

JIB SHEETS



November 2011

MTYC OFFICIAL NEWSLETTER



Melbourne Trailable Yacht Club Inc

Registration No A2058

Website: www.mtyc.yachting.org.au

MTYC COMMITTEE - 2011-2012

Commodore	Ron Parker
Vice Commodore	Gary Sawyer
Rear Commodore & Newsletter Editor	Phil Monk
Hon Secretary	Doug Whitby
Hon Treasurer	Jan Reeves
Safety Coordinator	Peter Gheller
Cruising Coordinator	Lloyd Graham
Social Coordinator	Dennis Bromley
Sailing Committee	Adrian Cassar
Sailing Committee	Geoffrey Onions
Sailing Committee	Mark McLellan
Coastguard Liaison	Alistair Owens
Auditor	Darrell Reid

Calendar –The next few months			
	Date	MTYC Events	Location or Starting Point
Nov	Sun 27	Summer Race 3 – 1 heat	St Kilda Marina 9:45 briefing. 11:00 Race start
December	Thur 1	Twilight Race	St Kilda Marina 5:45 briefing. 6:00 Race start
	Sat 3	Cruise – Top of the Bay	Depart St Kilda Marina 11:00am
	Thur 8	Twilight Race	St Kilda Marine 5:45 briefing. 6:00 Race start
	Sat 10	Xmas party	Hobson's Bay YC. See page 9 or website for details
	Sun 11	Summer Race 4 – 2 heats	St Kilda Marina 9:45 briefing. 11:00 Race start
	Wed 14	Committee Meeting	Elgin Hotel Hawthorn 6:30 Dinner 7:30 Meeting
	Thur 15	Twilight – Fish and chip run	St Kilda Marina (leave 6:00pm) to Willaimstown and return
	Sat 31	New Years Eve	Raymond Island – Gippsland Lakes –details page 11
January	Thur 12	Twilight Race	St Kilda Marine 5:45 briefing. 6:00 Race start
	Thur 19	Twilight Race	St Kilda Marine 5:45 briefing. 6:00 Race start
	Sun 22	Summer Race 5 – passage race	St Kilda Marina 9:45 briefing. 11:00 Race start
	Thur 26	Aust Day Twilight Race	St Kilda Marine 5:45 briefing. 6:00 Race start
	21 - 29	Geelong Race week	

Cover photo — Dean Hanson and Yvonne on their Noelex 25, *Paradise City* with daughter Jada on the bow, cruising on the Gippsland Lakes over the Melbourne Cup weekend

Photo by Ron Parker

Commodore's Report

The new season

The new season is well and truly underway and some great sailing activities have already been held. The recent cruise on the Gippsland Lakes over the Melbourne Cup weekend was well attended. The racing on Sundays has seen numbers beginning to increase and the Thursday night sailing is attracting great support.

New members

Welcome to new members that have recently joined the Club. The coming months are full of cruising, racing and social activities and there are many opportunities for members to join others in some or all of what's on offer. If you think there could be more on offer or need some help with getting to events please contact one of the committee members for some assistance. The committee has been discussing how the club can increase participation and get more boats on the water more regularly. A major factor from a recent survey was simply the issue of finding crew. Often there are willing crew persons available and it is simply a matter of coordination to put potential crew in contact with skippers/boats. The committee will continue to develop an effective way to facilitate this need.

Yachting Victoria Trailable Yacht Division

MTYC committee member Mark McLellan has recently been appointed as Chairman of Yachting Victoria's Trailable Yacht Division. This group is made up of various class association and club representatives and works hard behind the scenes in ensuring appropriate representation of trailable yachting in the bigger sphere of Yachting Victoria and Yachting Australia.

One of the tasks that the TY Division has been working on for some time is a submission to the federal government concerning the transport of trailable yachts to Tasmania on the Spirit of Tasmania. Unlike caravans and motor homes etc, trailable yachts do not get any subsidy when travelling to Tasmania. Elsewhere in this newsletter is some information about the lack of response from the responsible federal minister. For those interested in a fairer arrangement to take trailable yachts to Tasmania there is a suggested letter that you can send personally to those concerned with the matter.

Training

Approximately twenty members successfully completed the Seamanship and First Aid Course conducted for the Club by the Victorian Coast Guard. The feedback from participants for both components was very good. The course was predominantly funded by a grant from Transport Safety Victoria (TSV). An article about the training follows elsewhere in the newsletter. The Club has applied for another training grant from TSV for a radio operator's certificate course for members.

The Yachting Australia Special Regulations Part 1 For Racing Boats and Recommended for Cruising Boats (a section within the "Blue Book") refers to the need for crews to carry out regular training on board. In particular, Section 6.01.2 : *"It is recommended that crews should practice safety routines at reasonable intervals, including the drill for man-overboard recovery"*

At the recent training days it was discussed amongst participants that the Club should conduct a man overboard training activity in the coming warmer months. This is being planned together with a flare demonstration activity for the Club at St Kilda. Look out for details in future emailed news updates.

All the best for the coming festive season and hope you can make it along to some of the upcoming events.

Ron Parker – Commodore

Why We Need A Silver Card

By Bob Reeves

I have a friend in her mid-40's who got clobbered by a mainsheet earlier this year. She fell and hit her neck on the edge of the bridge deck. The crew didn't move her, but did have an ambulance waiting when they got back to the dock.

She was placed in a neck brace on a board, her lifejacket and racing jacket cut off, and she has spent three months in hospital. Her neck (two broken vertebrae) has been fused. She will probably never return to nursing, and certainly not to sailing.

After Medicare and private health insurance, the Silver Card personal accident insurance kicked in. My friend is currently receiving \$300 per week, and at the end of 12 months, she will be reviewed and possibly receive a lump sum.

I think it is a story worth telling your crew.

The main details of the Silver Card insurance are listed under:

www.yachting.org.au/member-services/insurance/productsandservices/grouppersonalaccidentinsurance.



Summer Series Race 1

St Kilda Cruise 3 Dec

A day cruise has been scheduled for Saturday 3 December. The destination is tentatively planned to be the Werribee River. The destination may be changed on the day depending on the wind conditions. Members intending to take part should contact Lloyd Graham – Cruising Coordinator.

2012 Trailable Yacht Championships - Bendigo

The 2012 Trailable Yacht Championships will be held on 18 and 19 February at the Bendigo Yacht Club on Lake Eppalock. MTYC is hoping to have enough boats entering to form a team for the event. If you are intending to take part contact Ron Parker..

Cup Weekend Cruise – Gippsland Lakes

By Sue Bromley

On **Friday** evening we left home with doubtful optimism – hoping for a relaxing cruise around the Gippsland Lakes. Rain was bucketing down as we left home and most of the way to Paynesville. We arrived in the marina carport around 11.00pm very tired, but happy to have had an uneventful trip. We crawled into bed just before another downpour of rain swept through.

Saturday morning however was looking OK with just a bit of drizzle predicted. Around 8:30 - 9:00am our Cruise Director Lloyd arrived and we launched. All seemed to be along as planned until our motor died and we couldn't even get off the jetty. After much discussion and debate as guys do when it comes to mechanical things, it was decided to take the thing to the marine mechanic on a trolley.

Two spark plugs later and the re-fitting of the motor, we were all waiting at the end of the jetty for Dennis to come back from returning the trolley. Dennis looked a little pale when he returned to find us all staring into the water scratching our heads. Following brief discussions from our Cruise Director we were headed under sail for Barrier Landing.

We had eight boats in the group so it was promising to be a good weekend. Sue and Lloyd on *Silhouette*; Ron (Evil Ron – don't know where that came from!) and Ruth on *Tai Nui*; Malcolm and Belinda and daughter Alexandra on *Watermark*; Pat and Ray on *San Peur*; John and John on *Portia*; Ron V and bro Mark on *Miss Scarlet*; Gary, Mark and Adrian on *Never Again*; Dean and Yvonne and daughters Jada and Jasmine on *Paradise City*; and Dennis and Sue on *O'Really II*.

We had a very interesting sail through the channels, some hit the bottom – but no real drama – all OK with a good wind behind us. Sights along the way included swans and “swanettes” very cute, pelicans, couple of boxing kangaroos (at least some of us saw them). We nearly collected a swan paddling frantically out of the way with a brown trail behind (it literally shit itself).

We all arrived at Barrier Landing and settled down to happy hour around 5pm on *Silhouette*, all 19 of us!! The water level just below the engine well. – Lloyd took a photo to prove it! It was a time for a good debrief, story telling, and getting to know some new club members.

Sunday It was a leisurely start to the morning. Some walked over the sand dunes to check out the ocean beach. After a bit of discussion about tactics and wind were underway, headed for Lakes Entrance for coffee (some people are very coffee addicted). Gary's crew threatened to mutiny because he forgot the coffee, in fact Mark jumped ship on Monday onto *O'Really II* (we had coffee) whilst Gary was yelling “Hey, bring my crew back!!”

Anyway, we all headed off, under sail, for Lakes Entrance. Just before the entrance, we came across a pod of dolphins diving for fish. It was amazing to see them up so close. Eyeballing a dolphin has to rate as one

of the highlights of the weekend. Coming up to the entrance we started

up the motor just to give us a bit more power. Sue and



Sue Graham tries out some lily pads as eyeglasses at happy hour.



“Flagstaff Jetty” – Lakes Entrance; recently upgraded mooring facilities make this a great destination for overnight or day visits. MTYC members enjoyed a great bbq lunch and walk along the historic trail of the entrance works.

Lloyd, with Sue at the helm, did an amazing sail across the entrance, girl power!! Passing a trawler, which in fact was **not** moving and being pulled by the current was a challenge but we all got through with flying colours.

With everyone docked safely we were off to find coffee and cake in Lakes Entrance. Most people enjoy making a complete mess eating vanilla slice, however, I do need to mention here that I have never seen a snot block eaten by a bloke with a knife and fork, which Ron V. re-stated, “I have no problem with my sexuality” – interesting. After our coffee fix we headed for lunch at a picnic spot that Evil Ron had spotted on the way in near the entrance. For some it was bbq sausages cooked by gourmet chef Mark S. It was then time to take a walk along the historic walk and back to the boats.

We were then headed for Chinaman's Creek near Metung with a good wind, some decided to put a reef in but all in all great sailing. Great team work was displayed maneuvering all the boats onto a small spot of sand. It was now time for some R&R a walk up to the lookout, and a walk into town along the boardwalk for the coffee addicted – very civilized. We gathered

for happy hour and then tea and later a trial of port sippers – all good.

Monday We headed for Duck Arm at now a very relaxed pace for a great sail arriving in time for happy hour watching the sun set from the beach. Just as the sun sank, some ominous clouds, clearly a front, scared some people around the corner to Picnic Arm, which apparently was chockers (not to mention the mozzies). However, the dark clouds went over with no drama.



Happy hour gets underway on the beach at Duck Arm



MTYC yachts parked at Duck Arm over the cup weekend cruise.

Tuesday A short sail back to Paynesville, pack up, then headed for home, feeling pleasantly spent. As Ron states "Every time you go out, you learn something". We had a great weekend. The weather was surprisingly fine with good winds. We had lots of laughs, got to know some new club members, saw some beautiful scenery and had a great time sailing.

Go Sailing Day

MTYC participated in Yachting Victoria's **Go Sailing Day** on Sunday 6 November. Many thanks to members who volunteered their time and made their boats available for the public to inspect. Special thanks to Doug Whitby for arranging the loan of a marquee from the Club's bank – The Bendigo Bank.

The weather forecast of strong gusty northerlies before a southerly change was at first not conducive to taking the public for a sail. At least the forecast had emptied the car park at St Kilda marina to allow a good line up members' boats and other boats from the Hartley 18-21 YC and the Sonata Association.

Several enquiries about membership have been received in response to the day. Together with Yachting Victoria's Trailable Yacht Division, we'll discuss how better to promote the day or similar days in the future to promote trailable yachting and indeed membership of the MTYC. Members with any ideas about promotion opportunities should also discuss their thoughts with a committee member.



Never Again, Sunray, Roller Coaster, Almost Too, and The Sting lined up beside the Bendigo Bank marquee and information boards at St Kilda Marina car park. Hartley 18's and a Sonata 7 in the background. On the water were a couple of Magnums and a recently built Norwalk Islands Sharpie 23.

Strategy planning on the foredeck



Skipper: "Hey mate, do you know what you're doing up there?"

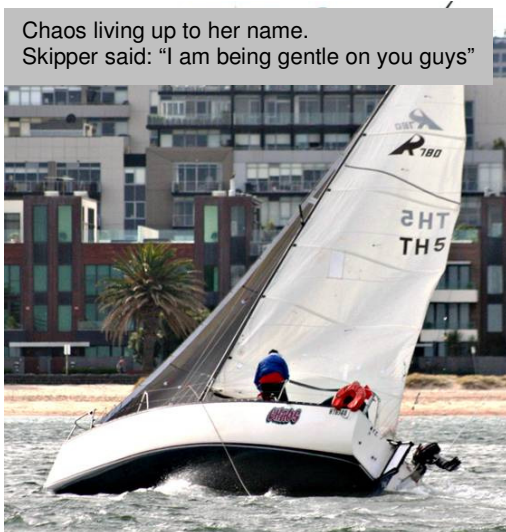
Foredeck crew: "I do boss - I've got the genoa shading the spinnaker to keep it cool and the spinnaker pole is out the side trolling for salmon". Its all part of our Performance Based Handicap strategy!

Skipper: That's a great strategy - we'll improve our PBH so much that they'll never beat us! Keep up the good work!! You can sail with me again with that sort of performance planning.

Winter Racing provided some quiet days



and some busier days



MTYC Seamanship Course

By Peter Mart

The MTYC Seamanship Course was held with the assistance of a funding grant from Transport Safety Victoria and coordinated by the Australian Volunteer Coast Guard (AVCG). First Aid sessions were held at Coast Guard Sandringham on the evenings of 24 and 25 June. Seamanship Theory on Saturday 13 August and Seamanship Practical at St Kilda Marina on Saturday 20 August.

Approximately 20 MTYC members attended the First Aid and Theory sessions and a dozen the Practical session. The course was designed to address the requirements of trailer sailors and provided an excellent opportunity to revise, reinforce and improve existing skills, as well as provide an opportunity to learn new skills.

Ron Parker reported on the First Aid course in July 2011 Jibsheets. Peter Dunn from AVCG also ran the Seamanship Course (Theory and Practical) and at the outset asked for topics that members would particularly like to cover, which helped to provide relevance and maintain a high level of interest. There was enthusiastic sharing of personal knowledge and experiences, which helped to illustrate the topics and also highlighted the wealth of knowledge within our club. Peter again presented a comprehensive coverage of a vast amount of material, drawing upon his extensive marine experience. Some of the most relevant material for me was Man Over Board (MOB) and rescue techniques, which are particularly relevant to short-handed sailors and highlighted the need for all crew to be skilled in the fundamentals of boat handling. This is especially pertinent to cruising sailors, where partners may need to rescue the skipper in the event of a MOB incident. And for those males who don't use a "piddle bottle", it was restated that a large number of drownings involve men with their flies undone!

At the Theory session we identified a number of skills that we would like to practice on the Practical day, including coming alongside and leaving a dock under varying wind conditions, heaving to and MOB drill. The following Saturday was a brilliant sunny day, with a very light northerly breeze and ideal for practice. Ron launched *Tainui* and Dennis and Sue launched *O'Really II*.

We gathered on the fuel dock in the St Kilda marina where Peter Dunn ran through the procedures for approaching and departing docks and showed us how to rig spring lines and fenders to assist. We then took turns in manoeuvring *Tainui* and *O'Really II* off and on the dock and determining the stopping distance with motor at idle when approaching a starter buoy set in the channel opposite the dock. This was good practice to be able to stop the boat exactly opposite the desired berthing position, possibly between two other closely moored boats. You can then allow the wind to blow the boat onto the dock, or manoeuvre the boat with an idling motor. We practised using spring lines at bow and stern to manoeuvre the boat off the dock stern or bow first respectively depending upon the orientation of the boat and the wind direction. We learnt that by performing all movements slowly at idle, dramas are minimised when things do not go as planned.

After Ron demonstrated his heaving line skills, Members split between the two boats and AVCG CG02 and headed out of the



marina to practice and observe heaving to and MOB drill. Peter could not resist opening up the throttle and showing us the capabilities of CG02!

When heaving to, each yacht behaves differently and it is essential to experiment with your own boat under a variety conditions to



determine the optimum settings for your boat, so that you make no headway and only slow motion to leeward. We carried AVCG life rings with buckets attached as drogues and while underway threw these overboard to simulate a



MOB. The skipper executed the return to the MOB while a crew member constantly pointed at the MOB in the water. This was practiced while both beating and running. The difficulty of returning to and stopping alongside the MOB without using the outboard motor was evident, highlighting the need to practise this essential skill under all conditions.



The danger to the MOB from the propeller is high and should be minimised by using sail power in preference to motor whenever possible. We also demonstrated the value of trailing a heaving line and sailing in decreasing circles around the MOB in order for them to contact the trailing line.



As the water was still pretty cold, no-one volunteered to be a MOB, but in warm weather it would be worth practising techniques to retrieve a

MOB while safely anchored and with minimal assistance from the person being rescued. This would highlight the need for mechanical aids to assist lifting an exhausted, hypothermic, injured or unconscious person aboard. Some methods are shown in the back of the Blue Book and practice under favourable conditions is essential in order to be able to retrieve an actual MOB under adverse conditions and when sailing short-handed.

After a couple of enjoyable hours on the water we returned to the marina for a final practice coming alongside the dock, this time with an offshore breeze as the sea breeze had kicked in. All members who participated in the Seamanship Course learnt new skills and it was a very well spent \$60 per head. We are keen to practice these skills by rigging early before Sunday and Thursday races, so join us on the water and have a go. Peter said that the AVCG is happy for MTYC to borrow old life rings from their hut to practice our MOB skills, as long as we return them afterwards.



Melbourne Trailable Yacht Club

Christmas Party

Saturday 10 December

Hobson's Bay Yacht Club

268 Nelson Place – Cnr Ferguson St

Williamstown

Starts 6:30pm

Come by car or sail from either St Kilda or Warmies and stay the night on Ferguson St pier

**All drinks must be bought at the fully stocked bar
(at very reasonable prices)**

- ❖ **BYO Meat to barbeque**
- ❖ **Bring a salad to share for surnames starting with A-K**
- ❖ **Bring a desert to share for surnames starting with L-Z**
- ❖ **Bring your family and your crew**
- ❖ **Bring something to add to the Christmas Hampers which will be raffled during the night.**
- ❖ **Bring some cash to buy raffle tickets**

BBQ and kitchen facilities including crockery and cutlery are available for our use as long as we clean up afterwards

If you haven't been to Hobsons Bay Yacht Club before you are in for a surprise. It has an excellent dinning area and you can sit out on the deck looking out over the bay whilst relaxing , talking with other members or just having a quite drink and once the sun goes down you will be treated to a magnificent view of the city lights.

For any further information and to
RSVP regarding this event call

Dennis Bromley, 0409 178 193
RSVP Dennis Bromley SMS 0409 178 193
or email: dbromley4@bigpond.com



MURRAY RIVER TRIP 2011

By Colin Clark

Farrari (John and Inge, MTYC & Farr Assoc.), *Fiz IV* (Peter and Gigi, Explorer 16 Assoc.), *Meander* (Peter Mart, MTYC & Explorer 16 Assoc.) and *Almost Too* (Colin and Joan, MTYC & Farr Assoc.) spent a very pleasant seven days on the Murray River travelling from Robinvale to Mildura beginning Sunday 25 September.

We launched at the excellent boat ramp upstream of the Riverside Caravan Park and moored to the canoe club pontoon (with permission) for the night. The owners of the caravan park (Geoff and Jenny) minded our cars in the parking area next to their residence at no charge. We gratefully paid the \$5 fee for the use of their shower facilities. We dined at the Euston Club across the river which is a large modern establishment with excellent meals and service. The manager (Ray James) was very helpful with information when I was setting up contacts when planning this trip.



River distance travelled was about 240kms. The water level was high and flowing at 6km/hour which made for an easy and economical trip. I think we averaged between 8 and 10 km/h each day. The lock keeper on duty at Euston (Dean) told us that they were releasing around 30,000 megalitres/day and that the river would be dropping around 6 inches each day for the duration of our trip. Unfortunately that meant mud, gooey slimy slithering stuff on all gradually sloping surfaces. The week before we went to Robinvale there was only 45cm difference in water levels above and below Euston lock but when we arrived it was about 2 metres. There's a lot of water travelling through to SA to flush out the lower lakes. Since the floods earlier in the year hundreds of thousands of river red gums have sprouted. The weather was very pleasant and sunny at the beginning with cold nights but on Wednesday late morning we copped heavy rain for an hour and some of us copped large hail as well. I'm told that a bucket makes for a reasonable helmet when you can't shelter. We heard on the radio later that day that the hail had caused millions of dollars damage to local farms. Thursday through to Saturday we had cooler conditions with some drizzle and a gusting strong wind from the south west. We still managed happy hour with a campfire on a couple of occasions. The majority of sandbars were well under water and the best places to stop for the night had steep low banks allowing us to escape the worst of the goo.



Two birthdays were celebrated on consecutive days for the two Peters and I had the dubious pleasure of renaming the sandbar at the 1112k mark 'Gas light bend' after dropping my gas bottle and light into the briny off the transom. With the river deep and flowing fast, retrieval was hopeless. Please amend your charts. Most people went for walks each day as the river has many state forests and national parks abutting. The wild flowers were in bloom and the bird life was prolific. There were virtually no flies or mosquitoes. It wasn't until we were a day's travel out from Mildura that we saw other vessels travelling on the river (houseboats). It was lovely and quiet. There were a number of campers riverside, at times though (school holls). As we approached Mildura some of the rich history of the area unfolded with many historic paddle steamers moored to the bank. The old steam pump at Psyche Bend is also a must visit. A surprise was the millionaire's row of houses along the high



land riverside near Gol Gol in NSW.

For anyone contemplating this trip the 'difficult track' up to the general store at Wemen (1065k) was reasonable with rope assist. The shop at Colignan closed about four years ago and the general store at Nangiloc from the 963k mark is only 200metres walk, flat and easy. Essential information to have is the 'River Murray Charts' by Maureen Wright and the two Spatial Vision booklets covering the Robinvale to Wemen and the Wemen to Mildura sections.

A scenic and meandering river trip that is well worth doing.

2011 New Years Eve Spit Roast Dinner on the Gippsland Lakes at Raymond Island



The MTYC is planning a New Year's Eve spit-roast dinner on Raymond Island on Sat 31 Dec

Cost: \$12 per head.

BYO chairs, drinks, nibbles and a salad to share.

5.00pm onwards for drinks on the beach at Peter & Sue Rochfords; followed by spit roast dinner at Ruth & Rons

Followed by fireworks on the lake edge at 9.30pm and midnight

Boat mooring on the shoreline of Raymond Island inside Montague Point, subject to weather and available space. Alternatively, Raymond Island public jetty or anywhere in Paynesville and catch the ferry over to the island. Contact Ron on the mobile number to catch a car ride lift from the ferry.

For further information (including the address) and to confirm your attendance contact Ron Parker on telephone 9527 8310 or mobile 0419 002 946.



Twelve boats in perfect conditions for the Twilight Race on 17 Nov

Our Club Website



If you haven't visited the clubs site, where have you been? www.mtyc.yachting.org.au

Features of the site include:

- Back Issues of the Club Newsletter
- Interesting Articles and Cruising Tales
- A Register of the Yachts within our Club
- A Trophy Room that includes an Honour Roll of Past and Present Commodores, Life Members, and Members of the Year recipients.
- Many useful links
- And a photo and video gallery
- And more

My main objective with regard to the site is to keep fresh, by regularly updating it, and uncluttered so that information is relevant and easy to find.

So if you have any content or suggestions they would be greatly appreciated.

Doug Whitby



Doug on the recent Goulburn River cruise