

JIB SHEETS



August 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

MTYC COMMITTEE - 2011-2012

Commodore	Gary Sawyer
Vice Commodore & Webmaster	Doug Whitby
Rear Commodore	Ron Parker
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Hon Treasurer	Jan Reeves
Safety Coordinator	Peter Gheller
Newsletter Editor	Phil Monk
Social Coordinator	Dennis Bromley
Cruising Coordinator	Lloyd Graham
Coastguard Liaison	Alistair Owens
Sailing Committee	Dean Hanson
Sailing Committee	Steve Reardon
Sailing Committee	Mark McLellan
Auditor	Darrell Reid

Calendar –The next few months			
	Date	MTYC Events	Location or Starting Point
Sept	Wed 12	Committee Meeting	7:30pm Elgin Hotel Hawthorn
	Sun 16	Winter race 4	St Kilda Marina 9:45 briefing. 11:00 Race start
	Sat 22	Port & Crumpet Night - Docklands overnight cruise	Leave from St Kilda Marina 11:00am Or travel by land to docklands for the social evening
	Sun 30	MTYC Season Opens with the Commodore's Cup	St Kilda Marina - 9:45 briefing. 11:00 Race start
Oct	Sat 6 – Sun 7	Werribee River Cruise	Leave from St Kilda Marina 11:00am
	Wed 10	Committee Meeting	7:30pm Elgin Hotel Hawthorn
	Sun 14	Summer Series Race 1 (2 heats)	St Kilda Marina 9:45 briefing. 11:00 Race start
	Thur 18	Twilight Series starts	St Kilda Marina 5:30 briefing. 6:00pm Race start
	Sat 20 – Sun 21	YV Trailable Yacht Div Season Opening	Docklands
	Thur 25	Twilight Series Race	St Kilda Marina 5:30pm briefing. 6:00pm Race start
	Sun 28	Summer Series Race 2	St Kilda Marina - 9:45 briefing. 11:00 Race start
Nov	Thur 1	Twilight Series Race	St Kilda Marina 5:30pm briefing. 6:00pm Race start
	Sat 3 – Tues 6	Melbourne Cup weekend cruise	Gippsland Lakes – Starting point to be advised
	Thur 8	Twilight Series Race	St Kilda Marina 5:30pm briefing. 6:00pm Race start
	Wed 14	Committee Meeting	7:30pm Elgin Hotel Hawthorn
	Thur 15	Twilight Series Race	St Kilda Marina 5:30pm briefing. 6:00pm Race start
	Sun 18	Summer Series Race 3 (2 heats)	St Kilda Marina 9:45 briefing. 11:00 Race start
	Thur 22	Twilight Series Race	St Kilda Marina 5:30pm briefing. 6:00pm Race start
	Sat 24 – Sun 25	Docklands Cruise and social night	Leave from St Kilda Marina 11:00am
	Thur 29	Twilight Series Race	St Kilda Marina 5:30pm briefing. 6:00pm Race start

Cover photo: Lloyd Sue and Heather on *The Sting* on Lake Killalpaninna during the recent Lake Eyre Yacht Club regatta.

TackTracker Race Software

By Dean Hansen - *Paradise City*

The MTYC has recently purchased TackTracker. TackTracker software uses GPS tracks from each boat to display the competitors' courses for the race. The TackTracker online player combines all the tracks and replays the race, breaking the course into the series of legs until the finish line. This allows users to watch the entire race, pausing, rewinding and viewing a number of statistics. Race placings can be sorted in order of virtual class handicap, changing in realtime as the leader-board changes. The statistics available per leg include the distance sailed, VMG to course, deviation from the rhumb line and time. The software also calculates at any point, what percentage improvement does each competitor need to be the current virtual leader. TackTracker also produces a series of reports about each race: Handicap Leg Placings, Legs Summary and Relative Leg Times.

The purpose of the software is to allow competitors to relive the day's events, seeing what they did and what their competitors did to get around the course. This is a chance to learn what went wrong, or what went right on the water and for everyone to improve their sailing.

TackTracker's creator, Geoff Smith, was invited to give us a personal run through the Four Points Race and over thirty keen sailors turned up at Albert Park Yacht Club to have a listen. Gary Sawyer introduced Geoff, and then

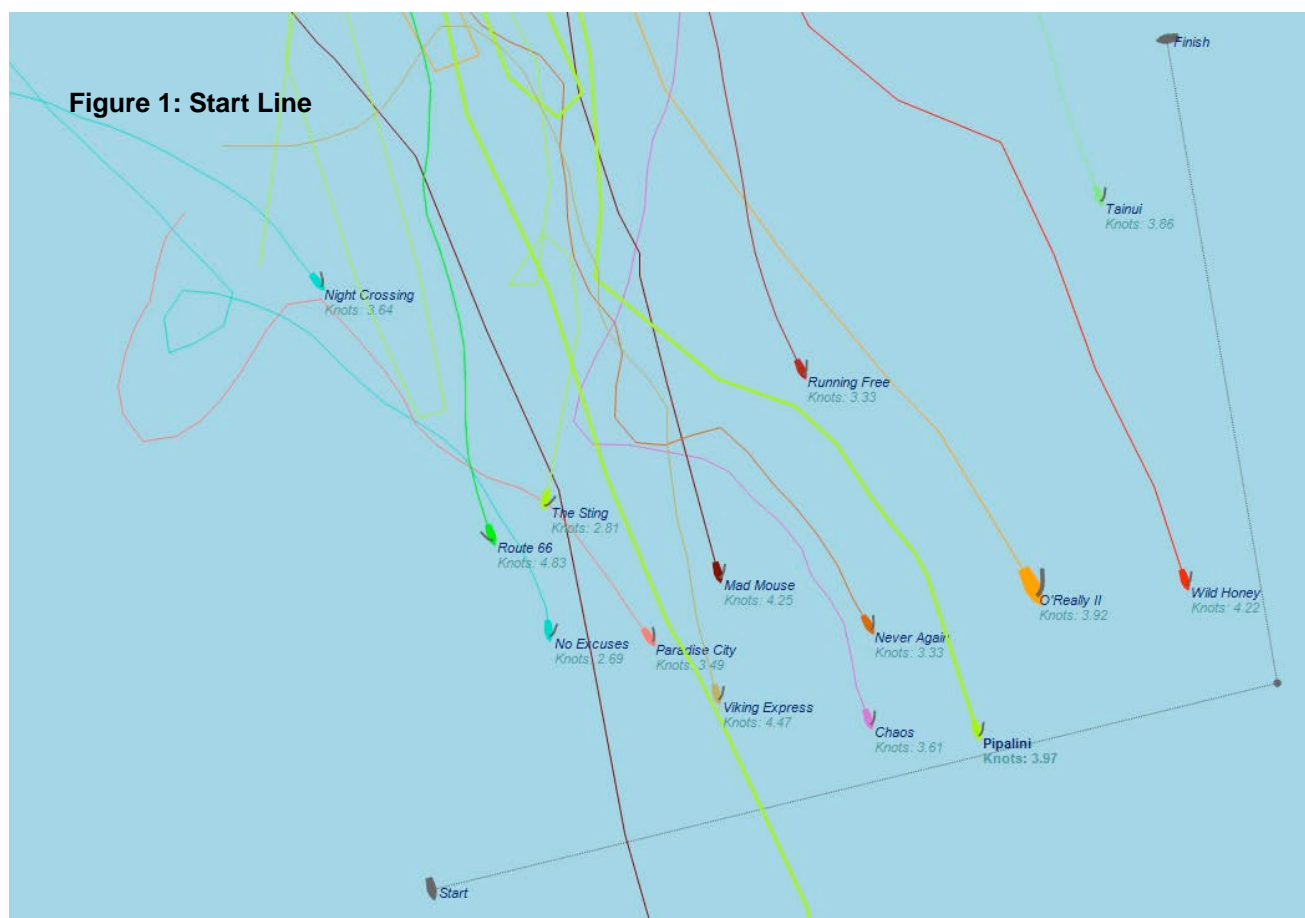
quickly asked, "I only want to know one thing, why did that guy win, and what do I have to do next time to win". Gary's questions mirrored many people's thoughts, around how to improve their sailing with TackTracker.

The answer, as it turns out is not that simple, but there was much that TackTracker unveiled about competitor's good and bad sailing for the day.

TackTracker breaks the race up into legs, the statistics available across each leg start to uncover a number of interesting aspects. Firstly, VMG (or Velocity Made Good) to course tells us who has the best boat speed and angle for that leg (relative to the course). Knots is the average speed boat speed over the water. Distance tells us who sailed the least, or most distance to get from the start of a leg to the end. Time tells the final story, who was quickest and slowest.

Yacht racing is often not so much about winning, but more about not losing a race. The winner is often able to piece all of the legs together, with minimal mistakes, whilst maintaining very good boat speed, high VMG and minimal distance overruns on legs. TackTracker can help by identifying some of those mistakes, or where gains were made.

In the Four Point Race, we can review the situation at the start line at Point Ormond, we can see that *Pipalini*, *Chaos*, *Viking Express*, *Wild Honey* and *O'Really II* got a great start, followed closing by most of the fleet, while *Night Crossing*, *Running Free* and *Tainui* have a less than an ideal beginning. Shown in **Figure 1**



The first leg of the Four Points Race was a reach down to Green Point with a starboard rounding of Sandringham Yacht Club Mark 7. At this mark, the top handicap order of the race was *The Sting*, *Route 66*, *Mad Mouse*, *Tainui*, *Pipalini* and *Chaos*. Reviewing this leg with TackTracker, it was almost a pure speed leg, with *The Sting* having great boat speed throughout the leg. *Wild Honey* maintained the best course relative to the rhumb line and sailed the least distance on the leg, at 7077m, whereas *Spider 22* deviated the most, totaling a distance of 7399 meters. Where this is revealing for *Spider 22*, is that her VMG for this leg was 5.86, but four other boats *Tainui*, *Mad Mouse*, *Running Free* and *O'Really II* with a VMG of less than 5.86, equaled or bettered her time because they sailed less distance. For example, *Tainui*, with a VMG of 5.85, was 36 seconds faster, sailing 206 meters less. *Wild Honey* had a slower boat speed, comparable VMG with *Paradise City*, but sailed 150m less distance to for an equal leg time of 42:17.

The second leg was a beat out to Fawcner Beacon and proved a case of going left, or go right, the after race chatter was, if you went left, you lost out, going right was the way to go. Let's see what TackTracker revealed about this theory. In terms of time, *Running Free* had a great leg, beating most of the field by almost 3 minutes. *Tainui* maintained great boat speed, 5.26kts, compared to *Running Free's* 5.01kts, however her distance travelled was 826m further than *Running Free*. At the beginning of the leg, *Tainui* had an 86m lead, reaching Fawcner Beacon, *Running Free* was 376m ahead. What happened?

The biggest difference that TackTracker shows is the difference in port tack angles of both boats. *Running Free* 291 degrees (5.01 Knots, VMG 3.63), *Tainui*, 301 degrees (5.22 Knots, VMG 3.08). *Running Free* sailed, slower, with better angle, and a higher VMG, resulting in a squarer course. Roughly measured *Running Free* gained around 618m (less the speed advantage of *Tainui* -about 4% quicker -24m), **Figure 2** shows this estimation.

Ruler: distance: 3708m, bearing: 291 deg

Figure 3: Running Free gets ahead



Boats who went right, had port tack angles of *Never Again* (287), *Spider 22* (301), *Paradise City* (299) and *Wild Honey* (297). Boats who went left, had port tack angles of *Mad Mouse* (301), *Chaos* (304), *The Sting* (299), *O'Really II* (303), *Route 66* (299), *No Excuses* (301), *Pipalini* (296) and *Viking Express* (298).

TackTracker calculates the wind for this leg to be 246 degrees, with the Rhumb line at 248 degrees. The "making" leg, therefore is the port tack, and those who get on that tack first get a slight advantage as the wind is to the port of the Fawcner Beacon. This is best shown in the Port and Starboard deviations figures.

It looks like *Running Free* had an excellent port tack on this leg, sailing a higher course, with good speed, resulting in much less distance being sailed 7811m, with *Tainui* sailing 8637m. In terms of gaining places there were a number of these, *Running Free* (5), *Paradise City* (5), *No Excuses* (4), *Chaos* (4), *Tainui* (2) and *Wild Honey* (2).

Figure 3 shows *Paradise City* losing about 49m of height on a tack towards Fawcner Beacon.

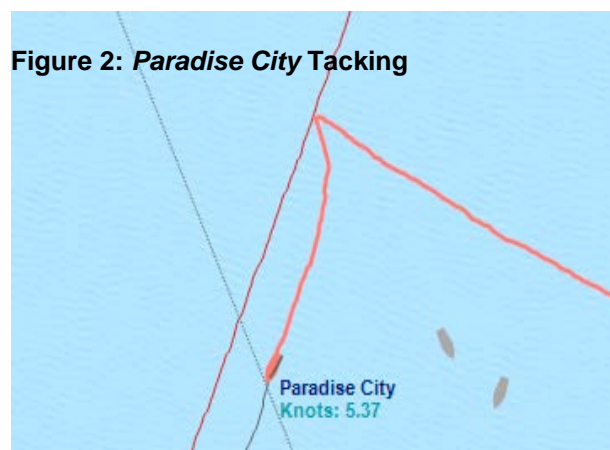


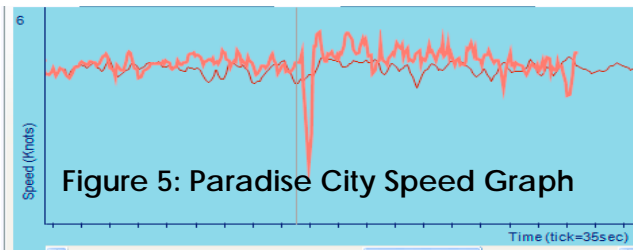
Figure 2: Paradise City Tacking

Figure 5 shows the various tacks during this leg. It can be seen some of the very good tacks, with a square turn, and no loss of height.

TackTracker also has a zoom feature allowing you to see how long it takes you recover to normal boat speed after a tack. **Figure 4** shows the speed recovery of *Paradise City* on the same tack towards Fawcner beacon. It shows it takes around 10 seconds to get back to the previous speed. It also shows the speed goes higher than prior to the tack, which corresponds to the over turning, and loss of height.

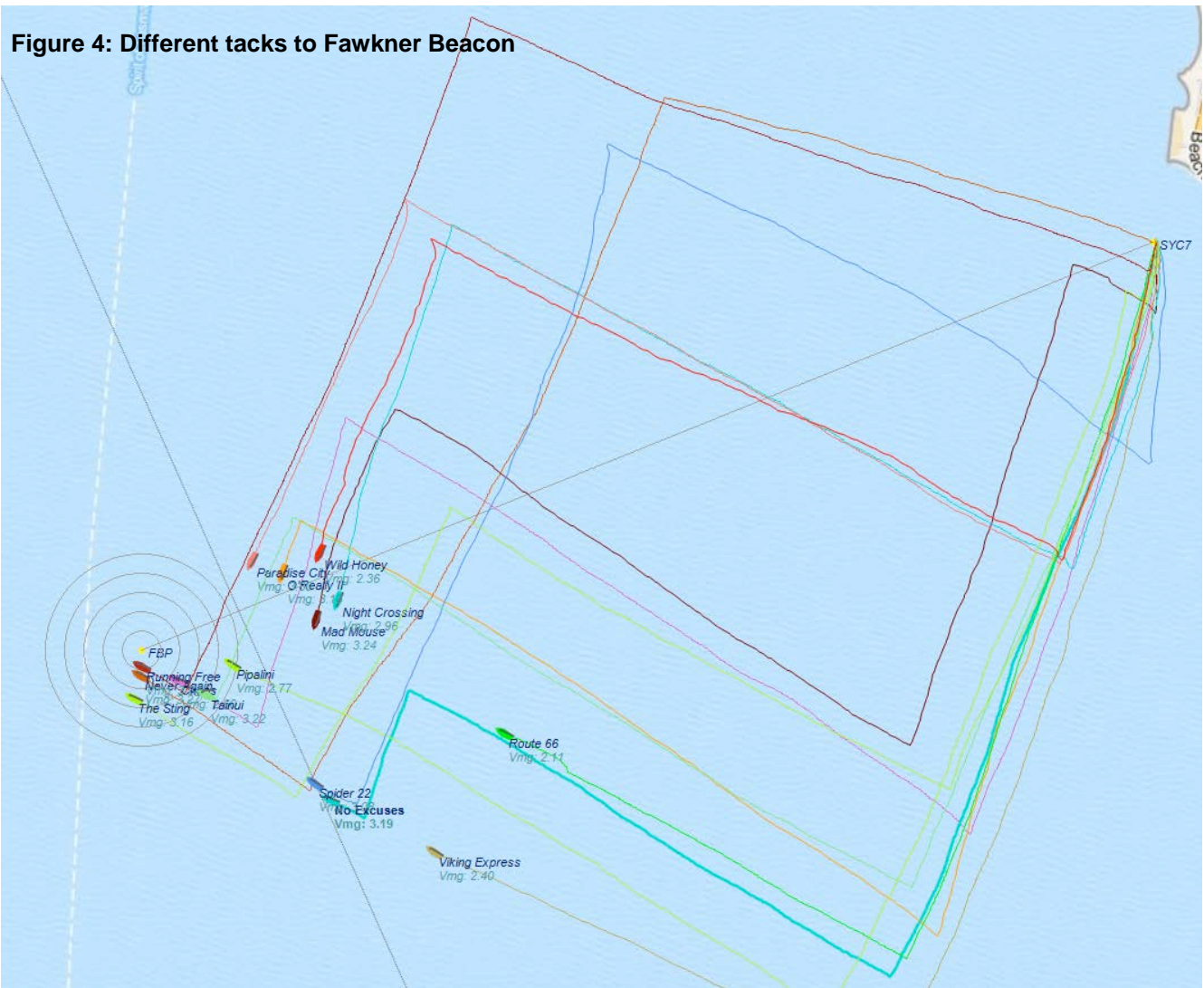
The next leg was a long port tack beat leg to Point Cook Pile. The fleet was spread out by 3156m meters once all boats had rounded Fawcner Beacon, by the time *Tainui* had tacked, the fleet had spread out to 3872m. *The Sting* was able to get ahead of *Tainui*, with *No*

Excuses passing *Paradise City*. *Chaos* had a terrible leg, dropping 3 places.



The race then turned to two spinnaker legs, the first to the Point Gellibrand Pile followed by the finish line back at Point Ormond. On this leg, *Tainui* dropped a place to *Pipalini*, *Paradise City* lost a place to *Mad Mouse*. The sprint to the finish line, places remained unchanged.

Looking at these changes of place, *Pipalini* gybed earlier than *Tainui*, keeping a straighter course, thus keeping her VMG higher, speed a little slower and distance lower making up the 160m she was trailing *Tainui* at Point Cook. *Paradise City* ran too far to port, gybing late, keeping boat speed, but not VMG compared to *Mad*



As an example, across the five Noelexs tracked, their angles and VMG on this starboard tack where *Wild Honey* (188, -0.39), *Tainui* (197, 0.27), *Running Free* (199, 0.38), *Paradise City* (199, 0.39), *O'Really II* (193, -0.09) and *Night Crossing* (183, -0.90). A negative VMG to course means that distance to the course was actually lost on that leg. Looking at *Night Crossing's* track shows her having a really bad tack in comparison to the other Noelexs. See **Figure 6**.

The TackTracker statistics show a clear correlation between good VMG on this leg to time. It also shows the variety of angles sailed on the starboard tack to get out to Point Cook.

Mouse who ran the least distance of the leg of 10567m, compared to *Paradise City* of 11453m.

This analysis of the results from TackTracker shows many things about what happened on the water, where some big gains were made, and some big losses. The key components being angle of upwind sailing, VMG and distance sailed in comparison to the competition. TackTracker won't show wind gusts, lulls, variable wave conditions, or mishaps on the water. It also won't take into account different boat class strengths or weaknesses. What it will point out is where the competition did better, given the same conditions and a chance to think about those legs on the water, and what can be done differently next time to better your results.



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Book Review

by Ron Parker

Team Spirit - Life and Leadership On The World's Toughest Yacht Races

By Brendan Hall

Published by Adlard Coles Nautical

RRP \$29.99

The Clipper Round the World Yacht Race

The Clipper Round the World Yacht Race starts every two years in the UK for a 40,000 miles circumnavigation of the globe – the world's longest ocean race. The event was established by Sir Robin Knox-Johnston to give everyone, regardless of sailing experience, the opportunity to experience the exhilaration of ocean racing. Individuals can sign up for the whole circumnavigation or one or more of eight legs. The only qualification for the race is the minimum age of 18 – there is no upper age limit.

The overall race is divided into individual stages and points are accumulated in a Formula 1-style scoring

system. The yacht with the highest total at the finish wins the Clipper Trophy.

After 51 weeks of ocean racing *Gold Coast Australia* skippered by Tasmanian Richard Hewson took first place in the Clipper 11-12 Round the World Yacht Race on 22 July 2012.

Check out the Clipper Round The World Yacht Race website for a whole lot more information and background to this famous classic ocean race: <http://www.clipperroundtheworld.com/>

The Book

Team Spirit is a gripping account of a race on the edge, and a young skipper's determined journey to victory. The Clipper Round the World Yacht Race is the ultimate long distance challenge - a 35,000-mile circumnavigation of the globe, contested by amateur crews in identical racing yachts - and the winners are those who keep their focus the longest. The 2010 winner was 28-year-old Brendan Hall and his crew in *Spirit of Australia*. Although Brendan was the youngest and least experienced skipper in the race, the win was no accident - it was the culmination of years of training, skilled navigation and a leadership style way beyond his years. His leadership skills were soon put to the test - in the middle of a North Pacific hurricane, Brendan went to the rescue of an injured skipper on a competing yacht and skippered both boats across one of the most feared oceans in the world. Brendan's brutally honest, no-holds-barred account is revealing and instructive, with valuable lessons in leadership and management - and never giving up. Thrown in quite literally at the deep end, he is pushed to the limit, and learns lessons you can only learn the hard way.

Above description from ABC Bookshop website: <http://shop.abc.net.au/products/team-spirit-life-and-leader-tp>

This book is a gripping story of an amazing sailing experience together with an insight into great leadership style and team building. Anyone (sailor or not) would be most impressed with the determination, understanding and respect for others that the author demonstrated on this intrepid race around the globe. A 'must read' for anyone in any form of leadership role. There are some great lessons in the book for anyone leading a crew in any form of racing, short or long, large or small. Don't wait to borrow a copy - get on line and order your book today.

MTYC Queens Birthday weekend cruise 2012

The weekend departure point was to be Lake Wellington YC for a leisurely sail to Loch Sport and back, with one night at Plover Pt. We had high hopes for a winter camp

fire and port. In the preceding week heavy rain fell in the hills producing quite a lot of flooding in and around the lakes. We hoped that by Saturday morning the lake level would be back to normal, or at least low enough to launch. After a late arrival and sound sleep we woke to find the Lake Wellington ramp and car park still under 400mm of water.

The three yachts (*O'Really II*, *Almost Too* & *Silhouette*) had a quick discussion and were soon heading for Painesville to check out the water levels there.



Fortunately on the way we made a detour to Eagle Point and found that its ramp was still usable although the jetty was not very far out of the water. We decided to check out the usual ramps in Painesville anyway and found they were now continuous with the lake.



We rigged, launched at Eagle Pt. and headed off to Bunga Arm under motor due to very light winds. We stayed at the Grange. It was quite different stepping down from the yachts' deck to the jetty instead of up onto it. We estimated the water height was 1m higher than normal.

On Sunday we travelled through the small boat passage into Lake Victoria and on to Metung town jetty for the night. We were pleasantly surprised when a steam whistle blew and the paddle steamer *Curlip*, from Marlow on the Snowy River, motored in before making it's way to



Painesville for annual maintenance. Monday was sunny and windless so we motored back to the ramp after very pleasant weekend, made more so by good company and dry weather.

Presentation Night

About 50 members, crew and family gathered at the Albert Park Yacht Club for the Club's annual dinner and presentation night.

Trophy presentations were made to:

Winter Series 2011			
Personal Handicap			
1st	"Rollercoaster"	Stephen Reardon	Castle 650
2nd	"Night Crossing"	Peter Gheller	Noelex 25
3rd	"Tainui"	Ron Parker & Ruth Eaton	Noelex 25
3rd	"Paradise City"	Dean Hansen	Noelex 25
Class Based Handicap			
1st	"Rollercoaster"	Stephen Reardon	Castle 650
2nd	"Tainui"	Ron Parker & Ruth Eaton	Noelex 25
3rd	"Night Crossing"	Peter Gheller	Noelex 25

Summer Series			
Personal Handicap			
1st	"Tainui"	Ron Parker & Ruth Eaton	Noelex 25
2nd	"Paradise City"	Dean Hansen	Noelex 25
3rd	"Never Again"	Gary Sawyer	Elliott 7.4
Class Based Handicap			
1st	"Tainui"	Ron Parker & Ruth Eaton	Noelex 25
2nd	"Mad Mouse"	Stephen Reardon	Castle 650
3rd	"Never Again"	Gary Sawyer	Elliott 7.4

Commodores Cup - CBH			
1st	"Tainui"	Ron Parker & Ruth Eaton	Noelex 25
2nd	"The Sting"	Lloyd Graham	RL24
3rd	"Night Crossing"	Peter Gheller	Noelex 25

Easter Classic - CBH			
1st	"The Sting"	Lloyd Graham	RL24
2nd	"Tainui"	Ron Parker & Ruth Eaton	Noelex 25
3rd	"Viking Express"	Greg Hall	Castle 650

Easter Stern Chaser			
1st	"Benchmark"	Adrian Cassar	RL28
2nd	"Sadagarous"	Mark Sills	Seaway 25
3rd	"Viking Express"	Greg Hall	Castle 650

Twilight Series			
1st	"Warbo's"	John Warburton	Sunbird 25
2nd	"Splashh"	Peter McMeikin	Sonata 26
3rd	"Night Crossing"	Peter Gheller	Noelex 25

Four Points Race	
Div 1 - 1st Place CBH	"Allegro" - Mark Bulka
Div 2 - 1st Place CBH	"Wagtail" - Ross Setford
Cruising Div - 1st Place CBH	"Splashh" - Peter McMeikin
Castle 650 Class - 1st Place	"Pipalini" - Mitch Bayliss
Noelex 25 Class - 1st Place	"Footloose" - John Robb

Member of the Year – Ron Parker

Surprise entertainment for the evening was a song written and performed by Marg Goddard. The words to the song are repeated here.

*I'll sing you a song which is strange and yet true
Of a great bunch of people who adventuring go.
They travel by road with their boats towed behind
till they reach the blue water and hope for the wind.*

*The racers enjoy their days out on the bay
Lloyd is into the action as he leaves the driveway...
Dougy it seems he is always at fault –
So delights when he passes at least one other boat.*

*Geoff found he was lagging with Lloyd always ahead.
Decided to crew and join him instead!
Now together they race but still find they are blue
As the ones streets ahead are Kevin and Sue!*

*Peter and Jan (YARN) are another great team
You might hear them coming but not from the screams
That Jan he can yodel – was that yell Starboard
Or was it a line from the lonely goatherd?*

Tack tracker is fun if you get your track in.
 You can see what you could have done better to win!
 You see where the tack was a brilliant success,
 And also where you stuffed up and made such a mess!

Gary was anchored and Mark he jumped ship
 Went to help Dennis his motor to kick
 Before he could get back the boat raced away
 at the end of a tow rope; Gary soloed all day!

Marg went away and her boat stayed at home,
 So Marlay was out of the question it seemed
 Till the boys they decided the boat they would take
 and this time ensure that the finish they made!

Meths stoves have their moments as many have found
 Near misses and singeing: the stories abound:
 So Dean is most thankful – it could have been worse...
 the Pride only got dented and serenaded in bad verse!

A large crew flew over the ditch to N Zee
 Chartered yachts in Auckland and took off to see
 the Hauraki gulf and the Pacific blue
 And found the wind blows strong over there too!

Akuna Matata had David's music on tap,
 Tangaroah heeled over upon a sand bank,
 True North saw a shark when out fishing they say
 Bella Rosa's six captains all wanted their own way!

Ron is a great bloke you all will agree.
 Put him in a boat and a change you may see.
 He makes sure the boat sails as well as it can,
 but is there a faint resemblance to that Bligh man???

Lloyd took his Mercedes and to Big Red did go
 Took a run at the sandhill but the merc it did slow!
 Knocked off the pan and then screwed it back on...
 Now the car's outback travelling all on its own! (Never
 mind Lloyd it will turn up one day soon!)

Dennis and Sue went to see Yarra's Edge
 Intent on the docking, missed seeing the bridge.
 O'Really now sports a lovely new mast,
 And an engine as well just to help her go fast!

To look after ourselves is a great goal to have
 We learn all we can so that in a close shave
 we can bandage and fix up our injuries quick
 And expertly dock without missing a trick.

first aid and radio and seapersonship too
 Kept many folk busy for a few hours or so.
 We sailed round in circles, in weather so fair,
 But could we repeat it in much heavier air.
 Phil he is laughing as he sleeps in each day
 A joy of retirement the alarm's gone away
 He'll browse through the paper or go for a walk
 Or can even go sailing now his knees will not baulk!

Many more tales are about I am sure
 The grapevine might come up with another score,
 A new season is coming and surely draws near
 So watch out or you also might feature next year!!

Words collected, adapted and set to original music **GET UP AND GO** by Pete Seeger (1960)
 TRO (c) 1964 (renewed) Melody Trails Inc., New York, NY



Sailing Below Sea Level

By Sue Graham

Every so often an opportunity comes up that may not present again. This was the case when friends told us about the Lake Eyre Yacht Club Regatta they attended in 2011, sailing their catamaran. Enthused, and given the unpredictable water levels in the Cooper system from year to year, we decided to "just do it."

In preparation for the off road conditions on the Birdsville track trip, Lloyd fabricated a shade cloth screen attached to custom built outriggers on each side of the trailer. It went right underneath the whole trailer to protect the hull from rocks that inevitably would be thrown up. The motor and boom etc. were strapped down inside on wads of foam. It all went well.



We left home (Sue, Lloyd & Heather) at midday on Thursday with a trip of 1392km to Lake Eyre Y.C at Marree. We stopped overnight at Mildura to meet our friends with the cat. We arrived at LEYC at dusk and erected out tents on a bed of sand and pebbles. Vin and Net introduced us to many others already settled in who were back for another go.

Saturday was busy at the club as rest of the 130+ entrants with 42 boats arrived. The annual Marree Camel Cup was a must even though the camels don't really have much of an idea about racing. At the start gun they tend to head off in different directions! It was crazy and a bit of fun with lots of outback activities happening.

At the briefing that night people introduced themselves and told where they had come from. We were amazed as home bases were as far away as Noosa, Brisbane, Launceston, Margaret River, and at 3500km each way, Geraldton. And everywhere in between!

Sunday saw a motley convoy of 4WDs, trucks, cars, boats and trailers of all types heading to the regatta site 120km up the Birdsville track. We turned off on to an 18km sandy side road into Lake Killalpaninna, situated in the Coopers Creek flood plain. It is probably one of the last viable sailing lakes left in the area till the next flood. It is comprised of an area approx. 1 x 4 km in the main lake

and a 1km long tributary down to the muddy beach where we launched and moored. The lake level visibly dropped over the 5 days validating our decision to attend this year.

Without going into the politics, sailing on Lake Eyre is a bit like climbing Uluru – it is not politically correct and some are trying to make it illegal. Hence the Lake K setting.

Bush camping was the go and tents and vans were popping up in clusters along the lake shore and surrounding scrub.



Bob Backway and crew did a marvelous job organizing an admin tent, a few pit toilets and a load of sleepers for fires. It was below zero at night so we all tended to group around a fire and cook. Very sociable and it didn't take long to forge new friendships. The event attracted people of all ages and most had a combined love of 4WDing and sailing. They were your remote area adventurers rather than the 5 star travellers. There was always someone to chat to with an interesting story to tell. Crews were diverse with some young guns on the cats, mates on an adventure and various family combos including 4 brothers who resurrected their 2 childhood Mirrors, added a splash of paint, and sailed together for the first time in 50 years.

The days were sunny and the wind was quite strong most times. The race format was a windward start in the lagoon by the camp and then we headed out into the main lake to round the buoys. The big cats (A class, Nacras etc) were in div 1 and the rest of us in div 2. Apart from *The Sting*, a Cherry and a couple of "cruising" cats, all the other boats were off the beach cats or dinghies. The races were colourful affairs with the sun on multicoloured Maricat sails and various spinnakers.



As with any race there are challenges and sand bars were problematic for racing in one area and we were grateful for the depth sounder.

On the cruises pushing boats through the muddy water was a common sight, as was extracting cats from trees when they couldn't tack easily in light winds. There was the odd capsized and crew were supported by motor

driven rescue craft. The Sting's high rig and pointing ability was advantageous particularly on the crowded start line but some canny sailors made us work hard for our Division 2 first placing.



When the formal racing program had finished two "adventure sails" were organised, one up stream and one downstream, so that everyone could experience the beautiful scenery. Basically we all piled onto the different boats and went for a picnic sail (sorry race there was more than 1boat!)

Family members who didn't sail made good use of the water ways to kayak or canoe and to do some walks and photography.

Lake K was the site of an old Lutheran mission and cattle station. The area is now a reserve and Bob and Doreen took walking tours of the area and filled us in on the history. Very interesting and archeologically fascinating. If you looked carefully you could find old Afghan coloured bottle glass and German crockery pieces. Although the area has flooded many times, remainders of mud brick walls were still evident. The graves told their own stories.

We broke camp on Friday with everyone lending a hand to retrieve boats and pack up the camp site. After a week without facilities we took advantage of the relocatable cabins at Marree before the presentation night at the Marree pub. It was a great night with good food and lots of stories. Prizes were presented for the various division places and notoriety awards and club pennants were exchanged.



The whole regatta was really well organised and terrific fun.

On Saturday a few of us took a couple of gaffer dinghies out to Lake Eyre South for the day. We were trying to keep low profile but apparently talk on the UHF was that sails were out on L Eyre! One couple in their 80s came out and he sailed L Eyre again after first sailing during the flood in '74. The water was deep enough close in so we

avoided the salty mud walk and enjoyed a sail in light winds.



Heather had never been to the outback before so we left The Sting in Bob's care at the LEYC and went up to Birdsville. We toured the town, watched the sunset at the Waddi trees and got the Merc up Big Red first go - to a standing ovation as many serious 4WDs took several goes that day. Later on a minor repair to the car by Lloyd resulted in it refusing to start and thus we embarked on our second adventure. The weather and car conspired against us so the car is being trucked home, we flew home and Lloyd and a friend have gone back to collect The Sting. Bob twisted their arms and they have just been for a sail on Lake Harry, another desert lake located on the Birdsville Track.

So we recommend if the rains come in central Queensland next year and the Cooper fills, go and do the LEYC regatta. You will get challenging sailing, meet some new best friends and have a wow of a time. Definitely a bucket list event. Oh and pack the thermals!



Welcome New Members

Membership has been growing steadily and the Club Committee would like to welcome the most recent additions:

David Philipps who has a Noelex 25 *Running Free*



Kevin Corcoran – Noelex 25 *Alfie Mac*



John Robb – Noelex 25 *Footloose*. Sorry John. I couldn't find a photo

Leo Reid with a Spider 22 (Does the boat have a name Leo?) Sorry I couldn't get a photo of this boat either. Maybe next time.

Also:

Michael Pisani

Ted Philipps

David Nott

With the addition of these three new Noelex25s, there are now eleven Noelex 25s in the Club.

Next most frequent are the six Farr 7500s; six RL24s; three Castle 650s; three Sonata 26s; three RL28s and three Farr 6000s.



Membership Fees Due

A reminder that your membership fees for 2012/2013 are now due. The renewal form is included with this newsletter. You can pay by cheque sent to the Treasurer or by electronic transfer to the Club account detailed on the form.

MTYC Season Opener – 30 Sept

The MTYC Summer Season officially starts with the Commodore's Cup, which this year is on Sunday 30 September, the day after the Grand Final.

As the name suggests, the Commodore's Cup is sailed over a course set by the Commodore on the day of the race. This race is not included in the results for the Summer Triangle Series, but is a great way to shake off the winter cobwebs and get a warm-up race for the Summer.

Results are calculated using Class Based Handicaps (CBH) and a perpetual Trophy is awarded to the winner.

The fleet gathers for the start of the Four Points Race



O'Really 11 under spinnaker

