

JIB SHEETS



NOVEMBER 2015

MTYC OFFICIAL NEWSLETTER



Rampage on Gippsland Lakes

Cup Weekend

Melbourne Trailable Yacht Club Inc

Registration No A2058

Website: www.mtyc.yachting.org.au

Commodore's Report – November 2015

2016 Victorian Trailable Yacht and Sports Boat Championships

Melbourne Trailable Yacht Club in partnerships with Royal Melbourne Yacht Squadron are putting the finishing touches on the 2016 Victorian Trailable State Championships, expect a NOR very soon. This event will be run on the weekend of the 27th and 28th of February next year. It is the first time MTYC has conducted a major yachting championships and a very proud achievement for the club. Please keep the weekend free and book in crew so MTYC can have a large representation on home waters.

Membership Renewal and Safety declaration

It is that time of the year again, please complete your membership renewal and renew the safety declaration forms for this year's sailing season.

2015 Sailing Season

The 2015 sailing season is well underway, Thursday night Twilight sailing is running again this year. Please head to St Kilda marina on a Thursday for a sail, boats are casting off by 5:30pm. A big thank you again to Bob and Jan Reeves for running these evenings.

Weekend club racing has started with the Summer Long Course Series sailing as part of the Lipton's Cup passage race, this was a great opportunity for members to sail on a different course and in a mixed fleet.

The Trailable Yacht Division Travellers series is underway, with the first event, Queenscliff to Geelong being held and the second event at Port Albert Yacht Club, Around Sunday Island on the 5th of December.

Crew is always sought for racing events. The MTYC web site has a new facility for skippers to find crew and crew looking for skippers. Please visit the MTYC Web Site under Racing then Find a skipper or

crew menu selection. This will send an email to MTYC members informing them of your request.

Enjoy cruising over the Christmas and the New Year holiday period – stay safe.

Dean Hansen

Commodore



In a slight change from our usual digest, this month we would like to announce our new-look Transport Safety Victoria website and the brand new Bus, Maritime and Rail Safety sites.

<http://transportsafety.vic.gov.au/>
<http://transportsafety.vic.gov.au/bus-safety>
<http://transportsafety.vic.gov.au/maritime-safety>
<http://transportsafety.vic.gov.au/rail-safety>

Each site is fully mobile responsive, meaning you can easily access safety information on the move. Each site also has a live Twitter feed on the home page, as well as more accessible news, publications and forms.

We would like to thank those of you who took part in the consultation we ran earlier in the year and welcome any feedback you have about the site.

Kind regards

Transport Safety Victoria

E information@transportsafety.vic.gov.au
T 1800 223 022
F 03 9655 6611
PO Box 2797, Melbourne, Victoria 3001
transportsafety.vic.gov.au

🐦 [@TSVsafety](#) | [@MaritimeTSV](#)
📘 [Boat Safe Ride Safe](#)
📺 [Transport Safety Victoria](#)



Thanks Kevin Corcoran for the heads up. Members may find this of interest.

My Sydney to Hobart on the yacht *Wild Side*. PART 2

Continued from Jibsheets, August 2015

By early evening the wind backed off a little to 20-22Kts, but sea state still making it difficult overnight sail in the dark, with the following sea conditions occasionally lifting the stern making the rudder almost loose it bite or dumping over the back quarter, wetting your feet or face.

At midnight, we were off the top corner of Tassie and the winds began to ease back off to a more comfortable 14-16Kts, at least giving the 2 primary helmsmen some time off the wheel while the 3rd & 4th helmsmen took on some of the work load.

Day 4 (Monday 29th)

The slightly eased Northerly continued to dawn the next morning, but with daylight the wind began building again to be 23-25Kts by midday Monday as we passed abeam of Cape Sonnerat, ½ way down the Tassie coast. Our speed was back up to 10.1Kts average and we were still sitting at 32nd overall on IRC.

In the next hour the wind then began to quickly build and by 1pm it was around 34kts with gusts to 38kts. It was a wild ride with the kite still up and the boat was lurching forward with each wave and side to side with the flicks of the wheel trying to keep the boat straight preventing a round up or gybe. We had the skipper on the wheel and on a wave, he set at **new *Wild Side* boat Speed record at 19.5Kts**. We were sitting on 12-14Kts minimum, surging faster as each swell came through.

I began making rolls for lunch, setting everything up on the floor so as to keep the weight low as possible and because it was the only position in the boat that the food items would stay put with the violent lurching of the boat from the waves and the quick flicks on the wheel to control the direction in the high speed surges.

It was pretty scary sailing and you could tell all the crew were getting uneasy as the normal chit chat and excitement had stopped.

The northerly tail wind continued to range from 34 – 38Kts and the skipper was saying if it gets to 40 we have to pull it down. Seconds later, in another gust, we ran into the back of the wave in front as we were surfing down the wave behind. This sudden stop put enormous pressure on the rig and caused the kite brace & sheet to be pulled through the winch locks despite extra wraps after the winch locks for safety. The kite was left attached to the boat by the head and the knot in the brace against the deck turning block and flogging madly.

All hands were called on deck and it took 4 of us to pull in the flogging kite in the high 30Kt strong wind, resulting in more holes and many tears in the kite making it now unrepairable at sea and therefore unusable again on this trip. Of course, the wet kite was dumped down the hatch on top of my half made lunch rolls, resulting me have to throw them out and start over.

We set up a jib topper headsail and poled it out, & then put in a second reef and took off again, downwind still with some boat speed, but considerably slower (but much safer) then with the kite.

As we approached the bottom corner of Tassie in the late afternoon, the wind eased and swung to the West, after 50Hrs from the North. We shook out both main reefs and put up our large heavy headsail. With the coming together of the boats on this corner we noticed we were catching the boat ahead that was sailing with under an orange trysail instead of his main, so his trip must have been worse than ours.

We rounded cathedral rock, the bottom corner of Tassie about 6pm sitting at 22nd overall on IRC and during the 6.30pm radio schedule we were warned that the yachts ahead reported of gusts in excess of 50Kts coming down the valleys around Tasman Island. As we were sailing with a full sail rig and the conditions relatively light, we dismissed the warning as old news thinking it must have been when the change had come through.



Cathedral Rock, the bottom corner of Tassie. Note boat ahead sailing under trysail.

At 7pm we rounded Tasman Island and were buzzed by the photography plane who came over us twice at mast height taking our photo. We later learnt that shortly after that plane crashed into the sea, killing the pilot & photographer. While we didn't see the crash, we did question later why all the helicopters began appearing just before sunset.

A little over 10 minutes later, we were hit by a squall in excess of 45 -50Kts. We dropped the headsail and as we were reefing the main, another strong wind gust hit us. We put up orange storm jib & No 2 reef and rode it out comfortable. After about 30 minutes wind dropped back to mid 20's. We dropped out the 2nd reef, put up the No 4 head sail again and got out speed back up as the sun set.



At Sunset, off Tasman Island waiting for the next squall

Day 5 (Tuesday 30th),

We entered the Derwent at 2.30 am and the wind died out for about 2 hours. We managed to keep the boat ghosting along, but it was incredibly hard to keep concentration levels up after 4 days of lack of sleep.

Crossed finish line at 5.31am Tuesday, just at first light, and tied up inside constitution dock after passing through the draw bridge and welcomed by the crew families. We were given the traditional 3 cheers, from the previously finishing yacht, the 65' *Clipper Ventures 10*, from the UK which finished 35mins ahead.



We made it— celebration drink at 6.30am

We had our first beer at 6.30am, followed our first warm shower at 8 am, then a fully cooked breakfast up the street at 9am. After a few more beers we grabbed our bags and went to our apartment for a well-earned afternoon sleep.

That night, after home cooked roast dinner, we visited several of the waterfront pubs and several yachts to catch up with the many other crew members from Victoria, enjoy a beer and to hear all their stories.

The next morning (New Year's Eve)

Spent 6 hrs on Wednesday drying everything from our very wet boat. We basically had to totally empty the boat, sponge out every locker and dry every item & sail in the sun. It was good to catch up with MTYC's Gary Sawyer and his son who looked us up for a chat as he was holidaying down in Hobart.

The skipper finding more wet items to dry with the boat deck covered in dripping wet items.



After enjoying a BIG new year's eve, with many boat parties, a huge fireworks display and maybe a drink or 10, I flew home midday new year's day, exhausted, bruised and over offshore sailing for quite a while.

Our race in summary

We finished, wet but safe with a race time of 3 Days, 16 Hrs & 31 mins.

14 other yachts were given a DNF or DSQ position

Finished 83rd across the line from the 117 starters

Finished 55th overall on IRC handicap, after being as high as 11th overall on IRC.

We beat all of the 100' yachts on IRC handicap.

The Sydney 36' boat speed record beaten by 1.5Kts to set a new benchmark of 19.5Kts.

Max wind gust around 50kts at Tasman Island.

We gave it everything, pushed hard day & night.

It was a very rough, wet, bruising & tiring trip, but very satisfying to finish safely knowing we did the best we could, leaving nothing.

Would I do it a 3rd time if an opportunity comes along? Maybe, but I'd forgotten how wet, tiring & bruising it can be. Any next trip would be dependant on the boat & crew experience mix.

By Geoffrey Onions, July 2015

2016 Victorian Trailable Yacht and Sports Boat Championships – MTYC & RMYS – 27 & 28 February 2016.

Melbourne Trailable Yacht Club and Royal Melbourne Yacht Squadron are jointly hosting the 2016 Championships on 27 & 28 February 2016. This is the first time that both Clubs have jointly run an event together and whilst RMYS will be providing the infrastructure, MTYC needs to support the event with some volunteers to assist with regatta administration. It would also be great if there was a significant number of MTYC members sailing boats in this event. MTYC needs to demonstrate that we have a strong Club fleet and that we sail on the best part of Port Phillip for racing.

MTYC volunteers are needed to assist RMYS with the registration of entrants on the Saturday morning at the RMYS marina. MTYC volunteers are also needed to assist RMYS on the water with race management including race results and course setting.

The event is being sponsored by Four Winds Marine and this assists to keep the entry fee to a minimum \$60.00 which includes overnight berthing at the new RMYS marina.

RMYS caterers are hosting a bbq dinner on the Saturday night for participants and volunteers.

It's not very often that this event comes to Port Phillip let alone the to our own Club. So set the dates aside, line up your crew and if you're not into the racing, please consider assisting with the regatta and contact Doug Whitby to offer your services.

The Notice Of Race with further details will be circulated shortly to members.

Ron Parker

0419 002 946

Thanks...

We would like to register our appreciation of the wonderful support of the club members following my accidental crushing of two of my left hand fingers during the Loch Sport cup weekend cruise,

The injury was caused by catching the fingers between a mooring line and a bollard when the yacht surged under wave action,

Following initial examination at Sale Hospital I had surgery at Monash Hospital Dandenong.

Each finger has two pins inserted. That will keep me out of trouble for the next five weeks.

Hopefully the crew that sailed our boat back to the Tambo have improved its tuning and performance.

Regards Pat Mahon.

THURSDAY NIGHT SAILING

As we write this we have had eight scheduled races – three were abandoned. Details are as follows:-

Race 1 – 15-10-15 - 34° - started in 10 knots, dropped out. 6 boats, and about 21 back for sausages.

Race 2 – 22-10-2015 – ABN – 25 gusting 29, Cold and grey and miserable.

Race 3 – 29-10-15 – Light – 11 S/SE. 5 boats, but still around 20 back for sausages.

Race 4 – 5-11-2015 – very light – shortened course – after a very 'bad' weather day, it turned out to be 'champagne' sailing – without the champagne!! 6 boats.

Race 5 – 12-11-15 – heaviest night we have had for a long time - 19 gusting 23 – lots of people got wet – 6 boats – and again 20 odd back for the b.b.q.

Race 6 – 19-11-2015 – beautiful sailing weather at 4.30 – B.O.M. forecast at 4.41 P.M.

= 10-15 s.w. – B.O.M. forecast at 4.54 = 25-30 sw.

By 4.45 it was already blowing like stuff. Race ABN. About 12 members stayed on for the sausages.

Race 7 – this one we cancelled before lunch-SMS, email and phone calls. The forecast was disgusting, and it was the right decision. Still over 30 knots at St. Kilda at 5.30 p.m.!!

Race 8 – 8 boats – southerly to 20 knots, but a blue sky – they all seemed to enjoy the sail.

Last night before the Christmas break is Thursday 17th December – when we hope to sail to Williamstown for fish and chips.

Jan and Bob Reeves – 9561-2770

FISH AND CHIPS CRUISE

Thursday 17th December 2015.

We sail from St. Kilda to Williamstown, purchase fish and chips, enjoy them on the lawn, and then sail back in the dark (or semi-dark).

BYO drinks, friends etc.

Be ready to leave St. Kilda Marina at 6.00 p.m. (near the Coast Guard).

Any queries:-

Jan and Bob Reeves
9561-2770 or 0409 663 327

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

Dennis Bromley 0409178193
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G.O.Y.A. - Thursday day sailing

We plan on re-starting this in the New Year, and trust we can garner up some support.

Jan and Bob Reeves – 9561-2770 or 0409 663 327