



SAFETY BEACH SAILING CLUB

Keelboat Captain's Message

What a great way to start the season with a perfect Friday night sunset sail and amazing weather for opening day on Sunday – well sort of except for the wind.



Figure 1- Friday twilights really cap the week off perfectly. pic Tanina

How are you going with the rules quiz? One of our upcoming member nights will be a trivia night hosted by an international rules judge so study up and get your team together to claim bragging rights.

A reminder for our first member night of the season this Thursday night, getting your boat to cat 2.

If you haven't already, have a look at the new member driven resource page with some great links for information and contacts. [{click here}](#) This is a member driven page so if you have a favourite book or trades drop us a line at keelboat@sbsc.net.au

Some great contributions this week with Peter Bulka giving us insight into Westernport Bay and also some great advice from Jamie @ Sport Phillip Marine. I have it on great authority that exclusive member offers will be a regular feature this season at Sport Phillip Marine.

Fair Winds
Rod Smallman

From the Rear Commodore

Well, the new Keelboat season is well and truly underway with nearly 30 yachts out on Friday night, enjoying beautiful weather in the Sport Phillip Marine Friday Twilight Pursuit Race. October is a tricky month for course selection given the sun wants to go to bed early and the new Course Selection Panel recommended a great course for the first race. Congratulations to Emerald (your Sport Phillip voucher is in the mail, trust us), Wingara (2 starts are better than one?) and Lady Cassandra (always a contender).

Opening Day saw a fantastic parade in front of the Clubhouse along with the OTB guys and special mention to After Midnight and Vincitore for not blocking the channel by running aground in front of the fleet. It was another cracking day with a course a little long for the 70 minute time limit with no boats finishing. Congratulations however to the unofficial trophy getters, After Midnight, Vincitore and Rogue but the real prize for the day was the Best Dressed Keelboat which went to Lady Cassandra. A great effort!

Gareth Davies

KEELBOATS & TRAILABLES NEWSLETTER

OCTOBER 16th, 2018

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Member night

Thursday 18th October @ 7.30pm
Topic – getting from Cat5 to Cat2
The club will be open for dinner & bar from 5.00pm

Keelboat – Skippers & crew meeting

Saturday 21st October @ 10.00am

Contributions – send your ideas for tips & tricks, great sailing adventures, etc to keelboat@sbsc.net.au

Editor

Rod Smallman



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last week's race results

Friday 12 Oct 2018.

Sport Phillip Marine Friday Pursuit Series

1.

Race 1.

Congratulations to the Winners.

1st Emerald.

2nd Wingara.

3rd Lady Cassandra.

Thanks to the Tower Team of R.O. Judy Champion and the crew from duty boat, Norma Jean, with Barry and Evie Tanner assisted by Roy.

**Opening Day – Commodore's Cup.
Sunday 14 Oct 2018.**

It was a beautiful sunny day for the Commodore's Cup Race. However, the race was declared a no race, as no boat completed the 4 lap course in the time allowed.

The Cup organisers decided to average the laps sailed to decide the winners.

Congratulations to the Winners.

1st After Midnight.

2nd Vincitore.

3rd Rogue.

A great day was had by all.

next week's race

Friday 19th Oct 2018.

**Sport Phillip Marine Friday Pursuit.
Series 1. Race 2.**

First warning at 17.25Hrs.

Start time at 17.30Hrs.

On Tower Duty.

R.O. is Ross Martin and duty boat is D'etente, who must provide at least 3 crew for tower duty, preferably 4 crew.

Tower Officers need to be in the tower at 16.15Hrs, 1Hr 15Mins before the Race Start at 17.30Hrs.

Start Sheet for Race 2 is attached.

Sunday 21st Oct 2018.

Sunday Summer Series.

Race 1.

**1st Warning at 13.25Hrs. Start Time
13.30Hrs.**

On Tower Duty.

R.O. Grant Chipperfield and duty boat Joker on Tourer who must provide a minimum of 2 additional crew.

from the tower

**Tower Officers need to be in the tower at
12.15Hrs, 1Hr 15Mins before the Race
Start at 13.30Hrs.**

Race Officer and Race Information are contained in the manual at the computer in the Tower.

Please read carefully.

COURSE SELECTION AND NOTIFICATION.

**It should be noted that tower officers
need to be in the tower 1Hr 15Mins
before every race, to allow time for
notification of the course to be sailed.**

**This information must be conveyed to:
Victoria Ports Melbourne
Aquatic Event Advice
at Lonsdale VTS.**

When the course is selected, Roy Aldrich will notify Vic Ports Melbourne at Lonsdale VTS.

**Notifying Vic Ports is mandatory and
needs to be conveyed at least 1Hr before
the race start.**

**Don't forget the Skippers and Crew
meeting on Sunday 21st Oct 2018, in the
clubhouse at 10.00am.**

**Roy Aldrich
Tower Officer.**



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you're invited

to go **Ocean Racing**

[Latitude Race link](#)

Date: Saturday 24th November – 10am-4pm

This is a great opportunity for you to get a taste of Ocean Racing by participating in the upcoming ORCV Latitude Ocean race. 5 boats from the club (After Midnight, Maverick, Norma Jeane, Patriot, & Wingara) cordially invite you to participate in the event as crew, or even if you'd like to enter your own boat. It's a great chance to see & feel for yourself plus get to meet and network with other Ocean racers.

Places are limited so get your entries in by emailing keelboat@sbsc.net.au (must be older than 16 and less than 100)

Warneet Around French Island Race (WAFIR)

Past Commodore Peter Bulka opened his account in the Victorian Trailable Traveler Series with both the line and handicap honours. He recaps the race.



Having never done this race before, we were all quite excited, right up until we saw the forecast of 0-5 knots for the whole day. Anyway, we kept our fingers crossed that we'd at least be able to get some part of the French

Island rounding in before they shortened the course.

The day started very early, with our start scheduled for 7am just off the channel entrance to Warneet. Following a short postponement, we got away with the multihulls and sports boats, in around 3 knots from the NE, with the wind scheduled to drop



out to nothing by around 9am. Oh joy! Did I mention we had "Canting Clarky" on board?

The slower boats started 5 minutes later. That included the Castle 650's that revel in the light conditions.

The challenge with the race is to get to what they call "The Hump" (shallowest part of Westernport Bay) at high tide. This area dries out at low tide, so unless you get over it within a reasonable time after high tide, start the motor and get out of there!

We got to the hump right on high tide, with the keel almost all the way up to avoid running aground. By this point there was basically no wind and our only momentum was from the current. We ran aground at least 2 times in this area, the second time for around 15 minutes before we realised we weren't moving at all. Thanks to Neil Osborne for persisting with his belief that we had run aground, otherwise we might still be there.

The wind was scheduled to come in at around 5 knots from the south around midday and it actually did at around 11am. We were closest to French Island northern shore of all the boats, so got into this light breeze first and



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cleared out. By the time we cleared the eastern most point of the island we were around 1NM ahead of the next boat. Happy Days!

We ran aground one more time after this point. The sandbars in this area are incredible and when Navionics indicates that it's shallow in a certain area, it's right.

Around the southern stretch of the island we had between 5 & 15 knots and the wind went from reach, to windward to a run. Not necessarily in that order. Thankfully we had Canting Clarky on board for the 15 knots.

We rounded Tortoise Head and finished just off Stony Point with the spinnaker up (see photos). By this time one of the multihulls finally go their act together and caught up a lot of ground in breeze, but to no avail, as we finished 11 seconds ahead of them

Our race time was just over 6 hours and 45 minutes and we got overall line and handicap honours.

We had a total of 24 starters and 19 finishers. One other Ross 780.

Thanks to Clarky (aka Canting Clarky), Neil Osborne and Tony Christmas for a very enjoyable day on the water.

We're now leading the Victorian Trailable Traveler Series, so stay tuned for more instalments, as we endeavour to maintain our perfect race record.

Cheers,

Peter

preparation for summer

This week James Robertson has written a great article on Sea Safety.

As the weather turns for the better and we wind our clocks forward, a new season is upon us. Apart from winter maintenance, there is a serious side to getting ready for the season and that is checking your safety gear. In my opinion this is the most critical of all your pre-season tasks. You could live with a broken block or even a worn-out sheet, but you can't live without the necessary safety gear. Not only for legal compliance but also to provide a safe vessel for all your crew. After all, you, the skipper are fully responsible for the safety and wellbeing of all that sail on your boat. It is you that will have to sit before the magistrate and explain why there was an incident and what measures you have taken to ensure that risk was minimised.

Therefore, I have compiled a short list to help you to that end.

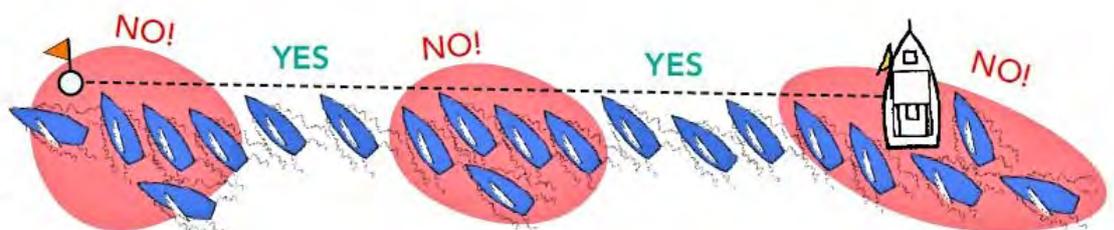
Flares – Your flares must be in date and in a good usable condition. For club racing or just cruising, you must have a full inshore kit. This comprises 2 x orange hand held smoke flares for day use and 2 x hand held red flares used after dark.

If you are venturing outside the bay and more than two nautical miles offshore you must carry an offshore kit.

This comprises of an inshore kit with the addition of one red parachute flare.

Note. If you are racing offshore you must comply with the rules set out by "Yachting Australia" according to the category of that particular race.

Sometimes the best tactic for getting a good start (with clear air and speed) is simply to go where other boats aren't.





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PFD's – Personal floatation devices or life jackets. You must, by law, carry one type 1 PFD for each member of your crew. If you have inflatable PFD's, they must be in a usable condition. They must also be serviced annually and signed off by an authorised service agent. I strongly recommend fitting a crutch strap and a strobe light for offshore sailing.

Note. If you are racing offshore you must comply with the rules set out by "Yachting Australia" according to the category of that particular race.

(PFD servicing is available at Sport Phillip for \$35 plus parts if required.)

Fire extinguishers – Fire extinguishers should be checked regularly to ensure they still have full pressure. If your fire extinguisher has a gauge, it's as simple as making sure the indicator is pointing to the green section of the gauge. If no gauge is fitted, you must have them tested and tagged annually. For vessels carrying less than 115 litres of fuel you must carry a minimum of one 1kg fire extinguisher. For vessels carrying less than 115 to 350 litres of fuel you must carry a minimum of one 2kg fire extinguisher. For vessels carrying less than 351 to 695 litres of fuel you must carry a minimum of one 4.5kg fire extinguisher. For vessels carrying more than 695 litres of fuel you must carry a minimum of one 9kg fire extinguisher. Also, vessels less than 8m require one of the required size fire extinguishers. Vessels 8m to 12m must carry two of the required size fire extinguishers. Vessels over 12m must carry three of the required size fire extinguishers.

If you have any questions, don't hesitate to contact Jamie at Sport Phillip on 5975-4715.



do you need Crew?

The website list is up to date and everyone on the register is super keen to get out sailing this season

<http://sbsc.net.au/crew-register/>

Near the Starting Line

1. F 2. T 3. T 4. F 5. F 6. F 7. F 8.
F 9. F 10. T 11. T 12. T 13. F 14. F
15. F 16. F 17. T 18. F 19. T 20. T
21. T 22. F 23. T • A-1. X A-2. T
A-3. F A-4. T A-5. F B-1. T B-2. T
B-3. F B-4. T C-1. T C-2. F C-3. T
D-1. T D-2. T D-3. T E-1. T E-2. F



Figure 2- Lady Cassandra opening day. Looks to be a lot going on there! Thanks Des Carroll for the pic

Speed & Smarts

The following are extracts from his hugely successful Speed & Smarts newsletter. Be sure to check out David's website where his insights will surely give you that winning edge.

The latest release of speed & smarts (issue #145) with David Dellenbaugh focuses on the start with some great tips.

<http://www.speedandsmarts.com/>



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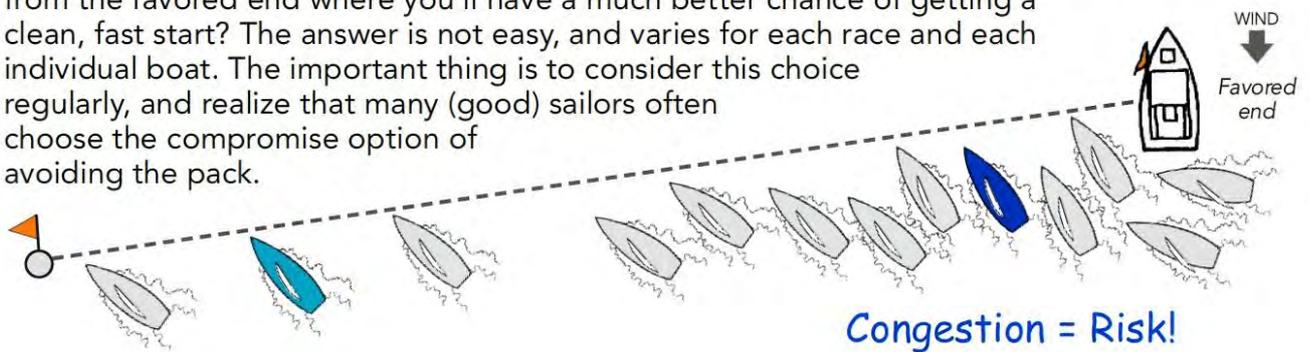
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The valuable (and essential) art of compromise

The best starting strategy often requires a willingness and ability to compromise. It's very tempting to start at the favored end because that makes it easy to follow your first-beat strategy. But, unfortunately, a lot of other boats usually have the same idea.

Most sailors have learned the hard way (many times!) that starting in the middle of a pack is difficult. The odds of getting a good start in a crowd can be significantly lower than getting a good start in an uncrowded part of the line. It's great when you can get off the line cleanly at the favored end, but unless you are a very good starter, this doesn't happen so often. That's where compromise comes into play.

The basic question to ask yourself before each start is simple: Is it better to start near the favored end where it may be tough to find clear air and speed? Or should you move away from the favored end where you'll have a much better chance of getting a clean, fast start? The answer is not easy, and varies for each race and each individual boat. The important thing is to consider this choice regularly, and realize that many (good) sailors often choose the compromise option of avoiding the pack.



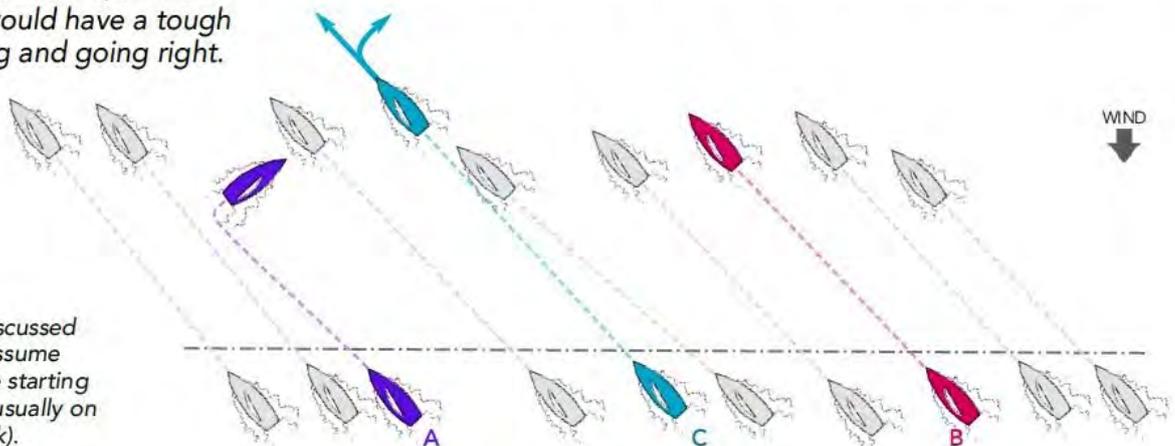
The Green boat is in great shape after the start because she has the option to keep sailing on starboard tack in clear air, or tack and go right. She is in this position because she had a nice hole to leeward at the start and she was close underneath the boat to windward. The Purple boat does not have the option to keep sailing on starboard, and the Red boat would have a tough time tacking and going right.

Tactical goals after the start

The measure of good starting tactics is not what happens *before* the starting gun, but what happens soon afterward. All the tactical moves in this issue have two primary goals:

1. Allow you to sail fast in clear air up the first beat. To do this you must start the race with good speed and enough space around you to avoid bad air; and
2. Give you the option to **follow your strategic game plan**. This means you must be able to keep sailing on starboard tack when you come off the line, or tack to port when you want.

The tactics discussed in this issue assume that boats are starting upwind (and usually on starboard tack).





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Take the rules challenge near the startline

How well do you know your rules? The following is from the Speed & Smarts newsletter focusing on the start. If you want more, check out David's learn the rules DVD. (answers somewhere in the newsletter)

<http://www.speedandsmarts.com/RulesDVD/LearnTheRacingRules>

1 The race committee is charged with making the final decision about whether or not boats should start a race. T F

2 The racing rules begin to apply between boats before their warning signal. T F

3 A boat starts a race when, after her starting signal, any part of her hull, crew or equipment crosses the starting line in the direction of the first mark. T F

4 A boat cannot be penalized under the racing rules unless she is racing. T F

5 A boat begins to have a proper course when she starts the race (i.e. when she crosses the line after her starting signal). T F

6 A boat begins 'racing' at her warning signal. T F

7 When a boat that is not yet racing converges with a boat that is already racing, the racing boat has right of way. T F

8 The sailing instructions can be changed by verbal instructions that are given during the competitor meeting. T F

9 If a motorboat is temporarily tied up to the race committee boat, it

is not considered to be part of that starting mark. T F

10 The race committee is not permitted to move either end of the starting line after the preparatory signal. T F

11 If you touch a starting mark before the preparatory signal, you don't have to take a penalty. T F

12 If a boat breaks a right-of-way rule 3 minutes before her start, she may take a Two-Turns Penalty immediately. T F

13 If the race committee fails to make the correct recall signal, a boat is entitled to redress even if she knew she was over the starting line early. T F

14 If the I Flag (Round-the-End rule) was displayed and a boat is on the course side of the line during the last minute before her start, she must sail around either end of the starting line after the starting signal. T F

15 When the I Flag rule is in effect, a boat that was OCS during the minute before her start must keep clear of other boats from that moment until she sails to the course side of the starting line. T F

16 When the U Flag rule is in effect, the race committee will display flag X with one sound signal if any boats are over the line at the starting gun. T F

17 After a general recall, the RC will make a new warning signal one minute after they lower the First Substitute flag. T F

18 Rule breaches during a general recall will not result in penalties when that race is re-started. T F

19 A boat is never entitled to mark-room at either end of the starting line. T F

20 When two overlapped boats are passing the committee boat several minutes before the start, the outside boat must give room to the inside boat. T F

21 Before the start, when a boat is luffing above closehauled and sailing slowly, she is permitted to scull to bear off to a closehauled course. T F

22 When approaching the start, it is legal to drag your foot in the water to slow down. T F

23 When approaching the start, it is legal to move your helm back and forth to slow. T F