

JIB SHEETS



February-March 2020

MTYC OFFICIAL NEWSLETTER



Christmas Cruise Happy Hour on the Paynesville foreshore with freshly caught and cooked prawns. Well done Paul Rebbechi, recent MTYC new member, who caught the prawns off Sperm Whale Head and then demonstrated his culinary skills with a cooking on the spot for Happy Hour.

Melbourne Trailable Yacht Club Inc

Registration No A2058

Website: www.mtyc.yachting.org.au

Commodore's Report – March 2020

Unfortunately, since originally writing this report, due to the coronavirus situation the committee has taken the unprecedented but necessary action to suspend ALL MTYC events in the interest of our members wellbeing and health. Follow the Department of Health guidelines for Social Distancing, Self Isolation and Hygiene, and keep in touch with your crew and fellow members using social media platforms or the good old telephone.

In the meanwhile, here is what I'd put together before things went pear shaped. Although we won't be going to Yarrowonga this Easter the points made are still valid. You now have 12 months to make sure you're ready to join the fun at YYC at Easter 2021!

Way back in December 2019, around 40 members enjoyed Christmas lunch at The Grand Hotel, Portarlington. There are lots of other social functions planned for the year, so come along and get in on the fun.

Heat 3 of the Trailable Yacht Division's Traveller Series was the Around French Island Race, hosted by Warneet Motor Yacht Club. And again one of the key feature of all the events in the series is the hospitality of the host clubs and the warm welcome to all visitors. The forecast 20-25 knots saw the 26 boat entry list shrink to 15 starters. The strong Easterlies forecast made the start challenging, with 5 retirements early in the race the 10 yachts completed the course saw conditions improve and enjoyed a quick lap of the island. 6 of those 10 were MTYC boats, congratulations to the Philipps' on 'Running Free' 1st in Division 2 and also to Andrew Burton and crew on 'Sundaree' 1st in Division 3. Heat 4 is the Marlay Point Overnight Race 7-8 March.

Our planned cruise to Queenscliff Cruising Yacht Club has been postponed to the AFL Grand Final long weekend (25-27 September). There was a lot of interest and support for this cruise, unfortunately the allocated weekend just didn't suit the majority. The added day provided by the long weekend however should open up a lot of cruising options and the protection and facilities on offer at QCYC should encourage all members keen on cruising their yachts.

Like our supermarkets, I'm going to start spruiking Easter! For over 40 years our Club has been enjoying the hospitality of Yarrowonga Yacht Club for our Easter Regatta. Those that have been know, for those of you that haven't come along (yet),

1. Yarrowonga is no further that the Gippsland lakes,
2. Camping? More like glamping, you'll sleep on your boat or in a tent at YYC with the full facilities of the Yacht Club (including Hot showers, and a full kitchen.)

3. Location, Location, Location. On the shores of Lake Mulwala.

4. I'm going to stop counting now because there is so much on offer, Happy hours, relaxed MTYC races, even more relaxed cruise opportunities, and a whole lot more...

So clear your Easter and come along.

We have a new release of Club apparel, T-shirts, Polo tops, and soft-shell jackets. I have samples that will be available for you to try on at most Club events, so to be the best dressed at any event, get your orders in. Order online at mtyc.yachting.org.au/shop/1809/ or even better come along to just about any event and see me to try on a sample. The 52nd Marlay Point Overnight Race was held over the Labour Day weekend as usual. Of the 106 starters MTYC had 21 boats. A fantastic effort. And in a very rare event there was wind! Which meant most competitors enjoyed a quick race and an early finish at Paynesville, with many recording their personal fastest results. The traditional post-race BBQ was generously hosted again by Ron and Ruth at their new property on Newlands Arm. Congratulations to MTYC member Mitch Bayliss and crew on 'Pipalini' 1st in Division C and David Philipps and crew on 'Running Free' 1st out of 16 in the Noelex 25 Class.

Our Four Points Race, the final event of the 2019-2020 Victorian Traveller series (2 May) has been cancelled as part of our suspension of events. For the 2021 Four Points Race a strong representation from the MTYC fleet will be vital to the ongoing success of this event and remember entry is FREE to MTYC members.

Again, on behalf of our fantastic JibSheets Editor, Marg. I'm going to plead for content. A photo or two and a paragraph or so on your last cruise or sailing experience, or how you fixed or solved an issue on your boat.

Some events on our calendar are great because they're traditional and we've always done them, others are great because they're new and challenging. If you have an idea for a new event, Social, Cruising or Racing let one of your committee members know.

Here is a great opportunity for some of the boat/trailer maintenance that you've been putting off and hopefully we can resume activities sooner rather than later.

Doug Whitby

MTYC Commodore



Around French Island race report

A wind forecast of 20-25 knots overnight abating to 15-20 knots at race start 7am then further abating during the late morning to 10-15 knots was presented to all yachts entering the Warneet Motor Yacht club hosted Around French Island Yacht Race.

All yachts began arriving throughout Friday afternoon and late into the Friday evening, ready for the race briefing at 8pm Friday night and dinner put on by Warneet. Some yachts launched and took advantage of the space at the floating pontoon and others remained in the carpark overnight, where crews slept in readiness for a 4.30am awaking, again breakfast in the clubroom supplied by Warneet Motor Yacht Club.

As yachts were launched and ready for the race, it was evident that the forecast was not entirely accurate. Leaving the calmness of the Warneet channel, all yachts were confronted with a 25 knot easterly. Making the situation a little more uncomfortable was the incoming tide (wind against tide) never a good combination, making for big waves and difficult boat control. Different Noelex yachts tried different strategies to gain speed and boat control with various yachts reefing their mainsails. At one point, Dean Hansen in Paradise City was heard by crew Juan and Chris mumbling about selling the boat whilst having difficulties controlling the yacht. Overall the best combination seemed to be a full main and working headsail although at times this was terribly overpowered. Wind gusts were sudden, strong and varying direction making precise helming difficult. I personally commend all helmsmen/women displaying great boat handling skills with little damage and no major incidents.

After some confusion at the start, all divisions were underway with Noelex 25s making up the majority of division 2. Pipalini (Castle 650) got the best of the start and quickly pulled ahead with 4 crew on board, followed by Running Free, Silver Shadow, Night Sky, Paradise City and No Excuses. Retirements early were Stalker and Jimbalooka.

With a beat in strong wind up to "the hump" on the north-eastern end of French island, no inroads were made into Pipalini's lead. All positions staying the same.

Rounding Mark A and heading south-easterly, sheets were sprung and various strategies played out, some yachts heading close to French Island and other opting for a quick passage across the hump and into deep water. In the end, no major gains or losses were made.

Rounding the south-easterly end of French island, spinnakers were hoisted and an 8 knots tide-assisted magnificent run downwind was held where Running Free caught Pipalini (?? Extra crew weight) and overtook only to run aground later and give up the lead by the southern turning mark.

Returning up the eastern shoreline of French island, the leaders attempted a shy reach under spinnaker, however the wind direction was too tight and after approximately 30mins, spinnakers were doused and most yachts made their way up the eastern side of French island under full main and working headsails, Pipalini and Running Free choosing to change up to a genoa.

A beat ensued from the final Mark 6 to the finish in a freshening breeze up to 18knots, allowing the Noelex to have an edge over the Castle. Gradually, Running Free shortened the 1/2nm lead and overtook Pipalini in the final 500m before the finish, taking the honours from the Castle 650. Third overall was an extremely well sailed consistent Silver Shadow helmed by Toby Leppin. Third Noelex and fourth overall was the big improver Night Sky helmed by Adrian Cassar. A further six minutes back was the ever reliable

Paradise City helmed by Dean Hansen and coming off their division win at the Sunday Island race, the quiet achiever No Excuses helmed by Mark MacLellan were unable to find the right balance in the tricky conditions.

Overall, the hospitality of the Warneet Motor Yacht Club in their newly renovated clubroom was fantastic and the comradery amongst the competitors in the fleet as everyone sat down for a well-earned drink and food was extremely enjoyable.

On a final note, Dance with the waves, move with the sea, let the rhythm of the water set your soul free, (Christy Ann Martine). Join in, have a go, you'll be surprised how quickly your time poor week stresses disappear and how many non-facebook friends you will make.

Luv sailing a Noalex

David Philipps

Helmsman : Running Free #880

TYD 2019-2020 Traveller Series

	Date	Club	Event Details
1	9 Nov 2019	Geelong Trailable Yacht Club	Pelican Race Geelong - NOR Coming Soon
2	7 Dec 2019	Port Albert Yacht Club	Around Sunday Island Race - NOR Coming Soon
3	18 Jan 2020	Warneet Motor Yacht Club	Around French Island Race - NOR Coming Soon
4	7 Mar 2020	Gippsland Lakes Yacht Club	Marlay Point Overnight Race
5	21 & 22 Mar 2020	Gippsland Lakes Yacht Club	Trailable Yacht and Sports Boat State Championships
6	2 May 2020	Melbourne Trailable Yacht Club	Four Points Race

Servicing Winches!

How are your winches? Do they turn smoothly and quietly or are they a bit rough and noisy? When did you last service them?

The consensus seems to be that winches need to be serviced at least once a season, which I guess equates to a couple of times a year when we sail all year round! Depending on use, you might need to service them more frequently, especially if there is a lot of exposure to salt water.

I was spurred into action when I first acquired the keelboat, as one of the halyard winches was very stiff, to the point of being unusable when we went for a sail. I had pulled winches down previously, but these were double speed and self tailing, so a bit more daunting. When I did have a go, it wasn't so bad...

First step—google your winch brand and size—and type if required. Although not all winches are still in production, there is a lot of info online, and even the generic pages help. Some have lots of pictures but most helpful are the exploded parts diagrams which give you a good idea of what is under the drum.

Next step—how to get the drum off!

This can be tricky. Again google might be your friend. On the Noelex the halyard winches are Barlow 15. The drum on these is released by pressing down on the insert in the middle, and lifting the drum carefully. The Maxwell 18 sheet winches need the drum freed by using a very large straight screwdriver to locate the slot in a plastic lock arrangement in the centre of the winch and turn it a quarter turn to release the drum. Some Meissner winches on a previous boat had a circlip which held a top plate on, while the Barlow/Bariet winches on the keelboat have two holes which can be used to unscrew the top plate. (see picture)



Having released the drum, it can be removed carefully so as to not lose any small parts like the pawls and springs. An icecream container with a suitable hole cut in the bottom can serve as a catcher as the drum is lifted off—or a suitable cloth around the winch might help catch any parts which try to escape. Be especially careful if this process is carried out on the water!!!



A container and some suitable solvent, (kerosene?) an old toothbrush or three and rags can then be employed to clean all the parts, again being careful to locate the springs and pawls so they are not lost. I have repurposed an old slice tray from the kitchen as a part of my winch servicing kit as it is not deep, but will contain the solvent and also some of the splash from the toothbrush... Disposable gloves help to keep hands clean.

Once the parts are all clean, any gears and bearings need to be well greased—winch grease seems to be appropriate—with some debate as to how much is applied. Less grease or light oil on the pawls and springs seems to be the consensus as the winch is rebuilt. Here some careful trial and error is OK. The two-speed variety are slightly more complicated, but test them carefully before the final fixing of the drum to make sure they do what they are supposed to.



On this winch, the pawls will only go one way



Cleaned parts ready for grease and reassembly...



Testing the gear movement



Almost done—and it works as it should. Just has to be reinstalled on the boat, now!

Winches generally work clockwise—that's the way you wrap the line. I discovered an anomaly on the Noelx where the port side sheet winch is setup to work in the opposite direction which is sort of logical but somewhat strange. It has been like that for a long time. The winch itself can be changed back but then the cleats will be in the wrong place! Go figure!!!

Marg Goddard

Special Edition NX 708

As we keep ourselves amused over the next weeks, for who knows how long, how about taking some pictures and putting some words together as you remember cruises, or catch up with maintenance, or even share a favourite cruising recipe...

Pictures as jpeg and word files are great. Send them to the editor at marg@bigpond.net.au.

It will keep me occupied and you will get some input to read from time to time.

Keep well, wash your hands, and stay inside...

Cheers, Marg



Some of the MTYC members who enjoyed a great sail in Port Albert Yacht Club's Around Sunday Island Race.

Congratulations to No Excuses, Pipalini, & Tainui. 1st, 2nd, & 3rd in Division 2

Also to Jaffa & Juniper 1st & 3rd in Division 3





Snoozing and a cruising...



New Year's Day MTYC Bocce - MTYC members cruised to Sperm Whale Head for a picnic lunch and



Tied up at Rotamah Island

Enjoying lunch at the Grand Hotel in Queenscliff



Sunday Island Race Report

Port Albert Yacht Club's annual Around Sunday Island Race in December was well attended by a number of MTYC members' boats and crew. This event is part of the Victorian Trailable Yacht Travellers Series. The race was scheduled for Saturday 07 December however the strong wind warning issued for the region lead to an early postponement announced on the Friday. PAYC still hosted a great dinner with entertaining guest speakers on the Saturday night presenting their adventures cruising around Tasmania. With the rescheduled race, a few boats pulled out however 16 boats made it to the start line on Sunday.

Close racing off the Port Albert wharf start line provided a great spectacle for the spectators. Six Noelex 25 from MTYC mixed it with Castles to navigate through the channel out of Port Albert. The tide was falling and the first leg running downwind was against the tidal flow along the northern side of Sunday Island. Having rounded the laid mark at the western end of the Island, the fleet was then faced with a windward beat with the assistance of the tidal current. It was on this windward beat that the positions really started to change. No Excuses (Mark McLellan, Colin Forster and Dale Gardner Berry) and Pipalini (Mitch Bayliss) had cleared out and had a great two boat race to the finish. Tainui (Ron Parker and Doug Whitby) had cleared out from other Noelex that were closely bunched on the first leg. Stalker (Glenn Hewett) sailed well on the windward leg and threw up a challenge to Tainui by flying the spinnaker on the send last reaching leg.

Well done to all the participants that successfully completed this great race. Thanks to Port Albert Yacht Club for their effort in hosting the event with their usual great hospitality.

Results below:

Division One

1	970	NO EXCUSES	Noelex 25	MARK MCLELLAN
2	147	PIPALINI	Castle 650	MITCH BAYLISS
3	744	TAINUI	Noelex 25	RON PARKER
4	991	STALKER	Noelex 25	GLENN HEWETT
5	941	O'REILLY II	Noelex 25	DENNIS BROMLEY
6	913	NIGHT SKY	Noelex 25	ADRIAN CASSAR
7	146	ROOK	Castle 650	GLENN SHEEN
8	779	ALFIE MAC	Noelex 25	KEVIN CORCORAN

Division Two

1	187	JAFFA	Boomerang 20 DK	BRENDAN BROWN
2	WT30	NEMISIS	Jedda 22 BIK	ROSS PHILLIPS
3	3031	JUNIPER	Timpenny 670	ALEX STROUD
4	999X	BLUE FIN	Cole 23	ALISTAIR FINLAY
5	24	TARQUIN	Hartley 18 FR	COLIN THEODORE
6	WT4	MAD RASCALS	Southern Cross 23	DAN SMITH
7	78	HELIO	Tropic 5.2	MATT GALLAGHER

Ron Parker



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We have samples of a new range of Club apparel available to order.

All in navy blue with the club burgee embroidered on the soft-shell jackets & polo tops. And printed on the cotton T-shirts

All are also available in both Men's & Women's styles and sizes.

A size chart & order form is attached



Cotton T-Shirt \$20



These are a great quality polo, a lighter, cooler alternative to the traditional cotton polo's.

*Snug fit, suggest ordering up a size or 2 for a roomier fit. \$30



Soft-shell Jackets - water resistant up to 5000mm and windproof with fleece lining. \$90

T-Shirt Size Chart

Men's

Size Chart					
	S	M	L	XL	2XL
Chest to fit (inches)	34/36	38/40	42/44	46/48	50/52
Actual chest (cm)	46	51	56	61	66
Body length (cm)	71	74	76	79	81
Sleeve length (cm)	43	46	49	52	55
Size Tolerance +/- 1cm					

Women's

	S	M	L	XL	XXL
Ladies size	6/8	10/12	14/16	18/20	22/24
Actual chest (cm)	44	49	54	59	64
Body length (cm)	65	66	69	71	72
Sleeve length (cm)	34	36	37	40	43
Size Tolerance +/- 1cm					

Polo Top Size Chart

Men's

	S	M	L	XL	XXL
Chest to fit (Inches)	38	40	43	45	48
Actual chest (cm)	51	54	57	60	63
Body length (cm)	70	72.5	75	77.5	80
Sleeve length (cm)	23	24	25	26	27

Women's

	XS	S	M	L	XL
Size	8	10	12	14	16
Actual chest (cm)	42	46	50	54	58
Body length (cm)	62	64	66	68	70
Sleeve length (cm)	15	16	17	18	19

Soft Shell Jackets Size Chart

Men's

	XS	S	M	L	XL	2XL	3XL	4XL
Chest to fit (inches)	34-36	36-38	38-40	40-42	42-44	44-46	46-48	48-50
Actual chest (cm)	50	53	56	59	62	65	68	71
Body Length (cm)	63.5	66	68.5	71	73.5	76	76	76
Back length (cm)	70	72.5	75	77.5	80	82.5	82.5	82.5
Sleeve length (cm)	62.5	64	65.5	67	68.5	68.5	68.5	68.5

Women's

	XS	S	M	L	XL	2XL	3XL	4XL
Ladies size	8	10	12	14	16	18	20	22
Chest to fit (inches)	30/32	32/34	34/36	36/38	38/40	40/42	42/44	44/46
Actual Chest (cm)	43	45.5	48	50.5	53	55.5	58	60.5
Body Length (cm)	58	61	63	65	68	71	71	71
Sleeve Length (cm) / Size Tolerance +/- 1cm	58	59.5	61	62	62	62	62	62



The MTYC Committee have made the decision to suspend ALL MTYC Events until after 31 May 2020.

Our primary consideration is our members well being & health.

And to encourage & promote the recommended social distancing and self isolation to prevent/limit the spread of the virus.

Based on advice on the [Australian Government, Department of Health website](#)

Your committee will continue to monitor the ongoing situation.



MTYC Club Apparel Order Form

Members Name	
Phone Number	
Email Address	

Description	S	M	L	XL	2XL	3XL	4XL	Quantity	Unit Price	Total
Men's T-Shirt						N/A	N/A		\$20.00	
Men's Polo						N/A	N/A		\$30.00	
Men's Jacket									\$90.00	
Women's T-Shirt						N/A	N/A		\$20.00	
Women's Polo						N/A	N/A		\$30.00	
Women's Jacket									\$90.00	

Total _____



Getting ready for the Women Skippers Race March 15