



# THE BLUEBIRD YACHT ASSOCIATION OF VIC MONTHLY FLYER – APR '12

The official newsletter of the Bluebird Yacht Association of Victoria Inc. The articles and opinions expressed in this newsletter may not necessarily represent the official views of the BYAV.

[www.bluebirdsailing.org.au](http://www.bluebirdsailing.org.au)

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## BYAV Presentation Night

Please block out in your diaries the evening of Saturday 19<sup>th</sup> May 2012 for the annual Presentation Night. More details will be provided shortly, however we expect the function to be held at RYCV this year.

## Tales of Bluebirds in the Twilight Zone

For much of the Wednesday twilight races for the 2011/2012 series it was a bit like being caught in 'Ground Hog Day', with southerly winds blowing 18-22 knots and swells 1-1.5m. As such it provided plenty of opportunities to experiment with sail configurations to see which performed best (see end of article). The occasional northerly, westerly or even light southerly was a welcome change.

Congratulations to Peter Roberts in Tandeka for winning Series B Division C despite having one of the highest handicaps in the Division. In Division C, Peter also came 2<sup>nd</sup> in the Twilight overall series A&B, with Nunyarra 4<sup>th</sup>. In many races Peter was able to beat much bigger (and supposedly faster) boats and come close to line honours.

Throughout the series, Peter broke a few records for Bluebirds:

### 1. Crew weight above ½ tonne.

In above 20 knot conditions in one race, with a crew weight of around 200 kg, I decided to use a no2 genoa and a flat main. Peter gathered five on board with a combined weight of around 500 kg and a fully powered up rig. Peter came 2<sup>nd</sup> across the line and won easily on handicap.

### 2. Sailing horizontally with a full spinnaker.

In strong winds, many in Division C decided to take a conservative approach downwind. Peter would often be one of the few to fly a big spinnaker. In one race, we started with a 10-15 knot northerly and began an ideal spinnaker leg. On Nunyarra we had a good start, so were in front of most of the fleet. We could see behind a squall approaching, so decided to drop our spinnaker (just in time). Peter kept his up a little longer and got hammered by winds above 25 knots. Tandeka was flattened and lay on her side, mast submerged, for long enough for time to seem to stand still. Tandeka's crew were desperately trying to hang on to the windward gunwhales as Peter attempted to jump onto the keel (as with dingies) to right her. Finally with spinnaker sheets released, before Peter reached the keel, Tandeka popped upright and continued on her merry way to come 7<sup>th</sup> across the line and 6<sup>th</sup> on handicap.

I've learned a lot from sailing twilights and the challenges posed by strong gusty winds and being blanketed by much bigger yachts (from Divisions A and B) as they sail past.

If the wind is above 15 knots (see BOM: Fawkner Beacon), then a no2 genoa will mean you can keep your boat speed and pointing high without heeling too much and drifting sideways (or you can keep the no1 genoa by adding extra crew weight). I found that above 22 knots, a reefed main and a no2 genoa was more competitive than a full rig.

If you can get away from work early enough on a Wednesday, it's worth coming out for a sail. It was good to see Secret, Panacea and Paramour join us for a race in the series.

David Barnett



## PRESIDENT'S REPORT

Thanks to all Bluebird committee members, skippers and crew for helping make the 2011/12 Summer series of races a success. Ten boats entered the State Titles. Congratulations to the place-getters; Drambuie (1<sup>st</sup>), Tandeka (2<sup>nd</sup>) and Nunyarra (3<sup>rd</sup>). The revamped Pollywoodside Series was well patronised. The Long Race handicap format created renewed interest.

The weekend sail to SYC and back proved a good social event. After 1 drop, Tandeka, Nunyarra and Revel were tied on 7 points. Congratulations to Peter Roberts on Tandeka for winning the series on count-back.



I look forward to another Class Monkey Series beginning May 12. I encourage every skipper and crew to get ready for some enjoyable Winter sailing (with hopefully light to moderate winds and cool but sunny skies). It is good to see Ann and Julie forming an all women's team on Paramour. Good to see Paramour getting ready to be back racing again.



If you have any ideas or input for how to make the Bluebird Association racing or social events even better, then talk to any of our committee members. We'll be happy to hear your ideas.

A number of Bluebirds are up for sail. Beth Turner is wanting to sell Persephone, Dan Kennedy is wanting to sell Hanini, Mick Grey's Moody Blue and Bunyip is selling cheap (see Peter Roberts). If you

know of any prospective buyers who are keen to race, get them to get in touch with the owners directly, or Peter Roberts or myself. It would be good to keep these boats in the racing fleet.

Regards,  
David Barnett  
BYAV President



## BYAV CLASS MONKEYS (BLUEBIRD CUP) 2012

The Class Monkey Series is just around the corner. The committee is finalising dates and other arrangements with RYCV. As per previous years there will no doubt be plenty of great winter sailing at a very reasonable entry fee.

Provisional dates are:

12<sup>th</sup> & 26<sup>th</sup> May, 23<sup>rd</sup> Jun, 7<sup>th</sup> & 21<sup>st</sup> Jul, 4<sup>th</sup> & 18<sup>th</sup> Aug and one Long Course race on 1<sup>st</sup> Sep (also Pollywoodside).

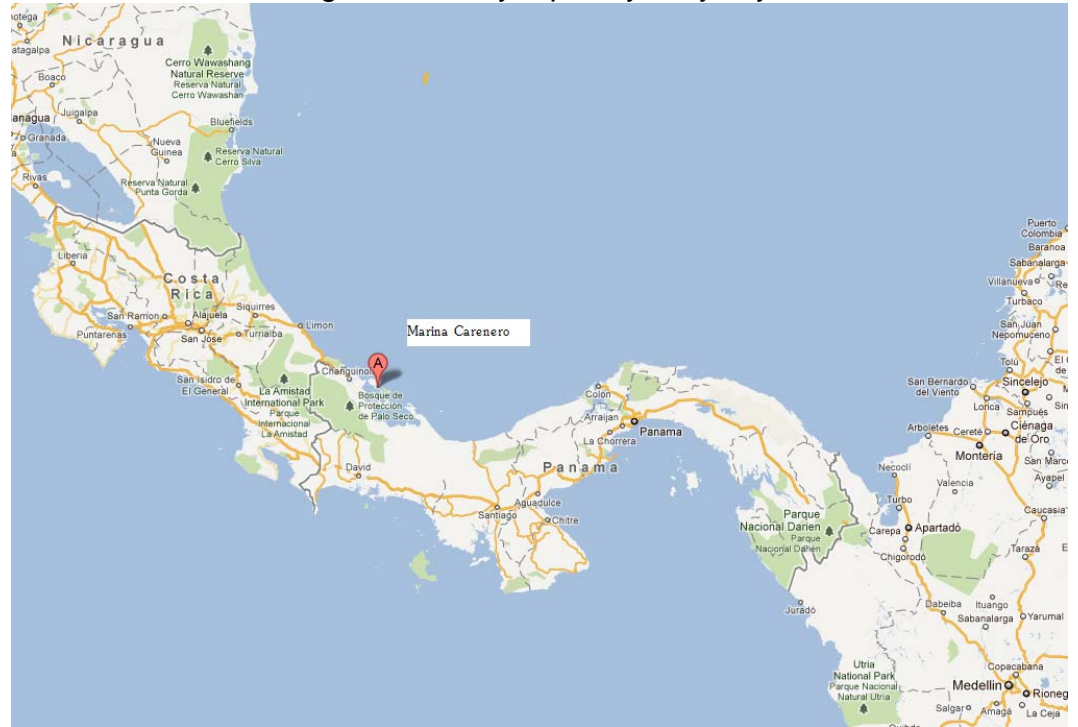
# This is Louise and Ivan's blog about their grand adventure to bring "Brio" from Indiantown, Florida to Nungurner, Australia.

[Bringing Brio Home](#) Monday, March 12, 2012

## Shelter Bay

We bid a fond farewell to our friends and helpers at Marina Carenero on Saturday afternoon, leaving somewhat later than we had anticipated as we discovered the engine's alternator had seized and needed replacing. Not a huge problem as we had a spare alternator available, but a hot and sweaty job for Ivan as access to our engine is verrrry squeazy. Anyway, a few hours and many curses later we were on our way.

We hadn't planned on going too far anyway, just a little closer to the open sea to be able to leave reasonably early the next morning. We motored over to Isla Bastimentos and spent the night anchored off the village there. For dinner we hiked up the hill by torchlight to the Thai restaurant only to find they were ully booked. So we hiked back down the (very muddy) hill and ate in Ca Venice, a place that focussed on Italian style food because that's where the proprietors are from.



We left Isla Bastimentos at around 9.30am the following morning heading towards Shelter Bay at the Caribbean side of the Panama Canal. We had a "jolly lively time of it" as Dick from the Famous Five might say as the winds were fair and there was a bit of swell. I think we were averaging 6 knots over the 130 mile passage. We arrived at Shelter Bay somewhat bleary eyed as we had to hand steer all the way because the tiller pilot and the wind moitor both decided not to work.

Tomorrow we haul Brio out of the water to remove the seafood salad that has grown on her in the past 6 months, put a new coat of anti-foul on her  
From Louise Avery

Wanted: Newsletter articles

Nothings too large or small!!

Please forward to Nick Findlay, Secretary [nicnbec@gmail.com](mailto:nicnbec@gmail.com)

# Final Results for BYAV Victorian Championships

## Low-Points Scoring Results - Drop 2 races

Sail	Yacht	Skipper	1	2	3	4	5	6	7	Total	Standing
R57	DRAMBUIE	Craig Black	1	1	2	1	1	[11]	[11]	6	1
R479	TANDEKA	Peter Roberts	2	3	1	[11]	[11]	1	2	9	2
R471	NUNYARRA	David Barnett	3	[4]	[4]	2	2	2	1	10	3
R711	PANACEA	Nick Findlay	[11]	2	3	[11]	3	3	4	15	4
R292	REVEL	Warwick Norman	4	6	5	[11]	[11]	6	3	24	5
H241	SHADOW	Ian Lewis	[8]	[8]	7	3	4	5	6	25	6
R147	GAYLENE	Tim Blunt	5	7	6	[11]	[11]	4	5	27	7
H56	BOUNTY	Bruce Hocking	6	9	11	[11]	[11]	7	8	41	8
H271	WARANILLA	Ian McGrath	7	5	9	11	11	[11]	[11]	43	9
H66	PARAMOUR	Ann Goodwin	11	11	11	11	11	[11]	[11]	55	10

*Congrats to Craig 'Chinna' Black, Drambuie for an outstanding result!*

### ***"Paramour's" First Twilight race Ann Goodwin***

"Paramour" will be jointly owned by myself and Julie Neyland as from the end of March. I have been taking out the boat out for a sail whenever I could with an experienced sailor to crew for me while I familiarise myself with the 'feel' and quirks of this 'pocket cruiser' Bluebird. Imagine my excitement to discover that Julie enjoyed her outing on Paramour so much one warm Saturday that she wanted to share expenses – no sales pitch or coercive tactics from me!

The next week previous 'Paramour' owner Ivan Knight was in town and wanted to come out for a sail with us girls. We were a late entry into the twilight race on Wednesday 15<sup>th</sup>

February, 2012. There was a really low tide that evening so we had a delay lifting the boat into the water. We motored out to the start line, stopping to raise the 'new' Peter Green mainsail on the way.

The race: conservative tactics meant we didn't have the spinnaker up when a really strong northerly wind gust blew through the fleet as we were heading down wind on the second leg after going through the gates. Gee our little boat can move ... I was on the helm quietly shrieking expletives! All around there were Division B boats and S80's rounding up with spinnakers out of control or being torn. There was even a man overboard incident nearby. We could see the other Bluebirds in the race 'Tandeka' and 'Nunyarra' ahead of us and after 'Paramour' rounded the lee mark we headed out for the east side of the course mainly to avoid the 'traffic' coming downwind towards us. My strategy was to avoid other big boats and we subsequently caught some handy wind shifts. Tandeka and Nunyarra had gone over to the west side of the course. We eventually tacked over towards this side of the course too. This is where Ivan taught us how to 'cover' your competition. The result was that 'Paramour' made it to the shortened finish AHEAD of 'Nunyarra'. Julie and I were really happy with our first twilight race placing 9<sup>th</sup> with a finish time of 19:35:43 in a fleet of 14. Nunyarra's time was 19:39:06 with Tandeka on 19:30:38.





'Paramour' on the hardstand at HBYC with 'Andycapp' alongside. One wonders how much has been on yard fees by unused yachts!!?

Crunch time came when the final results for Division C were posted – it was all about handicaps! Paramour's handicap was 583, Nunyarra's 562 and Tandeka on 590. Final result on corrected time: Nunyarra 52.88 Paramour 52.89

Paramour raced again in the Polly Woodside event on Sunday 4<sup>th</sup> March. This time I had an all girl crew – two women with some sailing/racing experience but who had never been on foredeck or on the helm. Sailing plan for the day: "see where we are on the course at 2.00pm" (the race started at 11.15am). Got across the start line a little late since I wanted to avoid getting tangled with boat traffic approaching the marina start line. Course 18- found P3 no worries, but I did not have Julie on board which probably contributed to my failure to recall the exact location of R2. (She reminded me later that we used to sail around R2 when we did the Wednesday Wonders over at Sandringham). Sure we found R3 after crossing the channel but by this stage it was 1.30pm with no other Bluebirds in sight so we decided to head back for a DNF. Both women reported that they enjoyed their day out; each one had done new things eg become comfortable with going up to the front, and even pole out a headsail. It was a great day for sailing –flattish water, gentle breeze and sunny.

With Julie and myself becoming Senior members at the Royals, 'Paramour' is heading back to the "Bluebird Nest" there within

the next couple of months.  
Ann Goodwin

## Vale –Graeme Brown

Fellow sailors,

It is with great sadness that I pass on the news that Graeme Brown has passed away this morning, after suffering from a fall at home some 2 weeks ago.

He was the quiet one of the "Brown Boys" and with his red hair and beard was a "Beacon" to us who knew him.

With his three other brothers, they have sailed most of their lives at both ends of the bay.

Tim and David with Graeme teamed up and sailed the Bluebird "Revel" which Warwick has now.

They moved into an S80 Serious Yahoo and with Tony Spencer pushed it around the track and were always there to help out when needed.

They then moved into the Adams 10 Serious Yahoo 2 and did the same all over again always with a smile and time to be social after a race.

Graeme was a kind and mechanically minded person who with Tim his brother being a shipwright could refit and tweak a boat to make it run smooth and fast.

I know he will be missed by many a friend and it was a pleasure to know him, as I have since the 1960's.

Regards,

David Wallace  
1 April 2012