



BYAV MONTHLY FLYER - JUNE 2010

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

Dear Bluebirders,

Welcome to a long overdue version of the BYAV Newsletter. Firstly I'd like to acknowledge the fine effort that Louise Avery put into producing BYAV newsletters for the past five or so years.

I will endeavour to get some form of flyer out every month. Don't be surprised if I come knocking on your door for some form of contribution! The last newsletter was issued in Summer 09/10 and there has been a bit of water under the bridge since then. We have had various sailing events over the last six months of which I will try to give you a short summary in order to play catch-up on what's been happening.

The Lipton Cup Regatta was held in mid-November 09. This was a two day event with three short races held on the Saturday, followed by a long race on the Sunday. From memory there were about ten bluebirds that raced on day 1. It was a great day with fine sailing conditions and plenty of close competitive racing.

Following the Lipton Cup there was the Audi Race Week with numerous Bluebirds heading down to Geelong. Unfortunately I didn't attend; however, this has to be one of the more popular events on the Bluebird Racing calendar. Ann Goodwin has provided an article on this event

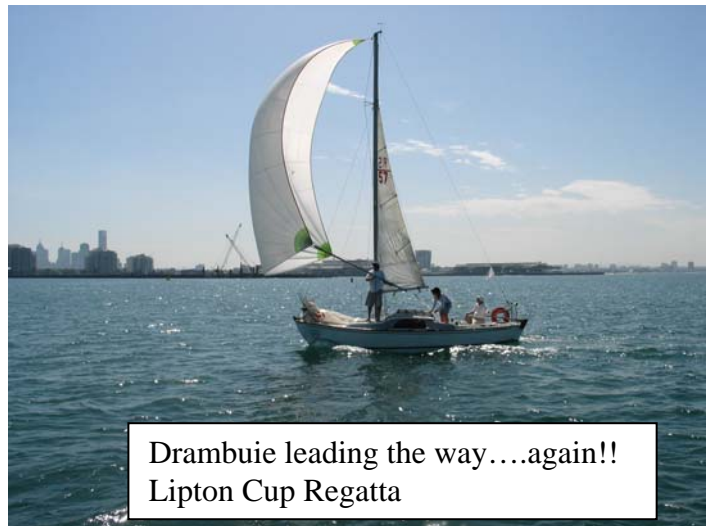
Shortly after the Australia Day weekend in January the State Championships were conducted. This series was well attended with 13 entrants. The series was conducted over three days with 2 races per day. This short course format with laid marks proved to be very popular and made for plenty of close quarter racing. Drambuie dominated with 5 wins and a second. Moody Blue proved that Drambuie is in fact beatable by winning one race and coming in second overall.

It is great to see plenty of Bluebirds actively participating in the current Bluebird Cup otherwise known as the Class Monkey Series. So far 4 heats have been conducted with good numbers participating. The contribution by Peter Roberts needs to be acknowledged. Apart from the racing, the social interaction at the end of each race between Bluebirders and the Diamond Association has been most enjoyable.

Just a reminder that it's all very well turning up on the day, however, it is still a requirement to enter the series to record a result. This is particularly relevant when the BYAV is not the organising authority.

Regards,

Nick Findlay



BYAV Bluebird Cup 2010 Interim Results

Yacht	Sail no.	Owner	Race 1	Race 2	Race 3	Race 4	Race 5
Drambuie	R57	David Wallace/ Craig Black	DNC	1	1	1	
Shadow	H241	Ian Lewis	6	6	6	5	
Revel	H292	Warwick Norman	DNC	4	DNC	DNC	
Gaylene	H411	Tim Blunt	5	7	5	DNC	
Bounty	H56	Bruce Hocking		DNC	DNC	DNC	
Warranilla	H271	Ian McGrath/ John Vermeulen	1	2	4	2	
Nunyarra	H471	David Barnett	4	5	2	3	
Panacea	H711	Nick Findlay	3	DNC	3	DNC	
Hanini 11	H113	Dan Kennedy	DNC	8	DNC	DNC	
Motley Crew	H158	John Owens	2	3	DNC	4	

Tales of a Bluebird in the Twilight Zone

I've sailed Wednesday twilight races for a number of seasons, but never in a Bluebird for a whole series. My aim was to get some regular experience in heavy weather, big waves, with the option of using a spinnaker. I also wanted to give Bluebirds a presence, mixing it with the big boys on Wednesday evenings.

I started the series in Division C with Nunyarra having a default handicap of 640, which meant I had to give time to some of the bigger boats. While I could keep up with the back of the fleet in the first few races and even beat the odd boat, my relatively high handicap meant that whatever my place over the line was, I came last on handicap. The thing about the performance handicap system is that if you keep doing poorly, your handicap keeps dropping.

By the middle of the pre-Christmas series I had a new mainsail, so hoped to do better. Instead, I seemed to do worse and my handicap kept dropping. My handicap was now low enough (552) that I was no longer losing, but that was small consolation, knowing I was being rewarded for not having the boat sailing well. It was a bit frustrating, but fortunately a couple of other Bluebird guys in Ryan Blackstock and Mike Grey were around to chat to after each race to get some tips with getting better performance out of the new mainsail.

The first race in the post-Christmas series had a wind of between 20-25 knots. Nunyarra usually sails well in such breezes and I had fresh antifoul and a clean bottom. My handicap was 552. I got a good start and sailed a good course, keeping up with the middle of the fleet for the first time. I won my first race, sailing at a handicap benchmark of 603.

During the Audi Geelong Week, I started to get my new main working better. My aim for the rest of the twilight series was to sail Nunyarra faster at a higher benchmark handicap. On the

17th Feb, I was coming 2nd through the first gate just behind Big Blue. The boat went well and having finished in front of many boats, I had another win. Alas, my winning joy didn't last. A Westerly course was set for a SW breeze and fourteen out of fifteen boats hadn't checked the course flags at the start, so sailed the usual but wrong southerly course and were disqualified.

In the latter part of the series, I was happy to be sailing Nunyarra better and have the challenge of doing better with a now rising handicap. I had one more win during the series, this time in lighter conditions and worked my performance handicap back up to 580. As well as meeting my stated aims of improving my sailing performance, I had a lot of fun and enjoyed the social life after the races.

Twilight racing is a great way to unwind during the week. I am keen to do the series in 2010/2011. It would be great to have some other Bluebirds out there. You can enter single races if you can't commit to the whole series. Come enjoy the fun!
Special thanks to Ann and my other crew members over the series.

David Barnett



Nunyarra with Shadow to leeward in the Lipton Regatta

- Reminder -

The BYAV Presentation Night
Saturday 17th July 2010, 7 for 7.30 pm
Hobson's Bay Yacht Club
\$30/head payable to the BYAV
Drinks from the bar

RSVP via reply email (nicnbec@gmail.com) or to The Secretary, 1 Hosking St Williamstown, VIC 3016 by the 14th July.

Please provide number in your party and any special eating requirements.

Payment: Please make payment concurrent with RSVP

On line payment: CBA Account Name: Bluebird Yacht Association of Victoria

BSB: 063236 Account No. 00901458 Please provide your "Surname" in payment description.

Cheques payable to the Bluebird Yacht Association of Victoria.

SOME BLUEBIRD HISTORY FROM MAX WHITE & TERRY HILL

Both Bakers and Formit produced GRP hulls of acceptable forms and the major difference was in the deck construction. Formit decks were all GRP and Bakers had a ply deck. In addition to these two builders, two other firms of unknown names built Bluebirds in Sydney, one had a "funny" cabin top and the other had a high cabin. Not many of these versions were built and their survival rate is unknown.

Among the boats in Hobson's Bay, Max says that Warranilla is a Baker and Shadow is a Formit and the interiors were thought to be similar. Formits were sold into Victoria in the early 1970s by Ross Crowe who became BYAV President and Commodore of Blairgowrie YS. The new price was \$2200 or there about! Details from Ken Watt's plans show the keel was modified to a weight of 1120 lbs very early on for stability and the boat's displacement was approx 3500 lbs.

The plans also show an acceptable modification to the cabin of an increased height of an extra 4 inches which was incorporated in my wooden boat, Westerly, and made a big difference down below.

The race to beat “Revel”.

Ann Goodwin



Background:

At the beginning of the third day's racing in the Bluebird series at Audi Victoria Week Geelong, Nunyarra was placed third equal with Revel , both on nine points.

Monday 25 Jan. Race 3; course 7. Start time 1210hrs

Nunyarra started the race well, on the pace with Drambuie; with Paramour and Revel behind us as we approached Hopetoun Beacon 10 in a fairly light wind. However we lost some ground reaching down the channel to Hopetoun channel 1 so that by the time we had completed the first downwind leg to AVW4, we were looking for Revel. We now had Drambuie and Paramour ahead of us with Shadow behind. Nunyarra's strategy on the upwind leg to AVW3 was to tack with every wind shift. We lost more ground to Revel on the second downwind leg to AVW6 sailing with the smaller spinnaker (after tearing the foot of the Diamond size spinnaker on the previous drop).

Nunyarra's race to catch up with Revel and beat them to the “finish” line continued in earnest after we sailed past the Hopetoun Channel beacon no.1. We could see Revel ahead of us in the channel and decided if we maintained our present course and speed that we had a chance of beating them. Shadow was behind us and Paramour and Drambuie way ahead, further up the channel. We had our smaller spinnaker up on a reach and we escaped a possible broach when a bullet gust of wind hit us between channel markers 5 and 7. There were bigger boats around us also floundering with the sudden gust. Soon we had Hopetoun channel marker 10 in our sights planning to pass it on our port side, but why was Revel way off course, outside the channel and slowing down? They had finished the race of course! We were still racing ours. We checked the course 7 instructions, turned up the radio volume to find other boats talking with race officials about the finish line and realised the finish had been at channel beacon no 1...duh!

Race officials had shortened the course with finish times recorded for Revel 1507.02
Nunyarra 1510.45 and Shadow 1512.24. (Sorry don't have times for Drambuie or Paramour)

Nunyarra : David Barnett, Volke Reitermann , Ann Goodwin

From the Treasurer.....

I am encouraging all active Bluebird sailors to become financial this season. Whether you are the owner of a Bluebird yacht, skipper, crew member, family member or partner let's keep this Association and class of yacht alive on the waters of Port Phillip Bay.

On-line payments are now possible. Just forward your \$15 to the Bluebird Yacht Association of Victoria Inc.

Bank: CBA BSB: 06 3236 Account: 00901458

Make sure you include your name and 'subs' in the description. Alternatively, forward a cheque made out to the Bluebird Yacht Association of Victoria to:

BYAV Treasurer

91 Esplanade, Altona

Vic 3018