

or 7 meters of water right in to the straits. By this stage the breeze had dropped out to only a few knots.



Through the straits we seemed to be gliding along the flat water quite nicely with a knot or two of current assisting us, as we turned the bend we came hard on the light breeze once more and set about tacking up the straits. With the current assisting us we were making good way, actually drifting to windward. In fact I wondered how much of the breeze was true wind and how much was apparent wind generated by the current itself. Up ahead we could see one of the big racing cats. Fortunately for us, going to



windward and tacking are two things that a cat is not so good at and soon enough we got close enough to realize that it was *Spudgun*, and after crossing a couple of tacks with them managed to squeeze past and leave them behind. As *Spudgun* disappeared in to the distance behind us we were completely alone. We worked our way up past Holland's Landing to the exit of the straits, the second spot I'd been warned of shallow water. As I warned the crew to keep an eye on the depth gauge it went blank perhaps struggling to read the muddy bottom. We felt our way out of the straights and managed not to touch the bottom or any of the unlit piles on the starboard side. The depth log came back to life and we ventured in to Lake Victoria and deeper water as the clock turned midnight or thereabouts.

*Never Again* proceeded on to Storm Point in isolation under a light breeze at around 2-3 knots, after rounding Storm Point we came up on a couple of boats who were also in our division. We were pretty happy with this, as we were the lowest handicapped boat in Division D so as long as we were near our competitors we should have been in front on corrected time. After rounding Storm Point we headed for Point Turner at a similar 2-3 knots crossing tacks with a small number of boats under a cloudy but moonlit sky.

We made it around Point Turner at 03:55 with the lights of Paynesville in the background; our spirits were buoyed as we prepared to close the next chapter of the race. We were still making ground albeit slowly but the closer we got to Paynesville the lighter the wind got, we got to within 50m of the finish line (with a lap of Raymond Island to go) at 05:16 and you could have thrown a handkerchief over 3 of the five boats in our division with a fourth somewhere behind us. We were in a good position, with only one boat in the division ahead of us we had to be at least second

on corrected time. Then something strange happened, one of the jetties on Raymond Island was gaining on us.

We were drifting backwards! The breeze had completely vanished and a small current in the straits was carrying us backward. At 05:30 we dropped anchor, as did eight or so boats in the same predicament. After a while it was clear that no one was going anywhere until the breeze picked up. No problem I thought the sun would be up in

an hour or so and hopefully will bring some breeze as things warm up, and the longer the clock ticked the better our corrected time got with the rest of our division nearby,

when the wind came we would effectively be starting a race around Raymond Island with a huge head start on corrected time. We were looking good. Then we did something I have never done in a race before. We all went to bed. A couple of us slept on deck and opened one eye from time to time watching for some breeze or movement from the other boats but there was nothing, we could hear snoring coming from a boat 20 or so meters away from us and the water was dead calm.

At about 07:00 or so we started to see some of the



Division C boats coming around the corner, by 8:00 they were starting to come up to us. A shortened course flag was raised at the GLYC and we were relieved but still had to get across the line. We tried to sail off the anchor a couple of times without success, it seemed that the adverse current was stronger on the Eastern side of the straits and the breeze was probably lighter in the lee of Raymond Island. By about 08:15, three hours after we had almost touched the finish line I decided enough was enough and we weighed anchor to head over to the Western side of the straits. We drifted back and across until we finally started to make way. We finally crossed the finish line at 8:29 still hoping for a good result on corrected time.

We packed the boat up and the crew headed home with the boat whilst I headed up to Orbest to meet up with the rest of my family who were visiting relatives for the long weekend. I checked the website a number of times eagerly awaiting our results but by bedtime on Sunday night they had still not been published.

Monday came and the results were in, only to find that we got a DNF as did four out of the five boats in the division. I then realized that it was only the Division C course that was shortened, Division D were still expected to complete the lap of Raymond Island. As it was the breeze didn't fill in until midday and the cut off time was 13:45 only 5 or so hours after we crossed the line the first time. The fastest lead boat in the division took 6.5 hours to go around so we weren't too disappointed; if we had continued on I think the result would have been the same. We had managed to snatch defeat from the jaws of victory but that's sailing I suppose.

All those people were right though. We loved it! We had a ball, and will hopefully be back next year for our first "finish" in a Marlay.

## CORROSION

Most yachties believe that stainless steel doesn't rust! Under the right circumstances it does. This can cause equipment to fail unexpectedly. Stainless steel is the family name given to a large number of specialist alloys. They all resist corrosion by forming a Chromium Oxide surface film. If this film is removed in a sufficiently aggressive situation it will corrode and can fail without warning. This is called 'stress corrosion'.

The most common type of stainless steel corrosion in yachting equipment is crevice corrosion. This occurs when one part of the metal is in a location where it has limited access to oxygen and an adjacent part is in the open air. For corrosion to occur both parts have to be covered with an electrolyte. i.e. salt water. The towing/retrieval 'U bolt' on the bow of your trailer yacht is a good example. Over time, given the stresses that are



applied to it during retrieval, fine cracks can occur in the bedding compound as it ages. This allows the ingress of salt water through capillary action. This is not removed during wash-down. The variation in oxygen content, the next time it's wet with salt water, is sufficient to cause corrosion as the low oxygen area in the crevice becomes anodic. The protective Chromium Oxide surface film is attacked by chloride and it is unable to reform. However

sufficient oxygen may be available to allow corrosion to occur. Signs of this may not be present at the extremities but traces of brown rust staining is a sure indicator that trouble is brewing. I had a trace of rust showing outside and inside the bow. Having had to replace the u-bolt on a previous t/s and knowing how corroded it was, the thought of an unexpected failure and the possibility of an uncontrolled relaunch stirred me into action. The photographs show it all!

On my FARR 6 Ronstan RF548 (\$31) was a close match to the NZ original. NB shackles used to secure the winch cable to the swing keel can also be affected.



The science used in this article was plagiarized from articles on corrosion written by Bob Couper and Peter Mart published in the Explorer 16 magazine 'DISCOVERY' nos. 88 spring 1993 and 102 autumn 1997 respectively. Other articles on this topic have been published in Cruising Helmsman.

'Almost Too' rusted.



*Monkey Business* (Farr 6) with Phil Monk and John McDonald back in 2007 (Sorry – I know it's my boat but I needed to fill a gap and I am the editor so I get to choose)



# 2012 Four Winds Marine Victorian Trailable Yacht Championships

18<sup>th</sup> and 19<sup>th</sup> February 2012

## Hosted by Bendigo Yacht Club on Lake Eppalock

By Rob Ballard

Light winds and hot conditions persisted throughout the weekend for the 2012 Four Winds Marine Victorian Trailable Yacht Championships sailed at Lake Eppalock. It was what trailable yacht people call "Castle" weather and it was no surprise to see the Castle 650 trailable yacht class boats take out the major prizes in the event. A total of 26 boats competed, split into three divisions, under .725 CBH (10 boats) ,725 to .800 CBH (13 boats) and .800 and above on CBH (3 boats).

Overall winner of the 2012 Four Winds Marine Victorian Trailable Yacht Championships was Castle 650 *Satisfaction*, Colin Svenson from Lake Wellington Yacht Club with John Shepherd and Darren Dyer crew.

### Division 1 results were:

1	Free Wind	Castle 550	Kevin Long and Anthony Janssen	BeYC
2	Sea Weed 2	Sth Coast 22	Brian Farnsworth and Scott Edgar	PSC
3	Aussie Action	Timpenny 670	Rob Milner and Barry Lovell	BYS

### Division 2 results were:

1	Satisfaction	Castle 650	Colin Svenson, John Shepherd and Darren Dyer	LWYC
2	Pipalini	Castle 650	Mitchell Bayliss, Keith Bayliss and James Mare	GLYC
3	No Excuses	Castle 650	Mark McLellan, Rod Smout and Dean Ciminelli	MTYC

### Division 3 results were:

1	FoamFast	Thompson 7	Paul Hayes, Brett Scott and Greg Devlin	BYS
2	Ray White Mordialloc Racing	Thompson 7	Greg Scherwinski and Matt Kelly	RBYC
3	Quattro	Sprint 550	Chris Bland, David Scammell and James Hutton	RBYC

It was very close racing in the light conditions, close mark roundings were common but the same leaders were always found near the front in all races. In Division 1 the Castle 550 didn't have it all her own way with many other boats figuring in the places; in Division 2 the Castle 650's dominated with *Tainui*, Noelex 25 (Ron Parker) the next best. In Division 3 all three boats had a turn at winning one of the races.



Bendigo Yacht Club did a great job squeezing in 2 races Saturday afternoon and 3 on the Sunday in the light and changeable conditions. The Club is enjoying having water back in the Lake, recruiting new members and welcoming boats back onto the water. Many Club members volunteered for the weekend and

contributed significantly to the success of the event with their help on the water, around the Club and in catering.

The weekend was the first competitive racing for Rob Ballard's new home built boat, his Norwalk Islands Sharpie 23 *Route 66*. *Route 66* is an unusual rig, a cat ketch, with un-stayed carbon fibre masts. She acquitted herself well in the light conditions, never threatening the leading boats usually found in the middle of the fleet quietly getting around the course without the need of spinnakers or headsails. It will be interesting to see how she performs in a breeze. If there was race to rig up a trailable yacht and start sailing she would win every time!



Full results for the weekend are attached or can be found at  
[http://home.vicnet.net.au/~beyc/doc/results/2012\\_Vic\\_Trailable\\_Champs.htm](http://home.vicnet.net.au/~beyc/doc/results/2012_Vic_Trailable_Champs.htm)

