

JIB SHEETS



November 2020

MTYC OFFICIAL NEWSLETTER



Cruising Croatia
Sue Rochford

Melbourne Trailable Yacht Club Inc

Registration No A2058

Website: www.mtyc.yachting.org.au

Commodore's Report – November 2020

At the time that I write this report, as a state we've done an amazing job in regaining control of the pandemic infections. And if all goes to plan, we should see a return to sailing at the next easing of restrictions (step 4) when adult contact sport resumes. With that in mind your committee is looking to facilitate a safe return to racing & cruising as quickly as possible & implementing QR code system for signing on/contact tracing, that will improve race/cruise management.



Meanwhile, have you checked your safety gear & equipment? Before you throw the boat on the back of the car & charge off to the boat ramp for your first sail, remember you haven't used the boat in months – are your flares in date? Is your battery charged? Are your PFDs serviced? Freshen up your fuel..... Make your return to sailing safe.

The Victorian Trailable Yacht traveller series is ON! For details on all of the Traveller Series events visit <https://www.trailableyacht.com.au/traveller-series/>

It is with great sadness that we acknowledge the passing of Susan (Sue) Graham. As you know, our Club operates a little bit differently to most traditional yacht clubs, we don't have a club house that ties us together. It is our shared passion for trailable yacht sailing, racing, cruising & socialising that bonds us & Sue was such an important & inspiring person within that framework.

Having served on our committee for a number of years as Newsletter Editor & Social Coordinator, and also as a past President of the RL24 yacht association, she was a deeply respected member of not just our club, but the broader trailable yacht community.

Sue was an intrepid sailor & traveller. Their trailable yachts, first the Hartley 16, built by Lloyd, then later the RL24s 'Bumblebee' & 'The Sting' & "Sue's" RL28 'Silhouette' were perfect for that. Together they raced & cruised extensively, not just throughout the state, but across the country, even managing to sail on Lake Eyre. And cruising internationally also, on bare boat charter cruises including New Zealand, & Croatia twice.

A couple of club events are synonymous with Sue & Lloyd, Yarrawonga at Easter & the Gippsland Lakes for Melbourne Cup weekend & NYE.

At Yarrawonga, Sue was a member of the 'Busy Bees' the self-appointed official entertainment committee for the weekend ensuring as much fun was had off the water as on. And regularly, as skipper of the girl's boat, usually 'The Sting', from which Lloyd would find himself exiled. A crew of the fairer sex would decide that the racing rules of sailing really only applied to boats they weren't on.

Generously, their home was often the venue of a variety of social nights, from casserole nights & BBQs, to the infamous Melbourne Trailable Port & Crumpet Nights. All members & friends were always warmly welcomed & entertained.

Our sincerest condolences to Lloyd & family. Sue was one of our club's greatest ambassadors. We will always remember the joyous memories that we are privileged to have.

Our Club is forever richer for having known & loved her.

Doug Whitby
MTYC Commodore

Vale Sue Graham

A picture paints a thousand words, but now I have words and pictures to paint a memory.

I have known Sue since I was about seven when we used to play netball together for the Church netball team. Our families knew each other too. We went to the same high school, but then our ways parted until we reconnected when I met Dennis and we discovered our mutual friendship. We immediately joined in many adventures including 4WD trips to remote and desert Australia and Sailing Gippsland Lakes, bare boat charters in New Zealand and Croatia, trekking in Nepal and Social gatherings with MTYC including Port and crumpet nights, and casse-
role nights at Cleland Ave, New Year's Eve at Paynesville and Easters at Yarrawonga, where we formed wonderful friendships and connections.

Sue loved anything outdoors and out-there and took challenges head on with an enthusiasm and gusto. Gender was no barrier, and she took on adventures many would not even dream about. She was more than happy to talk to anyone, welcoming strangers and newcomers and interested and out going to all, keeping us entertained with hilarious stories of her adventures and was known to have said that she could even talk underwater.



There were a few MTYC club activities that Sue was synonymous with: Easter at Yarrawonga; Cruising, especially around the Gippsland Lakes; and other gatherings where we spent many "Happy hours" telling and re-telling stories. There were many occasions where we squished into the largest boat, to share roast dinners and after dinner night caps laughing so much our faces ached.

Sue was keen to take the helm and was a quite a skilled sailor and up for racing. One time, during a Marlay Point race a gale came through just at the start of the race, Sue was up on deck controlling the boat, looking out for other boats in crazy mayhem and pelting rain and very poor vision whilst Lloyd was trying to fix leaking windows. All ended well after the front had passed and we were crossing Lake Wellington with the boys dancing on the cabin roof like baby elephants whilst we were supposed to be sleeping! (little chance of that). Then it was our turn, Sue helmed as we tacked down the straights in stealth mode with barely any breeze whilst the boys snored down under. Eventually, towards the end of the race, we were rounding Raymond Island, the breeze had come up and Lloyd was on the helm of course, and we were hiking out to balance the boat, grasping onto sheets hooked around the winch. Such a hoot and adding to the many sailing stories to be retold.

Easter at Yarrawonga was another annual event where Sue was involved with the organising committee, the Busy Bees, creating hilarity and nonsense with



the Saturday night quiz and dress-up night where cringe factor was a winner. There was one year where the theme was a “bad taste” and Sue came ‘dressed up to the nines’ with a catheter bag on her hip filled with white wine to top up drinks. She was always ready with a quick quip. Come Sunday morning she was often seen as Easter Bunny handing out eggs to the kids (older ones too) with which she had a special connection. The usual last event of the weekend was the “Stern chaser” where Sue took the helm of the “girl boat” to which rules were merely a guide.



Gippsland Lakes, one of the favourite sailing destinations of MTYC, usually saw Sue and Lloyd for Cup Weekend and New Year’s Eve. We would set out for Duck Arm, Barrier Landing, The Grange, Picnic Point, Loch Sport or other, where Sue and Lloyd would arrive first and Sue would be ready to grab our ropes and Lloyd would tell us where to squeeze in. Sue was always up for a walk and we would end up walking for miles along a beach whilst the boys tinkered on the boats. Sue loved walking and when we had all had enough, Sue would start jogging! Back in time for happy hour and decide

where we would head the next day. Come June, Queen’s birthday weekend, we set off, weather permitting, to Refuge Cove, a wonderful pristine destination. At the usual hike to Kersop Peak, Sue could be seen heading off in the lead up the hill, fully rested by the time the rest of us arrived.

Sailing activities were not restricted to Victoria, the bucket list was huge and Sue encouraged us to join in with bare boat chartering in New Zealand (Auckland to Bay of Islands) and Croatia. Going on adventures with Sue wasn’t for the faint hearted. In New Zealand we hunkered down at Great Barrier Island waiting for 60+ knot winds to pass. And who could forget the “bake off” where each boat produced a cake or sort for Pauline’s birthday and enjoyed our wares at Smokehouse Bay, Sue producing her “grandmother’s brownie recipe”

A more serious Sue was always mindful of the risk factor and became the unofficial first-aid attendant on many occasions and often consulted for medical advice to which she gave freely to those who came seeking it. It was her loving kindness, joy and compassion that was the driving factor for her giving. Sue’s nursing skills combined with her adventurous spirit took her to joining surgical teams in Nepal and Kirabas, where INF (International Nepal Fellowship) was close to her heart.

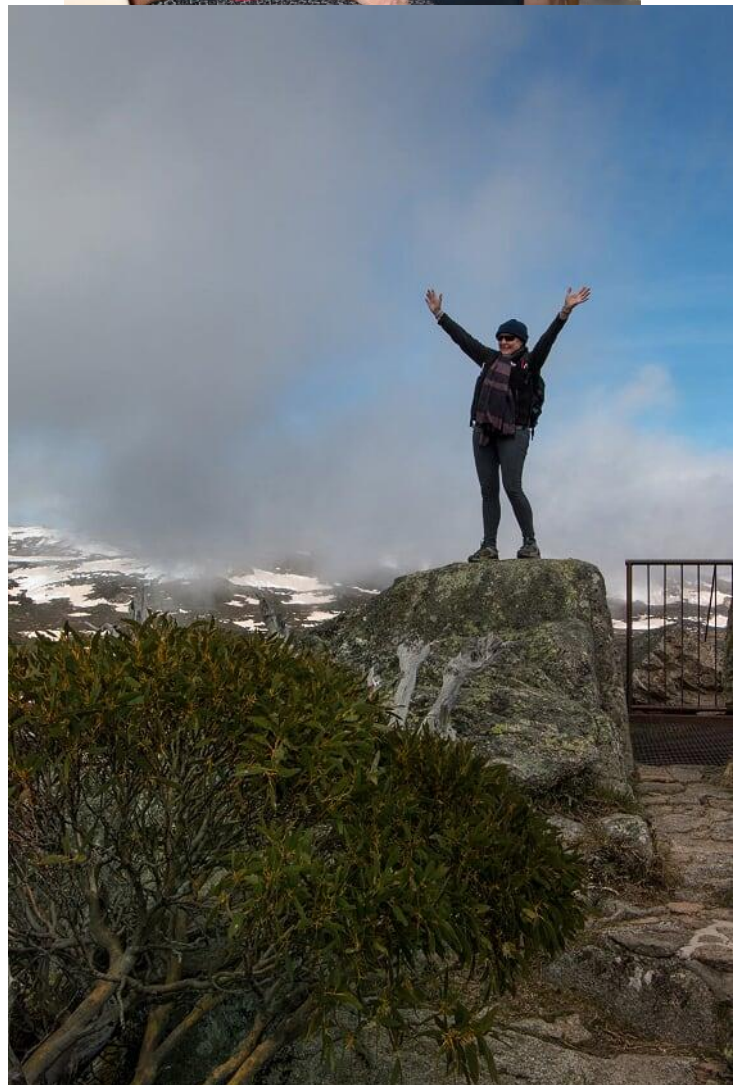


Sue will be missed by those who knew and loved her and we will always remember the wonderful adventures we had together, where we were stretched to live “out-there”, the happy hours of banter, laughter, stories and retold stories. Our memories are sacred and will last forever.

Finally, Sue’s favourite verse: He has shown you oh mortal, what is good. And what does the Lord require of you? To act justly and to love mercy and to walk humbly with your God. Micah 6:8

Sue Bromley

Photos: Anne Holligan



Boating Vic

I've just tripped over this. Some very good stuff on ramps Victoria-wide and localised weather, among other guff.

<https://www.boating.vic.gov.au/ramps/a157F000001P6TyQAK>

Here's some words around it sent to DELWP staff:

Designed to help boaters and paddlers proactively manage their safety, Maritime Safety Victoria's flagship innovation product, Boating Vic, has gained traction among waterway users. Within eight months of launch, Boating Vic was downloaded from the App Store and Google Play more than 12,000 times, with more than 5,000 accounts created and 750,000 page views. The survey module built into the app has shown that Boating Vic influenced 87 per cent of respondents in their decision to head out on the water.

Maritime Safety Victoria (MSV) is a branch of Transport Safety Victoria (TSV).

Underpinning Boating Vic is information on over 400 boat ramp facilities across the state. MSV, in collaboration with waterway managers, collated details of each ramp including location, condition, surface type, number of lanes and a photo. They also gathered information on nearby assets and amenities such as carparking, lighting, pontoons, jetties, fish cleaning tables, fuel, toilets and BBQs. Spatial queries were used to enhance the data where possible including determining waterway, locality, BOM forecast district and closest weather station for each ramp.

Tony Matheson



Australian Class Based Handicap (CBH) Rating System

For Trailable Yachts and Sports Boats

Australian Sailing has recently undertaken a review of the role of the National Trailable Yacht & Sports Boat Committee.

As part of this process, a survey of stakeholders was conducted which attracted over 470 responses. The feedback from this survey resulted in some small changes to the handicapping model, as well as the procedures for managing ratings applications.

The Class Based Handicap (CBH) formula has now been updated to align it with World Sailing's Equipment Rules definitions and remedy some other previously identified issues. This change will ensure the rating is more inclusive, allowing a wider range of Trailable Yacht and Sports Boat Classes access to a CBH rating. A transition period is now in place which will give boat owners time to have a new rating issued under the updated formula. Boats planning to use the new CBH ratings will need a new rating issued before 1 July 2021. As a result of the changes to the model and definitions there has been an accompanying update to the Trailable Yacht & Sports Boat Rule. This has also been amended to reflect these changes and has now become the CBH Rating System.

In addition, the National Committee will be disbanded and the CBH ratings function will be administered internally by Australian Sailing staff. Australian Sailing will also coordinate the hosting of the National Championships, in line with the way other Australian Sailing events are managed.

The new Rating System is intended to:

- Provide a National System for even and fair racing on handicap in a mixed fleet of Trailable Yachts and / or Sports Boats
- Ensure transparency across the rating system
- Allow Trailable Yacht and Sports Boat owners to gain a new CBH at any time of the year
- Support Australian Sailing in its work to promote Trailable Yacht and Sports Boat racing activities within the states and territories and at national level.

For further details visit <https://www.sailingresources.org.au/cbh-rating/>

[You can download the new rating list with all the measurements here.](#)

Circuit of Port Phillip



Due to the fire situation in N.S.W the Hawkesbury/ Sydney Harbour NYE Cruise was cancelled and plan B, Cruise the Gippsland Lakes was floated. Due to the emerging fire situation in East Gippsland I decided not to participate.

I consulted the wind forecasts for Port Phillip on Meteye and found that the predicted winds were conducive to doing a circuit of Port Phillip from St Kilda. A long held desire of mine.

Plan.

Day 1. W, NW winds 10-12 knots. Perfect for a leisurely sail to Mornington.

Day 2. NNE, N,NW winds 10 – 12 knots. Just right to take me to Dromana and along the foreshore and across to Queenscliff.

Day 3 – 4. S,SW winds 15 – 20 knots to bring me back to Portarlington, Geelong for NYE fireworks, Werribee South and onto St Kilda.

Actual Trip.

Day 1. 29/12/2019

Departed St Kilda Marina at 0900 hrs under Genoa and main in light fluky winds 0 – 5 knots. At 0930 hrs the iron spinnaker was set and brought us to Sandringham Yacht Club at 1030 hrs. The wind had now established itself to a steady 10 knots from the south one long tack towards Indented Head followed by a long tack to Mornington, arriving at 1500 hrs.

A peaceful night was had on a mooring in Mornington Harbour.

Checking Meteye and the forecast N, NNE winds had ramped up a notch and the forecast for 1400 hrs was N 27 knots. My calculations put me at the Sorrento Channel heading N at 1400 hrs.

Change of plan. West from Mornington to the West Channel Light and south down the West Channel to Queenscliff.

Day 2. 30/12/2019.

Departed Mornington Harbour at 0745 hrs under working jib and main in an 8 – 10 knot NNE increasing to 12 – 16 knots. At 0930 hrs the wind increased to 20-25 knots for half an hour then eased to 15 – 18



knots. We arrived at the West Channel Light at 1030 hrs. An ebbing tidal flow of 1.5 to 2 knots gave an overground speed of 5.7 knots. Arriving at 1145 hrs necessitated giving way to the Sorrento – Queenscliff ferry. Sails dropped and motoring to the entrance to the cut the wind piped up to 25 knots and the ferry began to depart. Into the marina at 1230 hrs. A passage of 20nm in 4 hours. At 1520 hrs the NNW change arrived with the wind indicator registering 36 knots along with light showers. A hot shower, clothes wash and use of a tumble dryer were greatly appreciated.

A check of Meteye and the forecast was for S, SW 18 – 20 knots.

Day 3. 31/12/2019

Departed Queenscliff at 0930 hrs in 18 – 23 knot SW which abated to 16-18 knot S by 1000 hrs. A pleasant reach under working jib and reefed main took us across to the Quarantine Station and then along the foreshore to the South Channel Light at 1100 hrs. At 1330 hrs we arrived at the West Channel Light. As the forecast for 1/1/2020 was light variable winds I decided to continue onto Williamstown.



Position 1500 hrs S 38°06.430 E144°48.530
Log 25 nm

At 1800 hrs we arrived at Williamstown having logged 41 nm in 8.5 hrs. Max speed 6.1 knots.

The tiller pilot kept us on course for the afternoon until 1700 hrs when the wind rose to 25 knots and the waves were 1.5 to 2 metres.

A public mooring was selected off Parsons Marina affording an ideal position to view the NYE fireworks over Melbourne.

Day 4. 1/1/2020

An easy sail to St Kilda in an 8 knot breeze brought my circuit of Port Phillip to an end.

Len Hatfield

LAROS UY 18 18D



Heading back on the water?

With COVID-19 restrictions now eased for metropolitan Melbourne residents, and MTYC members again undertaking recreational sailing on Port Phillip and in regional Victoria, and likely to soon be again racing, it's timely to review boat preparation and other issues.

During lockdown many will have taken the opportunity to maintain their boat and trailer in preparation for return to sailing. However, after a longer period off the water than the usual winter inactivity, it's worth reviewing the main items.

Trailer and tow vehicle – trailer wheel bearings, brakes and lights all ok? Tow vehicle serviced? Trailer/Vehicle Registration and Insurance current?

Outboard engine – serviced, fresh fuel? Use your old fuel in the lawnmower – don't risk it!

Battery – regularly charged, electrolyte level (if wet lead acid), terminal posts and connections clean, adequate voltage open-circuit and under load?

Nav lights – working? Emergency spares?

VHF radio – working (on both transmit and receive), aerial connections clean, spare hand-held VHF charged and working?

Safety gear – Inflatable Lifejackets in-test, EPIRB/PLBs registered, current and tested, flares within expiry date, flashlight working and spare batteries/globes, fire extinguisher(s) holding pressure and not corroded, bailers, paddles?

Insurance – boat insurance current?

In our eagerness to get back on the water it's tempting to put off some of the above items, particularly as retail has been closed during lockdown, and there's been added difficulty in getting access to some items or services. Make a note of any items that need doing and prioritise these before planning any extended trips, as the last thing you want is to get to your long awaited boating destination and have a critical item fail, or worse still, not get there!

There are some good videos in the Knowledge Hub of the Boating Vic App <https://www.boating.vic.gov.au/knowledgehub>

Thanks to Ron Parker who provided the following link to a useful checklist

<https://blog.boatigo.com/2020/10/27/pre-launch-boat-checks-that-can-save-you-on-the-water/>

Remember too to complete the Annual Self Care and Maintenance certificates for all your inflatable life-jackets.

If intending to race in MTYC Thursday twilight races or Sunday Summer series races, you will also need to complete a season 2020-2021 MTYC Sailing Safety Compliance and Checklist for CAT5 or CAT5N. This will also be required if competing in TYD Traveller Series events. Copies available on the MTYC website.

Peter Mart

MTYC Safety Coordinator

MTYC COVIDSafe Events

With further easing of COVID-19 restrictions, it's important to inform members of some of the likely changes to how we will go about returning to sailing and social events.

As you are aware, the pandemic has changed how we interact with each other, and the need for physical distancing and personal hygiene measures will remain until an effective vaccine is hopefully soon developed and made available.

MTYC committee is developing a COVIDSafe Plan, which is a mandatory requirement for all community sport and recreation clubs, and this will be circulated to members once updated with the latest restrictions and approved by committee.

First and foremost, if you are feeling unwell, or have been diagnosed with or in contact with a COVID-19 case, you should stay home, get tested, and **MUST NOT ATTEND** any MTYC event.

MTYC will minimise physical interactions between members by minimising non-essential congregating either pre-race or post-race. The QR code reader on your smart phone will be used to register your boat and crew for a race, performing both the sign-on function and the required contact recording of who is on each boat. On-water VHF radio checks will still be made.

If you sail exclusively with members of your own family, you will be able to sail as normal, with no physical distancing or requirement to wear masks. However, if you have non-family crew members, you will need to observe 1.5m distancing, and if this is not possible wear masks while sailing. While masks and social distancing are no longer required while sailing, as a Club we would like to strongly recommend that due to the limited size ofailable yachts and their cockpits, masks are worn when this does not impede necessary communication or actions.

Post-race drinks are now feasible in the carpark, but strictly BYO, as we must minimise handling or sharing MTYC equipment (e.g. drinks Esky) to avoid risk of contact transfer. Masks will need to be worn outdoors when 1.5m separation may be compromised, so unless you drink via a straw poked through your mask, no close quarters drinking! And no handshakes, high fives or back-slapping of the winner!

Thursday twilight sailing will be different as, until further notice, we will be unable to hold the post-race BBQ on the Coastguard deck, as the cleaning requirements for surfaces prior and post BBQ are stringent. Also, the deck is a semi-enclosed area, and it would be difficult to maintain 1.5m separation, and masks cannot be worn while eating and drinking. Hopefully we can resume this enjoyable social activity at some time in the future.

We ask all members and their crew to thoroughly familiarise themselves with the COVIDSafe Plan when it is distributed, and to remain vigilant so as to minimise health risks to yourself, your family, your crew and other MTYC members.

Finally the news we've been waiting for

SAILING CAN RESUME.

The news from Australian Sailing

SAILING SPECIFIC SUMMARY

- Organised club racing and training for all members (adults and youth) can resume. This includes double handed dinghies and all forms of fully crewed keel boats, trailables and sports boats.
- Masks and social distancing are no longer required while sailing
- There is no limit on the number of boats on the water for racing or training.
- Group sizes limited to 50 people (subject to a density quotient of 1 per 4sqm) in the rigging area, keeping 1.5m social distancing unless wearing masks.
- Multiple groups of 50 to be separated by a clear and reasonable gap.

GENERAL GUIDANCE

- Participants should, if possible, arrive ready for sailing.
- Shared equipment should be reduced where possible
- Clubs must maintain a register of participants/ competitors to allow contact tracing
- Participants are encouraged to get the flu shot
- Participants are encouraged to download the COVIDsafe app
- Participants regularly reminded not to take part if unwell
- Participants who suddenly feel unwell to be sent home and to follow govt Health Guidelines

MTYC COVIDSafe Events: See page 11

MTYC Contact Tracing.

To meet the Covid-Safe guidelines we will be using a QR Code registration system.

All participants shall register by scanning a QR Code using their smartphone. Participants without a smartphone or otherwise unable to register themselves shall be registered by either the Race Officer or the Event Coordinator.

For ALL MTYC racing events when registering with the QR Code Skippers/Yacht Owners acknowledge & confirm

- \$10M Public Liability Insurance · Current Cat 5 Compliance · Onboard working VHF radio · All crew have registered

Non-compliance will result in an automatic DSQ race score.

MTYC Cat 5/5N Safety Compliance Declaration 2020-2021 is [available here](#)

Thursday Twilight Sailing

Resumes from **Thursday 3 December**

Register at the Club Trailer near the fuel Dock from 17:30 \$2 per person

First start 18:00

Currently there will be no post-race BBQ

BYO Drinks & Nibbles for a covid-safe post-race presentation.