



# BYAV FLYER – MAY '11

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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## Bluebird Cup 2011 (RYCV Class Monkeys) Commence Saturday 28<sup>th</sup> May

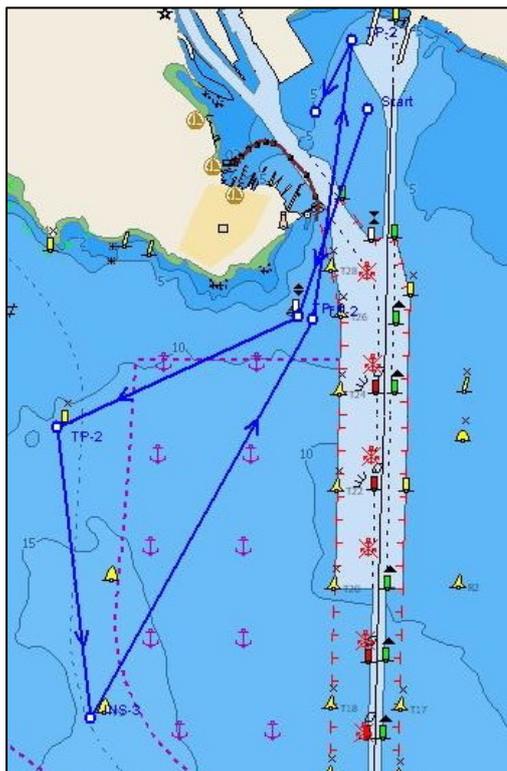
Eligible boats may enter online  
<http://www.rycv.yachting.org.au/>  
Entries close 1700 hours on Wed 25<sup>th</sup> May 2011  
(Late entries may be accepted)  
Notice of Race at back of newsletter.

## State Champs 2011

Race 7 of the BYAV State Championships proved to be a decisive race in the final results. Scheduled as a 'long race' and the last race to make up the Pollywoodside results, the entrants made their way out to the start line on a fine day with winds around 10 kts from the north. The start line was laid just north of the channel and the start was timed to coincide with the passage of a container ship.

I attracted the ire of the ships pilot and promptly received 5 warning blasts for not giving adequate room. There is an obvious safety hazard when small boats are in the Channel with oncoming Shipping

traffic and the dangers represented by the wake or surge created by large ships. I certainly learnt from this experience and have a better understanding of the requirements. I was lucky not to be disqualified by the club. The



general Sailing Instructions of each club state. "All yachts must give way to and keep well clear of shipping. If any shipping is in the vicinity, yachts shall keep clear of shipping channels.

Once clear of the ship the fleet headed off to down the bay. Racing was generally close with most yachts rounding P2 mark in close proximity. A lull in the wind did spread the fleet out around this time. Nunyarra took the lead and rounded P3 and headed for Gellibrand Pile. Panacea and Secret (later scratched) were lucky to get the benefit of the incoming sea breeze shortly after rounding Gellibrand and quickly set up for a broad reach to the finish. Meanwhile Nunyarra, Warranilla and several other yachts had pushed eastward toward the shipping channel to lay the finish line. The significant wind change enabled Panacea to finish 1<sup>st</sup> with Nunyarra in second place and Warranilla in 3<sup>rd</sup>. Surprisingly Drambuie crossed the line in 7<sup>th</sup> place leading to final results for the series with Panacea 1<sup>st</sup>, Drambuie 2<sup>nd</sup> and Nunyarra 3<sup>rd</sup>.



*From the President, David Barnett  
G'day Bluebirders,*

It seems a long time ago now that the summer series of races finished. It was great to see over 10 boats racing on some days in the State Titles. Again, another good series despite losing a day of racing due to strong winds. Congratulations to Nick Findlay on Panacea for winning the series ahead of Drambuie (2<sup>nd</sup>) and Nunyarra (3<sup>rd</sup>).

Hugh Munro has been working hard on getting his Bluebird 'So Not' ready to sail. It's been great to see Claire and Hugh on the water crewing and gaining valuable experience. Welcome to the class!

Bluebirds had a strong presence in the Wednesday twilight series of races in Division C with both Drambuie and Tandeka proving that Bluebirds could challenge at the front of the fleet. Nunyarra's crew shared lots of glassware over the series thanks to a highly favourable handicap. Out of the three Bluebirds, there wasn't too many races where at least one of our boats didn't get a prize or place on handicap. It was a great way of giving the Bluebird class a presence at the Royals this season and getting other classes to notice us.

Twilight racing is a great way to unwind during the week and get vital racing practice. I am keen to do the series again in 2011/2012. It would be great to have some other Bluebirds join Drambuie, Nunyarra and Tandeka out there. You can enter single races if you can't commit to the whole series. Come enjoy the fun!

The Bluebird polo tops have proved very popular over the summer. The polyester tops seem to hold their colour well, dry fast and look good. There is the possibility of getting rugby tops for the winter series. If skippers and crew are interested in me putting an order together, let me know.

Ian McGrath and myself completed the 'Boat Speed' course at the Royals in February and March. The course was run by racing coach Mark Tonner-Joyce. The 'Racing Tactics' course runs for 4 weeks, beginning October 27 2011. I would highly recommend skippers and crew who want to improve their performance in races to do these courses.

It was suggested at the last BYAV meeting to investigate the possibility of getting Mark and Gavin to run an evening and day course just for Bluebirds. If interested in getting involved, let me know. We'd need to guarantee a minimum number of people and boats for it to get off the ground.

The Winter Class Monkey Series for 2011 begins on Saturday May 28 at 1.00pm. Bluebirds entering will compete for the Bluebird Cup. Racing to be conducted from Saturday 28th May fortnightly until Saturday 3rd September 2011. There may be more than one race per afternoon, depending on conditions. Dates for series are: 28/5, 11/6, 25/6, 9/7, 23/7, 6/8, 20/8, 3/9. Entry is via RYCV website. The cost is \$140 per series or daily fee of \$30. It would be great to see many Bluebirds out on the water during the series.

It was suggested at the last BYAV meeting to have an overnight social event at Waterfront City on Saturday 1<sup>st</sup> October (if this is Open Day and Daylight Savings). We have a number of new members and such events have been a lot of fun in the past.

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#### **Editors Note.**

Dear Members,

It is always a struggle to get material for a newsletter. If you have anything of interest could you please email it to me. Pictures are always welcome and we will advertise for free!

Cheers

Nick    [nicnbec@gmail.com](mailto:nicnbec@gmail.com)

## The latest on Ivan & Louise

The latest on Louise and Ivan's grand adventure to bring Brio from Indiantown, Florida to Nungurner.

"We have had to do a lot of repairs to Brio - Florida's weather is not kind to boats, especially steel ones that rust".

*Brio is looking almost ready to go - we now have a wind generator and solar panel installed, liferaft aboard, operational chartplotter and other things electronic, nearly completely painted deck, new hatch (after I broke one just opening it), so many other things I can't think of right now. Every day is busy, busy, busy*

Bringingbriohome blog

<http://bringingbriohome.blogspot.com/>



### From their Blog:

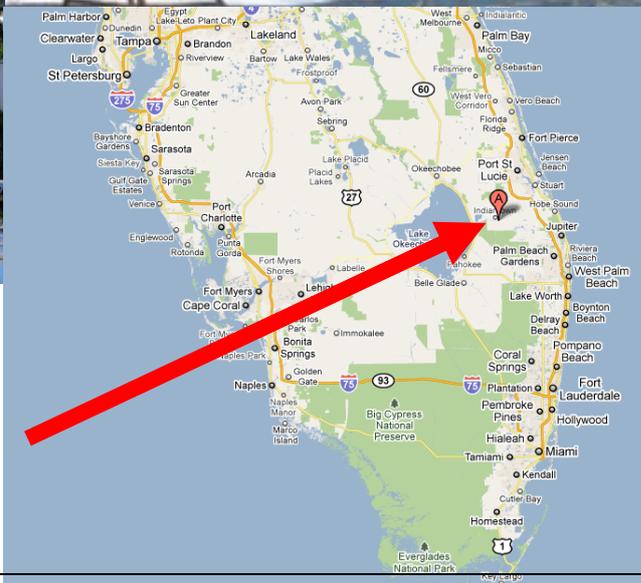
"There is so much work to do on it! I always thought the survey report shouldn't be taken too literally - eg 'some rust in the anchor well' really means there is so little steel left you'd be best to cut the bow off and weld a new one!"

*Two months after we arrived at the Marina, we are nearly ready to leave. We hope to travel down the canal to Stuart on Tuesday or Wednesday, spend a couple of days there finalising the boat and then it's off to the Bahamas to start out journey home. This may be my last post for some time.*

## Hot off the Press

### Paramour changes hands!

The BYAV wish Ann Goodwin the best of luck as the new owner of Paramour.



## Women Only Sailing celebrates 21 years

The Women's Keelboat Regatta first began in 1991 as the only sailing regatta on Port Phillip Bay which is a women only event. The Royal Melbourne Yacht Squadron, St. Kilda runs the event every Queens Birthday weekend. Past Commodore of the RMYS, Gai Clough was the instigator of the regatta after sailing in a women's event in New Zealand, 1990. The regatta was renamed the Australian Women's Keelboat Regatta in 2008 when other women's crews from interstate joined their Victorian counterparts in competition.



Later this year the crew on "Nouannie" who won the 2010 AWKR, will become the first Australian women's crew to compete in a 310 nm offshore race in Sweden. These women sail out of the Royal Yacht Club of Victoria, Williamstown.

I became involved with the women's sailing group at the 'Royals' in 2004 even though I was sailing with a crew on a boat from the Hobsons Bay Yacht Club. Boat owners were reluctant to lend their boats to women skippers and crew for a three day regatta in June. Weather conditions have varied over the years. Last year's regatta (2010) was sailed in light winds; three races were sailed on the Day 1-Saturday in winds from 8 to 15 knots from W-SW. Flat seas and light winds from SW at 6/10 kts on day 2 with

even less wind on day 3.

My first two regattas are the most memorable. From 2005: "Had a great weekend sailing in the women's keelboat regatta on "Good Company" H511 with seven women on board. Conditions were tough but we did it again -three wins (YV handicap adjusted) in races 4, 5 & 6. Race 5 on Sunday was sailed in 25 kt Northerly wind gusting over 40 kts. We weren't good enough to win overall but still got a trophy for third place with the same crew as 2004 when we won the big trophy.



Another weekend fix of adrenaline BUT the biggest scare happened on Sunday going downwind. An accidental gybe in a 30 kt gust with skipper Michelle attached to the boom...to end up sprawled backwards over the starboard guardrail onto the poled out headsheet. Anna the relief helm at the time, has marks on her lower back from the traveler whipping along the track behind her. We rescued our skipper, dropped the pole and rounded the lee mark. That was race 5. This scare made everything else that happened that day 'pale' by comparison. During an earlier downwind run we had a

wineglass spinnaker set, then a broach followed by a spinnaker drogue and later in the day, equipment failure when the mainsheet block lifted off it's base."

The 2011 Australian Women's Keelboat Regatta will be held from Saturday 11<sup>th</sup> June to Monday 13<sup>th</sup> June at St. Kilda. Race officials schedule six races for the regatta but often run three races on one day if the predicted weather for the following day is unsuitable. Results are calculated from best five scores on handicap set for each boat in a mixed fleet. At least twenty boats are expected to enter into the regatta, with 4-5 crews from the two Williamstown clubs.

[www.rmvs.com.au/AWKR](http://www.rmvs.com.au/AWKR)

*Sailor Ann (Goodwin)*

## Polly Woodside Trophy Results 2011

Every year the Polly Woodside Trophy is awarded to the best results in a series of long course race. No formal entry is required

- Race 1 – Bluebird Winter series, Class Monkeys Heat 9
- Race 2 – Lipton Regatta, long race
- Race 3 – Audi Geelong Week, Geelong Passage Race
- Race 4 – Bluebird Summer Series, State champs Heat 7

*This year the winner of the Polly Woodside Trophy goes to Craig Black/David Wallace owners of Drambuie. Well done lads!  
Second place goes to Nunyarra - David Barnett, and third to Panacea*



Basic Rule you had to sail 3 out of 4 races. Best 3 results count. (Relative result used)

Yacht	BB Cup '10	Lipton Cup '10	Geelong	Race #7 State Champs	TOTAL	Place
Drambuie	1	1	1	7 (drop)	3	1st
Revel	4	4	4	6 (drop)	12	
Nunyarra	2	3 (drop)	2	2	6	2nd
Paramour	DNS (drop)	2	5	4	11	
Warranilla	5	DNS (drop)	3	3	11	
Panacea	3	6	DNS (drop)	1	10	3rd

### Bluebird Sailing -on the foredeck

When you sail short-handed on a yacht there's always more opportunity to learn new skills since there are fewer persons on board. From the first time I sailed with two persons on board my sailing coach made me aware that if my skipper went overboard then I would be the only person who could retrieve him. Whenever I've been sailing two-handed on the Bluebird, I've usually chosen the foredeck tasks because I didn't want to risk tipping the skipper overboard while I was steering on the helm. But foredeck duties can be hazardous especially if there are no safety lines and only a small pulpit at the bow. Wearing a personal flotation device (PFD) is a requirement under racing rules but it's a 'security-blanket' - you put it on and forget you're wearing it. Wearing footwear with a good grip on a wet deck is a must if you're standing forward of the mast reaching over the side, hands ready to grab the sheet (rope) attached to the sail before clipping it onto the spinnaker pole.

The 'crunch' time for me to learn foredeck duties on a Bluebird was during an evening twilight race. There was only the two of us on board and the wind was getting up to 20 kts – a bit blowy and we had too much sail area up. I chose to go forward, crawling on the slippery foredeck dragging another sail with me so that I could unclip the no.1 jib sail from the forestay then attach the smaller no.2 sail. I did this while the bow was bouncing in choppy waves. I scraped my knees and shins sliding around trying to keep in contact with a deck doused by waves and rocking at all angles. Task completed I crawled back to cockpit comfort adrenalin pumping.

A man-overboard (MOB) situation happens very quickly but often in benign conditions: a lazy Wednesday afternoon on a bigger yacht off Sandringham where the water can be choppy. Suddenly a wave lifted our boat as Simon was standing near the mast with both arms around the spinnaker pole, the deck tilted down towards the water and over



the side he went still holding onto the pole. We all froze for a moment, all looked at Simon in the water then the skipper yells "somebody help me sail this boat" so finally the retrieval procedure was begun- throw life ring to MOB, haul in sheets, ask Simon to let go of the pole so we can pull it back on board with the attached sail, and make jokes how Simon (our diver in the crew) needed another swim. Was our MOB wearing a PFD? No. Had the Wednesday crew done a MOB drill together before? No. The next week, skipper and crew were signed up for a Sea, Safety Survival course// website:

[www.orcv.org.au](http://www.orcv.org.au) Sailor Ann

BYAV Treasurer



## **Royal Yacht Club of Victoria Class Monkeys Regatta 2011 Notice of Race**

**Royal Yacht Club of Victoria Yacht as the Organising Authority invites entries for the Class Monkeys Regatta 2011**

### **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, Adams 10, Elliott 5.9, 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 25<sup>th</sup> May 2010
- 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 \$140 (inc GST).
- 4.2 A daily entry fee of \$30 will also be available

## **5. Schedule**

- 5.1 Racing to be conducted from Saturday 28<sup>th</sup> May fortnightly until Saturday 9<sup>th</sup> September 2011
- 5.2 No more than four races will be conducted on each day; the warning signal for the first race each day is scheduled for 1255 hours.

## **6. Sailing Instructions**

- 6.1 The Entrants listing and Sailing Instructions will be available no later than Thursday 26<sup>th</sup> May 2011.

## **7. Venue**

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

## **8. The Courses**

- 8.1 Races will be conducted on windward-return courses as described in the Sailing Instructions.

## **9. Scoring**

- 9.1 The low point scoring system - Appendix A2.2 of the Racing Rules shall apply. 12 races are scheduled, of which 3 shall be completed to constitute a series. If five or more 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 Sunday 9<sup>th</sup> September 2011.

## **11. Enquiries**

- 11.1 Enquiries should be directed to Peter Roberts or David LeRoy