

# JIB SHEETS



**April 2009**

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 - 2008-2009

Commodore	Geoffrey Onions
Vice Commodore	Peter Clark
Rear Commodore	Ron Parker
Hon Secretary	Doug Whitby
Hon Treasurer	Jan Reeves
Safety Facilitator	Alistair Owens
Social Organiser	Vacant
Sailing Officers	Lloyd Graham
	Steve Holligan
	Peter Rochford
	Adrian Cassar
	Greg Hall
	Justin Green
	Mark McLellan
Auditor	Darrell Reid
Newsletter Editor	Phil Monk

Calendar –The next few months			
	Date	MTYC Events	Location or Starting Point
MAY	Sun 3	Summer Series Race 11 – 2 heats Farr Association State Titles	St Kilda Marina - Briefing 9:45am, Start 11:00am
	Fri 15	AGM	Bell's Hotel Sth Melb, Dinner 6:30pm AGM 8pm
	Sun 17	Stern Chaser	St Kilda Marina - Briefing 9:45am, Start 11:00am
	Sat 23 Sun 24	Docklands Cruise	Information sheet in this edition
JUNE	6-9	Queen's Birthday Weekend Cruise	Venue to be announced
	Thurs 11	Committee Meeting	Bell's Hotel – dinner 6:30pm – meeting 8:00pm
	Sat 20	Presentation Night	Hobson's Bay Yacht Club
	Sun 21	Winter Series Race 1	St Kilda Marina - Briefing 9:45am, Start 11:00am

**Cover picture** – A rare sighting of Greg Hall in his Castle 650 *Viking Express* on the water at Yarrawonga with crew Meagan and Paul Taylor during the Easter Classic. Also Jarrod Monk and Eleanor Lee in the NS14 *Spook*.

## Notice of Meeting

Melbourne Trailable Yacht Club Inc

### Annual General Meeting

Friday 15<sup>th</sup> May 2009

Bell's Hotel,

Cnr Coventry and Moray Sts, South Melbourne

Meeting starts at 8pm

Or arrive for dinner at 6:30pm

Help elect your committee for 2009/2010

All committee positions will be declared vacant and  
nominations can be sent to the secretary or presented at the meeting

## Commodore's Report

Geoff Onions

Since our last newsletter, things have been busy on the water with 2 races held and a great Easter weekend with some good weather.

The summer race series continues with good fleet numbers, with Race 8 blown out on the 15<sup>th</sup> March, with Race 9 held on the 5<sup>th</sup> April attracting 10 starters which included 5 Farr's who joined us for their state championships, followed by Race 10 held last Sunday the 19<sup>th</sup> April, attracting 7 starters.

The twilight series has now concluded, with good average fleet numbers, however the strong afternoon sea breezes again played havoc towards the end of the season limiting the number of races that could be sailed.

Easter at Yarrowonga again out to be a successful weekend, with a good number of members and family friends attending. It was good to see the races were able to be held around the weed and without any adverse problems from the Blue Green Algae. A special thanks to Lloyd and the many other helpers for the good work in organizing the weekends activities.

Our next and final race for the season is scheduled for the 3<sup>rd</sup> May, which the Farr's will again join us on that day, so we hope to again have good weather.

A special reminder that the AGM is scheduled for Friday the 15<sup>th</sup> May 09 at 8pm. I encourage all to attend the AGM if possible and offer what help you can to the club or the committee, so that new ideas can be incorporated into the clubs activities to continue the clubs growth in membership numbers, race and activity attendance. We are meeting at the Bells hotel for dinner at 6.30pm followed by the meeting upstairs at 8pm. All club positions are open and anybody is welcome to stand for a committee position if they are able to help.

Keep safe and enjoy your sailing over the next few weeks.

## Easter at Yarrowonga 2009

BY Doug Whitby

Like some others we drove up to Yarrowonga on Thursday arriving there at about 3 pm. In rather warm conditions we set up our camp and launched the boat, before the first cleansing ale and then heading off for dinner at the Golf Club.

Good Friday brought a fine start to the weekend with a nice breeze to go and check on the lake conditions. It was good to see the water level in the lake back up, and although the weed was less than last year it would still provide a frustrating element of sailing on the lake. People continued to arrive through the day, providing a good crowd for happy hour, and a chance to catch up with the

friends we only see at Yarrawonga as well as those we see more often.

Saturday, was another fine morning. It was decided that instead of the traditional triangular course, to lay a course that would follow the river to try and reduce the effect of the weed. However when we laid the course there was wind, but in true Yarrawonga fashion when the time came to race the wind had deteriorated to very patchy puffs. Although the Fireball "Krakatoa" didn't seem to be having a problem, everyone else in the fleet struggled to make the first mark. So the race was abandoned.

Just before the traditional Happy Hour a brief Thunderstorm passed over the lake, it was only very brief though as soon as boats and tents had been secured it had moved on.

Saturday night is always very special event in a MTYC Easter at Yarrawonga. This year would be no different, with another night of fun, games, and laughter organized and run by The Girls (Sue, Ann, Heather, and Lee). The P Party theme provided many great costumes, including a Phil Monk double that continued to appear in all sorts of places throughout the weekend.



To those doubters who questioned the answer to fruits starting with P, Prickly Pear. The Prickly Pear is the fruit of the cactus that has been a staple of Mexican and Central American diets for thousands of years!

Sunday, after an early briefing it was determined due to the light winds to postpone the race start till after noon in the hope that the wind might increase. But Easter Sunday morning is more notable for the arrival the Easter Bunny, than



when or if a yacht race might be sailed. This Year saw the 'guest of honor' arrive in a chauffeur driven 'Bunny Mobile' with a sunroof clearly designed for bunny ear comfort.

After a lovely sail in a light but steady breeze up the river with Tiegan and her friend Erin. We returned in time for the 12 O'clock briefing. Starting the Easter Classic at 1pm. unfortunately that light steady breeze faded and made the race a slow, frustrating challenge. Lloyd and Sue on The Sting managed to avoid the frustration by losing the main halyard up the mast. Needing to return to shore to free it, despite Sue's efforts up the mast. You know it's a slow race when Lloyd is in the work boat waiting on you rounding the marks so he can collect them. Yet again Ben and Chipper on the Fireball cleared out finishing over an hour ahead of Dave ( Dougie 2) and myself in the Hartley.



Monday, and after another 8:30 briefing the Sternchaser got under way with the first boat, Kim & James Hall's 125 *Shamus*, starting at 9:00. With more wind than Saturday or Sunday (approx. 3-5 knots) the 125 and *Sunray* my Hartley 16 were to hard to catch. There was still some very close racing. *Sunray* caught *Shamus* and lead till to the last rounding of the windward mark, when she caught the mark on her center board reducing the lead. Downwind the 125 managed to get past and lead to the leeward mark, which she then fouled allowing us back through to the finish.

*Liaison* (RL24) & *Second Wind* (Hunter 19) also had a very close race decided at the last mark rounding.



After the race it was time to start packing for the trip home, with a short break for the presentations.

Easter at Yarrawonga is one of the Club's best events. It caters to all aspects of the Club. It's social, family friendly, a beautiful lake/river to cruise, and then there's the racing. Yes the winds can be fickle, there's the river current to consider, and the weed!! But in a race everyone has to contend with that.

Finally Easter is a real success thanks to the hard work of some dedicated members and friends of the Club. Thanks to Sue, Heather, Ann & Lee (The Girls) for their organizing and running of the Saturday night entertainments. Thanks also to Ray who not only started the races for us, but followed the fleet taking what I'm sure are many great photos.

Thanks also to Lloyd for organizing races, laying the marks, running the briefings, calculating race results and handicaps...As well as all those that helped to make this another memorable Easter at Yarrawonga, I'd like to thank the Members and committee of the Yarrawonga Yacht Club for the great venue.

**LOST**  
at Yarrawonga at Easter

1 Black Stubby Holder  
"Sacred Heart Mission Community Cup  
Charity Football game"

Call Marcy Whitby on 9877 9643

## Marlay Point 1976

By Marg Goddard

*While looking for something else my father came across the results of the Marlay Point Overnight Race that he competed in with his Hartley 16 "Eureka" in 1976. It made for some interesting reading, some things have changed, and others haven't.*

*In the 1976 event there were 3 divisions, Divisions A( 104 finishers) and B(85 Finishers) and a third division devoted entirely to TS16's (72! Finishers). The Letter accompanying the results reads as follows*

*"The committee of Lake Wellington Yacht Club wish to take this opportunity to thank all participants in the Marlay Point overnight race and hope they enjoyed being part of this unique event. A delay in the supply of the finishing medallion (enclosed) is the reason for the late posting of results, and we apologise for leaving competitors "in the dark" for a second time.*

*As a matter of interest, the major trophies consist of mounted versions of the medallion, in sterling silver, valued at approximately \$35. Also trophy winners receive a complimentary double ticket to L.W.Y.C.'s presentation cabaret dinner in June.(Next year there may be a trophy for any skipper that can prove he negotiated the straits without making contact with trees, bottom or TS16's)*

*We went to great lengths (literally) with the starting lines, (the regulation LOA of starters + 20%). It turned out to be all wasted, everybody wanted to start with the other guys at the starboard end. This year we finally seem to have lost the phantom bugler who used to render the night hideous in the straits, unfortunately he has been replaced by a comedian in a Matilda with a loud hailer who cruised into picnic arm on Sunday night, where 20 odd T/S crews were sleeping, and bawled "Attention! This is the Park ranger, you are in a prohibited area, all boats up anchor and move out."*

*Next year we plan to floodlight the entire course, widen the straits, dynamite the Raymond Island ferry and deliver eggs and bacon by helicopter to all competitors. Any constructive suggestions not mentioned above will be gratefully received, but please only make kind remarks to our handicapper, who is highly temperamental and may commit Hari Kari.*

*Once again thank you for participating in Australia's Greatest Trailer Sailer Event, hope we see you back next Year!!"*

Some other thing I found interesting was of the 261 finishers I counted 64 different classes that included some keel boats like 2 Dragons, 3 Diamonds and an H28.

And after the 72 TS16's the next largest class numbers were: 21 Boomerangs, 17 Sunmaids, 16 Botterill Explorers, 15 RL24's and 12 Matilda's. The race pre-dates the Farris and Noelex's.

## Bob's gadget of the month

What do you think this is?



Something particularly handy whilst cruising, and readily added or removed from the transom of many boats. (Particularly in the absence of a pushpit on the stern).



Greg Hunter in his Timpenny 670 *Hot Chilli*, has obviously nicked this spinnaker from some kid's mirror dinghy. I reckon if you get 2 more and sew them together Greg, you might have a whole spinnaker.

**Gippsland Lakes - Outdoor Recreation Guide** is a great new map produced by Spatial Vision and Parks Victoria. The map combines a waterways map with a land/road map of the surrounding larea. You can buy it at Information Victoria in Little Collins Street, for \$11.95

## Marley Point Overnight Race 2009 – Results for MTYC boats

Line Pos	Hcp Place	Race No	SURNAME	Init	Mid	YACHT NAME	CLASS	HCP (CBH)	1st Finish Time	2nd Finish Time	Elapsed Time	Corrected Time
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### Division A

1	5	1059	Shepherd	G		Roobarb	Careel 22	0.680	1:24:16		5:39:16	3:50:42
17	15	2001	Clark	C	D	Almost Too	Farr 6000	0.640	2:12:09		6:27:09	4:07:47
18	19	2322	Monk	P		Monkey Business	Farr 6000	0.640	2:16:40		6:31:40	4:10:40
46	47	3023	Green	J		Moloka	TS 16	0.630	3:17:35		7:32:35	4:45:08
53	58	2388	Goddard	M	J	Gannet	Sonata 7	0.650	3:55:38		8:10:38	5:18:55

### Division C

1	9	6959	Sandell	A		Kic	Spider 28 Mark4	0.800	0:36:58	2:30:07	6:45:07	5:24:06
29	24	4206	Parker	R		Tainui	Noelex 25	0.725	1:35:38	3:30:51	7:45:51	5:37:44
31	32	4259	McLellan	M		No Excuses	Castle 650	0.725	1:44:38	3:39:26	7:54:26	5:43:58
46	45	5350	Gheller	P		Night Crossing	Noelex 25	0.725	1:50:07	3:54:07	8:09:07	5:54:37
54	52	4761	Johnston	A		Un-Farr-Gettable	Farr 7500	0.700	2:10:16	4:23:30	8:38:30	6:02:57
57	56	2359	Hobley	G		Laissez Farr	Farr 7500	0.700	2:36:50	4:52:35	9:07:35	6:23:18

### Division M - Multihulls

Just for comparison

1	2	7640	Considine	T	J	A.P.C. MAD MAX	Grainger Custom C	1.062	22:14:10	23:28:15	3:43:15	3:57:05
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For those who have never done the Marley Point race, the race starts at sunset. The course is about 25 nm from Marley point across Lake Wellington, through the McLennan Straits, down Lake Victoria to the finish line at Paynesville Yacht Club where the Div A boats finish. The other divisions cross the line, continue down the McMillan straits to Lake King, around Raymond Island and back to Paynesville and the finish line again - another 8 or 9 nm. Fortunately the organisers record both times past the finish line giving me an opportunity to do dodgy stuff like comparing all the MTYC boats as they passed the finish line the first time.

Why wouldn't anyone want a Farr 6000?

Division	Line Pos	Hcp Place	Race No	SURNAME	Init	Mid	YACHT NAME	CLASS	HCP (CBH)	1st Finish Time	Elapsed	Corrected
A	17	15	2001	Clark	C	D	Almost Too	Farr 6000	0.640	2:12:09	06:27:09	4:07:47
A	18	19	2322	Monk	P		Monkey Business	Farr 6000	0.640	2:16:40	06:31:40	4:10:40
C	29	24	4206	Parker	R		Tainui	Noelex 25	0.725	1:35:38	05:50:38	4:14:13
C	31	32	4259	McLellan	M		No Excuses	Castle 650	0.725	1:44:38	05:59:38	4:20:44
C	46	45	5350	Gheller	P		Night Crossing	Noelex 25	0.725	1:50:07	06:05:07	4:24:43
C	54	52	4761	Johnston	A		Un-Farr-Gettable	Farr 7500	0.700	2:10:16	06:25:16	4:29:41
A	46	47	3023	Green	J		Moloka	TS 16	0.630	3:17:35	07:32:35	4:45:08
C	57	56	2359	Hobley	G		Laissez Farr	Farr 7500	0.700	2:36:50	06:51:50	4:48:17
A	53	58	2388	Goddard	M	J	Gannet	Sonata 7	0.650	3:55:38	08:10:38	5:18:55

# Marlay Magic – or Marg's Marley

By Marg Goddard

I hadn't done a Marlay Point Overnight Race for some years, so last year (2008) I decided it was time to have another go. I organised the crew – Alan was coming down from Sydney and son-in-law Harry was going to come for the ride and learn how to sail!

Well, as some know, it turned into a debacle. The preparation was rushed and it seems that when the new log had been fitted in the off season, the log fitting had been put in the hole to keep unwanted wildlife out of the boat, but we never went back to tighten it after the silicon dried.

On race morning with the boat having been in the water overnight, we walked down to the pen to find the boat with a lovely list and a foot of water in the starboard side!

After the initial panic and the removal of (quite) a few buckets of water, we returned to the ramp, retrieved the boat and pulled the offending fitting out to allow the water to escape. That emptied one compartment but we then discovered that water had seeped into all starboard compartments. All had to be emptied. The batteries were in the same compartment as the log fitting, so they were drowned. When I was game to turn power on, some electrics worked but some didn't. We were a bit worried about battery acid and salty water, but there didn't seem to be too much reaction.

The bucketing continued, then sponging. We tried to set up a siphon but the hose was too long and as it was borrowed, we didn't feel we could cut it. Lots of wet gear was draped over the boat to dry.

We went down to Marlay to see what was going on and to withdraw and to get our heads out of the boat and let it continue to drain.

Next morning we finished the rough dry out and put the boat back into the water in time to go and meet the last few racers. At least we got out there for a little while.

We headed home the next morning and just to really finish the weekend we had car trouble on the way home and had to leave the boat at my sister's house so we could get Alan back to the airport in time for his flight back to Sydney.

When we took the boat home at Easter, I continued to clean it out and sort the damage.

The batteries were washed and dried, then we tried to charge them. They charged beautifully and are still in use. On investigating the wiring, I discovered that some connections only needed re-making. Back in business. The batteries, by the way, are all gel batteries and sealed. They are cheap second-hand batteries, ex-wheelchair/scooter.

After a lot of cleaning and sorting, and some chucking out, all was put to rights.

So Marlay 2009 was looking like a goer, but last year's crew weren't available. Al was working in Finland and Harry had no leave. But Marty was back from his overseas trip, that was one to start with. Should be able to find someone else... so the entry was sent off.

Ross decided that he might be able to come and in the end was able to get away for the weekend.

Marty and I got to Paynesville by 6pm Friday with the idea of setting off towards Marlay Point. We decided to hang about in Paynesville and go the next morning. So instead of motoring up in no wind on a glassy lake we set off into about 5 knots, which was fine. As we proceeded up the lake the wind strengthened – and by the time we reached Holland's Landing it was probably a good 10 knots or so, gusting a bit. We refuelled around Holland's, having already used 10 litres.. As we were pushing a boat speed of 5 knots, we were using more fuel than I had thought we might.

Setting off again, the straits were a flat ride, then we got to Plover Point and headed across Lake Wellington. Tried to add sail to the mix, but the wind was right on the nose, probably about 10 – 15 knots. Very pleasant still, but harder work given our direction. As we continued across the lake the wind also built and the last hour was certainly 20 knots. We were pleased to arrive at Marlay just in time to sign on, catch some of the briefing and get some food. Ross was pleased to see us too. As we arrived the wind eased.



After sorting ourselves a bit, we changed into warm race gear and headed out to the start line. Where was the wind? It had dropped right out, so a quick jib change was in order and we crossed the line in the middle of the change, well away from the melee we later heard was happening at the other end of the line. The big genoa made a great improvement in boat speed, and we decided to use it rather than the kite which hadn't been rigged for some time. We were pleased that when we got to Plover Point we were averaging six knots passing some boats on the way across.

Rounding the first mark, we headed into the straits. We called starboard on a boat coming on port, but had to take evasive action to avoid hitting them. Somehow just past the second mark – the green flashing light, we ended up grounded and with the press of boats coming through we would get off and then be pushed back into the mud. At one stage I was sure we were going backwards. Then we grounded again and broke the rudder downhaul, and of course the rudder popped up! We had the rudder off, changed the line and put back on fairly quickly, but the new line jammed in the stock as we had lost the protective bit of hose which prevented such jamming. At that point we couldn't think of a substitute, but when we finally made deeper water again were able to jam the rudder down which sufficed for the rest of the race.



By now we were last and feeling very unhappy. The tail Coast Guard boat came up behind and asked if we were still racing. YES! was the chorus as we set off to catch the fleet. Rounding the first bend we could see stern lights and gradually over the next hour or so we were able to catch and pass six or seven boats. Leaving Holland's Landing, and down Lake Victoria we had good boat speed and again managed to pass boats, finally finishing at Paynesville at 3.55am. The boat we logged as we made Plover Point, a Southern Cross 23, finished just an hour ahead of us, so we felt that we had not lost any more time and may have made some up after the grounding. At least a good time was had by all, and we finished. We have added to our collection of finishing medals, and there is always next year..

## **For sale**

### **Comet Trailable Yacht 6 Meter fibreglass**

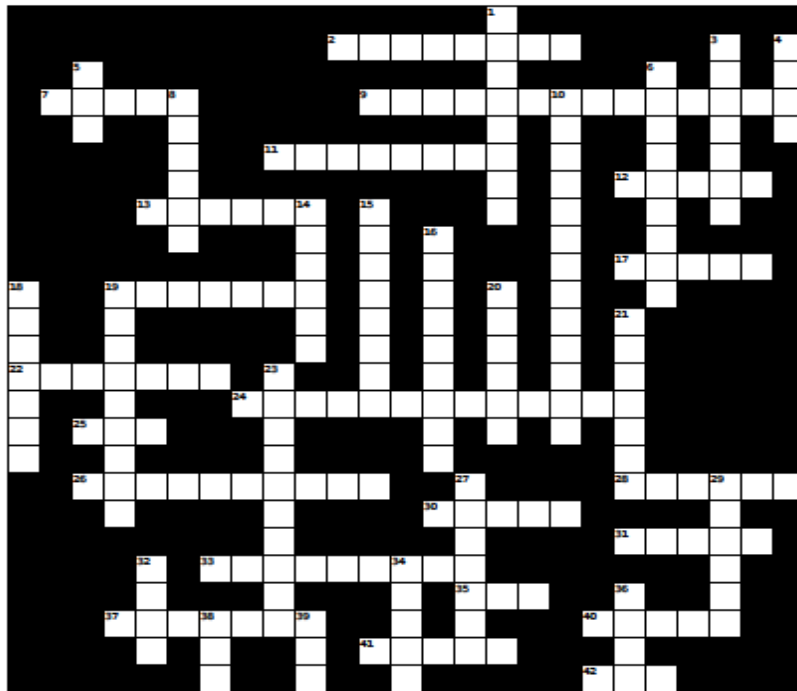
One owner  
9.9 hp long shaft Yamaha O/B  
Dunbier trailer with spare wheel.  
Includes all safety gear, Life jackets, manual bilge pump, flares  
Uniden 27 Meg 10 channel radio  
Sails include Main, Jib, Genoa and Spinnaker. ( Roller reefing ) Main sail cover  
Gas/ Electric fridge 12 volt and 240 volt.  
Fully lined interior.  
Porta Potty.  
Fish finder/Depth sounder.  
Drop and swing bladed rudders,  
Pushpit / Pullpit and life lines.  
Swing keel  
2 burner S/Steel Metho fuelled stove.  
Equipped for cruising ( bunk cushions etc )



**\$6600.00 O.N.O.**  
**Darrell Reid**  
**Phone 93361042**  
**Mobile 0458 023 328**  
**Email [dejereid@iprimus.com.au](mailto:dejereid@iprimus.com.au)**

# MTYC Easter Cryptic

Sue Graham



- Across**
- 2 Yellow RL (3,5)
  - 7 Mini Greg
  - 9 Aping trade
  - 11 The erupting boat
  - 12 A north shore spy
  - 13 Le bateau français
  - 17 Nurse Sue had to fix her up
  - 19 Heather wore small stones
  - 22 An illicit relationship
  - 24 Nordic speed
  - 25 The wind blows on her shore
  - 26 MTYC Easter location
  - 28 Sticked and glued boat
  - 30 The other grumpy old man (not)
  - 31 One pea in a pod
  - 33 A spicy boat (3,6)
  - 35 The "other" Phil
  - 37 Winch wench on The Sting
  - 40 Rabbit conveyancing vehicle
  - 41 Who turned 50?
  - 42 One of the grumpy old men (not)

- Down**
- 1 Ben's burning boat
  - 3 The amphibious dinghy's female crew
  - 4 Sue climbed it
  - 5 The starter
  - 6 Anne was a multicoloured musician (4, 5)
  - 8 This boat is a beam of light
  - 10 Greg Plum looking for a good deal (7,6)
  - 14 The clown
  - 15 The kids are scared of this boat
  - 16 The other woman
  - 18 Visitors from Sydney
  - 19 Doug was dressed as a ?
  - 20 All is good with Ben's crew
  - 21 Trophy race the Easter .....
  - 23 Boat in front of sun
  - 27 The other pea in a pod
  - 29 She was all wrapped up
  - 32 Newest grandpa
  - 34 Lost a halyard?
  - 36 Picture perfect
  - 38 The male punk
  - 39 Car buster



SUMMER RACE – Race 8 15 March 2009 – CANCELLED due to 30 knot winds

## Summer - Race 9 - Held on 5 April

Race 1- Results on PHC					Race 2 – Results on PHC			
Boat Name	PHC	Elap	Corr	Place	Boat Name	Elap	Corr	Place
Tainui	0.725	0:49:17	0:35:44	1	The Sting	0:36:12	0:26:40	1
Colduck	0.728	0:49:35	0:36:07	2	Almost Too	0:45:08	0:27:17	2
The Sting	0.737	0:49:12	0:36:15	3	Taipan	0:44:00	0:27:27	3
Taipan	0.624	0:59:20	0:37:01	4	Tainui	0:38:47	0:28:08	4
UnFarrGetable	0.646	0:57:45	0:37:19	5	Impulse	0:41:25	0:28:12	5
Laissez Farr	0.663	0:56:52	0:37:42	6	Laissez Farr	0:42:53	0:28:26	6
Monkey Business	0.617	1:01:48	0:38:07	7	Monkey Business	0:46:16	0:28:32	7
Impulse	0.681	0:56:04	0:38:11	8	Colduck	0:39:20	0:28:39	8
Almost Too	0.604	1:03:20	0:38:17	9	UnFarrGetable	0:44:28	0:28:44	9
Liaison	0.714	0:55:00	0:39:15	10	Liaison			10

### COMBINED – Results on PHC

Boat Name	Skipper	Type	Place Race 1	Place Race 2	Combined Places	Combined Corrected Time	PHC Overall Place
The Sting	Lloyd Graham	RL24 D	3	1	4	1:25:24	1
Tainui	Ron Parker, Ruth Eaton	Noelex 25	1	4	5	1:28:04	2
Taipan	Merv Murphy	Hartley 24	4	3	7	1:43:20	3
Colduck	Geoff Onions	RL24 D	2	8	10	1:28:55	4
Almost Too	Colin Clark	Farr 6000	9	2	11	1:48:28	5
Laissez Farr	Graeme Hobley	Farr 7500	6	6	12	1:39:45	6
Impulse	Malcolm Knight	Farr 7500	8	5	13	1:37:29	7
UnFarrGetable	Andrew Johnston	Farr 7500	5	9	14	1:42:13	8
Monkey Business	Phil Monk	Farr 6000	7	7	14	1:48:04	9
Liaison	Adrian Cassar	RL24 D	10	10	20		10

### Race 1 – Results on CBH

### Race 2 – Results on CBH

Boat Name	CBH	Corr Time Race 1	Place Race 1	Boat Name	Corr Time Race 2	Place Race 2
Tainui	0.725	0:35:44	1	The Sting	0:27:31	1
The Sting	0.760	0:37:24	2	Tainui	0:28:07	2
Colduck	0.760	0:37:41	3	Taipan	0:28:36	3
Taipan	0.650	0:38:34	4	Almost Too	0:28:53	4
Impulse	0.700	0:39:15	5	Impulse	0:29:00	5
Monkey Business	0.640	0:39:33	6	Monkey Business	0:29:37	6
Laissez Farr	0.700	0:39:48	7	Colduck	0:29:54	7
UnFarrGetable	0.700	0:40:25	8	Laissez Farr	0:30:01	8
Almost Too	0.640	0:40:32	9	UnFarrGetable	0:31:08	9
Liaison	0.760	0:41:48	10	Liaison	DNS	10

### COMBINED – Results on CBH

Boat Name	Skipper	Type	CBH Place Race 1	Place Race 2	Combined Places	Combined Corr T	Overall Place
Tainui	Ron Parker, Ruth Eaton	Noelex 25	1	2	3	1:03:51	1
The Sting	Lloyd Graham	RL24 D	2	1	3	1:04:54	2
Taipan	Merv Murphy	Hartley 24	4	3	7	1:07:10	3
Colduck	Geoff Onions	RL24 D	3	7	10	1:07:35	4
Impulse	Malcolm Knight	Farr 750	5	5	10	1:08:14	5
Monkey Business	Phil Monk	Farr 6000	6	6	12	1:09:10	6
Almost Too	Colin Clark	Farr 6000	9	4	13	1:09:25	7
Laissez Farr	Graeme Hobley	Farr 750	7	8	15	1:09:50	8
UnFarrGetable	Andrew Johnston	Farr 750	8	9	17	1:11:33	9
Liaison	Adrian Cassar	RL24 D	10	10	20	0:41:48	10

## Summer Race 10 - Held 19 April

### PHC

Boat Name	Skipper	Type	PHC	Elap	Corr	Place
Colduck	Geoff Onions	RL24 D	0.722	3:11:27	2:18:17	1
Tainui	Ron Parker, Ruth Eaton	Noelex 25	0.725	3:11:57	2:19:08	2
Alicia II	Bob Reeves	RL24 S	0.687	3:23:00	2:19:30	3
Liaison	Adrian Cassar	RL24 D	0.714	3:16:34	2:20:15	4
Tanina	Roger Summerfield	Sonata 8	0.684	3:27:05	2:21:42	5
Laguna Starlet	Luis Feliciano	Castle 650	0.656	3:36:17	2:21:56	6
The Sting	Lloyd Graham	RL24 D	0.743	3:13:24	2:23:37	7

### CBH

Boat Name	Skipper	Type	CBH	Corr	Place
Tainui	Ron Parker, Ruth Eaton	Noelex 25	0.725	2:19:10	1
Colduck	Geoff Onions	RL24 D	0.760	2:25:30	2
The Sting	Lloyd Graham	RL24 D	0.760	2:26:59	3
Alicia II	Bob Reeves	RL24 S	0.725	2:27:10	4
Liaison	Adrian Cassar	RL24 D	0.760	2:29:23	5
Tanina	Roger Summerfield	Sonata 8	0.725	2:30:08	6
Laguna Starlet	Luis Feliciano	Castle 650	0.725	2:36:48	7



1

## Bob's gadget of the month



What was it? - A bracket to carry the outboard motor for the tender!!



This incredibly simple gadget made by Bob Reeves ("Inspector Gadget") was just what was needed to stow the outboard for Tainui's inflatable tender.

It would probably fit a variety of different transom ladders, is readily slid on or off the ladder and adequately stores the outboard in an accessible and out of the way location, ready for mounting on the inflatable when required. (Whilst the engine mounting screws clamped tightly the ply base to the ladder, a lanyard to the outboard was added for extra safety).

Another simple piece of design crafted by Bob from recycled material. He should be on the *"New Inventors"*!!



Lloyd was  
getting very  
friendly with  
the Easter  
Bunny

## YARRAWONGA

By Erin Hall & Tiegan Whitby

Yarrawonga is so fine  
I wish it was all mine  
It is so much fun  
To hang out by the lake  
And watch the boats at daybreak

Midday is the time of day  
That the wind decides to go away  
And the Sailors say wait, wait  
Where are you going?

It is now the end of the day  
And the food has been laid  
The Parents have gathered  
And so have the Kids  
They are talking  
How they can't wait  
For this time  
Next year at  
Yarrawonga.

# MTYC Easter Cryptic

Sue Graham

