

THE MAIN SHEET

The Hampton Sailing Club Newsletter

www.hsc.yachting.org.au



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SEPTEMBER 2012

Commodore's Corner

It's been a long wet and cold winter and according to the bureau the wettest and coldest in 15 years! They then went on to report that it was an average winter and that the last 15 years had been drier and warmer than average!

Indeed we have managed to hold only one race in our winter series but there is still one to go before the season starts in anger.

The days are now getting longer and we have just had our first 20 degree day, all signs that spring is here and it's time to finish the winter maintenance and get your boat ready for the start of the season.

In order to deal with the clash between opening regatta and school holidays which affects a few of us, we are experimenting with starting the season with one race on the Sunday before the Commodore's Cup to be held on the 14th October. Hopefully by then we will have shaken off the winter weather and be ready to race in delightful Melbourne spring!

Once again it has been great to see that Tash Van Rennes has sailed her Laser at the World Laser Radial Youth Championships and her 4.2 at the Queensland Youth Week / Winter Youth Nationals and came away with a first female in the 4.2 and fourth overall – well done Tash! Ben Adshead was also in Brisbane sailing on a 29er and Ben has an article in this edition of The Mainsheet.

The Olympic Night at the club was a resounding success with great interest shown by all in Mark Turnbull's campaign for the Sydney 2000 games. Mark gave us great

insight to the dedication and commitment needed to sail six days a week for four years to achieve gold. Mark also predicted the likely success of our sailors at these games. It was great to see sailing close up at these games and even better that we came away with three gold and a silver – with our sailors leading the charge from our national team!

One of the key outcomes that Mark was hoping for from these games was that the profile of sailing would be increased – and it certainly did that! We now have an opportunity to capitalise on this increased profile and grow the membership of the club. To that end, there are likely to be two Discover Sailing days this year and we might see what we can achieve in terms of advertising this in the local schools and community.

On the committee front, since the AGM our committee has re-established itself and we are rapidly coming to grips with the tasks ahead of us. Memberships are being renewed, rescue boats are being serviced and we are planning for an active sailing season, so stay tuned.

On that note we are having a general briefing and sailing instructions dinner on the 15th September. More on this is included in this edition of the Mainsheet. It is important to note that formal briefings (other than safety briefings and introductions) will not be held this year so you do need to attend on the 15th!

Enough from me – it would be great to see you on the water in October ready for the new season!

John Adshead
Commodore

Upcoming Social Events

The next social occasion for Hampton Sailing Club will be:

- GENERAL BRIEFING & SAILING INSTRUCTIONS EVENING – 7:00 pm
Saturday, 15 September

The sailing committee will be providing important information about how racing will be conducted for the 2012/13 season. Let's make it a social occasion and bring a casserole and/or dessert to share on the night.

Fiona Stephens
Social Secretary

Queensland Youth Week – 2012

During the July school holidays it is often rather chilly down here in Melbourne. This presents an issue to sailors like you and I: is it really worth bothering to leave the shore? Should I attempt to sail the race or even consider training? Well this year my 29er skipper and I thought we would make the decision to leave the shore an easier one for ourselves. We decided to race in the Queensland Youth Week.

The trip up to Brisbane can be quite the trek, especially when travelling by car and so my skipper (and his family) packed the boat(s) onto the trailer and set off early in the week. I, on the other hand would be taking a 2 hour flight to Brisbane airport a few days later. Life really is hard for some. 20 degree days and not a cloud in the sky, we decided to go for a spin first thing that afternoon. With winds barely above 5 knots, we were lucky

when we learned about the extra-shallow mud banks while we had our spinnaker up. For those of you who have sailed from the Royal Queensland Yacht Squadron before you will know exactly what I'm talking about. A marina that stretches for god knows how long followed by a channel between slightly sunken mud banks for another 1000 metres or so. Had we made a terrible decision and come to a bad place? Not only this, but that was also the day we all learned about the \$2000 fine for having your spinnaker up in the marina.

The next day appeared and it felt like summer was back again. Great until you realise the invitation race is on. And the wind has decided *not* to turn up. A good hour in the hot sun, while wearing a tight wetsuit and there is no wind is not always something to look forward to. The race officers had planned out all the subsequent race days to have the two course races half an hour apart to lower congestion on the ramps. Not today though. 200+ boats, crews and skippers all attempted to launch at the same time on that day. 'Exhilarating' would be a good word to describe it. As I had assumed it would be it was hot, sticky and frustrating. All was well and rather enjoyable despite finishing the race last. We knew before we even reached the first mark that our lack of experience in the boat was going to change our placing on the course. An easy day with only one race, we then headed back in, looking forward to having cold showers.

Day 1 of 'proper' racing (the invitation race does not count towards total score) and the winds were up. It was easily 20 knots and we were out of control. After a quick dip in the marina the skipper hastily decided to pull the pin. 'Break the mast and that's it' was argument and rightly so, too. I don't own the boat so that wasn't one of my concerns at the time. Day 2 of racing came along and I had much the same idea as Mark Turnbull. The fleet, the living, breathing fleet, absolutely smashed us. We weren't even halfway up the first beat and the boat ahead of us was rounding the first mark. Around the first mark, along the reach and onto the downwind, we were beginning to catch them. One dodgy gibe and that's it, we're in the

drink. Even with the incredible amounts of capsizing practice that inevitably come with sailing a skiff, by the time we had righted the boat the fleet was beginning to pass through the finish line. We gave that race away; it would have to be a DNF. Race 2 came along and much the same happened. Miles behind the fleet we had to navigate through the hundreds of lasers that we before us. Having had far more general recalls than us 29er folk thought necessary and being the slower class, the lasers almost seemed to be organised to get in our way as this happened the next day also. After rounding the top mark and making it to the downwind, only to capsize close to the gate, we were lucky to get the boat up in time to see the fleet passing through the finish line after their windward-returns. We headed back in their general direction as they started those pesky lasers once again. The decision was made, we were lacking enough energy to complete a third race so we called it a day, we would sleep well that night.

The final day of racing dawned and it was almost a blessing. Having worked like a madman as the powerhouse on the boat, I was loath to rig her up and sail once again. We managed it and were out on the water once again, the constant rhythm of waves knocking the boat and mainsail powering up having sunk in. Surprisingly enough we started all three races despite a few capsize caused by those lasers. We only called it off during the third race, when we were well and truly spent. Last overall was unsurprising but we were behind by less than 12 points, which the skipper was happy with. During those few days I learned more than I thought I could about trapping, sail trimming and racing in a large fleet. All in all it was an incredibly enjoyable experience and a great place to go during the middle of winter. In saying that, we are now into spring with summer just over the horizon. This means there should be no excuse not to be out there on the water racing and having fun with friends. I hope to see each and every one of you out there on the water because I can say from experience; summer is the best time of the year and there is no better place to spend it than at Hampton Sailing Club.

Ben Adshead

HSC Olympic Night – 28 July

About 40 members turned up to hear 'local boy' Mark Turnbull share his story of the build up to competing in the Olympic Games 12 years earlier. And what a privilege it was to listen to an Olympic champion sailor talk candidly about his experiences that resulted in winning a gold medal in the 470 class at the Sydney Olympics in 2000.

On the night we saw a brief video showing the awarding of the medals to Mark and skipper Tom King. It was a very moving moment for Mark. And members were able to share some of that historic event because Mark handed his medal around for us all to see and feel.

Mark's story began in 1996 when Tom King suggested they campaign together in the 470 class with a view to competing in the Sydney Olympics. Prior to this, Tom had been successful in smaller crewed classes of boats such as the Mirror, while Mark had recent success as a skipper in the 420 class.

With virtually no crewing experience Mark agreed to crew for Tom. Mark commented that he had only once before climbed into a trapeze harness, but quickly got used to this piece of equipment. As a team they slowly got used to each others habits and styles of sailing. Gradually they mastered the art of sailing the 470 in all weather conditions. Handling the boat and making adjustments to reach maximum speed on each leg of a course became second nature to them. Tactical moves became almost automatic responses during close racing. Asked if Tom made all the decisions during a race, Mark responded that it was very much a partnership approach. However, on some days Tom would steer the boat his way while on other days Mark would make the tactical decisions.

Tom and Mark based themselves in Sydney. Working their way up to be competitive at the National level was the hardest part of their journey. During this period they had to pay for every thing themselves. Mark said that at the end of the 2000 Olympics he and Tom were each in debt to the tune of about

\$30,000. Sponsorship followed after becoming national champions and this included the supply of free gear such sails, rigging, clothing and the boat itself!

The path to competing at the Olympic Games required them to sail 6 hours a day, 6 days a week. High level competition took them away from Australia for 7 months of the year. The international circuit saw them competing in countries around the world culminating in the World Championships each year.

Tom talked about their coach Victor, who came from the Ukraine. He was the head sailing coach in that country when Ukrainian teams were dominant in the 470 class. Wooed to Australia by a better lifestyle for his family, Victor now works full time in this country coaching our 470 crews. He made a brief appearance on television after the Australians recently took out the gold medal for this class in the 2012 Olympics.

After 4 years of competition at international level, Tom and Mark were happy with their ranking. They were in the top 4 or 5 boats in the world. The culmination of all their preparation came to a peak in 2000. Just prior to the Olympics in Sydney, they had won the World Championship in a convincing way. Mark commented that winning at regattas was a matter of being consistent. Getting 4th, 5th and 6th placings in all races was enough to win overall. In the 2000 World Championships, he and Tom managed 3 first placings!

During the Sydney Olympic competition they sailed consistently well to hold the lead going into the last race. The USA team was close behind and could grab the gold medal if they won with Tom and Mark placed 5th or worse. So the gold medal result came down to a race between two boats. During the race Tom and Mark slipped to the middle of the fleet while the Americans were out in front in first place. Fortunately, Tom and Mark gradually pegged back the leading boats and finished in second place behind the American boat. The 470 gold medal victory belonged to Mark and Tom.

Mark Turnbull now runs his own marine events and marketing company – New Tack Consulting. Operating out of Cheltenham they are occasionally contracted by Yachting Victoria.

Thanks go to Mark for such an interesting talk and to Fiona and Leanne for the refreshments served during the evening.

Russell Brown

New Septic Absorption Pipes Installed

Members will be relieved to learn that Frank Leipper, the Club's House Secretary, and a band of hard working members over a three day period have replaced the Septic Absorption Pipes at the Club.

The old system's pipes, installed in the 1960s, had gradually become choked by sand and were increasingly unable to operate properly. Frank brought in an excavating machine to help make the work of shifting cubic metres of sand in the yard easier.

Neil Watson
Secretary

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 usually published every 2 months and distribution timing depends on the month of publication. The current issue was due for release for August but was held over to September due to lack on articles.

Russell Brown
Newsletter Editor

Boat for Sail

Contact: Russell Brown
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PACER – *SEA HAWK*

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



- Price: \$1,800 ono
- Fibreglass hull –Sail no. 2182
- Almost new South Eastern mainsail
Hooper jib recut to suit new mainsail
Hooper spinnaker
- Anodised spars
- Professional foils
- Boat cover
- Beach trolley
- Successful club racing record 2008/09
- Recently restored to full racing trim.

Hampton Sailing Club Racing Calendar – 2012/2013 Season

Briefing: – 1:00pm

Start: – 2:00pm

2012

Date	Event	Handicap	Comments	Race Controller	Isa Crew	Hampton Red	Rescue Crew
07-Oct-12	Spring 1	PH		Frank Leipper	Ken Trotter	Dave Seymour	Robin McKeown
14-Oct-12	Commodores Cup	PH		John Adshead	Steve Moller	Cody Field	Neil Cooke
21-Oct-12	Spring 2	PH		William Brown	Russell Brown	Blaise Vinot	Kate Vinot
28-Oct-12	Short Course race	YV	Sunday before Melbourne Cup day	Frank Leipper	Alan Lees	Paul Johnson	Russell Baker
04-Nov-12	Club Champ 1	YV		Stewart Simmons	Victor Zorin	Dave Seymour	Irena Angelova
11-Nov-12	Spring 3	PH		William Brown	Peter Gray	Martin Playne	Fiona Stephens
18-Nov-12	Club Champ 2	YV		Stewart Simmons	Richard Skews	Charles Bagosy	Jim Shaw
25-Nov-12	Spring 4	PH		Richards Skews	Bruce Haddock	Neil Watson	Clare Adshead
02-Dec-12	Club Champ 3	YV	Sail Melbourne	David Jones	Cody Field	Paul Stephenson	Fiona Bennett
09-Dec-12	Spring 5	PH		Frank Leipper	John Allison	David Thompson	Alex Thompson
16-Dec-12	Club Champ 4	YV		Stewart Simmons	Chris Jones	John Shallvey	Claude Vergez
23-Dec-12	Spring 6	PH		Richards Skews	Jon Rose	David Seymour	Susan Hatton
30-Dec-12	Christmas	-	No Racing Scheduled				

2013

Date	Event	Handicap	Comments	Race Controller	Isa Crew	Hampton Red	Rescue Crew
06-Jan-13	Christmas	-	No Racing Scheduled				
13-Jan-13	Autumn 1	PH					
20-Jan-13	Club Champ 5	YV					
27-Jan-13		-	Australia Day Holiday - No Racing				
03-Feb-13	Autumn 2	PH					
10-Feb-13	Club Champ 6	YV					
17-Feb-13	Autumn 3	PH					

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24-Feb-13	Club Champ 7	YV					
03-Mar-13	Autumn 4	PH					
10-Mar-13	-	-	Labour Day Holiday - No Racing				
17-Mar-13	Autumn 5	PH					
24-Mar-13	Club Champ 8	YV					
31-Mar-13	-	-	Easter Weekend - No Racing				
07-Apr-13	Autumn 6	PH					
14-Apr-13	Club Champ 9	YV					
21-Apr-13	Autumn 7	PH					
28-Apr-13	Shipwreck Classic	PH					