

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 2014

Newsletter Editor's Note

There are a couple of important announcements. Firstly the Commodore's Cup will be run on Sunday, 2 March. This is to make up for this race being blown out early in the sailing season. It will be run in conjunction with the scheduled Autumn Aggregate race. A great day for racing has been forecast with southerly winds of 10-15 knots. I encourage everyone to come down and sail your hardest for the Cup.

The second important notice is that the revised models Rules of Association for Hampton Sailing Club have been accepted by Consumer Affairs Victoria. As of 9 December 2013 these rules are now in effect and govern the operation of Hampton Sailing Club. The rules, together with the Club's by-laws can be viewed on the Hampton Sailing Club website.



I would like to remind members who go down to the club during the week or weekend to sign the club book (diary). This is important for keeping track of the number of members who are using the club when the club is not holding races. The book is located on the desk at the top of the stairs.

For all the members who go out sailing from the club house, when it is not for a specified race, are asked to sign the sailing log book.

Details of who is going out, where you plan to sail and estimated time of return are very important for both safety reasons and also to keep track of how often the Club is used during non-racing days.



Results will be now available at the conclusion of each day's racing. They will be printed and distributed for discussion and review members at the end of the races. Updated overall results will also be pinned up on the notice board and available on the website from Mondays.

John Shallvey will also be running some training sessions before the briefings each week (about 12:45pm). These will include topics focused around improving start line performance and tactics. Members are encouraged to participate as these sessions will help to improve the overall competitiveness of the fleet.

William Brown
Newsletter Editor

Tim’s Finn Dinghy Donation

The Jones family of Chris and David ‘pioneered’ the Finn class in Hampton Sailing Club some years ago. Their personal fleet has grown to about 3 boats, and David has agreed to donate the oldest, Tim’s Finn to the Club.

This boat has not been sailed for some time and is in need of some well deserved maintenance. The Committee plans to restore this boat back to sea worthiness and racing condition over the coming weeks.

The Finn is not an easy boat to sail, particularly in moderate to heavy conditions. It is anticipated that Tim’s Finn will be used by experienced sailors who will have due regard for the weather conditions that they take the boat out in.

In addition, a fee of \$10 will charged on a trial basis for a morning or afternoon of sailing or racing. Money will go in the phone call box or fridge drinks money box. There will be a sign out/sign in book for members using the dinghy.

Russell Brown
Secretary

**Pacer & 125 State Championships –
Volunteers to Crew on Hampton Red**

During the Labour Day long weekend the Pacer and 125 State Championships are being held at Beaumaris Yacht Club.

Hampton Sailing Club is hiring its power boats (Lady Isa and Hampton Red) for race management duties for the duration of this event.

Anyone interested in volunteering to drive or crew on Hampton Red over the championship racing period is asked to send their expression of interest to the Secretary.

William Brown
Newsletter Editor



Power Boat and Radio Courses

If any members are looking to become more involved the Club or learn some valuable skills, then Hampton Sailing Club is looking to offer those members that chance.

We are currently looking for interest from members who would like to partake either or both a powerboat and/ or a radio operator’s course.

If you are interested please contact the Sailing Secretary so we can get these courses arranged.

William Brown
Newsletter Editor



Sydney to Hobart 2013



Ian Taylor far left (copping the slop)

I recently sailed in my 13th Sydney Hobart yacht race, again on the Elliot 44 “Veloce”

(from Sandringham Yacht Club), the same boat that I sailed on in 2012.

This time we had all Aussie sailors on board from the Sandringham YC ranks, with our crew formed specifically for this race. We didn't have much sailing time together, but plenty of experience.

The weather in Sydney was hot and humid before it became wet and cool with southerly winds on the 24th December for Christmas Day. I had gained a small cold and sore throat due to the end of year rush, change of location and general Christmas activity. Not the greatest shape to be in before a long ocean race.

Boxing Day morning felt like a repeat of 2012 with cloud and a 20kt southerly which then cleared and went SE ~-15kts by start time. We had done our pre-race storm sail sail-past, registration and pre-start warm up, ate lunch got dressed. In no time, it was 2 minutes until the start.

For the first time there were 3 separate start lines. The 1st for the Maxis, the 2nd for us middle sizes race boats and a 3rd line for everyone else.

The tide was incoming and we started at the western end of our start with a #4 and a genoa staysail for the close reach to the Heads. We skimmed past the western side of Sow & Pigs and were at the front of our start line fleet at the South Head turning mark. Once past the outside turning buoy, we tacked a few times to get a clear lane and headed east to get in to the southerly set.

After 2 hours sailing we tacked on to port and headed south as the breeze and gone ESE. The breeze was up and down between 8-19kts. This up and down nature of the wind strength meant we did about 7 jib changes (all of them in-line without tacking, lots of work up the front of the boat where I was). All these changes were completed between 4pm and 9pm during first 8hrs of racing on Day 1.



Luckily the breeze eased off on Day 2. The land breeze swung around to the East. After chasing a few light morning rain showers, the wind slowly built from the NE in the morning to a light 12kts all day. We reached southwards in light air mode, e.g. crew forward to leeward. The big agenda item was to avoid too much sun, other than the daily rations - Breakfast was muesli in a zip-loc bag, fruit and water. Lunch a toasted sandwich and dinner, freeze dried Spag Bol. Even though we were getting closer to the start of Bass Strait, it was still really mild.

Day 3 – The NE had blown all night and had slowly built up to 20-30kts. We had changed to our 4A kite once the breeze was up. The deck was now awash each time the bow dipped as we surfed southwards. Top boat speed was 23kts and we were often seeing over 20kts on the speedo.

There was more deck work to do - either trimming the kite sheet, grinding the kite winch, trimming the main or other general day-to-day tasks like emptying the deck bags of lollies wrappers, empty water bottles, restocking the deck provisions or sponging the bilge downstairs and a few sails to pack, etc. At least this year we had new pipe cot bunks which were properly made and hadn't broken during the 1st night like last year! So sleeping was more achievable.

We had made good speed across the Paddock, with a few gybes to take advantage of the wind shifts. We saw a few boats from time to time on the horizon too. The wind had began backing to the NW (approx 10' shift every 2 hours)

The first part of the Westerly – SW cold front was due 10.30pm, having passed over the western side of Tassie at ~4pm. Once my 6 hour watch from 3pm to 9pm finished, I headed down below and began boiling the kettle. I made 5 freeze dried dinners and ate my one serve. I boiled the kettle again for another chap to finish off the prep of the remaining dinners. After I had gone to sleep for about 20-30mins in the bunk, I was told to kit up again in readiness for the cold front about to strike and the ensuing flurry of deck activities. Sure enough, after sailing through a small lighter patch reaching with a jib top up, it was back to action stations, with 2 reefs slabbed in to the mainsail pretty quickly and changing the jib a few times. First to the #4 jib and then 1 hour later, a switch to the storm jib. This meant lots of bouncing around on the foredeck for me.



The night rolled on, with a 1 reef out, back to 2nd reef, back to 1 reef and finally staying the 2nd reef in. Along with a few rain showers. We caught site of our first part of the Tassie coast of the silhouette of the Freycinet peninsular and the lighthouse there at 3-4am. I popped down stairs and added the layer of my last thick jumper and under jacket to help stay warm.

Dawn of Day 4 saw us with slightly sprung sheets as we rolled past Maria Island and rock-hopped past the Hippolyte rocks.

Tasman Island teased up in the distance rolling in and out of low coastal sea mist, never seeming to get any closer. We finally made it abeam of Tasman Island approx 9am, the 30-40kt gusts of wind dropping off the high cliffs, along with the swirly lulls and messy seaway bobbing us around.

We poked our nose Southwards clear of the island in to the very confused sea state of the currents and solid westerly air. Our 2 reefed main and storm jib combination working well in the bumpy conditions. We took a long board south, tacked, and managed to clear Tasman Island in 1 go. This is always a crucial stage of the race, being only the 2nd of the 4 main turning points in the whole race. We then crept across Storm Bay, heading WNW towards Cape Rauol. A few tacks were required due to the westerly breeze, and we managed to find a smoother sea state under this shoreline. We were very spoilt getting to see this majestic stretch of coastline during daylight hours. I have lost count to how many times I have been on this stretch of wild coast in darkness!

The sea slowly smoothed the further west we got. We switched to the #4 jib and then later went back to the 1st reef. But yet another grey cloud rolled in 20mins later, along with a 35-40kt squall so it was back to the 2nd reef in the main. A few more tacks and we made it in to the river mouth and rounded the Iron Pot.

It is always a surreal feeling once on to flat water of the Derwent River. The lump and lurch of the ocean means you always need a hand ready to hold on. The water in the river is smooth and so far more comfortable. We again cracked sheets and shock out both reefs back to the full hoist main and reached towards the John Garo light and the final left turn to the finish line. No problems with the wind, still 18-20kts all the way to the end.

We crossed the finish line ~3:30pm, it was sails down, a quick tidy up onboard and in to the dock for a beer, hot pie and always friendly Tasmanian welcome, along with the visit to the Customs House Hotel for the regulation post Hobart Rum and chum debrief.

Our final finish position was awesome. We won 1st in Div 2, 2nd Overall IRC corrected time and 16th over the line out of 94 boats. We had been leading overall in IRC until the last morning where we were slowed us down as we tacked up Storm Bay in the last 30 miles to the finish. We came 2nd by ~1hr on corrected time to the winner "Victoire", a larger 50ft boat out of Sydney.

After the night at the pub and a quick snooze back onboard, the next day was a quick boat pack up and onto a plane back to Sydney for New Year's Eve fireworks with Sue and the kids. And then back in the car to Melbourne on New Year's Day.

Ian Taylor

Upcoming Social Events

We are coming towards the end of another season. As such we have a number of social events coming up.

We have a BBQ after the race on **March 2nd** which is now the *Commodore's Cup*.

There will also be a BBQ after the race on **April 27th** for the *Shipwreck Classic*.



On **Saturday, March 15th** we will be holding the *Commodore's Cocktail Evening*. Starting at 7pm we will serve cocktails & nibbles. This is a 'formal attire' event. At \$15/adult we are expecting everyone to partake in the evening. Looking forward to a big night.

Please RSVP Fiona on 0412497703 or email fionastephens@optusnet.com.au

Fiona Stephens
Social Secretary

Newsletter Items

Contributions/items to my email address: william_brown.1992@yahoo.com

Newsletters are published every 2 months and distribution timing depends on the month of publication.

William Brown
Newsletter Editor



State & Nationals Titles Updates

Tasar National Championships – 2014
Blairgowrie Yacht Club, Victoria



Blaise and Kate Vinot in action at Blairgowrie

The Tasar National Titles were held in Blairgowrie from 28 December to 3 January.

Following our lacklustre performance at the State Titles in March (where we finished 24 out of 25) we decided to persevere and launched our campaign for the Nationals by finding a coach. Work started in late September with Thursday morning sessions on the water followed by video analysis. The first step was to check our rigging, put scales everywhere and make sure we could record and reproduce the fastest settings. Due to the short time frame (only 3 months and 6 or 7 sessions) as work and weather were likely to get in the way, we decided to focus on the key factors that would help us improve. So...we worked primarily on our tacking – something that is absolutely critical to fast Tasar sailing. We had to learn how to roll tack in light weather and in a stronger breeze.

It was exciting to see our improvement from session to session and we managed to fit in extra practice on Saturday to consolidate our progress. In the later sessions we added jibing and start practices. So we went to Blairgowrie confident that we would not finish last, and hoping to be in the top 50.

The invitation race was cancelled due to a gale warning that proved accurate. Day one was a solid 20 knots and the fleet of 67 was slightly reduced, with some crews deciding that it was too windy. On the second windward leg my mainsheet became uncleated and we had a swim (which was hazardous for the mast given the shallow waters at Blairgowrie). By the time we recovered, we finished the race in 49th position. We decided to give the second race a miss and sailed back to a hot shower.

Day 2 was sunny and the wind was around 15 knots. We finished all races and got used to the 67 boat start line. There were several recalls and in the end, the fleet started with a black flag. As the regatta progressed we became more confident and found that we had to watch over our shoulder at the top mark as there were more and more boats around and behind us. Our best placing was 30th and we starting seeing boats we had never seen.



Overall it was a windy week with most races over 15 knots and a very competitive fleet. The first 3 were all former world champions...! We tried to focus on clean starts, clear lanes and good tacks.

The whole regatta was a great success, with a buddy system in place where the top boat after 2 races was buddied with the 34th boat and so forth...it gave a great buzz to the rigging yard with buddies exchanging tips as the best improved lower buddy was up for a prize. We and our buddies (who gave us great advice) won the prize...we finished 43rd overall and best improved during the course of the regatta. The social part of the regatta was as good as the sailing and we had a great week. Ingrid came to help and spent three days on the starting boat then sailed the last two days on a 'Navy' boat.

We are now preparing for the next State Titles in March and there is a lot more practice to be done... See you on the water.

Kate and Blaise

Ze Shed 2642

OCEAN RIGGING SERVICES

- Standing rigging (from dinghy stays & shrouds to 50 foot keel boat rigging)
- Ronstan Hydraulic Swaging Press
- Trapeze lines & Running rigging systems
- Expert Splicing (3 strand, double-braid, spectra, dyneema etc.)
- Dinghy Beach trolleys & road trailers made to order
- Stainless steel & aluminium welding/repairs
- Competitive prices on Ronstan dinghy hardware

0432 055 920

Mike Coulter

Factory 11/35 Taunton drv,
Cheltenham, Victoria

www.oceanrigging.com.au



Hampton Sailing Club Racing Calendar – 2013/2014 Season**Briefing: – 1:00pm****Start: – 2:00pm**

Date	Event	Handicap	Comments	Race Controller	Isa Crew	Hampton Red	Rescue Crew
02-Mar-14	Commodore's Cup/ Autumn 4	PH		William Brown	Cameron Kent	David Jones	Cody Field
09-Mar-14		-	Labour Day Holiday - No Racing				
16-Mar-14	Autumn 5	PH		Frank Leipper	Russell Brown	Charles Bagossy	Fiona Bennett
23-Mar-14	Club Champ 8	YV		Stewart Simmons	John Adshead	John Maddick	Jim Roberts
30-Mar-14	Autumn 6	PH		Frank Leipper	Victor Zorin	Neil Watson	Irena Angelova
06-Apr-14	Club Champ 9	YV		Stewart Simmons	Paul Johnson	Martin Playne	Claude Vergez
13-Apr-14	Autumn 7	PH		Frank Leipper	Sheila O'shea	Dave Seymour	Charles Bagossy
20-Apr-14		-	Easter Weekend - No Racing				
27-Apr-14	Shipwreck Classic	PH		David Thompson	Olivia Thompson	Peter Gray	Maxine Cowie

