



THE BLUEBIRD YACHT ASSOCIATION OF VIC MONTHLY FLYER – APR 13

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.

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Winter Class Monkey Series

Commences Saturday 11th May and runs fortnightly until Saturday 31st August 2013
The warning signal for the first race each day is scheduled for 1255 hours.
Two races are scheduled per day except one longer race.
Notice of Race attached.
Entry on line @ RYCV.



Presentation Dinner

A Presentation Dinner for the 2012 Class Monkey Trophies and 2013 State Titles will be held on Friday May 10 at RYCV.

7 for 7.30 pm start.

RSVP to David Barnett by Wed 8th May.

hghaines@bigpond.net.au

L to R: Secret, Tandeka and Panacea in a close tussle around the bottom mark during the 2013 State Champs. (Photo courtesy of Dave Wallace)

PRESIDENT'S REPORT

Greetings Bluebirders,

Thanks to all Bluebird committee members, skippers and crew for helping make the 2012/13 State Titles Series races a success. Eight boats entered the State Titles. Congratulations to the place-getters; Secret (1st), Nunyarra (2nd) and Revel (3rd). Unfortunately, Bounty and Moody Blue suffered damage and were taken out in the first race, so were unable to take further part in the series. Looking forward to seeing both boats back on the water soon. Revel and Shadow unveiled new sails in the series and were more than competitive in races. It was good to see Ann and Julie forming an all women's team on Paramour. It was good to see Paramour using their spinnaker with coaches Ray and Coral on board, assisting with race tactics and advice.

Our Presentation Dinner for 2012 Class Monkey Trophies and 2013 State Titles is on Friday May 10. I look forward to a fun night, all welcome, so come along.

Thanks to John Duffin, five or so Bluebirds now have an AMS rating. This is the first time anyone can recall Bluebirds being given such a rating. This rating will be useful for inter-class racing.

The Black Bottle single handed race is on Sun April 28th. It would be good to get more Bluebirds involved.

I look forward to another Class Monkey Series beginning May 11. 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). Ian McGrath has been doing renovations on Warranilla. Not sure if rumors

other challengers off and achieved a second placing for that race. We continued our coordinated crew work going through to the second race. We had other boats also contending for a spot behind 'Secret'. It was close racing over the six legs of the windward /leeward "sausage" course. On the final downwind leg we challenged 'Panacea' right up to the finish line keeping our spinnaker sail full as we tried to steal their wind from behind. It was a close finish with 'Shadow' less than 3 secs behind 'Panacea' for a third place on PHD handicap. Our start for the third race of the day was "experimental" – going from the pin end on a port tack. We had clear air after the start but other boats got to the top mark before we did. We finished this race with another third (PHD) and a total of 8 points on handicap for the day. A pleasing result for Day 1.

The Sunday weather forecast predicted a change, possible thunderstorm for Melbourne with winds building from 15 to 20kts. All keelboats were prepared for a longer race out to the outer anchorage. There was only Ian and myself on board 'Shadow'. We started the race east of the shipping channel marker no.11. We could see 'Secret' and 'Nunyarra' at the other end of the start line. The wind was from a south-westerly direction as we bucked up and down over waves growing to a metre. We had the same sail combination as the previous day but with one less person as ballast on the rail the boat moved with less speed. The weather band of cloud over Port Arlington way looked ominous. Skipper Ian was keen to catch the other Bluebird yachts ahead of us and was thinking to put up the spinnaker sail as soon as we came downwind. My position was "how come the other Bluebirds don't have their spinnakers up?" Ten minutes later as Ian was on the foredeck getting the pole ready to use on the no.1 headsail (a compromise choice) a squally gust of 25kts with a shower band hit us. All mayhem ensued #@\$*. Ian came back to take the helm and we really sped along using our combined body weight aft to good effect. Through the driving rain we could see spinnakers flying free on boats struggling to stay in control; another Bluebird yacht close by us abandoned the attempt to go for the mark we were aiming for, and retired for the day. We continued and settled as the wind dropped and the water calmed as we passed the P3 marker off Altona. We sailed past Point Gellibrand with our spinnaker flying, then worked our way up to the top of the bay. The sun came out, we grabbed some lunch to refuel and re-read the sailing instructions three times to avoid missing the finish line or taking a unnecessary detour. We were still keeping a stopwatch eye on the Bluebirds ahead of us as we headed back to the start/finish area. Three division D boats jostled for places over the finish line, 'Shadow' followed five minutes later. We retained our second position in Division D despite our fourth placing for the day, and skipper Ian gained his first trophy.

Ann Goodwin

HOBSONS BAY YACHT CLUB

1888 - 2013

125 YEARS




The Bluebird Yacht Association of Victoria we would like to congratulate Hobson's Bay Yacht Club as it celebrates its 125 year anniversary. HBYC was for many years the home of and promoter of Bluebirds.
MEMBERS OF HBYC AT



CLUB BEFORE FERGUSON PIER



SHNAPPER POINT 1892 HOBSON'S BAY YACHT

Book review: **Swirly World Sails South** Andrew Fagan (2012)

HarpersCollinsPublishers(New Zealand) Limited

This book caught my attention when I was browsing the sports section of my hometown bookstore in New Zealand. On the cover I read: “In 2007, Kiwi musician and radio personality Andrew Fagan set sail in his 5.4 metre plywood yacht to circumnavigate New Zealand” .

Here was a solo sailor taking a pocket cruiser smaller in size than the Bluebird ‘*Paramour*’ on a long distance sail from Auckland to the sub-Antarctic Auckland Islands, and return. Andrew Fagan had sailed over 3,000 nm in two months, leaving Auckland on Boxing Day 2006, turned right out of the Hauraki Gulf to journey down the eastern coastline of the North and South Islands of New Zealand.

A month later on 28 January 2007, Fagan had almost reached the Auckland Islands in the Southern Ocean when he encountered a force ten storm. He writes “ total destruction was a very real possibility as I sat there steering in zero visibility, rushing downwind aiming for a lee shore six miles away that I couldn’t see; and listening in awe and fear to breaking white-water wave-tops manifesting around us in random, vicious, unpredictable shapes everywhere. ..this was dangerous sailing with the prospect of it getting worse the closer we got.” He changed course, set up his trysail to balance with his storm jib, and beam reached away from the charted physical obstructions.

This was not Andrew Fagan’s first long distance sail in his small boat. In 1994 *Swirly World* was the smallest entry in the solo Trans-Tasman race from New Plymouth to Mooloolaba (Queensland), distance approx. 1380nms. Andrew Fagan had taken 17 days 2 hrs to sail East to West across the Tasman. He made the return trip W to E from Brisbane to Auckland in 18 days and became the smallest yacht to make a double crossing of the Tasman. His earlier book ‘*Swirly World: the solo voyages*’ (2001) captures the story of that epic journey. Next Trans -Tasman race starts April 2014.

The yacht *Swirly World In Perpetuity* was built in 1973 by Michael Brien and purchased by Fagan in 1985, was of plywood chine construction, measured 17ft. 9in (5.4m)and features a self draining cockpit, in-board engine and a rig with twin forestays. It had a flush deck and a one man cockpit. Extra items on board gleaned from Fagan’s book include: self steering wind vane= Faithful Mechanical Friend, engine details: 7 hp Honda air cooled petrol in-board, folding mast- steps and some new Quantum headsails - genoa, no. 2 and a black gennaker.

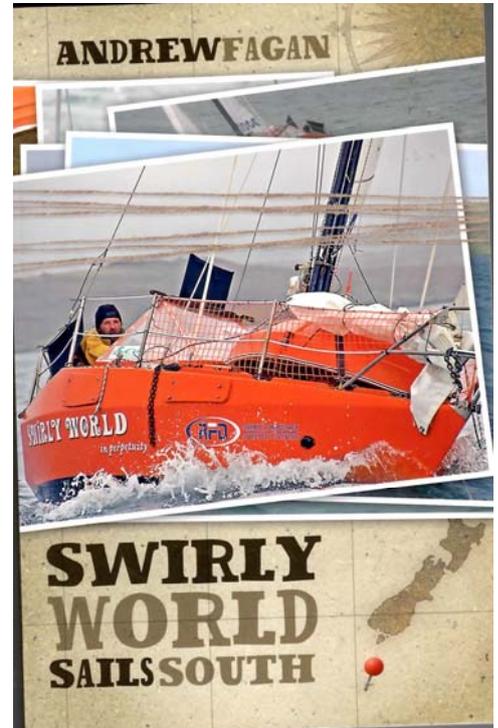
This book **Swirly World Sails South** offers a unique and refreshing perspective on the world of solo sailing. I found it particularly interesting as Fagan sails down the east coast of the South Island of New Zealand and visits harbours and ports that I am familiar with. This

book has been added to my collection of sailing narratives by other solo sailors (Naomi James NZ, Clare Francis UK, Pat Henry USA; Kay Cottee, Jesse Martin & Jessica Watson , Aus). The book **Swirly World Sails South** can be purchased on-line from www.mightyape.com.au / books/ sailing for \$19.99 reduced from \$27.99

Bluebirders may recall that Ivan Knight solo-sailed *Paramour* to King Island and return- March 2008.

Check out the Shorthanded Sailing Association of Australia website on www.ssaa.com.au

Download the pdf *Singlehanded Tips Book* by Andrew Evans before the **Black Bottle Trophy**



2013 State Championships Gallery (Courtesy of D Wallace)





Royal Yacht Club of Victoria Class Monkeys Regatta 2013 Notice of Race

Royal Yacht Club of Victoria Yacht as the Organising Authority invites entries for the Class Monkeys Regatta 2013

1. Rules

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing
- 1.2 The Prescriptions and Special Regulations of Yachting Australia (YA) shall apply
- 1.3 The Class Rules of each of the competing classes shall apply.

2. Advertising

- 2.1 Boats shall if required by the Organizing Authority; display in locations specified any logos, pennants or promotional material as may be supplied.

3. Eligibility and Entry

- 3.1 The regatta is open to Bluebird, S80, Sydney 38 and Diamond class boats, on the register of a yacht club affiliated with YA.
- 3.2 Eligible boats may enter online at the Royal Yacht Club of Victoria by 1700 hours on Wednesday 8th May 2013
- 3.4 Late entries may be accepted at the discretion of the Race Committee

4. Fees

- 4.1 The entry fee for the series will be \$160 (inc GST).
- 4.2 A daily entry fee of \$30 will also be available

5. Schedule

- 5.1 Racing to be conducted from Saturday 11th May fortnightly until Saturday 31st August 2013
- 5.2 The warning signal for the first race each day is scheduled for 1255 hours.
- 5.3 Two races are scheduled per day except the final day which will be one longer race

6. Sailing Instructions

- 6.1 The Entrants listing and Sailing Instructions will be available no later than Thursday 9th May 2013.

7. Venue

- 7.1 Racing will be conducted on the waters of Northern Port Phillip adjacent to the Royal Yacht Club of Victoria .

8. The Courses

- 8.1 Races will be conducted on windward-return courses as described in the Sailing Instructions.
- 8.2 The final race of the series will be a longer race on a fixed marks course.

9. Scoring

- 9.1 The low point scoring system - Appendix A2.2 of the Racing Rules shall apply. Fifteen races are scheduled, of which 3 shall be completed to constitute a series. If eleven or more races are completed the best nine shall count. If between five and ten (inclusive) races are completed, the worst score will be discarded. If four or less races are completed, all scores will count.

10. Prizes

- 10.1 Prizes shall be determined and awarded at the discretion of the Race Committee, and presented at a presentation function on the afternoon of Saturday 31st August 2013.

11. Enquiries

- 11.1 Enquiries should be directed to David Barnett or David LeRoy