

THE MAIN SHEET

The Hampton Sailing Club Newsletter

www.hsc.yachting.org.au



PO Box 42, Sandringham, 3191 Tel: 03 9598 6198 email: hampton.sailing.club@gmail.com

FEBRUARY 2010

Commodore's Corner

Welcome to the start of 2010, and to the second half of our Club's sailing program for the current year. With our Autumn Aggregate races just getting under way, and almost three months to go until we wrap up the 2009-10 program on 25 April, let's hope that the weather is co-operative and we have plenty of sailing opportunities. The Club Championship race program will, of course, be continuing through to April, as will our Sunday morning Junior / Novice sailing sessions, which have proved to be very popular. Calendars showing all the relevant dates are provided in this newsletter.

In the lead-up to the Christmas break, Hampton Sailing Club was again well represented in the race management team for the Australian leg of the ISAF Sailing World Cup - Sail Melbourne 2009, based at Sandringham Yacht Club (SYC). Charles and Rita Bagossy played a big role in welcoming competitors at the start of the event and helping with the task of fitting all the competing boats into their respective storage areas. Rita then continued with competitor registration, sign-off and other reporting duties through the week – a job that involved working long hours after the finish of each day's sailing. Charles and Kevin Kay both spent time out with me on *Lady Isa*, carrying out race management / rescue boat duties for the various Laser and Paralympic classes on 'Charlie course' (one of the 3 courses in action through the week), and both Neil Watson and Blaise Vinot were involved in boat duties on other courses.

Sailing conditions through the week (and even from hour to hour on some days) were

highly variable, but the regatta overall was judged a success by competitors and the management team alike. In particular, there was some exciting medal racing on the final day (Saturday, 19 December) for the top competitors in each class, with courses set just off the Sandringham breakwater and well within view of spectators at the new SYC clubhouse. Summaries of the week's events, including a series of short videos, can be found at www.sailmelbourne.com.au. As usual, it was a great experience to participate in race management for this world-class sailing event, and I encourage any interested Club members to consider volunteering next time around.

This newsletter contains excellent contributions from Club members who hit the road over the holidays to participate in the Impulse, 505 and Heron Nationals. These articles make great reading, and remind us what sailing is all about – enjoying the competitive and social aspects of our sport with other like-minded souls. All I can say is, keep on sailing and keep those articles coming!

Also in this newsletter, you'll see that our Club continues to enjoy a steady intake of enthusiastic new members. I look forward to welcoming these new members at the Family BBQ on the evening of Saturday, 13 February, and hope that many other members can join in that event.

See you at the Club and on the water!

Stewart Simmons
Commodore

Club Security**LAST TO LEAVE? – PLEASE LOCK UP**

Early on the morning of Monday, 25 January one of our members visited the Club and found the doors standing open, with no one on the premises. It appears that whoever was last to leave on the Sunday evening didn't lock up. Fortunately, there was no evidence of unauthorized entry, theft or damage.

Members are asked to be mindful of Club security, and to check that all doors and gates are locked if they are the last to leave. The Club must be secured at all times when no one is on the premises.

**Stewart Simmons
Commodore**

Racing Reports

A number of races at Hampton have been cancelled this year due to inclement weather. The first Club Championship race was held on the afternoon of the Go Sailing Day on the 8th November. With 22 boats participating, many boats struggled in the light wind to get to the start line by the 2:00 pm start time. Five minutes before the start gun, a light westerly breeze came in, meaning the first leg was a reach to the top mark. The course turned into a soldiers' course with all participants completing the one triangle course in less than 20 minutes. The second race after the club championship went for longer with most getting around the course in around 30 minutes. The Sabres cleaned up on handicap taking first (Russell Brown), Clare Adshead coming in second and William Brown coming in third.

The second Club Championship was held on 6 December with 19 boats participating in light to moderate conditions. The course was laid with a start line very biased to the pin end and anyone who missed the favoured end of the start line played catch up for the rest of the afternoon. With the wind heading more southerly the course became a very one-sided work and it was important to be in clear air. Kevin Kay won the race followed by Mark Dennis on the Impulse and Neil Cooke on the

Heron sneaking in for third. The Spring Aggregate Race after the club championship went off to a good start, but all of us found ourselves following Kevin's lead around the first top mark and taking the mark to port rather than starboard. Most of us found ourselves wondering whether we were going the right way as we headed towards the bottom mark rather than the wing mark. Needless to say, it was a pleasant afternoon sailing, even if the whole fleet disqualified themselves in the process. (Something about being sheep???) Next time we are on the water, I'm sure we'll all be more observant before the start and double check whether the green or red flag is flying.

For the three race summer series, two races were completed, the third race blown out due to too much wind. Charles Bagossy sailed consistently picking up two seconds to win the series, followed by Blaise Vinot and Russell Brown.

Report on Impulse Nationals

Kevin and Monica sailed at the Impulse Nationals at Henley, South Australia which hosted the Impulse, Paper Tiger, 125 and National E class and is located about 2 km south of Adelaide Sailing Club which was hosting the Lasers.

The Impulses had their own course and mostly were trapezoid courses. The first race was a challenge as there was confusion about which mark was our wing mark versus the Laser course from the Adelaide Sailing Club. As a result, many of the good sailors went around the wrong mark and subsequently were counted as DNF.

The second race went a lot better as everyone figured out what the buoys looked like. The biggest drama was for the officials trying to score who came where, due to the sun glare they were looking at when the boats finished, so they didn't know the order in which people finished. As a result the officials wanted to re-run the race, but with collaboration between the competitors, they worked it all out.

The windiest day was towards the end of the series. Henley is similar to Hampton in that it's relatively shallow and can get the big seas, which is a challenge when they don't have a harbor to sail out of. One of the biggest challenges is to work out how to sail out with the big seas at low tide with a sand bar 30 metres out. I somehow made it out without tipping, but filled the boat up with water and it took another 20 minutes reaching around trying to get the venturi to work. Some of the top guys tipped trying to get out so a lot of the less experienced people stayed on shore.

We had two races in the difficult conditions, Kevin cart wheeled twice, and Jim Scott (3rd overall) tipped seven times. I tipped only once at the very end of race 2, and was so tired couldn't get the boat up. The rescue boat finally came by, so I jumped on the rescue boat whilst another guy jumped in the water. Rather than try and get the boat upright, he just held the top of the mast and floated to the shore, ending up right in front of the club. Biggest casualty for me was a slightly bent mast. Last year's champion tipped whilst coming to shore and snapped the mast in two - part of it becoming another competitor's boom which had snapped in race 2.

In the end I finished well back in the fleet, the biggest difficulty for me being a main halyard that kept on dropping down. Kevin finished 7th and won his age division.

Monica Jones

Report on Ronstan 2010 5o5 Nationals



The 5o5 Nationals have returned to Victoria after a 26-year absence. They were hosted at McCrae Yacht Club over January 2nd -8th. Victorian 5o5 fleet numbers had disappeared since the mid 1980's and the past few years have reversed this trend with a healthy resurgence in active boats.

After some negotiation with 5 month old baby William and his mum, he was happy to work the beach patrol, with Mum babysitting for the week while I showed my support by signing up for the local 5o5 regatta. Finding a crew was no problem as a good yachting mate Rob Bath lived at Rye and he was keen to have a race in the 5o5.

So with a crew sorted, we did our one and only training session in 5-10kts off Hampton. All good, so off we went to the regatta.

My boat (KA6819 – built circa 1973) was by far the oldest boat in the regatta. The next nearest boat racing at this event would have launched in late 1980's! Luckily, our boat was still only about 2kg over minimum weight; that's nice!

The invitation race saw the 25 boats start on a pleasant sunny but shifty 12-15 knot southerly on the waters nestled under Arthur's Seat. But according to an old folklore of yacht racing, it is a bad omen to finish the invitation race, so many boats retired without a result.

Heat 1 saw us move west to more stable winds away from the hill, but further in to the Eastern Channel which added current as a factor to consider while racing. Luckily, I had studied the tide charts so this helped us. Of course, the real racers were now out today so at the end of our 1st race it was easier for us to count those behind than those in front of us. A dying breeze made Heat 2 delayed until the next day.

In Heat 2 we managed a good start. We were late starting off the gate but we got a good right hand wind shift. 505's always use "gate starts". A "rabbit" starts at the pin end on port tack and the rest of the fleet cross behind "the rabbit" on starboard tack. With only a 25 boat fleet, the Race Control only gave us a 1 minute start period, so timing the speed of the "the rabbit" to judge the line length was important.

As the breeze built though, our speed deteriorated; a 30year old Dacron mainsail loves to belly in all the wrong places as the winds increases so again we had no spectacular results on the scorecard.

Heat 3 saw us doing OK, until we decided we could hoist the kite on a tight reach after sailing the top reach high early with the aim of coming low later. The kite got stuck around the end of the boom during the hoist...rip...no more usable spinnaker for now. Bugger!

Heat 4 saw us racing now with no spinnaker. But with the breeze up to 20-26 knots, we still made good speed with just main and jib. Except when it came to two sail gybing. Our last gybe at the end of the race cost us dearly.

My crew Rob decided he wanted to see what the cockpit of the boat looked like while we were turtle. Luckily we cut short his deep water discussions with the local fish debating

the South Channel pile real estate market and got him out and up again safely. But we lost much time after this drama and had to score a DNF due to missing the "30 minute finish time from the 1st boat" rule.

The start of Heat 5 and we came out fighting with a repaired spinnaker and a clear mind, only to blow our 1st top 10 place by another swim after missing a 20 degree wind shift to the left. This tightened our starboard gybe reach angle into a bottom mark in a building breeze.....say no more....we got wet while the fleet dodged us as they began their upwind beat off the bottom mark. Of course still lots of fun to have a go.....

Heat 6 followed - We toned things back a bit and took things slower to get the basics right and managed to overtake 6-7 boats by the end with good sailing of the shifts. Adding the compass to the boat was worth it. We managed to get a 2nd on handicap at the day's racing presentation later that night.

Heat 7 & 8 moved us to the Eastern course in near Safety Beach. Again Arthur's Seat played a big part in the wind shifts with us finding some nice right hand air to get a top 10 place early, but we slowly fell back through the fleet. Still, even a 36 year old boat can match it with the newer boats sometimes, much to others dismay!

Heat 9 - The hot weather was here with the thermal action taking over and reducing the wind and backing it NE-N. The Race Control got us away in a soft NE breeze but it clicked N on the 1st run and then faded to 0-1 knots. We sailed towards the beach on what little breeze there was and also to avoid the outgoing tide. We made good headway but as luck would have it, a trickle of new breeze came in for a bit from further left and boats on that side of the course beat us by 2-3 minutes. That's yachting. Back to the club to pack up the boat for the trip back to Melbourne, and also scrub up for the Presentation Dinner.

Arthurs Hotel atop Arthur's Seat hosted our final night for a delightful dinner overlooking Safety Beach with Melbourne to the north.

Friendships new and old debated the week's sailing, our Ronstan dignitaries awarded the silverware plus some neat Ronstan gear prizes. We ended up 20th / 25 boats.

Doing this regatta reminded me of the importance of training and crew practice before going to a major regatta of any kind. Of course regardless of the result, participating in the Nationals was well worth the exercise and the boat certainly enjoyed the extra attention it received in both the lead up to and during the regatta. And we achieved our goal of no major breakages throughout, an item which is always on the daily goal list when racing an old boat!

The local Melbourne 505 sailors have now all expressed interest in racing out of RBYC on a Sunday every few weeks with the 29'ers who race there to continue the local 505 activity. See you on the water.

Ian Taylor

Heron Nationals



From the 28th of December to the 4th of January, the Largs Bay Sailing Club near Port Adelaide was host to the 2009/10 51st National Heron sailing championships. With fifty-eight boats ready to compete, four of them representing Victoria, the competition was fierce. The Victorian boats were skippered by the Brennan-Smith family, the Cope family and by George from the St. Leonard's Sailing Club. The Vinot family supplied 3 crew and Ralph Brown added plenty of logistical support.



The week offered a very extensive social program, ranging from the welcome barbecue to the Heron Idol Night, a New Year's Eve Show and the final Presentation Night. Awards were handed out to sailors completing in 1st, 2nd and 3rd places, and also for the 51st placegetters who received huge bright pink hats they had to wear the following day.

New Year's Day was a rest day for participants, and the Victorian team headed to McLaren Vale for a wine and cheese tasting and delicious lunch among the vineyards. The day ended with some of us heading to the beach where we all had lots of fun playing and body surfing the waves.

The week provided all sailors with pretty much every possible kind of sailable environment. Temperatures ranged from the low thirties and well into the forties, and wind speeds varied from 4 knots to 25 knots! More than a few boats struggled to survive in these adverse conditions, especially on one day where the wind and the swell proved too much for more than half the fleet including Uni-Directional (Elise and Ingrid's boat) which suffered among other things a snapped forestay and broken tiller. The upside of these windy conditions was that the swell made our boats surf all the way through the downwind runs. Other highlights included a pod of dolphins swimming through the fleet on a practically windless day providing a nice distraction!

The Heron Championships was a great experience giving us plenty of time on the water in various conditions. We had a lot of

fun with the other young sailors and next year the National Championship will be held in Victoria at St Leonards SC. So if you have a Heron, come and join us!

Audrey, Ingrid and Myriam Vinot



New Members

The follow new members have been accepted into Hampton Sailing Club. Please make them feel welcome if you see them about the Club.

- Cameron Kent - Senior Member
- Andrew Freadman and Family
- Tom Savage and Family
- Kate Symons and Family
- Stephen Tuffley and Family

Social Events

Our next social function will be a **family BBQ on Saturday, February 13th 6.00pm.**

We'll make it an easy one & get everyone to bring meat for the BBQ & a salad or sweets to share. That way you can just turn up on the night if you feel like it!

Fiona & Leanne



Cardio Pulmonary Resuscitation (CPR) Course

Saturday 20 February 2010 from 2.00 pm to 3.30 pm

This course is based on Ambulance Victoria's **Four Steps for Life Program**, and will be conducted at the Hampton Sailing Club.

The course is based on a DVD training interactive module with practice sessions. It will be conducted by Club members guided by a qualified cardiac nurse.

Priority in enrolment for the Course will go to those members involved in rescue boat duty, however all members are welcome and encouraged to apply. A maximum of 20 enrolments will be accepted for this session. Further sessions will be arranged if numbers require it.

Participation in such a course is highly encouraged. CPR conducted early after an incident is proven to save lives. Kits will be available at no charge to participants. It is necessary to bring your own full-sized pillow (not a cushion). You will be provided with a specially marked pillowcase to use for the training.

To enrol, please email Martin Playne, HSC Secretary, at mplayne@netspace.net.au, or by phone on 9598 9818. He will advise you of your acceptance. There will be no course fee.

4 Steps for Life

1. Dial 000 (triple zero) for ambulance
2. Open the airway
3. Breathe mouth to mouth (2 breaths)
4. Pump the chest (30 pumps).

Martin Playne
Secretary

Club Race Officer Training

I would like to hear from any other Club members who may be interested in training and accreditation as a Club Race Officer during the coming winter months.

Yachting Victoria has these 2-day courses scheduled at The Boatshed, Albert Park on 15-16 May, 17-18 July and 9-10 October. Information can be found on the YV website at <www.yachtingvictoria.com.au>. The cost of the Club Race Officer course is \$150, and the stated prerequisites for accreditation are: (a) acting as Race Officer at 4 club events (e.g. our weekly races); and (b) club nomination. It is also recommended that participants hold a Level 1 First Aid certificate, and a Powerboat Handling certificate.

If other Hampton Sailing Club members are interested in this training and accreditation, it would be good if we could book into the same course. It would also be easiest if the Club Committee could provide YV with a single block of nominations. Participants will be responsible for their own course fees.

Stewart Simmons
Commodore

News on the Further Patrol (Rescue) Boat

Faults were discovered with the outboard engine on its first outing at Hampton. This resulted in the boat being returned to the seller for repairs. The boat has now returned to Hampton Sailing Club and is ready for the commencement of the autumn racing season.

At the January Committee Meeting all nominations for a name for the boat were voted on. The winning name was Hampton Red.

Committee News

The minutes of the monthly meetings are always placed on the main upstairs noticeboard once approved. They remain on the board for a month. So if you want to keep up to date on club matters that's one way to do it. New members may not be aware that they may attend any of the club committee meetings as observers if they so wish. They are normally held on the second Monday of each month, commencing at 7:30 pm.

Martin Playne

A Lease for the Hampton Sailing Club One Step Closer

Members may be aware, that for many years HSC paid an annual rental license from Bayside City Council for our current site and that, in 1998 we were asked to enter into negotiations for a four-year lease.

These negotiations ceased when the consultant developing the Sandringham Foreshore Coastal Management Plan, identified that we were located on unreserved Crown Land and that the Council was not our landlord. Unreserved Crown Land, in fact, is the responsibility of the Department of Sustainability and Environment (DSE).

The first draft of the Management Plan released for public comment in 2007 proposed that responsibility for the harbour and foreshore be divided between Parks Victoria and Bayside City Council. Sandringham Yacht Club, HSC, the Scout and Guides Training Centre and the Fishing Club were to come under Parks Victoria.

After a further three years of public consultations (participated in by representatives of HSC) and discussions between DSE, Parks Victoria and the Council the plan was finally endorsed with only minor changes by Council at a meeting held on 15 December 2009. Once Council has advised DSE of its endorsement, the approval of the Minister for the Environment will be sought.

Once the Plan is approved Parks Victoria and the Council will begin to implement the first stage. This will include the matter of a lease for HSC.

Yachting Victoria has been working, together with other bodies, with DSE for the past 18 months to develop common policies for Crown Land club leases. In view of this, we will be seeking their advice prior to negotiations. Also it is hoped that a representative of Yachting Victoria will be able to attend our AGM in May to speak with members on the matter.

Barring any further hurdles, the process of formal approval of the Plan and Parks Victoria taking over responsibility could take a further eight months. The Committee will keep in close contact with Parks Victoria as matters develop. Hopefully we will be able to negotiate a 21-year lease at a reasonable annual rent.

Neil Watson
Vice Commodore

Racing Rules – When Boats Meet and Changing Course

When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat. When two boats are sailing on the wind, this usually requires the port-tack to go about on to starboard-tack (in plenty of time to avoid collision), or bear off to pass astern of the starboard-tack boat.

This rule applies whether boats are beating or sailing off the wind. So in a situation where a boat is beating towards a windward mark on port-tack, that boat must keep clear of a boat that is running or reaching on starboard-tack.

When a right-of-way boat changes course, she shall give the other boat room to keep clear. After the starting gun, if a boat on port-tack is sailing to pass astern of a starboard-tack boat, the starboard-tack boat shall not change course to interfere with the port-tack boat that is keeping clear.

From the HSC webmaster...

I would like to know how you use the website and what you would like to see on it.

Comments, ideas, suggestions will help us to make it your preferred point of call for club information. Talk to me at the club or drop me an email: bvinot@bigpond.com.au

Blaise Vinot

Newsletter Items

We are keen to receive future articles for inclusion in the *Main Sheet* newsletter. Of particular interest sailing activities and events attended by Club members. Send contributions/items to my work email address:

russell.brown@dhs.vic.gov.au

Newsletters are published every 2 months and we are trying to get it distributed at the beginning of the month.

Russell Brown
Newsletter Editor

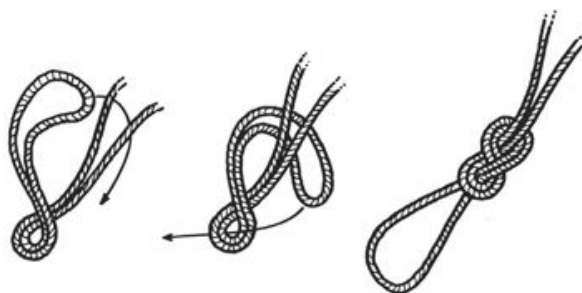
Boat for Sale

PACER

- Price: \$1,500

Contact Fiona Stephens
Phone:- 0412 497 703

Note:- Please check the Club notice board for details of other boats for sale.



Hampton Sailing Club 2009-10 Season – Aggregate / Championship Racing Calendar

Briefing: – 1:00pm

Start: – 2:00pm

Date	Race/s	Race Officer (on Lady Isa)	Lady Isa Skipper	Rescue Boat Skipper	Rescue Boat Crew
31-Jan-10	Club Championship followed by Autumn Aggregate	Frank Leipper	Ken Hope	Paul Johnson	Jeff Ward
07-Feb-10	Autumn Aggregate**	Frank Leipper	Ian Taylor	Russell Brown	Chris Dayman
14-Feb-10	Autumn Aggregate followed by Club Championship	Richard Skews	Ian Taylor	Julie Brennan- Smith	Chris Dayman
21-Feb-10	Autumn Aggregate**	Richard Skews	Elise Brennan- Smith	Martin Playne	David Seymour
28-Feb-10	Club Championship followed by Autumn Aggregate	Richard Skews	Elise Brennan- Smith	Neil Watson	David Seymour
07-Mar-10	Labour Day Weekend – No Racing				
14-Mar-10	Autumn Aggregate**	Paul Stephenson	Kevin Kay	Neil Cooke	Chris Jones
21-Mar-10	Autumn Aggregate followed by Club Championship	Paul Stephenson	Nial Finigan	David Jones	Chris Dayman
28-Mar-10	Autumn Aggregate**	Paul Stephenson	Nial Finigan	John Allison	Chris Dayman
04-Apr-10	Easter Sunday - No Racing				
11-Apr-10	Club Championship followed by Autumn Aggregate	Frank Leipper	Paul Stephenson	Fiona Stephens	Ralph Brown
18-Apr-10	Autumn Aggregate**	Frank Leipper	Paul Stephenson	Lex Cusin	Ralph Brown
25-Apr-10	End of Season Sail	Frank Leipper	Elise Brennan- Smith	Lex Cusin	Ralph Brown

** Junior / Novice Race scheduled for morning of same day – refer to separate calendar.

Hampton Sailing Club 2009-10 Season - Junior / Novice Racing Calendar**Briefing – 10:00am****Start - 10:30am****Finish by - 12:00noon**

Date	Lady Isa Skipper*	Rescue Boat Skipper*
10-Jan-2010	Michael Cook	Stewart Simmons
17-Jan-2010	John Maddick	Blaise Vinot
07-Feb-2010	Frank Leipper	Fiona Stephens
21-Feb-2010	Richard Skews	Monica Jones
14-Mar-2010	Paul Stephenson	William Brown
28-Mar-2010	Paul Stephenson	Ralph Brown
18-Apr-2010	Stewart Simmons	Blaise Vinot

*Lady Isa and Rescue Boat crews will be arranged in the week prior to each race.