

# JIB SHEETS



**June/July 2008**

MTYC OFFICIAL NEWSLETTER

**MELBOURNE  
TRAILABLE  
YACHT CLUB**

**CRUISING**

**RACING**

**SOCIAL**

**Doug Whitby and  
his Dad take the  
TS16 *Sunray* on  
its maiden  
Voyage in the  
Stern Chaser**



**Melbourne Trailable Yacht Club Inc**

Registration No A2058

Website: [www.mtyc.yachting.org.au](http://www.mtyc.yachting.org.au)

## MTYC COMMITTEE - 2008-2009

Commodore	Geoffrey Onions
Vice Commodore	Peter Clark
Rear Commodore	Ron Parker
Hon Secretary	Doug Whitby
Hon Treasurer	Jan Reeves
Safety Facilitator	Alistair Owens
Social Organiser	Alison Cassar
Sailing Officers	Lloyd Graham
	Steve Holligan
	Peter Rochford
	Adrian Cassar
	Greg Hall
	Justin Green
	Mark McLellan
Auditor	Darrell Reid
Newsletter Editor	Phil Monk

Calendar –The next few months						
	Date	MTYC Events			Other Club's Events	Location or Starting Point
		Races	Cruising and Social	Other Events		
JULY	Thur 10			Committee Meeting		Bell's Hotel Sth Melb
	Sun 20	Winter Series Race 2				St Kilda Marina - Briefing/sign on 9:45am, Start 11:00am
	Sat 27		Dinner			Lloyd and Sue Graham's House. See details on page 3
AUG	Thur 14			Committee Meeting		Bell's Hotel Sth Melb
	Sun 17	Winter Series Race 2				St Kilda Marina - Briefing/sign on 9:45am, Start 11:00am
SEPT	Thur 11			Committee Meeting		Bell's Hotel Sth Melb
	Sun 17	Winter Series Race 2				St Kilda Marina - Briefing/sign on 9:45am, Start 11:00am

**Please Note – Calendar amendment** – the July race was accidentally scheduled for 13 July this should be 20 July – the third Sunday in the month.

## Commodore's Corner

It's been a busy few weeks since the last newsletter, with the fishing boat accident inside St Kilda Marina just prior to the start of the Stern Chaser, Sea Safety and Survival Course, Winter Race No1 and the Presentation Night, keeping us busy over the winter months of May & June.

Non-sailing event

### Casserole Night Saturday 26 July

Come along and meet some  
members

Lloyd and Sue Graham are  
providing the venue  
at 12 Cleland St Ringwood East

Bring a casserole and a desert to  
share

BYO Drinks

RSVP Alison Cassar  
9578 1473

The Stern Chaser was held on the 25<sup>th</sup> May, after all the drama of an early morning boating accident inside St Kilda Marina in front of many of us. Thankfully due to the assistance of several of our members and the quick response from the police, a life was saved. It just reinforces that boating safety has to be treated seriously and accidents can occur at any time. This event occurred inside the Marina and 100meters from the boat ramp.

The Stern Chaser was then sailed with 9 yachts racing & 1 tagging along, with a top end of the bay course selected. The start was off St Kilda Marina, up to 79 off station Pier, 80 off Princess Pier, across to 19 & 17A off Williamstown and back. This was all repeated for a second time. It was a good sail in a nice northerly, with some reaches, runs and beats. Refer to the story and results elsewhere in the newsletter.

The Sea Safety and Survival Course was held on 29<sup>th</sup>, 30<sup>th</sup> & 31<sup>st</sup> May and was over-subscribed with interest, with only 20 available places for members attending the 2 evenings of theory, a full Saturday with a morning of theory and flare training and then a afternoon in the pool at Waves at Moorabbin. The afternoon session was certainly most interesting, as each person had the practical exercises over 2 hours in the water with life jacket drills, turning over a capsized life raft, climbing into a life raft, pulling an unconscious person into the

life raft. After that was all over, we had to sit for a 45min exam, which I'm pleased to confirm all that attended successfully passed. All who attended thought the course was worthwhile and gave everybody a good understanding of what we all hope we never need to use.

A special thanks to Peter Rochford for all his good work following the Marine Safety Victoria Grant from its submission through to the completion of the very successful course.

Winter race No 1 was held on 15<sup>th</sup> June, with 9 starters. Unfortunately I couldn't make it to the race due to family duties, but was able to join the racers for the handicaps, results and some refreshments. This race was the first run on the new method of results being for both CBH and PHC handicap. The prizes awarded on the day have been reduced to: a glass for 1<sup>st</sup> place only for each of the handicap methods if under 8 starters and two glasses for 1<sup>st</sup> and one glass for 2<sup>nd</sup> place if there are over 8 starters. Congratulations to No Excuses for his dual win for both CBH and PHC handicaps. Refer to the story and results elsewhere in the newsletter.

Last Saturday the 21<sup>st</sup> the Presentation night was attended by 33 members and family, all enjoying a great social night, well catered for with large meals, a novelty raffle which had some quirky prizes, followed by the presentation of trophies for:

- The top 3 yachts out of the 10 entrants for the Marley Point Yacht Race, for the CBH & PHC results for the first pass past Paynesville YC
- The Mug of the Year
- The 2007 Winter Series
- The Commodores Cup
- The 07 08 Summer Triangle series

A special thanks to Alison Cassar for her good work in organising a successful night and fun raffle for us all, (specially Peter Rochford who won the Bikini Clad Garden gnome). For all the series results and photos from the presentation night see the details elsewhere in the newsletter.

Please all remember the next winter race is scheduled for the third Sunday of July, which is the Sunday 20 July and not on the 13<sup>th</sup> as published in error on the calendar. Let's hope for another large turnout.



## Geoff Onions

Commodore

# The GNS Anchor Guide

By Ron Parker

Recent cruises have reinforced the need to carry the best anchor gear practicable on your trailable yacht. Most often the anchorages selected are sheltered and in relatively shallow water and one can usually get away with minimal gear and be fairly confident of not having any issues to deal with in the middle of the night.

On occasions however, circumstances can change, in particular the weather, and that's when it's nice to have GNS anchor gear in use. When the wind increases, or worse, changes direction and increases, your boat's anchor gear will be tested.

In researching GNS anchor gear, two websites that provide invaluable theory and practical information about anchor types, warps, anchoring practices etc. are listed below:

## New Members and New Boats

Three new boats hit the water for the sternchaser on 25 May

Morgan Fisk Swarbrick 20 *Freedom*

Bob & Alexis White – Magnum 8 - *Mixed Nuts*

Doug Whitby - Hartley 16 - *Sunray*

Morgan has been crewing since he moved here from Perth and now has his boat at the St Kilda marina.

Bob & Alexis are new members – welcome to the Club.

We all know Doug, and he made the front cover on his first outing.

Has anyone got a photos of the other two new boats? Or any other Club boats for that matter - I have plenty of front covers to fill.

<http://www.clubmarine.com.au/internet/clubmarine.nsf/docs/MG22-2+Technical>

<http://www.noahs-ark-anchors.com/content/set.htm>

Note that the first website is from an insurance company – compelling reading, probably prompted by bitter experience.

In summary, some very brief notes on a GNS anchor system:

- The combination of chain and rope is potentially more important the type and weight of anchor used.
- Use as much chain as is practicable for your boat to carry.
- 15m of 8mm chain short link chain will weigh approximately 22 kg. And cost approximately \$135.

- Short link galvanised chain (8mm for yachts 6-7.5 m length) provides more mass per metre of chain and therefore more effectiveness.
- Short link chain runs more smoothly over bow rollers for retrieval.
- Consider the use of a snubber in conjunction with chain.
- Anchor rope should be non-floating rope, to avoid snagging keel or rudder and fitted with thimble connection to the chain.
- Carry a second anchor, possibly a different type to the boat's first anchor.

And finally, what is the **GNS** anchor system?

**Good**

**Night's**

**Sleep**

Have a look at the www articles above. Safe anchoring and enjoy a GNS next time you're cruising.

## Whitsundays June 2008

By Peter Clark

Six days cruising with some friends Erica and Geoff.

Kashmir was hauled and antifouled in our ten week absence.

We had dropped the dinghy for repair and the guy that we rent the mooring from was kind enough to take the outboard and look after it. The mainsail had also been removed for a little maintenance.

The dinghy, outboard were at the Whitsunday sailing club on our arrival.

We loaded up our luggage and headed out to Kashmir.



Arrived at boat to find both batteries dead flat.

We managed to organise the sailmaker to drop off a battery and jumper leads when they dropped off the sail, to get the boat started, after some trials we had to remove the old batteries and fit the charged unit in place, once we got it started we left it to run for few hours to charge the old batteries.

When the engine was stopped and the temporary battery removed it wouldn't even crank, so it was time for a new battery.

First thing Thursday morning we went to Abel Point marina so see what was on offer, the marine electrics had an 80 amp hour for \$155 or 220 amp hour monster for \$310. I rang the local Autopro shop in Cannonvale to compare prices and they offered nothing as good as the 220 amp hour, so we bought this unit.

You have to see this battery to believe how large it is, it is as large as 3 normal batteries.

We had to set up a hoist system to lift it off the dinghy into the battery locker on Kashmir.

Finally late in the morning we left to go to Daydream Island for the afternoon.

We spent the afternoon swimming in the large pool and looking around Daydream Island and left late in the afternoon for Cid harbour where we arrived after dark.

Early Friday morning we departed for Whitehaven beach via a quick stop in Catseye bay at Hamilton Island for a look at the out rigger boat races that were going on four days

Whitehaven was its usual picturesque self. We stopped and had a walk up the beach and a good look around, from there we went across to Chalkies beach where Erica and Geoff had a snorkel. When went to pull the anchor up, the winch went one turn and slipped. So we had to ratchet the chain in with the manual ratchet lever, this took 45 minutes!

Off we went to our overnight anchorage in Tongue bay, on the way we managed to lightly run aground, as we were backing off, the dinghy which we were towing overturned and was upside down for a few minutes while we gathered our senses, not a good look peering at your new out board prop in the air!

Getting off the sand bar didn't take anywhere near as long as it took to retrieve the paddles that had fallen out of the dinghy!

At Tongue bay we were unsuccessful in our attempts to start the dinghy motor, luckily we still had the older 3 hp 2 stroke unit. We used this to great success.

On Saturday morning we had a walk to the lookout over Hall inlet and then went for a walk along the beach at Hall inlet. What a sight that place is, no wonder its image is plastered all over tourism brochures.

Back to the boat and we departed for our next stop at Butterfly bay. Retrieving the anchor took no where near as long this time, only about 15 minutes, we must have been getting better at this.

The wind was directly up our tail on this occasion and was blowing about 20 knots so we went with just the jib, an uneventful sail except for Trish and Erica fighting over the wheel. The boat handled the conditions very well.

As we rounded the northern end of Hook Island the wind and sea conditions dropped and it was a comfortable reach past Manta Bay. We saw some vacant mooring in Maureen's cove so we decided to grab that. Rather than do the anchor manually again. The others went snorkelling in Maureen's cove while I stayed on the boat. Later I went ashore with Geoff and

we explored a dry creek bed, amazing to see the butterflies at various points. The beach here was also coral, just looking at it on the beach I was amazed at the variety and the amount.

Back to the boat for sundowners and a meal and some sleep before our early morning departure for Airlie Beach. Erica and Geoff wanted to go into Butterfly bay. Whilst motoring around the motor gave a strange clunk and we had severe drive line vibrations in both forward and reverse, it felt like a blade had come off the prop. So we hoisted the sails and weaved our way out of the bay past the anchored and moored boats.

It took a few tacks to get down the south channel between Hayman and Hook islands but after about an hour we were in open water on our way to Airlie Beach. It was close hauled sail for the first hour in a 25 knot southerly and 1.5- 2m sea, the boat loved it and so did I. On this occasion nobody was fighting over the helm so it was left up to me to steer the whole way. After about an hour the wind swung further east allowing us to spring the sheets a little and with our double reefed main and 50% jib we were cruising comfortably at 7 - 7.5 knots. We tried calling VMR at Cannonvale to see if there was a coastguard or somebody available to help us get to our mooring at Airlie Beach but they were of little help.

So we tacked and weaved our way through the moored vessels to our mooring, at one stage we passed right over it but had a gust of wind and were unable to hook it due to our speed. So we dropped the anchor up-wind of the mooring and I ventured out in the dinghy and tied a line to the chain which enabled us to easily tie up with no more drama.

I dived on the prop only to find that it was perfect. I figured it had to be the shaft coupling and upon inspection this was confirmed. The coupling was held with two bolts, one of which had come loose and ended up in the bilge.

I went looking for a new bolt at Able Point marina but being Sunday, all the services were shut.

Upon my arrival back at Kashmir, Geoff had managed to start the Four stroke outboard and was about to embark on the anchor winch! I gave him a hand and before long we had it out ready for repair.

Early Monday morning we packed and caught the Bus to Shute Harbour to meet the ferry to Hamilton Island Airport for our trip home. When checking in at the airport we were informed that the flight would be going via Townsville to collect fuel as the fuel at Hamilton Island was contaminated so we arrived back in Melbourne an hour late.

Unusual sequence of events on this trip north, not all bad though as we got our new speed and depth instrument functioning and the new inverter worked very well, allowing us to run the engine a lot less because we could run the refrigeration on 240v and Eutectic at the same time, thus cooling them down more rapidly.

## MTYC 2008 Winter Series

In response to competitors' feedback, a number of changes have been made to this year's Winter Series.



The racing will consist of two short course races for each of the four dates over the series. Results for the day will be the aggregate of the two races.

Secondly, results for the Series will be calculated on both Performance Based Handicap (PBH) and Class Based Handicap (CBH), in effect providing two series.

Finally, trophies on the day will be awarded to 1<sup>st</sup> and 2<sup>nd</sup> if there are eight or more competing yachts for both CBH and PBH results. If fewer than eight boats, trophies will be awarded to 1<sup>st</sup> place for CBH and PBH results.

All of the above details and more about the series including dates, can be found in the Notice of Race for the MTYC Winter Series on the website: [www.mtyc.yachting.org.au](http://www.mtyc.yachting.org.au)

The Winter Series first heat kicked off on Sunday 15 June with a fleet of nine boats and fine weather. The breeze dropped just prior to the start of the first race and a choppy sea with light wind made the first beat tricky

sailing. Adrian Cassar and Doug Whitby (RL24 *Liaison*) excelled in the conditions and comfortably led the entire race to win, ahead of Lloyd Graham and Kelvin Blair (RL24 *The Sting*) and third Ron Parker and Ruth Eaton (NX 25 *Tainui*).

The second race started in lighter conditions and this time *The Sting* got away but closely followed by Mark McLellan (Castle *No Excuses*) and third *Liaison*. Alistair Owens in his Seaway 25 *Sadagarous* was unfortunate to have ripped his spinnaker (*get rid of that solar panel!*) which cost him at least one place in the second race.

Well done to all competitors in making the first day of the Winter Series a great success and in particular to two recent competitors – Bob & Alexis White in their Magnum *Mixed Nuts* and Luis Feliciano and crew in his Castle *Laguna Starlet*.

## 15 June Winter Series Race 1

### COMBINED - PHC

Boat Name	Skipper	Type	PHC Place Race 1	PHC Place Race 2	Combined Place points	PHC Combined Corrected	PHC Overall Place
No Excuses	Mark McLellan	Castle 650	3	1	4	1:59:15	1
Liaison	Adrian Cassar	RL24 D	2	2	4	1:59:22	2
Taipan	Merv Murphy	Hartley 24	1	5	6	2:01:57	3
The Sting	Lloyd Graham	RL24 D	6	3	9	2:06:23	4
Tainui	Ron Parker, Ruth Eaton	Noelex 25	4	6	10	2:06:25	5
Sadagarous	Alistair Owens	Seaway 787	7	4	11	2:07:06	6
Laguna Starlet	Luis Feliciano	Castle 650	5	7	12	2:12:42	7
Monkey Business	Phil Monk	Farr 6000	8	8	16	2:15:34	8
Mixed Nuts	Bob White	Magnum	9	9	18	2:24:50	9

### COMBINED - CBH

Boat Name	Skipper	Type	CBH Place Race 1	CBH Place Race 2	CBH Combined Places	CBH Combined Corrected	CBH Overall Place
No Excuses	Mark McLellan	Castle 650	3	1	4	2:04:02	1
Tainui	Ron Parker, Ruth Eaton	Noelex 25	2	4	6	2:06:25	2
Taipan	Merv Murphy	Hartley 24	1	6	7	2:05:26	3
Liaison	Adrian Cassar	RL24 D	4	3	7	2:05:39	4
The Sting	Lloyd Graham	RL24 D	5	2	7	2:06:33	5
Sadagarous	Alistair Owens	Seaway 787	8	5	13	2:12:47	6
Laguna Starlet	Luis Feliciano	Castle 650	6	7	13	2:15:08	7
Monkey Business	Phil Monk	Farr 6000	7	8	15	2:17:30	8
Mixed Nuts	Bob White	Magnum	9	9	18	2:24:50	9

## Presentation Night

### WINTER SERIES 2007

6 boats competed in series. 3 races held, 1 blown out

Place	Name	Skipper	Boat	Points (No Drop)	No of Race Wins
1	Taipan	Merv Murphy	Hartley 24	8	2
2	Colduck	Geoff Onions	RL24 D	10	0
3	Tainui	Ron Parker, Ruth Eaton	Noelex 25	10	0
	Monkey Business	Phil Monk	Sonata 6		1



**Merv Murphy (Taipan) wins the Winter Series Trophy**



**Geoff Onions (Colduck) was second.**



**Ron and Ruth (Tainui) were third**

### Commodore's Cup 2007/08 Date 2/03/08

9 starters

1	Tainui	Ron Parker, Ruth Eaton	Noelex 25	1
2	The Sting	Lloyd Graham	RL24 D	2
3	Colduck	Geoff Onions	RL24 D	3



**Ron Parker accepts the Commodore's Cup**



**Lloyd Graham looks happy with 2nd**



**Geoff Onions (Colduck) was third**

# **MTYC SUMMER SERIES 2007-200**

18 boats competed in series & 4 visitors max fleet -17 boats min fleet – 4 boats. 8 races completed, 5 blown out  
1 race had a tie for 1st place

Place	Name	Skipper	Boat	Points (1 drop)	No of Race Wins
1	Sadagarous	Alistair Owens	Seaway 787	20	3
2	Colduck	Geoff Onions	RL24 D	21	3
3	Tainui	Ron Parker, Ruth Eaton	Noelex 25	21	2
	Taipan	Merv Murphy	Hartley 24		1



Alistair Owens  
(Sadagarous)  
wins the  
Summer  
Triangle  
Series



Geoff Onions (Colduck) was second



Ron and Ruth (Tainui) were third

## **Marley Point Places (First pass past Paynesville YC)** MTYC had 10 starters in 2 divisions

1	SADAGAROUS	Alistair Owens
2	TAINUI	Ron Parker, Ruth Eaton
3	LIAISON	Adrian Cassar

With ten starters in the 40th Marley Point Race this year, the Club decided to present medallions to the first three Club boats past he Paynesville Yacht Club.



Alistair was 1<sup>st</sup>, so Geoff cleaned out his ear



Ron and Ruth were 2<sup>nd</sup>. No ear cleaning here



Adrian was 3rd



## The Mug Award

Alison and Adrian Cassar won the mug award for their effort in leaving their daughter Elodie at a service station on the way to Yarrawonga for Easter



## Buying a Boat By the Cassars

### Definition:

#### Benchmark:

*A benchmark is a designated standard of performance. It may be described qualitatively or as a location on a measurement scale.*

*Department of Education and Early Childhood Development*

### Alison's version of events

It all started with a text message during a quiet cup of tea on a Sunday afternoon. Who is this annoying us? I asked my adoring partner in crime. I opened the text and it was from a MTYC member notifying us to check out the Trading Post as there was a RL28 for sale in South Australia. I don't think Adrian has seen me run so fast before! Checking the photos out I didn't mind what I saw. Quite honest in its presentation and so an email was quickly sent wanting further photos. A female needs to know a few things such as kitchen area, storage/cupboard space, and colour of boat! Not intimate questions such as how old are the sails, what type of fittings, engine size etc. Photos were promptly returned and sad words attached as to why they were selling: "no water in Lake Alexandrina" (mouth of the Murray).

Next on our calendar was Yarrawonga and although there was not enough water for many of the members' boats, our RL24 was still launched into the lake. There is no stopping Adrian.

However there were many visits popping over to our neighbour on dry land in the RL28, Anne and Steve Holligan. I knew this was the type of vessel for me. Oh Adrian..... As they say in the classics, the rest is history.

### Adrian's version of events:

Quite some time ago Alison and I thought it would be nice to just cruise around as other members of MTYC do. We always seemed to struggle in the RL24. Alison really likes to be comfortable and always, always, always complains that the RL24 does not really provide adequate comfort. Naturally I disagreed. Well, one day we received a text message from Phil. He spotted an RL28 in the Trading Post. I never saw Alison jump as quickly as she did. In a flash the pictures were on the screen. I must agree the boat did look good. A bit of Cassar history is needed at this point. We have always had entry level boats which needed shall we say lots of TLC. This time our criteria was to simply step into the boat and sail it away. Wishful thinking I know.

I made some initial inquiries and found that the boat was quite good. The next couple of months came by and no more was said. The story turns at this point. Yarrawonga has always been one of our highlights of the calendar, yes even for our children. Sure we were disappointed that the lake was so low but made the most of it by launching and sailing anyway. Little did I know when Alison said she did not feel like sailing that she really meant that she wanted to look at bigger boats on the banks of the lake. We sailed that fateful day with Doug stepping into the mud to push Liaison off the banks and into the weed infested channel so that we could sail away. When we got back, no Alison. I did not think twice as she is always chatting away somewhere close by. Little did I realize that she had spent the time with Steve and Anne in *Silhouette*, their RL28. Alison excitedly asked me to go see Steve and have a good look at the RL28. Yes she is a very well set up and comfortable boat. The upshot is that we agreed to go to South Australia to see the trading post RL28 if it was still available, as it was.

### The kick the tyres trip to South Australia

So I said on the way across the border what if you like her. Well we are just looking to see what is available. I said oh yeah we are traveling for two days just to have a look, right.

Upon arrival we met up with the owners, Steve and Kerry Young who live on a farm about half an hour's drive from the marina. Everything was as promised as we were introduced to Benchmark. We needed some cooling off time so went to the pub, stayed the night, walked through the town as tourists do and then went back to the boat. I really think we were trying to convince ourselves not buy her as everything had been ticked off the wishlist.

### The wishlist

Tandem braked breakaway trailer  
Pushpit and pulpit with staunchions  
Bimini cover  
Sliding entry hatch (earlier RL28s don't have this)  
Unmarked interior  
Plenty of storage space  
Fridge for keeping the beer and wine cold  
Yes there is more...wait for it...  
A DVD player and a flatscreen TV.  
You guessed it, SOLD.

### The drive home

Well, our Fairlane is only equipped as a 1.6 tonne tow vehicle. RL24s are possibly the lightest yacht of its class to tow so has never been an issue. On the other hand, the RL28 is a beastly 2+tonnes of... sheer pleasure. This happened to be a Friday afternoon and

for a split second we thought of driving slowly to Melbourne without brakes. Stupid I know. So we shopped around and fluked an auto electrician who set up our vehicle correctly. A couple of hours later we were on our way. Firstly very slowly. I mean a person on a push bike could have overtaken us. Then as the confidence grew we sat on 80k. After a few more hours we seemed to be ok at 90 to 100k except when we hit the steepish hills. Actually hills we never noticed before were now like ascending Mount Hothams', one after another. It really is a scary situation to have 24 wheeled semi trailers tail-gating then passing on blind corners and up the crest of hills. Sooner or later we will consider upgrading the car to something with a bit more power.

Eventually we got Benchmark home. Parked her in the street and showed the kids. They did not even blink at the boat but worked out how to use the DVD player and TV in seconds. Yep Benchmark was a winner compared to our spartan RL24s.

To cap off this chapter of this story, there was a huge storm in Melbourne a few weeks ago. All of our neighbourhood had the electricity cut off. So when we looked for our children, we saw the faint blue glow of light from within Benchmark. The kids were enterprising enough to know that there is "free" electricity in the boat so settled down with their favourite chick flick and a doona.

### Conclusion

Well as far as buying a caravan is concerned, Alison and I wholeheartedly agree we have a success. Our next adventure was to be our maiden voyage at the Geelong Trailable Yacht Festival in May. By the way, if anyone has had the opportunity to see an RL24 and an RL28 next to each other, it is an amazing sight. The boats do look similar in shape but not in size. I would say about twice as big, no jokes. This is why I nicknamed Benchmark as *Big Bertha*. For some reason Alison really objects to this name and wants her called *Big Betsy* instead so that is what she will be affectionately known as.

### Postscript

Down at Geelong we took Doug for the weekend and met up with Phil and Kaye at the carpark. Thank goodness as Doug and I were struggling to attach the forestay. Phil pointed out that our backstay was too tight which was preventing the mast going forward. Finally the launch. Well it took a while to prise Big Betsy off the trailer but finally she got her feet wet.

A motor across to Geelong Yacht Club for a berth overnight and a sail the next morning. It happened to be a weekend of strong wind warnings up to 50ish knots. We took the opportunity to sail around for a couple of hours to see how she went. The good news was that everything seemed to work just as it should. By then the wind was howling so we decided to head back to the ramp.

Retrieving was harder as the RL28 seems to catch a lot of windage in the marina which made it hard to keep straight on the trailer. Also for manual

winching you need arms like Popeye (Doug to the rescue). Eventually everything was packed up and we had a safe trip home. I am sure that we are going to have many years of great times ahead. I can't wait.

A very special thank you to Doug, Phil and Kaye for assisting us rig and launch the boat.

*Adrian and Alison Cassar*

*Benchmark: A fitting name*

*Editors Note – I am not sure how much help Kaye and I provided, unless you count sitting inside out of the rain drinking wine.*

## Sternchaser

Sunday 25<sup>th</sup> May was a big day for many of us as several MTYC members witnessed a fishing boat accident and capsize 100m meters from the St Kilda boat ramp. Alistair Owen, Mark McLellan & Geoff Onions helped in some way, resulting in the saving of a life. After that drama was over and witness details provided to the police, we eventually were able to join the race and start on time.

We had 9 boats racing & 1 tagging along, with a top end of the bay course selected from Start to C, to 79 off station Pier, 80 off Princess Pier, across to 19 & 17A off Williamstown, back to 79 then to the start at E. This was all repeated for a second time. It was a good sail in a nice 5 to 15 knot northerly, with some reaches, runs and beats.

The first yacht away was Doug in his first race in his new TS16 *Sunray*, with a start time of 10:57am, with all other yachts off at various start times through to the last yachts, the RL24 *Colduck* and *Magnum*, some 40 mins later.

Results are below. There was a spread of only 2.5min between the first 5 boats. It was also great to see 3 new boats sailed, Morgan's Swarbrick 20 *Freedom*, Doug's Hartley TS16 *Sunray* & Bob Whites *Magnum Mixed Nuts*

**Note** - *The Stern Chaser is a handicap event where the slowest boats start first and the fastest boats start last. Start times are worked out based on handicaps and prevailing conditions. The handicapper must estimate how long the race will take, so successfully handicapping a stern chaser can be tricky. Three new boats added to the handicappers difficulty, so a result where the first five boats have finished within 2 minutes 33 seconds is a credit to the handicapper*

Place	Name	Boat Type	Skipper	Start Time	Finish time
1	<i>No Excuses</i>	Castle 650	Mark McLellan	11:20:40	2:06:27
2	<i>Tainui</i>	Noelex 25	Ron Parker, Ruth Eaton	11:28:46	2:06:35
3	<i>Taipan</i>	TS24	Merv Murphy	11:01:50	2:07:45
4	<i>Colduck</i>	RL24 D	Geoff Onions	11:36:36	2:08:20
5	<i>Alicia II</i>	RL24 S	Bob Reeves	11:19:48	2:09:00
6	<i>Night Crossing</i>	Noelex 25	Peter Gheller	11:24:08	2:21:30
7	<i>Sunray</i>	TS16	Doug Whitby	10:56:55	2:21:42
8	<i>Freedom</i>	Swarbrick 20	Morgan Fisk	11:07:03	2:25:00
9	<i>Mixed Nuts</i>	Magnum	Bob White	11:36:36	2:33:24
DNC	<i>Sadagarous</i>	Seaway 787	Alistair Owens	11:19:48	DNC

## Summer Triangle Series Summary of Results

		Heat 1	Heat 2	Heat 3	Heat 4	Heat 5	Heat 6	Heat 7	Heat 8	Heat 9	Heat 10	Heat 11	Heat 12	Heat 13			
Skipper	Class		Blow Out	Blow Out	Blow Out		Blow Out		Blow Out						Total	Total less drops	Final Place
Peter Clark	Spider 28	4				7	0	11	0	9	12	9	16	9	77	61	17
Bob Reeves	RL24 S	5	0	0	0	7	0	7	0	5	5	5	10	4	48	38	7
Adrian Cassar	RL24 D	5	0	0	0	7	0	8	0	9	10	6	5	5	55	45	9
Mark McLellan	Castle 650	5	0	0	0	7	0	9	0	7	4	9	2	7	50	41	8
Alistair Owens	Seaway 787	3	0	0	0	6	0	2	0	9	1	1	1	6	29	20	1
Ron Parker, Ruth Eaton	Noelex 25	5	0	0	0	1	0	5	0	1	3	4	4	3	26	21	3
Merv Murphy	Hartley 24	1	0	0	0	4	0	6	0	9	2	3	9	9	43	34	5
Roger Summerhill	Sonata 8	5	0	0	0	7	0	11	0	8	8	8	3	9	59	48	10
Malcolm Knight	Farr 7500	5	0	0	0	7	0	11	0	9	7	9	11	9	68	57	12
Colin Clark	Farr 6000	5	0	0	0	5	0	11	0	6	6	9	15	9	66	51	11
Phil Monk	Farr 6000	5	0	0	0	7	0	4	0	4	9	2	8	2	41	32	4
Graeme Hobley	Farr 7500	5	0	0	0	5	0	11	0	6	11	9	13	9	69	58	15
Geoff Onions	RL24 D	2	0	0	0	1	0	1	0	2	12	7	7	1	33	21	2
Lloyd Graham	RL24 D	5	0	0	0	3	0	3	0	3	12	9	6	9	50	38	6
Martin Culkin	Farr 7500	5	0	0	0	5	0	11	0	6	12	9	16	9	73	57	12
Andrew Johnston	Farr 7500	5	0	0	0	5	0	11	0	6	12	9	16	9	73	57	12
Lewis Feliciano	Castle 650	5	0	0	0	7	0	11	0	9	12	9	12	9	74	62	18
Peter Gheller	Noelex 25	5	0	0	0	7	0	10	0	9	12	9	16	8	76	60	16

MTYC Members and crews get together before the start of the Marley Point Race



## Steve and Anne Cruise North

*An email from the Holligans cruising their keelboat up north*

Hi Everyone,

If you have nothing better to do and are interested in the cruising wanderings of Victory and her crew read on .....

We have now been away from Melbourne for 4 weeks so I thought it was about time for a news letter. We have spent a lot of our time sheltering from strong winds or waiting for tide times to be right for entering anchorages over bars. We are one long overnight sail away from Queensland.

We finally left Pittwater on June 12<sup>th</sup> at 6.00 am on a mild, clear morning after the last shower of rain had passed through. We were pleased to be finally on our way after a frustrating two weeks of waiting while our boat was being repaired after a mishap while being antifouled. We enjoyed the passage to Newcastle with enough breeze to be able to sail most of the way, with sightings of dolphins, a whale and a turtle keeping us interested. Arriving in Newcastle we headed for a prebooked berth at the marina and prepared to wait out the high wind forecast for the next few days. We spent six nights in Newcastle listening to forecasts such as ".... a gale warning .... with dangerous surf on the coast...", but we used the time to exercise our legs exploring the streets of Newcastle, finding the new restaurants and coffee shops along the old dock area, the nearby "Market" shopping centre and most important of all, the fish co.op with its fresh supplies. We were entertained by a fleet of small Formula 1 boats trying to hold a regatta right beside the marina in the adverse, cold conditions that existed during the weekend, and through the week we watched the work on a navy ship that was in the floating dock beside us.

We left Newcastle on June 18<sup>th</sup> and managed to make the 26 mile journey to Port Stephens without getting rained on! We were treated to sightings of 2 whales on two occasions and enjoyed favourable westerly breezes all the way. As we entered Port Stephens, the sun came out and we basked in the warm conditions after picking up a courtesy mooring

in Nelson Bay. We inflated our newly acquired dinghy and launched it from the bow of the boat ready for a mini cruise around Port Stephens. We left Nelson Bay the next morning but not before a visit to the fish co op to buy dinner. We spent the next night at Fame Cove, a delightfully quiet, picturesque anchorage on the Myall Lakes National Park. Again lows were intensifying off the NSW coast (so much for the sunshine!) so we decided to treat ourselves to a couple of quiet nights at The Anchorage, a resort marina on Corlette Point. Swimming in the outdoor pool was bearable only after a warm up session in the spa! Managing to blow up our hotwater tank while at The Anchorage, we returned to Nelson Bay and booked into the marina in order to do enough repairs enabling us to continue, deciding to worry about the tank repair and hot water later. We did ring Beneteau to order a new tank to be sent to Coffs harbour where we planned to be in 4-5 days.

We left Port Stephens at 3.45 am on 25<sup>th</sup> June which would get us to Cape Hawke Harbour (Foster - Tuncurry) on a rising tide to enter over the bar there. It was a lovely clear night with some moonlight, and again the weather was good to us. Crossing the bar a non event as the water was like glass. We tied up to a fish co-op mooring, tying lines to fore and aft poles situated along the shores of Tuncurry. It was not only sunny but warm! Because there was a walk that followed the shore, there were plenty of friendly people ready for a chat. The harbour is very pretty with its fishing boats lining the shore, dozens of dolphins who follow the tides in and out, beautiful sandy beaches at the entrance at one end, the picturesque Tuncurry Foster bridge at the other, and a sandspit that dries in the centre at low tide attracting the well fed local pelicans. We stayed here two nights, using the second day to stretch our legs along both the Tuncurry, and after crossing the bridge, Foster shorelines. A visit to the local VMR on the point provided us with a little more local knowledge of the nearby bars ahead of us. The path was a well used and friendly exercise track, and I loved seeing all the dogs, missing my own. The nearby township of Tuncurry provided us with all



our shopping needs and our sturdy Bunnings trolley proved invaluable for carting diesel from service station to boat. Weather and tides were all good for moving north so rested, we prepared the boat for our next leg.

Camden Haven was the next destination and didn't require an early morning departure so we enjoyed breakfast and left in the early morning sunshine at 7.30 on 27<sup>th</sup> June. Again we had relatively calm seas and south westerly breezes but not quite strong enough to get us to Camden Haven by high tide so we motor sailed most of the way. The biggest challenge crossing the bar was being able to see the entrance leads in the afternoon sunlight - they were difficult, firstly to detect, and then to keep in view, binoculars being very necessary. We followed the well marked channel down the Camden Haven River to the township of Laurieton where we tied up at the free Serviceman's club jetty with two other boats. For a \$50 key deposit a free shower and toilet was available within the club's building. There was also a ramp where local fishermen launched their boats and a fish cleaning table which enticed the dozens of pelicans in the area when fish were being cleaned. They were very entertaining. The shops were again not far away and included a Coles supermarket and three bakeries. We shouted ourselves happy hour drinks and a meal at the club on Saturday night - very pleasant and no need to worry about driving home!

Our next destination, Coffs Harbour, required an overnight sail and stronger northerlies were forecast for the next few days. Sunday's forecast was for northwesterlies at 10-15 knots so we thought it would probably be OK. Bad decision - we cleared the heads at 3.45 pm on 29<sup>th</sup> June to find ourselves crashing through seas into a 15 knot northerly. It was promising to be a long night with not much chance of sleep hearing the boat crashing off the waves! Fortunately the wind changed to the west at 11.00pm so we were able to make way more comfortably motor sailing. Towards the end of the night the seas eased and about an hour out of Coffs Harbour we took the sail down as we only had about 4 knots of breeze. We were met by David Edwards (a fellow member of Melbourne Trailable Yacht Club) as we entered the marina at Coffs Harbour. It was good to see a friendly face. He is also travelling north in Pom Pom (H 28) with two friends from Hasting Yacht Club, Yvette and Nick. We had been in touch with each other for the past week and finally had been able to be in the same place at the same time. We enjoyed a meal and "Happy Hours" together. Coffs Harbour Marina was a friendly place with lots of activity from the fishing fleet and tourist boats. Again the local shops had most things you need without the need to go into Coffs Harbour. Steve spent two days fitting the new water tank

which was waiting for us when we arrived. Nothing ever being as simple as you think, we found another pipe had also burst along with the tank. The operation required two three km hikes to a local Reece's plumbing supply, but finally it was all done. We decided to stay at least one more night so Steve could spend some time at Coffs without his head in the hot water cupboard! Muttonbird Island (part of the Isolated Islands National Park) which is situated at the end of the harbour wall provided an interesting walk, dolphins and whales being visible from the lookout. The old historic pier on the other side of the harbour was also an interesting walk and photographic subject.

Again it was time to think of our next destination which was Yamba, so a day after Pom Pom, on the 4<sup>th</sup> July, we left Coffs Harbour at 5am. With a forecast of south westerlies of 10-15 knots we were a little surprised to find it was up to 20 knots as we came out of the harbour. By 8am it was gusting to 33 knots from the south east and the auto helm wasn't coping well with the following sea and swell so we took it in turns to steer most of the way. Coming over the bar at Yamba was uneventful even though it was right on low tide (we'd had a fast ride so had arrived early). The water was the calmest we'd seen all day. The coast guard had assured us that it was OK as they had just towed in a Bavaria 38 that was having problems. We were a bit weary as we finally tied up at Yamba Marina opposite Pom Pom and pleased to get to bed that night at 7.30! Northerlies had set in again so we prepared ourselves to enjoy Yamba for a few days. Steve decided to try and find out why our TV aerial wasn't working which included sending me up the mast which while that answered some questions, didn't solve the problem! - another ongoing challenge. He then occupied his time changing rigging to make setting up sails safer at sea. I meantime, busied myself with walks along the foreshore into town, washing and writing this newsletter. We enjoyed dinner on Pom Pom and continued to enjoy their company over drinks at happy hour.

As I said earlier our next destination is the Gold Coast and at the moment tomorrow afternoon is looking promising for an overnight sail so until next time,

Take Care, Enjoy the holidays those of you who are teachers, and keep warm!

Luv Anne and Steve

## At Little more from Easter 2008 at Yarrawonga

A message from our Social Organiser Alison Cassar on organising the Saturday night entertainment

*The problem first started with Sue and Heather not being able to go to Yarrawonga this year so who would be the Microphone Girls? With much ringing around I did not have one enthusiastic person. However, while on the phone talking to Trish (she didn't want to either) my daughter Elodie overheard our predicament and she willingly said she would do it. Then we quickly had Tara, Elizabeth, Tim and Amy come on board. Problem solved! And the rest is history. I am sure everyone had a fun night.*

*How lucky as a club are we to have the next generation so willingly get involved. Thank you to Elodie, Tara, Elizabeth, Amy and Tim for the wonderful entertainment you provided us on the night. Also to the 'Latte Ladies' Anne, Trish and Marcie who gave wonderful advice and assistance. Remember it's a team effort!*

## Some more pictures from Marley Point



**Left** – *Monkey Business* and *Night Crossing* pulled into the reeds. **Lower left** Lloyd, Greg and Pedro relaxing before the start. **Below** – Some of the fleet awaiting the start



**Right-** *Monkey Business* under spinnaker approaches the finish line at Paynesville

