



# Trail & Sail

*The Trailer Sailer Club of Qld Inc.*

*MAR - APRIL 2012*

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## *Presidents Report*

I think everyone would agree the Aussie car loans Moreton bay Classic was another huge success. We had a ball on Backflip with a mixed bag of things going right and some not so, ha ha. It was fantastic to see so many TSCQ boats on the water, with everyone having a great time doing what we all love to do SAIL.

It was good to put faces to names Saturday night and have a chat with the new club members that had joined us for the first time. We also had trailer yachts from other clubs in the bay join us, I would like to thank those skippers for making an effort. It all works better with more boats on the water. Thanks also to all committee boats

We also have to thank Linsay Paterson for everything he does and the things we don't know that he has to do to make it work. If you don't already know Linsay has made a move and now is living a bit further north than Briso. Under Linsay's mentoring eye we will have to bumble our way through next year. Maybe Linsay would like to participate 2013 and enjoy the event that has become his baby over the last 5 or 6 years. I'm sure we could find a spot on a boat, maybe up on the fore deck as we know he is a hands on sailor. I don't want to p\*ss in the pocket too much Linsay so thanks for everything.

Can everyone coming along to our events please bring your camera with you. As a photo or two on the Facebook page of everyone looks good.

Easter weekend saw hundreds of yachts and stinkies all over the Bay. Putting in at Raby bay, we headed out to meet up with an old mate, with far too many bad weather stories under his belt - been around a bit, you could say. We met up north of Peel and headed back around the western side and across the face of Horseshoe. A rough count of 80 ish boats made it look a bit full, so we headed on to the preferred Blakeley's. With a reach and then a bit of a work, Backflip lit up with the breeze coming in, the little Asso balanced us out perfectly. Blakeley's was sweet as, we rafted up on Dawntreader for a night of the best food with a couple of cold ones to wash everything down. We are so lucky to have these places to sail to so close. The morning started to turn by 8.30, so we headed south making the turn three times after hooking up on crab pots twice, I think you could have walked from one to another there were so many. Reaching over towards the islands the weather chased us back. It looked so bad we reefed when the weather

came close. It looked a wee bit like sh\*t, but this made the crew happy. That luck ran out when we reached the beach back at Raby Bay with the heavens opening up. Don't you just love that. We kept an eye out all weekend for tscq boats but unfortunately we saw no one. No doubt we will hear their stories in the months to come.

See you all on the water

Bruce

Don't forget ...  
Ladies Night is  
Saturday May 12<sup>th</sup>  
6.30pm  
at Bruce & Mel's  
RSVP Ph 3848 5827



## REGATTA REPORT

TSCQ – Aussie Car Loans – Moreton Bay Classic 2012

This year's Regatta was advertised in many more (free) places this year, and it showed.

With many events having fewer entries than previous years we were more than pleased that our entries went up.

In 2010 we had 36 entries, 2011 was 23 & 2012 was 32. A good result with financial problems of today. Aussie were on board again, using the Car arm of the business instead of the boating side, another indicator of the "pleasure" side of things taking a back seat in these times. Julian launched his new logo on the weekend and had lots of T-Shirts to give away to promote it which was well received by all. The forecast was for light to moderate conditions so the shorter course was set with the plan to run the longer course on Sunday as the conditions looked to be suitable for a longer race.

A little blast of 25-30 knots came through just before the start and Murray on "Pingu" decided to DNS as he had his "not-so-experienced" daughters on board. A good decision, even though the rest of the day proved to have much better conditions. Richard on K-Sera also retired just after the start with some minor damage.

The remainder of race 1 was pretty much event free except for the worry about Aquilo One, our only female skipper and with Phillipa only have skippered a few times before we kept a close eye out for her but she came home with plenty of time to the time limit.

Moreton Bay Boat Club Scarborough certainly did their best to accommodate us once again and I've not heard of any issues at that end of the Bay.

The race back on Sunday saw Neil on “Best By Farr” break his rudder & motor back to Manly but otherwise was uneventful and, aside for a couple more retirements and waiting for Phillipa again all was good on Sunday.

Congratulations to Phillipa for sticking it out and finishing both days.

The winners were:

|   |          |                    |                   |                   |
|---|----------|--------------------|-------------------|-------------------|
| <b>DIV1</b>                               | <b>1</b> | EVERGREEN          | TIMPENNY 670      | MARTY WALLACE     |
|   | <b>2</b> | SEDIKAT            | TIMPENNY 670      | Ian Rice          |
|   | <b>3</b> | ROSIE              | FARR 6000         | RICHARD MEESTER   |
| <b>DIV2</b>                               | <b>1</b> | ENDANGERED SPECIES | COLSON 6          | BARRY COLSON      |
|   | <b>2</b> | GALENE             | HIGHWAY 8         | IAN MORGAN        |
|   | <b>3</b> | FARRSIDE           | FARR 7500         | RUSSELL DE LEACY  |
| <b>DIV3</b>                               | <b>1</b> | FLUID BALANCE      | ROSS 780 MKI      | MALCOLM HOLLYWOOD |
|   | <b>2</b> | SIX PACK           | ROSS 780          | Rene VAN LUTEREN  |
|   | <b>3</b> | BAKERS DOUGH       | SPIDER 22 M       | CHARLES BAKER     |
| <b>DIV4</b>                               | <b>1</b> | TURNING POINT      | GRAINGER MAXI CAT | ZEBB PETERS       |
|   | <b>2</b> | COCO LOCO          | Corsair F-24Mk2   | GARRY SCOTT       |
|   | <b>3</b> | INTRIGUE II        | Corsair F27       | PETER HACKETT     |
| <b>OVERALL PBH</b>                        | <b>1</b> | TURNING POINT      | GRAINGER MAXI CAT | ZEBB PETERS       |
|   | <b>2</b> | COCO LOCO          | Corsair F-24Mk2   | GARRY SCOTT       |
|   | <b>3</b> | INTRIGUE II        | Corsair F27       | PETER HACKETT     |
| <b>OVERALL CBH</b>                        | <b>1</b> | INTRIGUE II        | Corsair F27       | PETER HACKETT     |
|   | <b>2</b> | ENDANGERED SPECIES | COLSON 6          | BARRY COLSON      |
|   | <b>3</b> | FLUID BALANCE      | ROSS 780 MKI      | MALCOLM HOLLYWOOD |
| <b>CLASSIC</b>                            | <b>1</b> | FARRSIDE           | FARR 7500         | RUSSELL DE LEACY  |
|   | <b>2</b> | EVERGREEN          | TIMPENNY 670      | MARTY WALLACE     |
|   | <b>3</b> | BACKFLIP           | ROSS 650          | BRUCE GREEN       |
| <b>FAMILY</b>                             | <b>1</b> | FLUID BALANCE      | ROSS 780 MKI      | MALCOLM HOLLYWOOD |
|   | <b>2</b> | SIX PACK           | ROSS 780          | Rene VAN LUTEREN  |
|   | <b>3</b> | BAVARIAN FLYER     | F27               | KEN D'ARCY        |
| <b>Fastest Elapsed</b>                    | <b>1</b> | TURNING POINT      | GRAINGER MAXI CAT | ZEBB PETERS       |
| <b>Last H'cap Encouragement Class F24</b> | <b>1</b> | AQUILO ONE         | TRAILER TRI 720   | PHILLIPA BOLT     |
|   |          | BEST BY FARR       | FARR 6000         | NEIL FINLAYSON    |
|   |          | COCO LOCO          | Corsair F-24Mk2   | GARRY SCOTT       |
| <b>Timpenny</b>                           |          | EVERGREEN          | TIMPENNY 670      | MARTY WALLACE     |
| <b>Bow Sticker Draw</b>                   |          | BAKERS DOUGH       | SPIDER 22 M       | CHARLES BAKER     |
| <b>Timpenny</b>                           |          | EVERGREEN          | TIMPENNY 670      | MARTY WALLACE     |
| <b>Class F24</b>                          |          | COCO LOCO          | Corsair F-24Mk2   | GARRY SCOTT       |

## REGATTA 2012



### Great Regatta

Did not hoist the spinnaker on Saturday as we (Dave Mason) were travelling along nicely but got overrun by pretty much everyone. Up to the café for dinner, I really enjoy the casual atmosphere there. Reggie was in the race under the name of Rosey, if looked small and frail. Dave and I decided to put in an effort on the Sunday and hoisted the big rig. We sailed hard and had pretty much the best race we could, as a result we sailed ourselves into third place for our division.



It is nice to get a little bottle of rum for a prize.  
Cheers - Russell (Farrside)





# COOLOOLA CUP

9<sup>th</sup> & 10<sup>th</sup> June

Tin Can Bay Yacht Club Inc.

## NOTICE OF RACE



Organised by: Tin Can Bay Yacht Club Inc., Norman Point, Tin Can Bay, QLD 4580.

### 1. RULES:

- 1.1: The Regatta will be governed by the current rules as defined in the Racing Rules of Sailing, the special regulations of Yachting Australia and by the Sailing Instructions for this event.
- 1.2 Trailable Yachts are governed by the YA Special Regulations Part 1 Category 6.
- 1.3 Dinghies are governed by the YA Special Regulations Part 2.

### 2. ENTRIES:

- 2.1: Entries are invited from all classes of off the beach multihulls and monohull dinghies, trailer-sailers and keelboats. Entries will be divided into the following divisions:
  - Division 1:- Off the beach multihulls
  - Division 2:- Off the beach monohulls
  - Division 3:- Trailer-sailers and keelboats
  - Division 4:- Trailerable multihulls
- 2.2: Three boats constitute a division. If insufficient entries are received in any division, the Race Committee reserves the right to combine divisions.
- 2.3: Eligible boats may enter on the attached entry form. It shall be lodged with Tin Can Bay Yacht Club Inc, PO Box 170, Tin Can Bay Q 4580, no later than 1145hrs on Saturday 9<sup>th</sup> June, and shall be accompanied with the required fee.

### 3. ENTRY FEES:

- 3.1: The regatta Entry Fee shall be \$50.00.
- 3.2: The one day Entry Fee shall be \$25.00.

### 4. SCHEDULE OF EVENTS:

- 4.1: Registration: 0900hrs – 1145hrs Saturday 9<sup>th</sup> June
- 4.2: Regatta briefing: 1200 hours Saturday 9<sup>th</sup> June. There will be no briefing on Sunday. All amendments to the racing program and any relevant information will be posted on the notice board.
- 4.3: Warning signals will not be made before:-
  - Saturday 9/06/2012:- Race 1: 1300 hours
  - Sunday 10/06/2012:- Race 2: 1000 hours
  - Race 3: back to back with Race 2.

### 5. SAILING INSTRUCTIONS:

The Sailing Instructions will be available at registration.

## **6. COURSES:**

Courses as described in the sailing instructions will be used.

## **7. SCORING:**

7.1: Three races are scheduled, of which all will be scored.

7.2: Two races constitute a regatta.

7.3: Current VYC rating (Yardstick or CBH) will be used.

7.4: The Race Committee reserves the right to review and apply an appropriate handicap to any boat not having a current VYC rating.

7.5: The low point scoring system will apply.

7.6: The lowest total score at the completion of all races sailed shall be declared the winner in each division and overall.

## **8. PRIZES:**

Prizes shall be awarded as follows:

8.1: 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place in each Division.

8.2: 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place overall.

8.3: Other prizes may also be awarded.

8.4: Prizes will be presented in the Clubhouse on completion of the Regatta.

## **9. INSURANCE**

9.1 All boat owners and crews competing are advised to ensure that they are adequately insured for loss, damage and injury to crews, boats and equipment at any time whatsoever and howsoever occurring.

9.2 No responsibility will be accepted by Tin Can Bay Yacht Club Inc., sponsors, regatta officials, volunteers and staff conducting the series, or any person connected with the series, for any loss or damage to personal property or for personal injury.

## **10. DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. Rule 4, Decision to Race, states: *The responsibility for a boat's decision to participate in a race or to continue **racing** is hers alone.*

The organising authority, its officials, members, sponsors and volunteers, accept no liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after this event.

## **11. FURTHER INFORMATION**

For further information, please contact:

Race Officer: Jon Jones – Phone: 07 5486 4014

Email: [swampview@spiderweb.com.au](mailto:swampview@spiderweb.com.au)

# 2012 COOLOOLA CUP

## ENTRY FORM

PLEASE PRINT CORRECT INFORMATION

Boat Name: \_\_\_\_\_ Sail No.: \_\_\_\_\_  
Class (be specific e.g. RL24 Swing Keel or Drop Keel): \_\_\_\_\_  
Club: \_\_\_\_\_  
Skipper's Name: \_\_\_\_\_ Silver card No.: \_\_\_\_\_  
Crew Name/s: \_\_\_\_\_  
Skipper's Address: \_\_\_\_\_  
\_\_\_\_\_ Post Code: \_\_\_\_\_  
Phone No.: \_\_\_\_\_ Mobile: \_\_\_\_\_  
Email Address: \_\_\_\_\_

### Entry Fees:

Regatta - \$50.00 (One Day only - \$25.00), payable with lodgement of this form.

I agree to be bound by the Racing Rules of the ISAF and all other rules that govern racing at TCBYC Inc. I acknowledge that, *Rule 4, Decision to Race*, the sole responsibility to participate in a race or to continue racing is mine alone. I am solely responsible for the seaworthiness, sufficiency, adequacy and safety of my boat, equipment and crew. Any decision to sail in any race or in the regatta waters between races shall be my own. I hereby indemnify and hold harmless, the members, officers, servants or agents of Tin Can Bay Yacht Club Inc. from all claims, costs and demands arising from acceptance of this entry and the participation of myself and my crew or my child, whether it be for death or personal injury, or damage to my boat and equipment, whether during a race or rescue operations or otherwise. I also declare that I hold adequate third party insurance.

Signature of Skipper/Owner named above:

\_\_\_\_\_

Date: \_\_\_\_ / \_\_\_\_ / 2012

**Attach payment and send to: TCBYC Inc., PO Box 170, Tin Can Bay, Q 4580.**

### Office Use Only

Payment Amount: \$\_\_\_\_\_ Method: Cash / Cheque Date: \_\_\_\_/\_\_\_\_/2012  
Division: \_\_\_\_\_ Yardstick: \_\_\_\_\_ OR CBH: \_\_\_\_\_

# WELCOME ABOARD.....

A warm welcome aboard to Andrew Dawson, Richard Meester, Douglas Alcorn and Tim Jestico

A warm welcome aboard to Matt Price who has a Young Rocket 780 "Tango". Currently waiting on trailer repairs as detailed below and then it will be all systems go!!!

## "TANGO" PASSION OF LOVE !!!!! Matt Price



### My background – Matt Price

When I was 13 my parents bought me a little sabot, none of us new how to sail, I eventually learnt!!! Within a year I purchased my 2nd boat. It was a rolled cedar Finn. I became a member of the Tweed Heads Rowing and Aquatic Club from the age of 14 and had my first race!!! Being the only junior in the club meant that I had to compete against everyone!!!! I still remember my first race like it was yesterday!!!! I came second, only because I followed a laser around as I didn't know the course!!! After that I was club champion for 5 consecutive years!!!! I was also the youngest person to be voted in on the board as the dingy representative!! I also gave up 1 weekend every month as a volunteer sailing instructor, teaching beginners how to sail on behalf of the AYPF.

As a teenager I used to live and breathe sailing and was always in the paper or being awarded prizes for my victories.... I also used to read the sailing and trailer sailer magazines, and discovered in the early 90's a boat called a "young rocket 780", and never saw one in real life back in those days only in magazines and from our sailing master, went away racing! I guess I had a fixation over these boats!!!



So here I am, just over half my life I purchased a Jim Young's rocket. This is my wife Cherie's first ever sail and mine on board Tango in botany bay Sydney!!



Bringing Tango back to Qld had 4 busted wheel bearings at Hawksbury River near Gossford at 4pm



9am Breakdown #2  
After fixing 4 wheel bearings on the side of the road, I drove all night and by Woodburn, Northern NSW - my rim was cactus!!!!



Eventually Tango arrived home in style

I'm about 2 weeks getting the boat back on the trailer, and then I will come up for a non-official sail to test it out. I still need to put instruments and marine radios in the boat! Over the rest of the year I will be doing an exclusive internal fitout as it has been stripped out. For the start of the new sailing season It will be boasting brand new sails, and a repaint!!!

*Ladies dinner at Bruce & Mel's in Annerley*

*12/5/12 at 6.30pm*

*BYO finger food and drinks*

*The club will be doing some light beers and a few bottles of wine.*

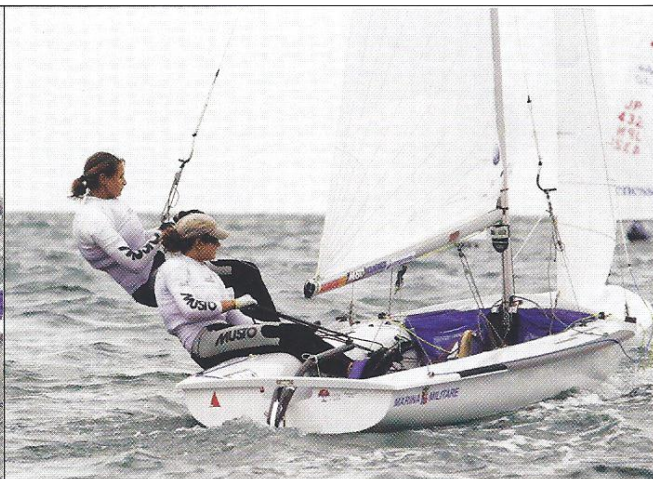
*RSVP asap with your plate choice and numbers.*

*Bruce & Mel ph 0411 654 077*



## 1 First

FIRST GEAR IS THE MODE TO USE WHEN YOU ARE GOING RELATIVELY SLOWLY AND YOU NEED AS MUCH POWER AND PUNCH AS POSSIBLE FOR ACCELERATION.



## 2 Second

SECOND GEAR PROVIDES A TRANSITION FROM THE POWER OF FIRST GEAR TO THE POINTING OF THIRD GEAR. IT IS A GOOD OVERALL COMPROMISE IN MODERATE CONDITIONS.

### Use first gear for

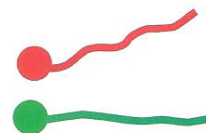
- Straight-line sailing in very light air.
- Light air when you have more waves than wind.
- Whenever you need to accelerate from a very slow speed and you don't have much power.
- After tacks.
- Coming off the starting line.
- Punching through motorboat waves.
- Sailing in bad air.
- When you want a very wide 'groove'.

### Use second gear for

- Flat-water sailing in light or very light wind.
- Medium breeze when you have a lot of chop.
- Whenever you're close to full speed but still need to accelerate.
- When you need to be in "foot" mode.
- When you're in first gear and you want to shift up to point higher.
- When you're in third gear and you need to shift down to go faster.

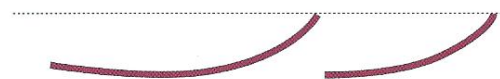


In first gear, "press" on the jib (i.e. bear off far enough) so both the windward and leeward telltales flow straight aft. If the windward telltales lift at all, you are sailing too high. If the leeward telltales stall, you are sailing too low.



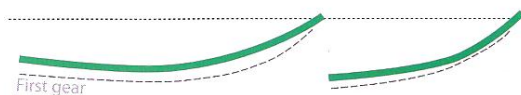
In second gear, sail with the windward telltales lifting up somewhat from a straight-back position. This could be anywhere from about 10deg to 40deg above horizontal. You should not see any luff in front of the jib.

### First Gear



- Mainsheet eased.
- Boom at or just below centreline.
- Mainsail twists so the top batten angles slightly to leeward.
- Top main telltale flying.
- Backstay slack.
- Outhaul eased.
- Cunningham loose enough so lower main luff has wrinkles.
- Jib sheet eased.
- Jib lead forward.
- Jib twists so mid-leech angles a bit to leeward.
- Jib luff tension loose so there are hints of horizontal wrinkles along the luff. Max headstay sag.

### Second Gear



- Mainsheet trimmed so top batten is parallel to boom.
- Telltale at top end of batten flows almost all the time.
- Traveler pulled to windward so boom is trimmed on centreline.
- Outhaul slightly eased.
- Cunningham slightly tensioned or slack to maintain some horizontal wrinkles.
- Jib lead in "normal" position.
- Jib sheet trimmed so mid-leech is parallel to centreline.



UPWIND 'GEARS'



### 3 Third

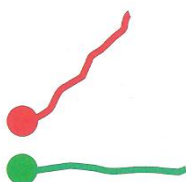
THIRD GEAR IS YOUR POINTING MODE WHEN YOU HAVE ENOUGH (BUT NOT TOO MUCH) POWER AND YOU CAN POINT VERY HIGH WITHOUT LOSING SPEED.

WHEN

#### Use third gear for

- Any conditions where you are able to point high.
- Moderate breeze.
- Lighter wind with very flat water.
- When you have a good bit of power but are not overpowered.
- When you need to be in "point" mode.
- Heavier air with less waves than wind.
- When you're in second gear and you want to shift up into higher pointing.

JIB TELLTALES



In third gear, on most boats, the windward telltales should be lifting up at about a 45deg angle most of the time. You will sometimes be able to see a small luff along the front of the jib.

SAIL TRIM/SHAPE

#### Third Gear

- Mainsheet reaches maximum trim.
- Top batten angles a few degrees to windward.
- Top batten telltale stalls 50% of the time.
- Boom trimmed slightly to windward of centreline.
- Outhaul tight to remove foot shelf.
- Cunningham tensioned slightly to leave only a hint of luff wrinkles.
- Some backstay tension to reduce headsail sag.
- Jib sheet tight so mid-leech angles slightly to windward.
- Jib lead is at furthest inboard setting.

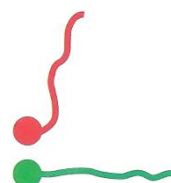


### 4 Fourth

FOURTH GEAR IS USED WHEN YOU ARE ALREADY GOING AS FAST AS POSSIBLE AND YOU HAVE TO START DEPOWERING BECAUSE YOU HAVE TOO MUCH POWER.

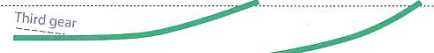
#### Use fourth gear for

- Heavy air.
- Any time you are overpowered and cannot hike the boat flat.
- Moderate-heavy air with more waves than wind (when you have to put the bow down to go through the waves).
- When you're in third gear and you're getting overpowered.
- Survival.



When you're in fourth gear, the windward telltales will be lifting straight up (so they are nearly vertical) almost all the time. There is usually a luff in the front part of the jib.

#### Fourth Gear

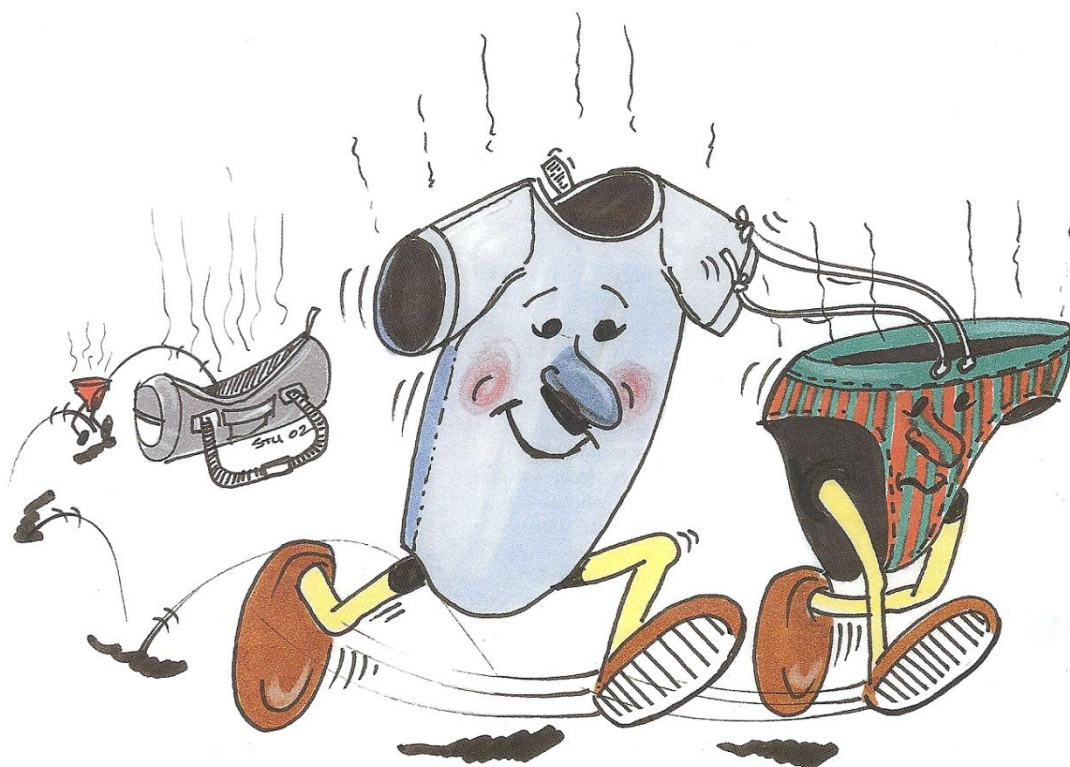


- Mainsheet tight but eased as needed to keep boat on its feet.
- Top batten twisted to leeward.
- Backstay very tight to flatten main and jib.
- Maximum outhaul.
- Cunningham very tight to pull draft forward.
- Vang very tight to maintain leech tension when sheet eases.
- Traveler eased so boom is below centreline.
- Jib lead outboard slightly and aft.
- Jib luff tension tight.





# Brain Fade Day



**T**HE BUSIEST time in any sailors' calendar year would have to be, without fail, the 20 minutes prior to leaving home for the first race of a new sailing season. Adhering strictly to the "why do it today when you can put it off till tomorrow" way of thinking, it's as if the preceding five months just didn't exist. The sounds of frantic drilling and last minute pop-riveting combined with the "salt and vinegar chip" aroma of curing silicone, all add to the magic of that first day. But regardless of how well you manage these last important minutes, there are some things that are just unavoidable.

As the trailer is hurriedly hitched to the back of the car, details of a yet to be commissioned trailer refurbishment project come flooding back. Concern over lack of tyre pressure is soon alleviated when it is discovered that the rims aren't quite touching the ground yet and the grinding sound coming from the hubs is only marginally louder than last year.

The string of little adaptors that convert a six-pin round to a seven-pin round to a 47-pin hexagonal to a seven-pin flat is nowhere to be found. For some reason it was the only thing in the garage deemed suitable at the time to stir paint and has now somehow ended up jammed under the leg of the BBQ to keep it level. Adaptors or not, the trailer-light wiring doesn't follow the conventional laws associated with conducting electricity and the reason why the right-hand blinker flashes when the headlights are on, is just ... because.

In theory, if it was put in your sailing bag at the end of last season, it should still be there at the beginning of this season – wrong.

Through a process similar to osmosis, Speedos and Rashies are

able escape the confines of any sailing bag and disappear for weeks on end. Many a poor performance, in the early stages of a season, can be attributed to the wearing of undies in the absence of Speedos. The low-riding nature of a pair of soggy "Reggies" and the resulting lack of support, can be a very unsettling experience.

No matter how hard you try, no matter how many lists you make, something will be left at home. The whole afternoon can hinge on the whereabouts of a 10cm piece of 3mm Spectra. If it isn't screwed on, it can be forgotten. Even the seemingly fool-proof system of tethering to the hull with gaffer tape all items of rigging not easily replaced, has the potential to fail.

The comprehensive mental database of suitable U-turn points between home and club that has been collected over the years come complete with varying degrees of difficulty and legality. The next-door neighbour doesn't bother to wave after the fifth pass of his house, as you remember your mainsheet is still holding the lemon tree to the back fence.

However, even with all these obstacles, most manage to make it. The accumulated distance sprinted over the day rivals that of a half marathon. And although the wetsuit booty was never designed as a running shoe, its traction over a wide variety of surfaces is second to none.

The overwhelming feeling of relief as the boat finally hits the water with minutes to spare, can only be destroyed by the sudden realisation that the centreboard is still sitting on the front lawn.

– Steve Donovan

*Drawing by Stuart Wallace*





**AUSSIE BOAT LOANS**  
"We'll Beat the Banks!"



## Meeting Date Change

The Brisbane Skiff Squadron have another group wanting to use the club for a meeting on every 2<sup>nd</sup> & 4<sup>th</sup> Tuesday of each month so we have altered our meeting date to the 3<sup>rd</sup> Tuesday of each month

## Coming Events

|           |                                      |
|-----------|--------------------------------------|
| 5 & 6 May | Bay to Bay                           |
| 12 May    | Ladies night                         |
| 15 May    | Meeting                              |
| 26/27 May | MCC Manly/Sandgate<br>Sandgate/Manly |
| 10 June   | Geoff Wallace Cup<br>Victoria Point  |
| 19 June   | Meeting                              |
| 24 June   | MCC Race Manly                       |



The Manly Hotel



## Trailer Maintenance (Matt take note!)

Rust prevention on your trailer maintenance is probably one of the most important items you should have on your agenda and in most cases overlooked by a large number of boat owners. It should not really be cumbersome if you spend a little time often. Most of us are far too eager to cast off after having parked the car and trailer.

What you should do, is purchase a couple of spray cans of fish oil and, next time, after you have launched your boat, get out the cans and spray all over the parts you can never reach. You may as well use up both cans as you will probably not get around to it again this season. It does smell rather fishy, but is not too bad if you keep the breeze behind. Fish oil will leave a long lasting protective coating. When I say this, I mean about one season. There is also a lanolin based product on the market but is a little more expensive and does not come in a spray can. This product comes with a little hand pump. It is however a good product.

Whilst you are at it spray some WD40 or similar at the axles of your rollers. One word of warning!! If you have done the rollers, take extra care next time you launch. Your boat will simply take off from the trailer at 100 miles per hour. It is essential to have sufficient length of launching rope and you should loop the end a couple of times around the front bar of the trailer. Also, wearing a work glove is advisable as rope burns inside your hands are nasty if sustained.

Source The Noelex Association of Australia

## TECHNOLOGY NEWS

UK manufacturer, Digital Yacht, has won the electronics category of 2011 DAME Award at METS (Marine Equipment Trade Show). The product that impressed the panel of 10 judges the most was iAIS, which wirelessly links a boat's navigation data to the Apple iPhone, iPad or iTouch.

"I'm delighted to accept the DAME award for best marine electronics. The standard among the competition is high, so this is a great achievement. It's the icing on the cake for us after recently picking up the 2011 NMEA Technology Award only a few weeks ago. The DAME award will help to cement Digital Yacht's future as a forward thinking manufacturer that is here to stay," said CEO, Nick Heyes.

Source [www.travelboatinglifestyle.com](http://www.travelboatinglifestyle.com)

## More reasons to own a trailer sailer.....

**Queensland marinas pay disproportionately high taxes and lease charges and have the most negative financial outlook of the 356 marinas across all Australian States according to research released by the Marina Industries Association of Australia (MIAA).**

**The '2011 Health of the Australian Marina Industry Survey' report indicates that Queensland (QLD) marinas had more tenants operating at marinas (939) than any other state and generated 26% of Australian marinas total gross revenues in 2010/11. QLD marinas however paid 30% of the total taxes and lease charges. Only 40% of QLD marinas expected to grow gross revenue this financial year while nationally the average was 49%. Nationally 43% of marinas expect gross revenues will stay the same this financial year.**

**MIAA board member and Manager of Runaway Bay Marina in QLD Mike Harvey said "the report provides the evidence that industry has been saying for years; QLD marinas are paying excessive taxes and lease payments. This is strangling marina investment in a State that has a natural competitive advantage in recreational boating'.**

**The report indicates that the ratio of Australian marinas capital expenditures to gross revenue was on average 46%. Across the states the ratios varied greatly from 85% in Western Australia, 64% in Victoria and 10% in QLD. The Chairman of Marine Queensland's Marina Division Mark Robertson said lack of capital expenditure by QLD marinas was a reflection of the lack of government action to remove the barriers that are holding back investment.**

**"The challenge for the new State government is to quickly create a positive sustainable investment environment. For example mandating marina lease arrangements that provide a long term incentive for investment by marina operators and financiers is urgently needed in the State". Marine Queensland is seeking to open urgent discussions with the relevant new ministers and department heads to progress this matter.**

Source [www.travelboatinglifestyle.com](http://www.travelboatinglifestyle.com)





All yachties have a vast collection of "spinnaker stories", like this one.

HOW TO PUT A MORE POSITIVE SPIN ON YOUR CREW'S DOWNWIND EXPERIENCES, BY TONY BULL

# Spinnaker stories

**T**HE FIRST recorded use of the word spinnaker is believed to have been in 1866, in reference to a downwind sail specially built for the yacht *Sphinx* in 1865. The very large, lightweight sail was referred to by the yacht's owner Herbert Maudslay as "*Sphinx's* half acre", which soon became abbreviated to 'spinnaker'.

Other possible origins could be tied to the obsolete terms 'spoon' or 'speen', which meant to run before the wind (as in 'spin-drift'). Another possible source was the name 'spanker' for a small fore and aft sail set on the mizzen mast of a tall ship.

Regardless of its starting point, the term 'spinnaker' has become part of the yachting vernacular and is probably the cause of the most angst among club level and beginning sailors. We have all seen a myriad of pictures and videos of yachts wiping out in sensational style and they are nearly always under spinnaker when it happens.

All yachties have a vast collection of "spinnaker stories"!

## Free-flying handful

Two traits make the spinnaker a handful. Firstly, there is the sheer amount of sail area that this sail adds to a yacht's sailplan. It is not unusual for a spinnaker to be up to twice the size of the combined total of the mainsail and headsail, so it adds a great deal of horsepower.

Secondly, the spinnaker is a free-flying sail, connected to the boat only via the spinnaker pole which is a temporary appendage to the rig. It is not tacked down to the boat like all the other sails, and so can have the ability to "get away" and stream a distance from the hull, making it hard to recover when things go wrong.

No wonder then that the typical twilight beer can race is designated no extras! Working sails are much more good-natured and user friendly. However, conquering the spinnaker is a worthwhile exercise.

## Gybing fundamentals

In the April '09 *Persistent Shift* column we looked at gybing asymmetricals. This time

we are considering symmetrical spinnakers, and the main point to remember is that the sail basically remains flying in the wind and we turn the boat underneath it. It is imperative to try to keep the spinnaker flying all the way through a gybe. This should be a job for your best trimmer.

It is crucial to get the spinnaker out in front of the forestay so when the boat turns, the forestay passes behind the chute and does not hook it up. It can be very hard to get trimmers to ease the sheets and fly the spinnaker out in front like this, because as the pole is unhooked there is a natural tendency to want to pull the spinnaker in close to stop it getting away.

As is always the case, sailing fast is a combination of sail trim and steering, working together. The steerer needs to watch the spinnaker as closely as possible, helping the trimmer to keep it flying. Slowing the boat's turn a little if the sail luff is curling, or heating up a little if the sail gets 'shivery' can help the trimmer and enhance the gybe.





ABOVE AND BELOW: Teamwork on the bow of this Adams Ten results in a smooth end-for-end gybe.

RIGHT: Note the angle of the spinnaker luff from the pole of the Farr 30 closest to camera is outside 90 degrees, the best time to initiate the gybe and keep the spinnaker flying.



## Watch the angle of the spinnaker luff where it projects up off the pole.

### End-for-end gybes

The most common way to gybe a small boat spinnaker is end-for-ending the pole. The pole is unhooked from the mast and that end is transferred to the old sheet/new brace, while the other pole end on the old brace/new sheet is unhooked from the sail and then hooked to the mast. It is a nice, simple process that works well.

I prefer to see the bowman unhook both ends of the spinnaker pole before beginning to reconnect it to the spinnaker. On some boats I see the bowman unhook the pole from the mast and immediately connect it to the new brace without unhooking the pole off the old brace, but having the pole connected to both sheets simultaneously limits the trimmers' ability to fly the spinnaker out in front of the boat.

Most bowmen will stand in front of the mast facing aft while end-for-ending the pole. But I know of several top one design bowmen who prefer to position themselves for the gybe on the leeward side of the mast, facing forward. Firstly, they are closer to the new brace and can reach it more easily to guide the pole end onto it. Secondly, they are able to see the spinnaker flying and that helps them to appraise the speed of the gybe.

Besides the trimmer, other crew members in the cockpit have a role to play prior to the gybe, easing a little topping lift or foreguy to give a bit of slack so the pole end can be connected to the mast more easily (having both of these controls tight can make it a real struggle to snap the pole end home on the mast). Another way to help is to pull on the windward tweeker as the boat gybes to bring the new brace within arm's reach of the bowman, so he can hook up quicker without having to search or wait for it.

### Dip-pole gybes

Larger boats require a dip-pole gybe, in which the spinnaker pole is disconnected from the spinnaker and swung inboard, where the bowman clips the new brace into the pole end and the pole is then swung outboard on the new gybe. To do a dip-pole gybe is a lot more complicated than end-for-end gybes and requires more crew working in cohesion, while the spinnaker should be set up with a brace and sheet on both clews.

Coming up to the gybe, the tactician should call "ready to gybe", the bowman then takes the new brace forward to the bow and the mastman raises the pole up the mast track to a point pre-determined and marked to allow the pole to pass through the foretriangle without hitting the forestay.

In the cockpit the pitman will be getting the topping lift ready to be eased, while the trimmer takes up the slack on the new sheet, making sure it is over the top of the pole. If it is underneath the pole, it will be dragged in to the bow as the pole swings in for the gybe and cause issues aplenty.

Meanwhile, the brace trimmer takes some turns of the new brace on the winch, making sure the bowman has enough slack to be able to snap it quickly into the pole beak when the time comes.

The next call from the tactician should be "pole back" and the old brace should be winched or hauled back as the helmsman begins the turn into the gybe. As the boat turns downwind the tactician should watch the angle of the spinnaker luff where it projects up off the pole. Once it increases beyond 90 degrees is the time to call "trip". If the spinnaker is tripped earlier it will fall to leeward towards the forestay and become unstable; remember we are trying to fly the spinnaker in the same piece of air while turning the boat under it.

On the "trip" call the mastman fires the outboard end of the spinnaker pole and the pole will be swung in towards the bowman in the pulpit, while the pitman eases the

topping lift down to a marked point so the pole will be at a convenient height for the bowman to hook in the brace. All this time the trimmer (or on larger boats, trimmers) will be flying the kite on the two sheets.

Once the bow has snapped home the new brace he will call "made", at which time the helmsman will continue turning the boat through the gybe, making every effort to help the trimmers fly the sail. The brace trimmer takes up on the new brace and the topping lift is rehoisted and the pole reset. The trimmer can then ease the old sheet until all the weight is on the new brace.

### Drill for success

Improving your spinnaker technique requires practice, and it is a bonus to have the same crew members doing the same jobs on gybes, drops and hoists as they will soon become synchronised and efficient.

Some useful drills you can do are repeated gybes, with and without the pole. Pole-less gybes really help the steerer and trimmers to learn to work together to keep the spinnaker flying.

It is not a bad idea to make a video from the back of the cockpit as well as off the boat to help you assess your gybing. This can be an invaluable aid in the timing and co-ordination of gybing, as someone might be struggling with their particular task while there someone else has a free set of hands at that moment which could be well used.

From the back of the boat it is very rewarding to see a perfectly synchronised snap gybe done expediently. So get out there and work on your gybes – and make your spinnaker stories good ones.



Tony Bull's racing experience ranges from sportsboats to offshore racers. He runs the Quantum Sails loft in Geelong.





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