

# The Bluebird Newsletter

www.bluebirdsailing.org.au



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.

## From the President

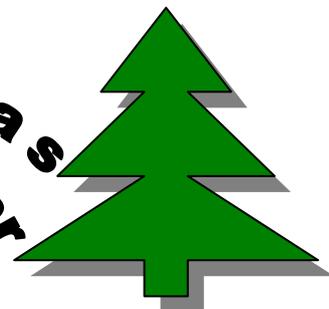
As 2009 draws to a close and having achieved my first year as BYAV President, I would like to thank the BYAV Committee, whose commitment and enthusiasm has made my role that much easier.

Nick Findlay, who last year took on the role as BYAV for a second time, has done a great job in organizing the details of the Bluebird racing season - including issuing Notices of Race, Sailing Instructions and documenting results and finances of all the race series that BYAV has conducted under the auspices of the HBYC.

John Owens, BYAV Vice President, has liaised with the HBYC racing committee very effectively to help ensure that the BYAV races fitted in with other club races.

Narelle Grey took on the role as Treasurer at the AGM last year until other commitments meant that she had to resign. We were really lucky that Ann Goodwin, a keen Bluebirder and someone with lots of experience with financial matters, having run her own businesses for many years, agreed to take over as BYAV Treasurer. At short notice Ann got

**Merry Christmas  
& Happy New Year  
to all**



*Shadow makes her way to the river for the Docklands overnighter, having participated in the HBYC opening day sail-past.*

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### Race Dates 2010

Polly Woodside Long Course Series		
Date	Heat	Start
Saturday 23 January (Geelong Passage Race)	3	tbc
Saturday 17 April (St Leonards Race)	4	10.00 hrs

Bluebird State Championships*	
Date	Heats
Sunday 14 February	1 & 2
Sunday 21 February	3 & 4
Sunday 28 February	5 & 6
Sunday 14 March	Resail date if needed

Bluebird Cup Winter Series*	
Date	Heat
Saturday 8 May	1
Saturday 22 May	2
Saturday 19 June	3
Saturday 3 July	4
Saturday 17 July	5
Saturday 31 July	6
Saturday 14 August	7
Saturday 28 August	8
Saturday 11 Sept	9

\* All races for State Championships and Bluebird Cup Winter Series start at 1300hrs.

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things organized for the auditor Jean Price to finalise and sign off on the 2009 Treasurer’s report.

Thanks again to Jean for her work as auditor, which was a bit more complicated than normal this year because of the way events unfolded.

Previous long-term President and current committee member, Ivan Knight, has provided me with invaluable help and advice to and I thank him for that along with his active ongoing role on the committee where his experience and insights are of great value.

Warwick Norman, as webmaster, has set up a very effective and interesting website which you all should visit if you haven’t already done so.

Christian O’Halloran liaised with the organisers of Geelong Week 2009 on behalf of the Bluebird Association and organised the Pollywoodside series. Many thanks Christian, who is to continue as the role as the BYAV Pollywoodside Race Coordinator.

I also thank the other members of the Committee – Tim Blunt, Jock Murphy, David Barnett and Glenn

Hall – who have all done their part by providing their time, thoughts and inputs into the Association.

Another heartfelt thanks to Norm Price on behalf of the Association for again stepping up to the plate and helping with the starts and finishes in so many of the races as he has done in the past.

Thanks to the Hobson’s Bay Yacht Club for all their assistance – to David Judge, and to Tony Dawson who took over when David became Commodore – No incidents on the water shows they did a first class job.

Louise Avery has once again done a great job in producing quality newsletters during the year. However, it’s up to all BYAV members to send Louise useful tidbits concerning Bluebirds, sailing in general, or anything at all of interest for her to use. If this doesn’t happen, no newsletter and that would be a significant loss to the Association.

There is no doubt in my mind that class racing is the best form of racing and we are lucky, and the envy of many non-Bluebirders, to have such great

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class racing, as well as the cruising activities we all enjoy.

But it doesn't just happen and it's really important for the Association's future to have a proactive and involved committee such as we have, to make sure the BYAV remains active and healthy. We cannot just leave it to a few if the Association is going to remain relevant and provide the great class sailing as well as cruising events. So it's important that everyone who enjoys the pleasures of racing and cruising in Bluebirds does their bit when they are able to.

Regards

*Ian Lewis*

BYAV President

**Welcome new  
member and  
Bluebird owner,  
Beth Turner  
'Persephone' H154**

## 2009 Bluebird Cup

Eleven Bluebirds competed in the **2009 Bluebird Cup**. Very windy conditions, unusual for winter on the bay when light or no winds in some races have been the norm for many years (sign of the times?), forced the cancellation of three of the scheduled races. The overall winner was – guess who?? Drambuie again (David Wallace assures us that they are beatable, so let's see if we can prove him correct). Gaylene was 2<sup>nd</sup> (congratulations Tim and crew) with Paramour 3<sup>rd</sup> (well done Ivan and crew). See page 4 for detailed results.

## Overnighter to Docklands

The overnighter to Docklands was held after the sail past at the HBYC Open Day on October 3<sup>rd</sup>. Four yachts (Paramour, Manjimup, Nunyarra and Shadow) headed up the river and had a really enjoyable evening courtesy of the Docklands Marina complex at the Waterfront City Marina. It is extremely good value at \$35 per boat per night with a terrific set up: good, safe mooring and really well appointed facilities including bathrooms, kitchen, laundry, outdoor deck with a gas barbeque, internet (free) and a large lounge with plasma TV. We had a pleasant evening on the deck enjoying gourmet pizza from the nearby Mecca Bah restaurant and a bottle or two of good wine.

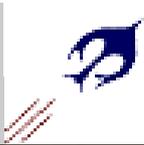


*L to R: Nunyarra, Shadow and Manjimup (Paramour hidden by Nunyarra) berthed at Docklands.*



## 2009 Bluebird Cup FINAL RESULTS

Yacht & Final Placing	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Final Points*
<b>Drambuie 1st place</b>	David Wallace & Craig Black	1	1	1	1	DNS	3	DNS	1	DNS	5
Shadow	Ian Lewis	DNS	2	DNS	DNS	DNS	DNS	DNS	3	DNS	41
Revel	Warwick Norman	3	3	DNS	DNS	DNS	2	DNS	4	DNS	24
<b>Gaylene 2nd place</b>	Tim Blunt	2	4	1	2	DNS	5	DNS	2	DNS	11
Manjimup	Christian O'Halloran	8	5	6	DNS	DNS	DNS	DNS	DNS	DNS	43
<b>Paramour 3rd place</b>	Ivan Knight	6	6	3	3	DNS	DNS	DNS	5	DNS	23
Bounty	Bruce Hocking/ Peter Hocking	10	7	6	6	DNS	DNS	DNS	DNS	DNS	41
Kotare	Nick White	9	DNS	DNS	5	DNS	4	DNS	DNS	DNS	42
Warranilla	Ian McGrath/ John Vermeulen	4	DNS	52							
Nunyarra	David Barnett	7	DNS	DNS	DNS	DNS	1	DNS	6	DNS	38
Panacea	Nick Findlay	5	DNS	4	4	DNS	6	DNS	DNS	DNS	31



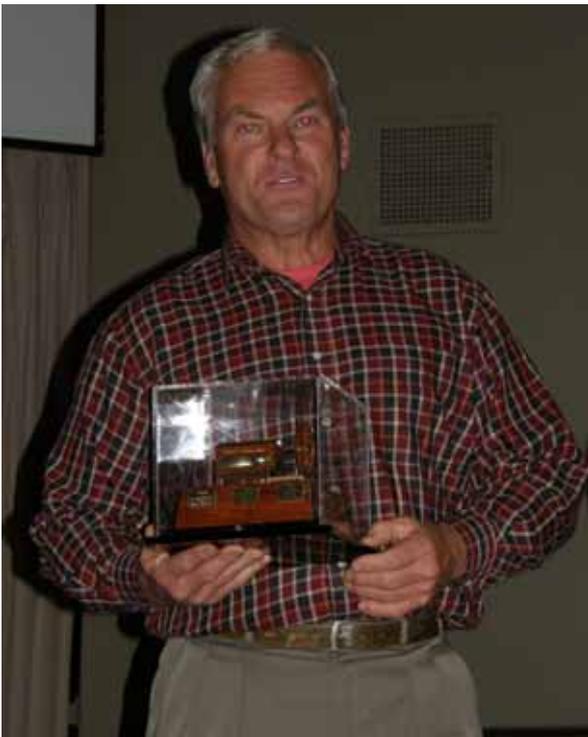
### Winners are Grinners



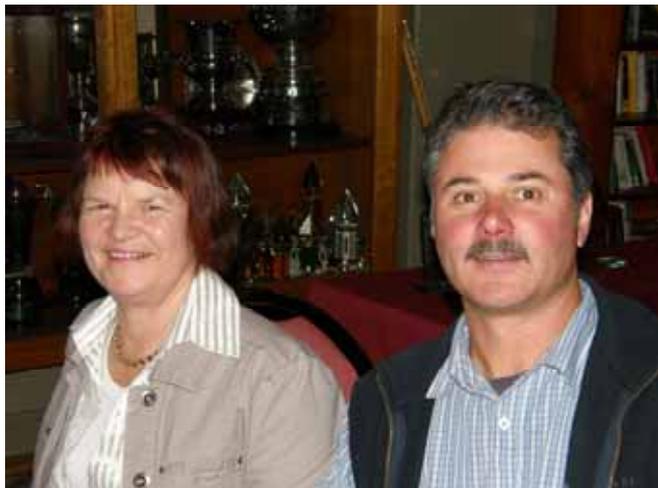
*Nick Findlay accepts his trophy for Panacea's second place in the 2009 State Championships.*



*Norm Price hands over the trophy to winners of the 2009 State Championships, Craig Black and Dave Wallace.*



*Ivan Knight, winner of the 2009 Pollywoodside Long Course Series accepting the distinctive trophy.*



*Nunyarra crew member Ann Goodwin with skipper David Barnett enjoying Presentation Night.*



*Bluebird Association life member, Norm Price, presents Tim Blunt with the second place trophy for the Bluebird Cup.*



## Delivery by Ann Goodwin

My sailing objective for 2007 was to see more action from up on deck. In December 2006 after six months training and racing in the role of 'sewer rat' (below decks pulling the spinnaker in through the forward hatch as we rounded the lee mark), I decided that I was done with repacking sails after two regattas in ocean swells off Sydney Heads, and so I quit the Scarlet Runner racing crew.

What was I doing down below again, this time in July? I'm on the bunk feeling particularly seedy, bucket ever ready for a chuck ...same boat, different ocean swell, already four hours into Bass Strait on a delivery and every time same story- "give me 24 hours and I'll be ok".

This was to be a fast delivery trip. We left on time 0800 hrs from Sandringham with five crew (me the only woman with four guys) on board all wanting to be back in Melbourne by the following Tuesday; we had five days to get to Sydney. The four day forecast predicted favourable winds. The passage down to Port Phillip Heads was a comfortable reach on a cool day with the odd shower of rain. The water through the Rip was almost flat with ripples – not like the previous trip when I was on the helm and we motored through standing waves about two metres high.

Mid afternoon the first day felt like any Wednesday afternoon sail – same guys on board but instead of looking out for course marks we were identifying landmarks on the shoreline from Back Beach to Cape Schanck and taking turns on the helm. As we beam reached past London Bridge I went below decks for a rest break. When you spend time down below you become 'as one' with the motion of the boat, but every boat is different depending on hull shape, keel design, weight displacement and number of crew on board. From my horizontal position on the bunk, a Sydney 38 moves around in the water similar to the Cavalier 36; however another variant is the location of your allocated bunk and whether that berth gives the smoothest ride.

With no visual input you become more aware of sound – the water swishing past the hull close to your head as it rests near the inner wall, the wind as it whistles and howls around the rigging, the faint sound of voices of the guys on deck, the groan of the sheet being eased on the winch and the clanging of the tether clip on the deck as someone drags their line along the jackstay.

Feel the boat lift as it catches the swell from one direction and then the subtle shift as swell comes from what seems the opposite direction and the repetition rocks you to sleep; feel the sudden jolt as the boat changes tack and you find yourself falling into the lee cloth. So you wedge yourself into a foetal position on the bunk with a soft bag at your head, another at chest level and your bum stuck against the hull trying to keep the body as still as possible and eventually you drift off. Next you awake and the wind sounds different, the wave motion has changed, there's a hum in the hull and you now feel lifting up, then side to side then ...ooohh its too much for the gut ! Grab the bucket ...

The second night was notable for stronger winds with gusts as we ran downwind . We were heading for Gabo Island. The wind was consistently around 23-25kts and the guys tell me the gusts reached 38 kts. This is where the boat speed topped 17.4kts at one point – if there were more crew on board the spinnaker would have been up! The darkness was punctuated with high pitched gusts and fast surfing. You could feel a big wave pick us up and the boat would slide down and off we'd go again, surfing a wave with a rushing which seemed to go on forever. There was a lot more boom crashing as the boat gybed, and down below there was more clutching the lee cloth and scary moments as she bucked and rocked in the dark. I was too chicken to go up for my two hour watch on the helm- definitely pushing the limits of my comfort zone. I had no previous experience of helming downwind in a 20 kt wind in daylight. The deal before we left was that it could take me 24 hours to get my sea legs and ...now was that 24 hrs from departure time or from first chuck? In my dehydrated state, the

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mind was beginning to play tricks in the boisterous conditions and I contemplated whether I should ask to get off at Refuge Cove or failing that, jump ship at Eden.

Somewhere that night the boat came to an inexplicable stop. Rushing waves, then nothing. Shouting from on deck, someone runs into the cabin to check the steering cable, runs back up the companionway, shines the torch – where's the headsail? Eventually after more loud voices and some prolonged slopping and swishing of water into the cockpit above my head, the boat started moving again. As the story was told next morning – a sail change had been made but the dropped sail had not been entirely clipped to the rail on the foredeck and had blown over the side of the boat and underneath creating a drogue- consequently no boat movement. It had taken some physical effort to drag the headsail back into the cockpit.

I came up on deck on next morning, to a beautiful sunny day and discovered that Refuge Cove and Gabo Island were both behind us and yes, we would be stopping at Eden. We pulled into the marina about 8am after two days at sea. Once my feet hit terra firma and coffee and eggs were on offer ...my health got significantly better. I decided to stay for the duration. Three hours later we motored out of Eden, set the sails for a great sailing day and had the spinnaker up until sunset.

Saturday evening, third night out, we were north of Beecroft Head when I slept through the alarm, waking 15 minutes late for my watch. I hurriedly pulled on all the gear then went up on deck to find Simon on the helm. I was still getting clipped on down the back for the hand over, when we struck trouble with the steering. The boom had been lashed to the side stays to minimize uncontrolled gybes but something went awry. The wind at 15 kts was a bit fluky, the swell beneath the boat was pushing it around – maybe the helm should have been turned to port instead of starboard, whatever - the result was a frustrated gybe. Simon turned the wheel full circle either way to discover he had no steerage. The boat rounded up into the wind, sails flapping, boat bobbing up/down on swell coming from two directions- that was a little scary. Then it was all hands on deck!! A bit of shouting followed – the emergency tiller is brought up on deck and I'm allocated my role of 'gofer' at the bottom of the companionway while the steering cable is fixed with 'string' from the kit. About an hour later we resume sailing and practice some gybes with the poled

headsail, sending Simon to the bow just like any Wednesday afternoon sail with Rob on helm and me in the pit, only this is at 11.30pm on a moonless night. At midnight I was sent down below where Ken and Peter were already off watch. No one slept much that night because of the wind and sea conditions, regular boom crashing and a chill in the air. Amazing how warm you get when the adrenaline is pumping and how cold you feel when the emergency has passed and you begin to shiver.

The final day, Sunday was a bit of an anti-climax. We were off Bate Bay, when boat speed was dropping below 5kts so on went the motor and we eventually reached Sydney and tied up at CYCA about 5.30pm. Over drinks later, we debriefed – the first three days of the delivery could have been a dress rehearsal for the upcoming Sydney to Gold Coast race which was to start in two weeks time.



*The view from Scarlet Runner as she makes her way to Sydney*

Postscript: At the time I thought I should consider longer off shore passage trips or sedate cruising on a heavier boat where getting my 'sea legs' takes less than 10% of the trip duration. I had survived another off shore sailing experience with an awesome bunch of guys, and we'd got ourselves and the boat to Sydney safely. Ocean racing is not for me but more delivery trips across Bass Strait? Maybe.



## Around the bay in a few days



Above and below: Paramour at Queenscliffe marina.



Paramour recently had a long weekend away from her mooring. She started out on Saturday morning with the fleet racing to Mornington. The only Bluebird in the fleet and the smallest, she came in at 18th out of 34 starters. She didn't get line honours, but nor was she last across. After a night at Mornington jetty, the next day, following a bit of indecision as to whether Queenscliffe or Blairgowrie would be the destination choice, she headed for Queenscliffe. Motor sailing most of the way, she arrived mid afternoon at the new marina. As you can see from the pictures she fitted very easily into her berth. The Queenscliffe marina doesn't have any old world charm about it, but it does have good facilities and is an easy walk to town. With a forecast for unpleasant weather on the Tuesday (Cup Day), her crew turned her towards Hobsons Bay on Monday morning. Unfortunately there was little breeze so once again the outboard came out and so did the ear plugs and we made our way up the bay. The wind kicked in for the final hour and Paramour sailed back to her mooring refreshed from her little tour.

## Audi Victoria Week in Geelong 21—26 January

The 2010 Geelong week is sponsored by Audi and again promises to be a wonderful weekend of sailing and carousing, with the Bluebirds again having their own class. All Bluebirders are encouraged to take the opportunity of competing in this showcase regatta, arguably the largest of its kind in the southern hemisphere.

### 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 **Bluebird Yacht Association of Victoria Inc.**

**Bank: CBA    BSB: 06 3236    Account: 00901458**  
**Make sure you include your name and 'subs' in the description.**

Many thanks.....Ann

### Pollywoodside Long Course Series Results

The Pollywoodside Long Course Series was taken out by Paramour with Manjimup second, and Drambuie coming third.