

# JIB SHEETS



**April 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](http://www.mtyc.yachting.org.au)

## MTYC COMMITTEE - 2009-2010

Commodore	Geoffrey Onions
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Vice Commodore	Lloyd Graham
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Rear Commodore	Ron Parker
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Hon Secretary	Doug Whitby
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Hon Treasurer	Jan Reeves
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Safety Facilitator	Alistair Owens
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Sailing Officers	Steve Holligan
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	Peter Gheller
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	Adrian Cassar
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	Greg Hall
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	Mark McLellan
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Auditor	Darrell Reid
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Newsletter Editor	Phil Monk
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Calendar -The next few months			
	Date	MTYC Events	Location or Starting Point
MAY	Fri 14	AGM and Dinner	Bells Hotel, 157 Moray St, Sth Melbourne Details on page 7
	Sun 16	Summer Series Race 11 – 2 heats	St Kilda Marina - Briefing 9:45am, Start 11:00am
	Sun 30	Stern Chaser	St Kilda Marina - Briefing 9:45am, Start 11:00am
JUNE	Thur 10	Committee Meeting	Bells Hotel, Sth Melb. Dinner 6:30 Meeting 7:30
	Sat 12 – Mon 14	Queen's Birthday Cruise	To Be Advised
	Sun 20	Winter Series race 1	St Kilda Marina - Briefing 9:45am, Start 11:00am
	Sat 26	Presentation Night	To be advised
JULY	Thur 8	Committee Meeting	Bells Hotel, Sth Melb. Dinner 6:30 Meeting 7:30
	Sun 18	Winter Series race 2	St Kilda Marina - Briefing 9:45am, Start 11:00am

**Cover photo** – *Monkey Business* and *Almost Too* battle it out at the Farr Championships held in conjunction with two race days of the MTYC Summer Triangle Series

## Commodore's Report

Welcome to the April newsletter. Since I last wrote we have had some good sailing with solid fleet numbers. We held Heat 9 of our summer series held on the 18<sup>th</sup> April, with us also hosted the second pair of races in the 4 race series for the Farr's and Castle 650's. It was great to see 16 starters on the water, of which 6 of them were Castles. Racing was good with generally light breezes. The Castles performed well in both races, filling 5 of the 6 top CBH positions in race 1 and 4 of the top 6 positions in race 2. On the combined results, the Castles took 5 of the top 7 positions, so well done to all the Castle skippers and crew.

Again a special thanks must be give to Derick Warne of Rollie Tasker Sails who sponsored our race the with prizes for the CBH places. Please see more details and photos attached of the second race and a story on the series. All we need now is to get Viking Express on the water and we will have a good regular Castle numbers.

Easter at Yarrowonga was again a successful weekend. Whilst the numbers were down a bit on previous years, the weekend went off with out a hitch, except for a freak traffic accident when a runaway wheel on an oncoming vehicle collected one of our members on the way up. Thankfully, no persons were injured, although I'm told the boat, trailer and car are all a little worst for wear.

Details of the Easter weekend and the Easter race results are elsewhere in the newsletter.

Last weekend we held Heat 10 of our summer series. The forecast for the days leading up to the weekend were for strong winds, however on the Saturday the change came through earlier with Saturday night still having a strong wind forecast. On Sunday morning the warning was lifted, giving us the all clear to sail. We had 8 boats turn up and start. The race started with light winds with a lumpy sea, making the leg to the first mark painful. As the day went on, the winds lightened more, with Never Again just finishing before the 2.30 time limit for the leading yacht. No sooner then he crossed the line the wind died out totally, making it a long afternoon the remaining 7 yachts. A it turned out only 3 yachts finished before the 4pm time limit. So well done to the 3 finishers, Never Again, No Excuses and Tainui. Commiserations to the rest of us.

A reminder to come along and attend the AGM to be held on Friday the 14<sup>th</sup> May. If you have any ideas for changes or additions to the Calendar, Club events, or future direction of the club, please come along and have a say in how you wish our club to be run or nominate for a position on the committee. Please contact me either by phone or Email with your ideas, thoughts. Hopefully we will see you there.

It was sad news to last week hear of the sudden passing of Bruce Morgan, who was an active MTYC sailing club member for several years up to 2007. He left the MTYC to join the SYC after he sold his Castle 650 to take up keel boating. The committee and members of the MTYC offer our condolences to his family and many close sailing community friends.

Keep safe and look forward to seeing you again both at the AGM and then again on the water for our last summer series race, scheduled for the 16<sup>th</sup> May.

Geoff Onions - Commodore

## Thursday Night Twilight Racing 2009-2010

Thursday sailing ended on 15 April at Topolinos Restaurant in Fitzroy Street, St. Kilda.

Thirty-three of us had dinner together – fairly noisy – but pleasant and quick.

The Thursday Evening statistics for 2009/2010 are:-

19 races planned,

3 blow-outs,

1 we should have raced, but didn't because of earlier thunderstorms.

1 because of confusion over the calendar (not enough boats)

Therefore 14 races were completed with a total of 88 boats starting, or 6.5 boats per race.

1 sail to Williamstown for fish and chips.

45 kg of sausages, 4 kg of rissoles and a zillion slices of bread, were consumed and the most important figure - **\$600-00 was raised and will be donated to the coastguard.**

It was a pretty good year.

Jan and Bob Reeves

## Castle 650 Championships 2010

Were run in conjunction with MTYC Sunday races 9 and 11.

**1st - *EMocean* 131 Simon Dubbin**

**2nd - *Court Jester* 11 Alistair Owens**

**3rd - *No Excuses* 127 Mark McLellan**



The winning crews

# Summer Triangle Series - Race 9 – 18 April 2010

## PHC

### Race 1- PHC

Boat Name	PHC	Elapsed Time	Corr. Time Race 1	Place Race 1
Tainui	0.702	1:38:25	1:09:06	1
Night Crossing	0.665	1:44:47	1:09:42	2
Colduck	0.734	1:40:36	1:13:51	3
Emocean	0.725	1:45:03	1:16:10	4
Impulse	0.655	1:58:37	1:17:39	5
Rollercoaster	0.725	1:49:33	1:19:25	6
No Excuses	0.699	1:54:35	1:20:05	7
Never Again	0.779	1:42:56	1:20:11	8
Monkey Business	0.593	2:16:45	1:21:04	9
Court Jester	0.725	1:53:30	1:22:17	10
Liaison	0.712	1:56:20	1:22:48	11
UnFarrGetable	0.660	2:12:44	1:27:37	12
Almost Too	0.582	2:35:56	1:30:48	13
Taipan	0.633	2:23:57	1:31:05	14
Laguna Starlet	0.620	DNF	DNF	17
Sunray	0.577	DNF	DNF	17
Farrari	0.640	DNF	DNF	17

### Race 2- PHC

Boat Name	Elapsed Time	Corr. Time Race 2	Place Race 2
No Excuses	1:16:20	0:53:21	1
Almost Too	1:34:04	0:54:47	2
Court Jester	1:15:50	0:54:59	3
Emocean	1:16:10	0:55:13	4
Rollercoaster	1:16:35	0:55:31	5
Colduck	1:19:43	0:58:31	6
Taipan	1:32:52	0:58:46	7
Never Again	1:16:00	0:59:12	8
Night Crossing	1:30:21	1:00:06	9
Tainui	1:30:39	1:03:39	10
Liaison	1:29:50	1:03:57	11
Impulse	1:41:25	1:06:24	12
UnFarrGetable	1:43:34	1:08:22	13
Monkey Business	1:59:33	1:10:52	14
Laguna Starlet	DNS	DNS	15
Sunray	DNS	DNS	15
Farrari	DNS	DNS	15

### COMBINED - PHC

Boat Name	Skipper	Type	PHC Place Race 1	PHC Place Race 2	Combined Place points	PHC Combined Corrected	PHC Overall Place
UnFarrGetable	Andrew Johnston	Farr 750	1	2	3	2:02:58	1
Impulse	Malcolm Knight	Farr 750	2	1	3	2:03:46	2
No Excuses	Mark McLellan	Castle 650	3	5	8	2:05:42	3
The Sting	Lloyd Graham	RL24 D	5	4	9	2:07:51	4
Visitor - Emocean	Simon Dubbin	Castle 650	4	9	13	2:08:04	5
Rollercoaster	Stephen Readon	Castle 650	8	7	15	2:10:46	6
Tainui	Ron Parker	Noelex 25	12	3	15	2:11:55	7
Taipan	Merv Murphy	Hartley 24	6	11	17	2:11:19	8
Visitor - Big Day Out	Remco Pen	Castle 650	7	12	19	2:11:53	9
Court Jester	Alistair Owens	Castle 650	11	10	21	2:13:30	10
Never Again	Gary Sawyer	Elliott 7.4 Mod	15	6	21	2:15:01	11
Colduck	Geoff Onions	RL24 D	14	8	22	2:14:10	12
Tanina	Roger Summerfield	Sonata 8	10	14	24	2:15:37	13
Water Bago	Brian Harrison	McGregor 26M	9	16	25	N/A	16
Laguna Starlet	Luis Feliciano	Castle 650	13	15	28	2:18:48	14
Farrari	John Howdon	Farr 6000	16	13	29	2:19:30	15

## Summer Triangle Series - Race 9 – 18 April 2010

### CBH

#### Race 1- CBH

#### Race 2- CBH

Boat Name	CBH	CBH CORR TIME R1	CBH Place Race 1	Boat Name	CBH CORR TIME R2	CBH Place Race 2
Visitor - Emocean	0.725	1:28:15	1	Tainui	0:37:36	1
No Excuses	0.725	1:29:50	2	Visitor - Emocean	0:37:46	2
Visitor - Big Day Out	0.725	1:32:03	3	The Sting	0:37:56	3
Rollercoaster	0.725	1:32:38	4	Rollercoaster	0:38:04	4
The Sting	0.760	1:33:12	5	No Excuses	0:38:46	5
Court Jester	0.725	1:34:12	6	Court Jester	0:38:52	6
Impulse	0.700	1:34:54	7	Colduck	0:38:55	7
UnFarrGetable	0.700	1:35:36	8	Impulse	0:39:14	8
Taipan	0.650	1:35:50	9	Visitor - Big Day Out	0:39:50	9
Tainui	0.725	1:37:17	10	Never Again	0:39:56	10
Tanina	0.725	1:37:39	11	UnFarrGetable	0:39:59	11
Colduck	0.760	1:38:10	12	Taipan	0:41:03	12
Farrari	0.640	1:38:16	13	Farrari	0:41:14	13
Water Bago	0.625	1:41:19	14	Tanina	0:42:42	14
Never Again	0.819	1:42:00	15	Laguna Starlet	0:50:45	15
Laguna Starlet	0.725	1:51:23	16	Water Bago	DNS	16

#### COMBINED - CBH

Boat Name	Skipper	Type	CBH Place Race 1	CBH Place Race 2	CBH Combined Places	CBH Combined Corr Time	CBH Place
Visitor - Emocean	Simon Dubbin	Castle 650	1	2	3	2:06:00	1
No Excuses	Mark McLellan	Castle 650	2	5	7	2:08:36	2
Rollercoaster	Stephen Readon	Castle 650	4	4	8	2:10:42	3
The Sting	Lloyd Graham	RL24 D	5	3	8	2:11:08	4
Tainui	Ron Parker	Noelex 25	10	1	11	2:14:53	5
Visitor - Big Day Out	Remco pen	Castle 650	3	9	12	2:11:53	6
Court Jester	Alistair Owens	Castle 650	6	6	12	2:13:04	7
Impulse	Malcolm Knight	Farr 750	7	8	15	2:14:09	8
UnFarrGetable	Andrew Johnston	Farr 750	8	11	19	2:15:35	9
Colduck	Geoff Onions	RL24 D	12	7	19	2:17:05	10
Taipan	Merv Murphy	Hartley 24	9	12	21	2:16:53	11
Tanina	Roger Summerfield	Sonata 8	11	14	25	2:20:22	12
Never Again	Gary Sawyer	Elliott 7.4 Mod	15	10	25	2:21:56	13
Farrari	John Howdon	Farr 6000	13	13	26	2:19:30	14
Water Bago	Brian Harrison	McGregor 26M	14	16	30	N/A	15
Laguna Starlet	Luis Feliciano	Castle 650	16	15	31	2:42:08	16



## Summer Triangle Series Race 10- 2nd May 2010

### PHC

#### Race 1- PHC

Boat Name	Skipper	Type	PHC	ELAP	PHC CORR Race 1	PHC Place Race 1
Never Again	Gary Sawyer	Elliott 7.4 Mod	0.774	3:19:16	2:34:13	1
No Excuses	Mark McLellan	Castle 650	0.716	3:43:18	2:39:51	2
Tainui	Ron Parker	Noelex 25	0.707	4:56:12	3:29:34	3
Colduck	Geoff Onions	RL24 D	0.740	DNF	DNF	8
Court Jester	Alistair Owens	Castle 650	0.724	DNF	DNF	8
Night Crossing	Peter Gheller	Noelex 25	0.675	DNF	DNF	8
Taipan	Merv Murphy	Hartley 24	0.623	DNF	DNF	8
Visitor - Tarquin	\$10 Paid but no VHF	Hartley 18	0.600	DNF	DNF	8

**Note: Wind died out after Never Again crossed the finish line. 5 boats didn't finish before 4pm cutoff**

### CBH

#### Race 1- CBH

Boat Name	Skipper	Type	CBH	ELAP	CBH CORR TIME R1	CBH Place Race 1
No Excuses	Mark McLellan	Castle 650	0.725	3:43:18	2:41:54	1
Never Again	Gary Sawyer	Elliott 7.4 Mod	0.819	3:19:16	2:43:12	2
Tainui	Ron Parker	Noelex 25	0.725	4:56:12	3:34:45	3
Colduck	Geoff Onions	RL24 D	0.760	DNF	DNF	8
Court Jester	Alistair Owens	Castle 650	0.725	DNF	DNF	8
Night Crossing	Peter Gheller	Noelex 25	0.725	DNF	DNF	8
Taipan	Merv Murphy	Hartley 24	0.650	DNF	DNF	8
Visitor - Tarquin	\$10 Paid but no VHF	Hartley 18	0.600	DNF	DNF	8

## Safety Items

### Bilge Pumps and Buckets

A recent post race discussion in the car park about leaks around swinging centreboard bolts lead on to the topic of bilge pumps and the Cat 5 requirements. There was some uncertainty about exactly what the Cat 5 requirements are. A quick check of exactly what the Yachting Australia Special Regulations ('Blue Book') requires confirmed the following for Cat 5:

**Clause 3.20.8** (pp 219) *"One manual bilge pump if the space below the floorboards precludes access of a bucket for bailing"*




There are further requirements including the need for 25mm minimum bore suction, not discharging into cockpits and further requirements for Categories below Cat 5.

Do check this particular requirement for bilge pumps for yourself and your particular boat.

**Clause 3.2-.9** *"Two buckets of stout construction each with at least 8 litres capacity. Each bucket to have a lanyard."*

Note the reference to bilge pumps and buckets & lanyard is consistent with the Marine Safety Victoria requirements. Refer to extract below:

### Minimum safety equipment requirements for sail and human powered vessels

	Off-the-beach sailing yacht				Yacht			
	COASTAL OFFSHORE (>2 nm from coast)	COASTAL INSHORE (<2 nm from coast)	ENCLOSED (Bays and estuaries)	INLAND (Rivers, lakes and dams)	COASTAL OFFSHORE (>2 nm from coast)	COASTAL INSHORE (<2 nm from coast)	ENCLOSED (Bays and estuaries)	INLAND (Rivers, lakes and dams)
 <b>Bailer</b> (if no electric or manual bilge pumping system)	1*	1*	1*	1*	1	1	1	1
 <b>Bucket with lanyard</b> (can also double as a bailer)					1	1	1	1
 <b>Electric or manual bilge pumping system</b> (if vessel has covered bilge or closed underfloor compartments)	1	1	1	1	1	1	1	1

**MELBOURNE TRAILABLE YACHT CLUB**  
Registration No A2058  
**NOTICE OF ANNUAL GENERAL MEETING**  
**Bells Hotel, 157 Moray St,**  
**Sth Melbourne**  
**Friday 14<sup>th</sup> MAY 2010**

**6.00pm – Pre Dinner Drinks**  
**6.30pm Dinner Downstairs**  
**7.30pm Meeting Upstairs**

Do you have any ideas for changes or additions to the Calendar, Club events, or future direction?

Please come along and have a say in how you wish our club to be run or nominate for a position on the committee.

Please contact Geoff Onions either by phone or Email with your ideas, thoughts and RSVP. I can be contacted on either phone or Email on

- Ph 0409 145 714,
- [gonions@bigpond.com.au](mailto:gonions@bigpond.com.au)
- [geoffrey.onions@downerediengineering.com.au](mailto:geoffrey.onions@downerediengineering.com.au)

Alternatively, if you wish, please speak to another committee member

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**MTYC COMMITTEE MEMBER NOMINATION FORM**

The M.T.Y.C invites NEW nominations from club members or prospective club members to assist in the committee positions of the M.T.Y.C for the next season.

I would like to nominate (name) \_\_\_\_\_

For the Committee position of : \_\_\_\_\_

Signature of Nominating person : \_\_\_\_\_

Seconder Signature \_\_\_\_\_

Please come along and be involved in the club by nominating yourself or another member for any position.

# Sorting the New Boat

Marg Goddard

*So you have a new boat. That's nice. Is it all ready to go?*

The answer to that question should be yes, but isn't there always something we want to do to make it ours! We crawl all over the boat and decide to buy it, thinking we know all the bits we want to change, or need to do, then we get the boat home...

*Special Edition* is in pretty good condition, so we haven't had to do very much, but there are some things which were needed.



Paynesville Sept 09

The wiring had quite a bit of redundancy built in, and the charging coil on the motor was disconnected, so the electrics needed some attention. I knew the instruments were not working and replaced them so needed to install the new instruments. We were considering whether to go with the ST40 system like we had on *Gannet*, or to try the Northstar 3100 series instruments. One advantage of using Northstar is that the transducers are the same as the old Silva ones. Since the holes in the hull are close together, the bigger (50mm) ST40 ones would have to be placed carefully and may not even fit. After deliberation we went with the Northstar, and then found one of the through-hull holes was enlarged anyway. However, some fibreglass filler has helped reduce the larger hole, and the fittings have been installed with no problems – or leaks! The cabin bulkhead also had to be repaired as the old fitting required a 100mm hole, while the new instruments only need 50mm. The rest of the wiring has been traced, and redundant cable removed. I still want to make sure that all works well and will replace small diameter wire. Another wiring task was to add my GPS, and a suitable mount. The mount was hinged on the starboard side of the companionway and it can be easily removed for security. Wiring was taken back to the new 6 gang switchboard. The old one worked, but was only 3 gang so was upgraded.

We got a water pump kit to repair the galley pump. That fixed the non-working pump – almost. One of the plastic bushes which holds the lever arm was disintegrating. I attempted to glue the bit back together and emailed the manufacturer in NZ to see what can be done. Eventually, I managed to get a new fitting which has fixed the problem and saved me having to buy a new pump. This

fitting is stainless and incorporates two fastenings into one.

The main long term task is the upholstery – we knew that – and I am sure that other things will come to light as we use the boat more. I have been looking for suitable upholstery fabric in both acceptable colour and durability, so this is on the way.

Most of the lines have been removed and put through the washing machine. (I am allowed to do that in our house!) Failing the machine, a good soak in a bucket, and a rinse, will get rid of a lot of gunk and salt. After the last sail, I decided to install the new shrouds and forestay which came with the boat, so spent an afternoon doing that, and threading the cable for the windspeed down the mast. While the mast was off the boat it was convenient to mouse the halyards and give them the washing machine treatment, and replace a couple. The old ones are OK but have a kink or two evident, so they are in the store in case they are needed for some other task.

Another 'to do' was the anchor gear. We had an enormous sand anchor at the bow, so we replaced it with a Manson plough. I have 14 metres of chain, and there is a new silver rode, but it seems a bit was cut off for a mooring line or some such. As for the stern anchor, it was good for a dinghy, so the old bow anchor is the new stern anchor! Part of this process was to attend to the bow roller fitting for the anchor. I purchased a nose piece from Discount Seamart, took five minutes to fit it and all is fixed.

For some planned trips, an EPIRB and parachute flare will be acquired, but we don't need them just yet!

So is the boat ready to sail? Well, yes it is, most of the jobs we want to do can be done progressively. After all to sail is the objective, even if some of the other tasks are enjoyable! Just have to make sure ALL the tools don't stay on board when we go sailing!

PS Since I wrote this we haven't been sailing much! ☺

When I emptied the boat for repair I was amazed at the amount of gear I had accumulated on board in just six months. I hope to shortly reacquaint myself with *Special Edition* and load much less gear back on board for our next trip.



The new instruments