

JIB SHEETS



APRIL 2016

MTYC OFFICIAL NEWSLETTER



Sunray at Yarrowonga

Easter 2016

Melbourne Trailable Yacht Club Inc

Registration No A2058

Website: www.mtyc.yachting.org.au

MTYC Committee 2015—2016

Commodore	Dean Hansen		dean.l.hansen@gmail.com
Vice Commodore	Doug Whitby		
Rear Commodore	Gary Sawyer		
Hon Secretary	Doug Whitby		dgwhitby@gmail.com
Hon Treasurer	Jan Reeves		janet@nowwot.com
Safety Coordinator	Steve Reardon		
Racing Coordinator	Ron Parker		
Social Coordinator	Dennis Bromley		
Cruising Coordinator	Lloyd Graham		
Newsletter Coordinator	Marg Goddard		margg@bigpond.net.au
Website Coordinator	Colin Forster		
Sailing Committee	Mark McLellan		
Crew Management Coord.	Franca Bisaz		
Auditor	Darrell Reid		

Calendar Highlights—the next few months...

	Date	MTYC Events	Location
April 2016	Sat 30	4 Points Race	St Kilda
May 2016	Sun 15	Summer Race	St Kilda Marina 0945 briefing
	Sat 21 Sun 22	AGM, Dinner and Cruise	Docklands
June 2016	Sat 11—Mon 13	Refuge Cove Cruise	Port Welshpool
	Fri 17	Winter Seminar	tba
	Sun 19	Winter Race 1	St Kilda Marina 0945 Briefing
July 2016	Sun 3	Women in Sailing	St Kilda Marina
	Fri 15	Winter Seminar	tba
	Sun 17	Winter Race 2	St Kilda Marina 0945 Briefing
	Sat 23	Presentation Night	tbc

Watch your email box for further information and confirmation of venues etc...

Commodore's Report – April 2016

Annual General Meeting – May 21st Docklands

I hope everyone has had a great summer full of sailing adventures. This year's Annual General Meeting will be held in the Melbourne City Marina Docklands lounge. This lounge is a great venue, with spectacular views over Victoria Harbour. The Club has combined the meeting with a Docklands' Cruise and BBQ dinner in the lounge for a night in the city.

Four Points Race

Entries are now open for the Melbourne Trailable Yacht Clubs annual Four Points race which will be held on Saturday 30th of April. This year, we again have great prizes from Ronstan, including Watches, Backpacks, Ready Reckoners and Crew Bags. Last year's race attracted 50 entrants, and we are looking for similar numbers this year. After the race, presentations will be held at St Kilda Yacht Squadron. Please submit your entry forms online if you have not already done so and support the Club by joining in on the race.

Victorian Trailable Yacht and Sports Boat Championships

MTYC in partnership with Royal Melbourne Yacht Squadron hosted its inaugural major regatta on the 27th of February. 23 competitors, across 3 divisions were faced with testing light southerly conditions for 6 races on the waters of Port Philip bay. Competition was fierce across the fleet, with the results coming down to the last race. Congratulations to Gary Sawyer and Brendan Brown on their first places in their respective divisions. A huge thankyou to Royal Melbourne Yacht Squadron for co-hosting the event.

Full results can be found at:

<http://www.topyacht.net.au/results/rmys/2016/events/trailstates/champs/series.htm>

I will see you at the AGM on the 21st of May

Dean Hansen

Commodore

Map of Waterfront City
Marina at Docklands...

See next page for
details of AGM





MELBOURNE TRAILABLE
YACHT CLUB Inc.

Registration No A0002058Z

NOTICE OF
ANNUAL GENERAL
MEETING

3:00 PM

Saturday 21st May 2016

Venue:

Boardroom

Melbourne City Marina

Docklands

Agenda

Welcome

2011-12 Minutes

Commodore's Report

Treasurer's Report

Sailing Reports

Safety

Cruising

Sunday Racing

Twilight Racing

Social Report

Editors Report

Website report

General Business

Election of New Committee



**Annual General
Meeting & Dinner
Docklands Cruise
Saturday
21 May 2016**

**Waterfront City Marina
Come by sea or by land**

Sail up the river from St Kilda
or Warmies.

Attend the Club's AGM at 3:00 pm in the
Melbourne City Marina Boardroom.
Followed by pre-dinner drinks in the
Melbourne City Marina Lounge
Dinner at a local restaurant.

When booking a berth mention you're
with the MTYC group

[http://www.melbourne.vic.gov.au/
SiteCollectionDocuments/MCM-
berthing-application.pdf](http://www.melbourne.vic.gov.au/SiteCollectionDocuments/MCM-berthing-application.pdf)

Waterfront City Marina Office,

Phone: (03) 9658 8738

Email: berthing@melbourne.vic.gov.au

For any further information and RSVP
regarding this event call Doug Whitby
0417 148 898 or
email dgwhitby@gmail.com

See map on previous page...

Easter at Yarrawonga 2016

30+ people and 8 yachts ventured to Yarrawonga Yacht Club on the shore of Lake Mulwala for the MTYC Easter Regatta.

Unfortunately for the town a warning of the high level of blue green algae in the river system meant their Easter visitor numbers were significantly reduced. For us however it meant the lake remained very peaceful with almost no power boat/ water ski/ jet ski activity. The local cockatoo population on the other hand was determined to remedy any lack of noise.

After some light rain very late on Thursday night the weekend went on to remain fine, and with a nice breeze most of the fleet took a cruise of the lake at various times throughout Friday afternoon.

For the Easter Classic held on Saturday we were joined by 3 Yarrawonga Trailables, *Sparkling Burgundy*, *Avanti*, and *Dark Knight*. In a not unheard of, but certainly rare occurrence, this race had a very nice breeze to push us all around the course. As should be expected the local sailors gave us a lesson in lake sailing finishing 1st, 2nd, and 3rd.

As is tradition Saturday night saw us all join together for a themed evening of dinner, trivia and games. The South pacific theme saw lots of leis & palm trees, and more than enough grass skirts (some in desperate need of some dynamic lifter to thicken the grass & obstruct the view). Thanks to Puds Graham (no this isn't Lloyd's new nickname) for putting together a great night ably assisted by Lee Mellor.



Sunday morning after a visit from the Easter Bunny, and a briefing for the Easter Sternchaser, we headed out for an 11am start. As the wind evaporated at the start the race was abandoned just as the lead boats reached the first mark, and a light breeze began. The plan was to try again after lunch, when hopefully the wind would return more consistently.

We re-started the race at 1:30 and again the starting hooter killed what little wind was there. We persevered however, and as the wind came and went and came again. This led to 3 boats clearing out ahead (*The Sting*, *Silhouette*, and *O'Really!!*) and 5 Boats (*Hat Trick*, *Miss Tress*, *Monkey Business*, *Sunray*, and *Mikela*) in an epic 2.5 hour battle that saw them all finish within a couple of minutes of each other.

Sunday night and a couple of boats took the opportunity to go for a night sail on the lake to the bridge and back.

Monday brought the weekend to a close as most retrieved boats to trailers & packed tents and gear before heading home after another great Easter at YYC.

Doug Whitby

Sunray



Worth thinking about...

From Trailer sailer place, early March 2016.

Hi guys,

I'm sure we have all participated in the 'Zero Harm' workshops, toolbox safety training sessions etc. at work.

As the experts say it's when the "holes in the Swiss cheese" all line up at the same time we have a near miss, injury or death.

I thought I'd publish this story as a learning exercise.

On the weekend past we were sailing down Lake King on the Gippsland Lakes. 4 on board, light condition, about 10knts, slight waves, clear skies.

My mate's hat blew off and into the water.

It was a nice Akubra hat, and worthy of saving, they can tell a lot of stories you know!

OK, allocate crew member to watch the hat and go about.

At this stage the two jib sheets has twisted into a bit of a ball, probably a bit of a twist in the sheets as they were layed out.

As we weren't tacking often, she'll be right!

We went about and sailed back to the hat.

As you may have experienced previously, not as easy as you think to precisely go to a spot, and fetch an object from the water.

Better go back around again.

2nd attempt, no better.

OK, jump in and get your hat, here's the life jacket I said.

No, I'll be right, my mate said.

To be honest, quiet day, just a swim, no big deal. We have all swum from the boat plenty of times previously, no big deal.

Man jumps in to get hat, we sail by and execute a gibe as we still have issues tacking with jib sheets twisted and the boat wasn't going about so well.

The main halyard had been knocked and slipped about 4".

The travellers flies across the rail (as it wasn't locked in both directions with the line) and wangs a crew members knee, 2 significant slashes his knee open with white meat showing, close to stitches.

The man in the lake was struggling, calling for help and slipping below the surface.

We realise the seriousness of the situation and prepare to throw a line. The line was in the anchor locker, coiled nicely, but not ready to throw and bit of a tangle, no good throwing that! And besides, we have drifted out of range now.

Best to get serious and start the motor now.

A bit of the line is in the water and it catches in the motor, drawing in 10mm poly line around the propeller, the motor is 100% out of action until we get to shore.

So we have sail back to crew member.

The crew member who got the wanged knee got a bit side tracked with the injury and lost sight of the missing crew.

We all got that sinking feeling now. Where is the MOB?????

Found him again and sailed over.

As expected, hard to drag a member aboard, seriously in shock.

When we retrieved the crew he was seriously in shock.

So what happened?

He had taken little water when jumping in a basically had a 'panic attack' and couldn't keep his head above the water. Not something any of us had considered

What did we learn?

-Don't allow a member to enter the water without a life jacket. Even if they can swim

-Have a throw line ready, always.

-locked off traveller so when you gybe it doesn't run down the track at full tilt

-immediately tow a line and sail/motor around MOB like a ski boat would

-Never start your motor with out ensuring ALL lines are clear. You end up in a worse situation with a motor out of action.

-Nominated a dedicated spotter for MOB. One job, point at MOB and DO NOT take your eyes off for ANY reason.

-Ensure boat is in excellent sailing order, no twists, sheets have stopper knots etc, halyards are tight. I am replacing cam cleats with rope clutched as we speak to avoid this issue.

-I didn't expect someone would jump into the water would NOT be able to swim. This surprized the MOB also. BUT IT HAPPENED!!!

In this case we hadn't been silly, pissed, mucked around or taken any risks.

The conditions were ideal, the wind light, the waves small and the water warm. Visibility was excellent. But, we nearly, nearly found ourselves in front of the coroner!

I just thought I'd share this as a learning exercise. I really don't want to experience this type of event again and feel another minute would have been 1 minute too long.

For a look at the original thread and following discussion:

<http://www.trailersailerplace.com.au/phpBB3/viewtopic.php?f=2&t=13680&hilit=MOB>



Practising retrieving a MOB... - not as easy as you think!

MTYC Seamanship course August 2011

Using the ipad as a chartplotter

I use Navionics however there are other suitable navigational apps to download with a Lifeproof case which states the ipad is water proof to 2m, dirt proof, snow proof and shock proof, designed to military drop survivability specifications. I'm sure there are others available.

I have used 10mm plywood to replicate the upper companionway hatch. Using the existing hatch as a template, I drilled 4 * 10mm holes and tied heavy shock cord with figure 8's on the inside. The holes were countersunk on the outside and lined by a 10mm washer on the inside to prevent the shock cord chafing. I attached deadbolt locks with 2mm spacers, which allows the bolts to lock into the timberwork surrounding the companionway. Hatch was completed with 2 pot vanish.



Questions

I used the upper hatch for vision and prevention of an accidental knee through the ipad screen during boat handling

I used deadbolt locks to prevent the hatch being lifted either by a knee or a wave.

Access to the cabin is gained by unlocking the bolts, lifting the hatch aside.

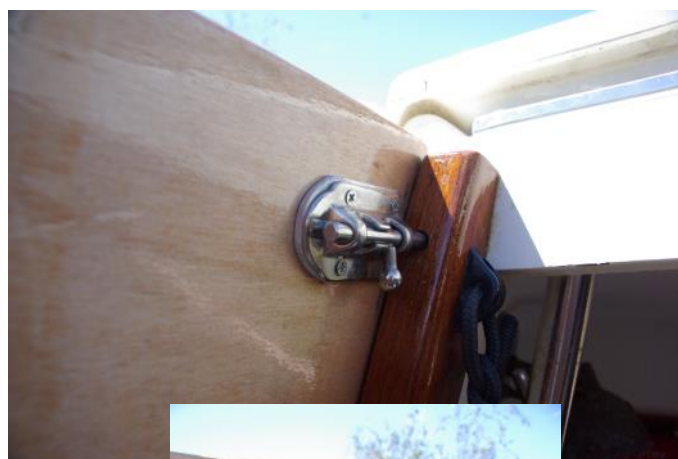
A charging cord is passed under the hatch from the charging socket inside the cabin into the ipad

Problems

Sun glare can make it difficult to see the screen.

Using polarising sunglasses can make seeing the screen difficult.

David Phillips



Kev's Companionway Screen

I bet most of us have been annoyed by flies and mozzies “down below”. And if you are like me you will appreciate fresh air. And especially cool air below deck. The only way to achieve this in summer is to have large openings with suitable insect screens. If you have a screened fore hatch (preferably with a wind “scoop”), and are at anchor in any wind, a good flow of fresh cooling air will gently blow through and out an open companionway.



Most companionway screens I've seen comprise a solid edged screen that is difficult to stow away when not in use. I decided to make a companionway screen that rolled up.

I used a piece of fibreglass insect screen mesh (you can buy a small roll from a hardware store), cut to size and with inlaid fixed wooden battens that slotted into the slots that the normal washboards slide into.



Erika came up with the idea of using masking tape to mark the “flywire” for cutting. We cut the shape out to allow folding of the sides so there would be a neat stiff edge, comfortable for handling. Then the screen edge folds were sewn on an ordinary sewing machine

(straight through the masking tape) to form the folded edges.



We used half round section hardwood moulding to form the stiffeners which comprise a half round pieces on both faces of screen, screwed together with s.s. screws, with the screen trapped between each pair. We spaced these about 150 mm apart. With one at the bottom edge as well. We had to pare the ends of the stiffeners to make them thin enough to slide into the washboard slots.



The top edge needs to be stiffer to prevent sagging. We used a piece of marine ply about 4mm thick and about 50 mm vertical dimension. We used a staple gun (aluminium staples I think) to fix the top edge of the screen to it. The whole screen “hangs” from this top stiffener in the slots. We used a small wooden blocks which rest on the from slot edge below the sliding hatch. This detail will need to be designed to suit each companionway geometry.

We stained the timber parts before assembly, and left masking tape at the sides. It is hidden in the washboard grooves anyway when inserted in use.

When not in use this screen rolls up around the top edge and stows easily out of the way.

Kevin Corcoran



THURSDAY NIGHT SAILING 2015-2016

Thursday Night sailing finished with 33 of us at Topolino's in St. Kilda at the end of March.

It was a fairly usual season – 20 scheduled races - with 7 abandonments, mostly due to Melbourne's sea breeze – but one night in particular there was no wind at all!!!

Down on numbers again – we had 74 boat/days – as some boats have left the Marina, and this is where our numbers come from.

We again made good use of the Coast Guard

veranda – and we have again sent them a donation of \$1,000.00. As the numbers sailing have not been as great, the Committee added \$100 to the \$900.00 we had made. Sometimes we think the sausages are as important as the race!!!

We would like to thank Sue and Kevin Streets and all the Thursday Night sailors for the wonderful hampers of goodies we received at Topolino's.

Jan and Bob Reeves

Thursday day sailing

Andrew Johnston is looking for interest in sailing on Thursdays.

Please let him know if you are interested. amjohnston20@yahoo.com.au

If you are a skipper and require crew also let Andrew know.

The plan is to start around 11.30.

Stainless steel welding,
Small fabrications and repairs
Aluminium welding and repairs

Dennis Bromley 0409178193
dbromley4@bigpond.com



Moonrise

Cup Weekend 2013



National Titles and non competitive 'RL Gathering' Gippsland Lakes Yacht Club Paynesville Victoria 2017

Saturday 31st to Friday 6th January 2016 - Enter the titles or just be a part of a couple of great social and learning days in RL yachts.

Saturday: Informal dinner at a local restaurant & make your own arrangements for NYE fireworks on the foreshore.

Sunday: Social sail for all RLs round Raymond Island or to Steamer Landing. Start about 10:30 - picnic lunch.

Monday: Three short practice races and coaching sessions for 'gathering RLs' on and off the water.

Tuesday, Wednesday and Thursday: Two races back to back but enough time to allow for socialising, relaxing and family activities.

Friday: Final race and Presentation.

Class Association AGM: Will be conducted during the evening, mid series.

RL24 Owners Association Contact: Wayne Hill (President)
ph. 0418 508 167 Email: its.wayne@hotmail.com



Accommodation: needs to be organised well in advance— lots of options from camping and staying on board to luxury apartments. Search 'accommodation Paynesville' on the web.

Boat storage: Wet berths and hard stand options

Trophies and prizes: Awarded at the Presentation on Friday evening.

GLYC Contact:

60 The Esplanade, Paynesville VIC 3880

Club phone: 03 5156 6864

Email: glyc@sailglyc.com Web: <http://www.sailglyc.com/>

Fees, (which will be very reasonable) Notice of Race & Sailing

Instructions: Go to www.rlyachts.net/Nationals.asp or the **RL24 Facebook** page.

RL24 Owners Association Contact:

Paul Corben (Sec) ph. 0409 075 482

Wayne Hill (Pres) Email: its.wayne@hotmail.com



g'day,

The RL24 Owner Association is enthusiastic about announcing the **44th RL24 National Titles** at Gipsland Lakes Yacht Club starting informally on Saturday the 31st and then getting underway on Sunday the 1st of January 2017.

Please help spread the word! This flyer sums up the basic information, please feel free to forward it on to others who you think would be interested in joining us or put up on the notice-board at your home club.

We are trying something new this year with a day or two of sailing called a "RL Gathering" We expect to do a bit of a social sail and a picnic lunch close to Paynesville and get mix of Titles competitors and others who cruise their RLs or cannot attend the whole titles. No doubt it will be a good opportunity to pick up a few ideas and benchmark how boats are set up and sailed. RL28s and RL34s are most welcome to come along for the Sunday sail.

These Championships are great fun no matter where you are in the fleet. Many crews are sailing with boats that have been in the family for 3 generations. Come and enjoy the rivalry of class racing and join in our family fun, either way - we all have a ball!

Further Information

For those that haven't had much to do with the RL24 National Championships before, we race all divisions together ie. RL24 Drop Keel division, RL24 Swing Keel division and RL24 Cruising Division. The Cruising division is for those who wish to sail without a spinnaker and still have all their cruising gear on-board. Usually these people camp on their boat at the championships. Three boats are required to form the Cruising Division.

The sailing at Paynesville can be brilliant and this is a family event for most of the fleet and many have been attending for over 30 years! Each year there are also new participants who want to improve the speed of their RL24, and this is the perfect forum to ask the people who have been a part of the development of these boats for many years. Everyone is more than happy to help as much as possible to improve speed and technique. Socializing and relaxing is also major part of this event.

We have assembled a mailing list from old records, race entries and the owners register.

Because of this there may be double ups and omissions despite our best efforts—so if you have yet to receive an email or if you received two emails or more please let us know the email you would prefer to be contacted on.

Counting this information we will only contact you a couple of times a year and the list will NEVER be passed on, or used for anything other than letting people know about the titles.

If you would like to adjust your contact details or boat information or be removed from the list, contact Wayne Hill (President RL24 Owners Association) on 0418 508 167 or its.wayne@hotmail.com, or reply to us here at rl24owners.association@gmail.com

Notice of Race & Sailing Instructions: will be posted on www.rlyachts.net in the RL24 Owners Association section and on the RL24 Facebook page.

Join the association to be a part of the RL24 Titles, a membership form is attached. It's a bargain and a going association improves the value of your boat.

Regards,
Wayne Hill President, RL24 Owners Association

Hope to see you at the Titles! Check out www.facebook.com/RL24 for short video clips to get you in the mood!

