

JIB SHEETS



February 2010

MTYC OFFICIAL NEWSLETTER

MELBOURNE
TRAILABLE
YACHT CLUB

CRUISING

RACING

SOCIAL

Melbourne Trailable Yacht Club Inc

Registration No A2058

Website: 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	Alison Cassar
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
FEB	Thur 18	Twilight Race	St Kilda Marina - Briefing 5:45pm, Start 6:00pm
	Sat 20 Sun 21	Victorian Trailable Championships	Wodonga
	Thur 25	Twilight Race	St Kilda Marina - Briefing 5:45pm, Start 6:00pm
	Sat 27	Round French Island Race	
	Sun 28	Summer Series Race 7 – 1 heat	St Kilda Marina - Briefing 9:45am, Start 11:00am
MAR	Thur 4	Twilight Race	St Kilda Marina - Briefing 5:45pm, Start 6:00pm
	Sat 6 Sun 7	Marley Point Race	Lake Wellington Yacht Club – details page 7
	Tues 9	Committee Meeting	Bells Hotel, South Melb. 8:00 pm
	Thur 11	Twilight Race	St Kilda Marina - Briefing 5:45pm, Start 6:00pm
	Sun 14	Summer Series Race 8 – 2 heats Combined with Farr and Castle Championships	St Kilda Marina - Briefing 9:45am, Start 11:00am
	Thur 18	Twilight Race	St Kilda Marina - Briefing 5:45pm, Start 6:00pm
	Sat 20 Sun 21	Docklands Trailable Yacht Festival	POSTPONED – Replaced with an MTYC overnight cruise to Docklands – see flyer on page 5 or check website
	Thur 25	Twilight Race	St Kilda Marina - Briefing 5:45pm, Start 6:00pm
APR	Fri 2 to Mon 5	MTYC Easter Regatta	Yarrawonga Yacht Club- Details page 6

Cover photo – John and Helen Warburton on *Warbos* a Sunbird 25 motoring on a glassy sea during a cruise to Docklands last year

Commodores Report

We are now into full summer sailing with the main holidays behind us. It has been a busy 2 months with plenty of activities and events.

The MTYC was again involved with the Melbourne Club Marine Boat show at Sandringham YC on 14 & 15 November. Special thanks must be given to the owners of the two boats we had as our static display, Dennis Bromley for his Noelex 25 *O'Reilly II* and Greg Plum for his restored Hunter 19 *Second Wind*.

A big thank you to the various members you assisted me in the setting up and manning the stand over the 2 days, by answering the questions of the general public and chatting to other interested yachties. Whether we can easily measure the success from our efforts and participation, maybe hard, but in the long term I'm sure it adds benefits to both our club and trailable yachting.



***O'Reilly II* and *Second Wind* at the Club Marine Boat Show**

Heats 3 & 5 of the 09/10 Summer season were both blown out, however we did successfully sail Heat 4 on 6th December and Heat 6 on 7th February both with good fleets of 11 yachts. The results of the race are elsewhere in the newsletter.

The annual MTYC Xmas party was again a success at Hobson's Bay Yacht Club, with a good turnout for the BBQ. Many thanks to Peter Clark for his assistance in organizing the venue and making sure we had a working dishwasher.

The Xmas – New Year's Eve Gippsland Lakes cruise weekend. There was a good turnout for New Year's Eve and thanks must go to the "locals" Ron & Ruth along with Peter & Sue for their hospitality and organization for the gathering.

Over the Summer several MTYC members were involved in keelboat events. Greg Hall successfully sailed the Melbourne to Hobart - East Coast race in *Merlion*, a Beneteau 40.7. Although the final part of the trip was slow, Greg did make it to Hobart for the New Years Eve celebrations (just).

The Geelong Audi Victoria week Regatta was also attended by eight MTYC members, sailing as crew over four boats in the various divisions. MTYC Member Les Browne's Sydney 36 *Windspeed* had a successful regatta, sailing in the Audi Series Div 2, finishing 11th

on IRC, with the best result a 6th in the hotly contested division.

***Windspeed* (SM3639) enjoying some close racing at Geelong Week**



Les in fact managed to finish only a couple of places behind the two Sydney 36 hot shots down from Sydney and actually beat the previous Australian IRC champion Peter Sorensen in his modified Sydney 36 *The Philosophers Club* in 2 of the 6 races. In the AMS division Les did even better finishing 7th overall.



Greg Plum, Les Browne (both on the left) and Geoff Onions (right) on *Windspeed* on the trip home from Audi Geelong Week on Aust Day

Geelong week would have to be the biggest and best sailing event in Australia, perhaps only behind Hamilton Island race week.

We have our next Summer race scheduled for the 28th February, so let's hope for another solid turnout, shortly followed by Marley point, then Easter at Yarrawonga is not too far away.

Keep safe and look forward to seeing you on the water in the coming weeks.

Geoff Onions - Commodore

Summer Triangle Series - Race 6 – 7 Feb 2010

Race 1- Results on PHC					Race 2 – Results on PHC			
Boat Name	PHC	Elap	Corr	Place	Boat Name	Elap	Corr	Place
Call Me Ismael	0.716	1:58:34	1:24:50	1	Call Me Ismael	1:04:32	0:46:11	1
No Excuses	0.695	2:04:08	1:26:16	2	Monkey Business	1:18:54	0:47:19	2
Never Again	0.779	1:51:31	1:26:55	3	No Excuses	1:09:00	0:47:57	3
Liaison	0.717	2:03:26	1:28:30	4	Never Again	1:02:10	0:48:27	4
Colduck	0.742	2:02:30	1:30:55	5	Liaison	1:08:26	0:49:04	5
Monkey Business	0.600	2:33:01	1:31:47	6	The Sting	1:06:04	0:49:17	6
Tarquin	0.600	2:35:30	1:33:18	7	Colduck	1:06:36	0:49:26	7
The Sting	0.746	2:05:28	1:33:36	8	Tainui	1:10:12	0:50:26	8
Tainui	0.718	2:11:06	1:34:11	9	Laguna Starlet	1:20:07	0:51:29	9
Night Crossing	0.684	2:20:38	1:36:10	10	Night Crossing	1:15:50	0:51:51	10
Laguna Starlet	0.643	2:33:16	1:38:30	11	Tarquin	DNF	DNF	11

COMBINED – Results on PHC

Boat Name	Skipper	Type	Place Race 1	Place Race 2	Combined Places	Combined Corrected Time	PHC Overall Place
Call Me Ismael	Alistair Owens	Castle 650	1	1	2	2:11:01	1
No Excuses	Mark McLellan	Castle 650	2	3	5	2:14:12	2
Never Again	Gary Sawyer	Elliott 7.4 Mod	3	4	7	2:15:22	3
Monkey Business	Phil Monk	Farr 6000	6	2	8	2:19:06	4
Liaison	Adrian Cassar	RL24 D	4	5	9	2:17:33	5
Colduck	Geoff Onions	RL24 D	5	7	12	2:20:21	6
The Sting	Lloyd Graham	RL24 D	8	6	14	2:22:53	7
Tainui	Ron Parker, Ruth Eaton	Noelex 25	9	8	17	2:24:37	8
Night Crossing	Peter Gheller	Noelex 25	10	10	20	2:28:01	9
Laguna Starlet	Luis Feliciano	Castle 650	11	9	20	2:29:59	10
Tarquin	\$10 Paid but no VHF	Hartley 18	7	11	N/A	N/A	11

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
Call Me Ismael	0.725	1:25:58	1	Call Me Ismael	0:46:47	1
No Excuses	0.725	1:30:00	2	No Excuses	0:50:02	2
Never Again	0.819	1:31:20	3	The Sting	0:50:13	3
Colduck	0.760	1:33:06	4	Monkey Business	0:50:30	4
Tarquin	0.600	1:33:18	5	Colduck	0:50:37	5
Liaison	0.760	1:33:49	6	Tainui	0:50:54	6
Tainui	0.725	1:35:03	7	Never Again	0:50:55	7
The Sting	0.760	1:35:21	8	Liaison	0:52:01	8
Monkey Business	0.640	1:37:56	9	Night Crossing	0:54:59	9
Night Crossing	0.725	1:41:58	10	Laguna Starlet	0:58:05	10
Laguna Starlet	0.725	1:51:07	11	Tarquin	DNF	11

COMBINED – Results on CBH

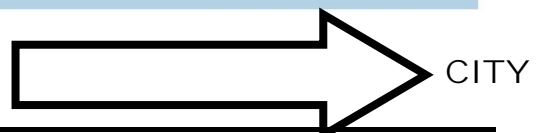
Boat Name	Skipper	Type	CBH Place Race 1	Place Race 2	Combined Places	Combined Corr T	Overall Place
Call Me Ismael	Alistair Owens	Castle 650	1	1	2	2:12:45	1
No Excuses	Mark McLellan	Castle 650	2	2	4	2:20:01	2
Colduck	Geoff Onions	RL24 D	4	5	9	2:23:43	3
Never Again	Gary Sawyer	Elliott 7.4 Mod	3	7	10	2:22:15	4
The Sting	Lloyd Graham	RL24 D	8	3	11	2:25:34	5
Tainui	Ron Parker, Ruth Eaton	Noelex 25	7	6	13	2:25:57	6
Monkey Business	Phil Monk	Farr 6000	9	4	13	2:28:26	7
Liaison	Adrian Cassar	RL24 D	6	8	14	2:25:49	8
Night Crossing	Peter Gheller	Noelex 25	10	9	19	2:36:56	9
Laguna Starlet	Luis Feliciano	Castle 650	11	10	21	2:49:12	10
Tarquin	\$10 Paid but not VHF	Hartley 18	5	11	N/A	N/A	11

Melbourne Trailable YC Docklands Cruise & Barbecue Dinner Sat 20 (& Sun 21) March 2010 Waterfront City Marina - "Harbour View Room" BYO nibbles, drinks and bbq **Come by sea or by land**

Sail up the river from St Kilda Marina or Warmies
Option of Saturday lunch at Fergusson Street Pier, Williamstown
Book your berth at the Marina by email to: berthing@melbourne.vic.gov.au
or call the Marina Office on 9658 8738
The cost is \$35 per boat, payable on arrival before 5:00pm
Access to bathrooms and other marina facilities included

Or

Drive into Docklands and join us at the "Harbour View Room", Marina
Office, right near the big white tent
Further details: Contact Ron Parker, 0419 002 946



MTYC Easter Family Event at Yarrawonga Yacht Club

Friday 2 to Monday 5 April

Yarrawonga Yacht Club allows us full use of its Club House including the kitchen and barbeque, showers and toilets.

Camp next to the lagoon or sleep on your boat - Bring the sailing dinghy for the kids

Arrive Thursday afternoon or Friday morning

Fees

Member Family	\$150
Member Adult	\$75
Non Member Family	\$170
Non Member Adult	\$85
Non Member U18	\$75

Bring your boat, your crew and your family for a fantastic Easter filled with sailing and fun.

There will be at least two races - The Easter Classic and the Sternchaser

Please remember that this is an MTYC event and any non-member extras are expected to take part in the sailing

**Saturday Night
will be a theme party**

**Check the March newsletter
for the theme**

Bring your own food.

The committee will provide the entertainment



Road from Benalla

**We are here
at Yarrawonga
Yacht Club**

For more information, call one of your committee members on page 2 of this newsletter

The APC Logistics

MARLAY POINT OVERNIGHT RACE MARCH 6TH 2010

AN EVENT CONDUCTED BY THE LAKE WELLINGTON YACHT CLUB FOR
TRAILABLE YACHTS, SPORTSBOATS, KEELBOATS & MULTI-HULLS

STARTS IN LAKE WELLINGTON AT MARLAY POINT ON SATURDAY EVENING AND
FINISHES AT PAYNESVILLE SOMETIME SUNDAY MORNING

ENTRIES ARE NOW OPEN

ENTER BEFORE FEB 8 AND PAY ONLY \$70.00

A late entry fee of \$50 will apply after this date.

Restrictions of entry numbers may apply for safety reasons.

FOR MORE INFORMATION

Contact the entry secretary, Ken Griffiths, phone 03 51 460527

or

The Club Secretary, John Shepard phone 03 51 472 240 or

e-mail shepjp@vic.australis.com.au

Or Visit the website

www.lakewellingtonyachtclub.yachting.org.au

Take the challenge to race or cruise through the night
and **CAPTURE THE MARLAY MAGIC**

Farrs and Castles to sail their State Championships with MTYC

14 March (2 races) and 18 April (2
races)

The Farr Association has run its state championships in conjunction with 2 scheduled MTYC race days in March and April for the last 2 years. This year the Castle Yacht Owners Association has asked to do the same with its state championships.

These race days will be run as normal MTYC races under MTYC rules. The Farrs and Castles enter the races as visitors (unless they are already members). The MTYC results are calculated as normal. The Farrs and the Castles separately calculate their own results for their members.

This has proved to be a simple and effective way for the Farr Association to run its state championships and we hope the Castle Association will also have a successful series.

MTYC welcomes the Farr and Castle Associations and hope that we get large fleets starting on these two race days.



Boats lined up prior to the start in the 2009
Marley Point Race

2010 Trailable Yacht Festival Docklands

This event has been postponed until later in the year due to difficulties in getting the necessary arrangements completed in time.

MTYC has scheduled an overnight cruise and BBQ to Docklands instead. Please refer to the flyer on page 5. You will be responsible for booking your own Marina Berth for this cruise

Rye Cruise – February 2010

By Sue Graham

Lloyd and I set off Friday night to Mornington and booked a table at the Kirk for dinner. While waiting for Dennis and Sue to arrive with *O'Really II* we went for a wander around the water front, drooled over the yachts and enjoyed champagne on the cliffs watching the sun set. What a way to start the weekend.

We arrived at Rye minutes behind Adrian with *Liaison*. New members, Stephen, with kids Stella and James, on the *Castle 650 Rollercoaster* planned to meet us Saturday morning.

Saturday was overcast and cool with the promise of a



lot of wind. Dennis's motor had died and Lloyd thought he could use our old 2 HP. Unfortunately it doesn't have reverse and couldn't be turned around in any of our motor wells. Given the 20 knot forecast Adrian decided to give soloing a miss, loan his motor to Dennis and sail on *O'Really II*. A good move considering the wind that blew up.

We were entertained by 2 huge rays cruising under the jetty while launching. They were about 1.5 meters across and ever so graceful.

The sail to the fort was a brisk off the wind trip. The water was fairly flat and the full impact of the cold, windy weather was not noticed until we pulled up to the Fort jetty. Getting off *The Sting* was like dismounting from a bucking bronco. I threw myself at the jetty, lassoed the bollard and rolled onto the bird poo covered jetty. Luckily still clutching the bow line. Lloyd made the grossly unfair understatement, "That wasn't very graceful!" Hmmm. Let me tell you mine wasn't the only "ungraceful" disembarking or embarking attempt.

The fort has been tidied up a bit since our last visit but they have also blocked off some of the underground passages. Spoil sports. We had a quick lunch in washing machine like conditions before heading off with reduced sail for Mud Island. *O'Really II* did a bit of dredging on the way. Wind and tide were not conducive to landing and none of us fancied a long wade so we set off on a tight reach to Portsea pier. I was glad of the reef and wet weather gear as I exercised my stomach muscles hanging off the side of *The Sting*. Even with the second reef we regularly hit 7+ knots.

Portsea was a busy little place complete with a bustling pub, a wedding, a charity rowing challenge and numerous dive boats coming and going. There was plenty to watch and lots of people, particularly ex trailer sailors, who stopped to chat.

It was a beat around to Sorrento then a tight reach up to Blairgowrie. Our intention was to spend the night at the marina but Lloyd spotted a smart white jetty in Cameron's Bight. It had recently been done up and proved a picture perfect spot, despite being very shallow at low tide.



We had Happy Hour at a beach picnic table and watched the locals run their dogs off lead. After dinner on board *O'Really II* we had a few drinks and an early night. There was the odd bit of surge during the night but I slept soundly.

We were late to rise on Sunday and *Rollercoaster* had already had breakfast by the time we stirred. (Isn't it great when the kids are off your hands?) They had to leave early to get Stella to a party so we sadly waved them off. As the day was warm and sunny we breakfasted together in *The Sting's* cockpit. We chatted and delayed as long as possible not wanting to leave such a lovely spot.

There was no wind and we motored back to Rye in glassy conditions. Retrieving was easy and we soon had the boats out and derigged. We polished off left over chicken for lunch then did a test run of the bakery, which passed muster as Dennis and Lloyd found the "snot blocks." Our progressive lunch moved on to a café for iced coffee before heading off to collect *Liaison*, which Ron Van der Hyde (*RL24 Miss Scarlet*) kindly let us park at his holiday house for security.

It was lovely to share the cruise with Stephen, Stella and James. James took some great photos and movie which Stephen will put on You Tube soon. See, you could have 5 minutes of fame if you came cruising.

Use of Cruise Control While Towing?

by Marg Goddard

of Special Edition which luckily is still a Noelex 25 or maybe a 24.5

As some know, we haven't done much sailing this summer! We left home for our holidays in late December with two rigs - him in Falcon sedan towing boat, me in 4x4 towing old heavy caravan and following! We planned to spend some days cruising, then go to an annual camp we help to run which is based on the Banksia Peninsula.

Worse than seeing your boat fly past you on the freeway is watching your other half lose control and have the boat take control, fishtailing, then jack-knifing and losing the boat onto the median strip. It was a relief to see Doug get out of the car OK.

Police and fire were called and the police called Vicroads. The CFA were very attentive to the ruptured fuel tank - it had been full when we left home - and was leaking copiously for a bit when the car came to rest against the cable fence! They didn't leave until the car had been removed from the scene. The first thing they did apart from having hoses ready was to disconnect all the batteries - car and boat.

The police who attended the accident - one officer in particular who was investigating - reckon that using cruise control was a contributing factor.



They first raised the cruise control issue when they were asking Doug about what happened. He had been using it all the way. I was wondering how his speed was so constant and thought he might have been. He had it set on 80kph.

The accident happened just over a hill, so the cruise control would have been accelerating up and then wanting to slow as it came down the slope, which isn't necessarily what should happen when towing heavy stuff. The policeman and all the towies and emergency people he talked to about it at the scene all agreed it was a major contributing factor. It sounds logical. He also said not to use it in the wet, or in hilly and windy areas. We had heard that said in other places! The car takes control and you haven't got a hope.

As the trailer swung, the first thing I noticed break was the tie down across the hull at the rear. Without the restraint, the boat started to move independently and the trailer has caused some of the damage to the hull. When I inspected the trailer, the weld on the tie-down point had given way rather

than the webbing breaking as I had first thought. As the rig jack-knifed and came to rest against the safety fence, the boat left the trailer. Doug says that as everything stopped he looked out the driver's side window at the rear of the boat as it slid off the trailer away from him. There was nothing to stop it as the stem post was no longer in front due to the draw bar bending. The safety chain carabiner and the turnbuckle eye both were straight, the force of the boat pulled them out.

Vicroads also investigated with interest in the towing setup. They weighed the trailer and boat as it was all reunited on the truck! We were passed as legal with heavy duty hitch (rated at 2300kg), and boat and trailer under 2000kg.

Just to give an idea, salvage costs were around \$3500 for the boat and trailer. It required a heavy haulage truck and heavy crane!

The trailer requires a new drawbar - and the old one is imperial measurements, not metric! Several roller supports were bent.



The boat has many scrapes and gouges on the hull from the trailer and the fence, particularly the steel posts, but the landing was relatively gentle. Several other bits were bent or broken, including one of the radio aerials, snapped by the tie down, I think. The bow eye was bent and needs to be replaced and rebagged, and the bow repaired. The boat will have to be painted.

So what caused it? We don't know. The first we were aware of any problem was when the front of the car crossed the white line suddenly. Doug felt it and I saw it from behind. The rest is history. The boat may have caught a gust of wind or been buffeted by a passing truck - we are not sure. The whole incident took seconds. I have replayed it in



my mind and cannot see what started the sway, but once started it was not stoppable.



The only other query I have is whether in my packing of gear I upset the balance of the boat. Without accurate weights, I don't know. I had been stowing various items for our cruising trip, and had relocated a sand anchor from the bow to the port locker. The new bow anchor was a heavier one though. The tanks were empty, and the car was loaded with heavy items between the wheels, not in the boot.



So what will we change?

We are getting the brakes on the trailer upgraded with control from the tow vehicle. Because the boat is near 2000kg I am going to add brakes to the rear axle.

There will be a trip or two to the weighbridge when I get the boat back to check the weight. The trailer is around 550kg, the boat 1300kg to 1400kg. The other figure to check is the towball weight, and I am wondering if this was a bit light on the day, but I don't know! When I have these figures accurately, not just ball park, I will feel happier about what to do to set the rig up safely. An old certificate which came with the boat gave the boat and trailer as 1940kg. The Vicroads numbers came in less than that but I don't have them officially.

I will be using the trailer frame for tie down points and not relying on welds at the rear, and I will be obtaining eye and eye turnbuckles for the bow. The safety chain needs a D-shackle rather than a carabiner type clip.

For the record, the car was set up with a Hayman Reese heavy duty hitch, and the trailer had

hydraulic override brakes. Previous trips had been uneventful except for some crosswind buffeting between Stratford and Sale on the way home from the Lakes on Cup Day. We were using a weight distribution hitch which we have since been told is problematic but the trailer brakes appeared to be working satisfactorily.

The car has been written off and the boat and trailer are currently being repaired.

I am interested that the Noelex weights are similar to those of the Sonata 7. Needless to say I am going through the Sonata 7 rig also, both preparing for Marlay Point and for sale.

My thanks to Dennis (Bromley) who recognised the boat and stopped to check that we were OK. It was good to see a familiar face at that moment, in the middle of the chaos.

The Port Sipper - A Curious Device

by Dennis Bromley *O'Reilly II*



The Story of the Port Sipper (also known as a Port Pipe or a Port Monkey) dates back to 17th century Europe.

Then known as Schnapps Pfeife, it was made of ceramic material

Today Argyle Wine Accessories of Australia craft this unusual but elegant drinking vessel in hand blown glass.

Extensive research on the history of the Port Sipper has uncovered that the Port Sipper was the preferred drinking vessel of early mariners, today due to the fragility of the blown glass the manufactures recommend that the Port Sipper should be only used on Noelex 25 yachts due to their super smooth ride in all weather conditions.

The Port Sipper is an elegant practical way of drinking. To enjoy its pleasure, simply pour in your favourite port or wine and sip through the stem.