

October 2010

Club News

October! Beer festivals, footy finals and of course cruising the Coral Sea! Many are set for the annual getaway and may well be gone by the time this gets out! Safe passage to all and be sure to bring back a tale or two for those of us less fortunate and still stranded at work.

October has seen some changes at the club. The trial of mid day openings concluded which we ran through July, August and September, opening at noon instead of 4pm on Wednesdays Thursdays and Fridays. It looks set to happen again next year and any feedback from members that took advantage of the extended opening hours would be helpful. Also you may have noticed a lot of tidying up happening around the grounds. Say a word of thanks to Garry when you see him next for the great effort he's put into this all off his own back. He says it keeps him off the streets and from running amok up town! Well done Garry and keep it up otherwise Vic will probably do it all. The Commodore did of course lend a hand and a trailer...

I'd like to make special mention of a club member that has only recently joined but will also soon be leaving us. As his time constructing the new shopping centre draws to a close and he contemplates heading home across the border I would like to say a big thank you for laying the

IMPORTANT NOTICE

WORKING BEE
Saturday
November 6th

With Lots to do there'll be sandwiches and a beer or two afterwards.

buoy at the last race.

We had to promise not to tell his mates what he'd been doing to buoys while he was up here though!

All the best to Con and we all hope to see him back up here one day soon.

In closing I'd like to say to keep a look out for news coming soon on some exciting sponsorship deals to benefit those of you active in the clubs sailing events.

Mick Gwilliams
Rear Commodore

Race Results

October was a little quiet on the race front with only heat 3 and 4 of the club championship held. Heat 3 was cancelled on the 2nd but we managed to reschedule for the 9th and not abandon it all together. It only takes a bit of effort and we can do this every time. Although we only had three boats for the re-run (apparently the Magic grapevine was down) it was again Tim sailing Ann Sea taking the honours. Things changed for heat 4 though with the return of Magic to the club series.



Doug Ryan skipper of Magic

As Ice and Whitecap failed to match the pace it was a two horse race as Magic and Ann Sea sailed to the finish. In a triumphant return to the series Doug carried away both line honours and corrected times to put a halt to the recent winning streak of Ann Sea.

Nautical Knowledge

Why knots? In days gone by in order to measure boat speed a wooden plank with rope attached that had knots every 50 feet was thrown overboard and timed with a 30 second sand glass. If 10 knots went overboard in half a minute, then the ship was moving forward at an apparent speed of 10 knots or 10 nautical miles per hour.

CLIPPER CUP 2011 UPDATE

May 21st & 22nd and 28th & 29th

There's not much to report on the Clipper Cup this month other than to say we are hopeful of announcing a major sponsor very soon. Once this is finalised marketing will begin with posters and nomination forms distributed along the coast and the task of attracting the entrants will begin.

Member Profile

Garry White



Always stirred but never shaken and preferably on Ice

Garry is like the shrouds on a yacht, not to say that he's tight and snaps under pressure, but to say that the work he does around the place might go unnoticed by some, but if he didn't do it everything might collapse. A cornerstone of the club and always willing to lend an informed opinion he's the one you'd want onboard in a storm. If you shout him a beer make sure it's in the right glass but don't say that he's picky! He's spent a lifetime perfecting the art of moulding his character and with great success too.

Upcoming Sailing Events

- Saturday 13th November - Club Championship Heat 5 Spring Series - 12pm lunch & briefing 2pm start
- Sunday 28th November - Club Championship Heat 6 Spring Series - 12pm lunch & briefing 2pm start

The Lizard Island Rally is indeed in danger of falling off the map as many people claim that it's just not what it used to be.

With many choosing to do their own thing in recent years it might be a good idea for those of us interested in an October cruise to start something new which may well be what has happened lately. Lizard as an event maybe needs a break and perhaps now's a good time to start afresh with a cruise to Maggie as an annual event.

Or maybe we should pull together and carry on the old tradition of heading north to Lizard? Either way it seems late October is cruising time and the club's here to help in any way possible.

Need a laugh?

The following is supposedly a documented conversation between the USS Lincoln and a Canadian "vessel"...

Canadian: Please divert your course 15 degrees to the south to avoid a collision.

Americans: Recommend you divert your course 15 degrees to the north to avoid a collision.

Canadians: Negative. You will have to divert your course 15 degrees to the south to avoid a collision.

Americans: This is the captain of a US navy ship. I say again, divert your course.

Canadians: No. I say again, you divert your course.

Americans: This is the aircraft carrier USS Lincoln, the second largest ship in the United States Atlantic fleet. We are accompanied by three destroyers, three cruisers and numerous

support vessels. I demand that you change your course 15 degrees north, I say again, that's one five degrees north, or counter-measures will be undertaken to ensure the safety of this ship.

Canadians: This is a lighthouse. Your call.

'Tis the season to prepare...

With the media reports of warmer seas and an earlier start to the season we might be expecting a bumper crop of low pressure systems heading our way.

It's prudent to be prepared so if you're not going to be around remember to make some plans to get your boat up the creek if need be.

Let the club know if you'll be away.

Don't forget the

BILGE SALE

Sat Nov 20th 10:00am

\$5.00 for a stand

includes sausage sizzle

As a rule...

The ISAF Racing Rules of Sailing can be very complicated but not so when you start to understand what it's really all about. We asked "Old Mate" one of the "experts" on the crew of "Cyclone Chaser" for their opinions and got some rather interesting answers...

Rule number one is that a boat or competitor shall give all possible help to any person or vessel in danger. We all know that means stop the race and help out the yachty in distress, right? But maybe we're not fully understanding the rule here.

Old Mate reckons "It all depends on what the danger is. If you're in danger of running out of beers before the race ends you're allowed to come boat and expect they hand over a six pack!"

Rule number two is that a boat shall compete in recognised principles of sportsmanship and fair

We all know that means you shouldn't cheat, Old Mate reckons "A Sports-man-ship is what its recognised principles is to win no matter

More wisdom on the Racing Rules of Sailing Cyclone Chaser next month!

Want to contribute?

Just email any suggestions, pictures, information etc to the club. Next issue out last week November

alongside any other

compliance with play.

right?

we sail in and one of what!"

from the crew of



Member's Christmas Party!
Saturday December 18th 2010.
12 noon til 4pm

Barbecue Buffet
Entertainment with Dave Cook
Bar Tab Provided



What do **YOU** need to know?

A question that often comes up in conversation is ***what do you need to know about lighting required on boats after dark?***

The **International Regulations for Preventing Collisions at Sea 1972 (COLREGS)** published by the International Maritime Organization (IMO), covers lights for sailing vessels and states (in part) that:

Rule 25 — Sailing vessels underway

(a) A sailing vessel underway shall exhibit: 1. sidelights; 2. a sternlight.

“Sidelights” means a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side. “Sternlight” means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees right aft on each side of the vessel.

(b) In a sailing vessel of less than 20m (66 ft) in length the lights prescribed in paragraph (a) of this Rule may be combined in one lantern carried at or near the top of the mast where it can best be seen.

(c) A sailing vessel underway may, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit at or near the top of the mast, where they can best be seen, two all-round lights in a vertical line, the upper being red and the lower green, but these lights shall not be exhibited in conjunction with the combined lantern permitted by paragraph (b) of this Rule.

Rule 30 — Anchored vessels

(a) A vessel at anchor shall exhibit where it can best be seen:

(i) in the forepart, an all-round white light or one ball;

(ii) at or near the stern and at a lower level than the light prescribed in subparagraph (i), an all-round white light.

(b) A vessel of less than 50 metres in length may exhibit an all-round white light where it can best be seen instead of the lights prescribed in paragraph (a) of this Rule.

Be aware that lights required depend on the size of the vessel and that a mast head light (an arc of the horizon of 225 degrees) might not be an all-round light (360 degrees).