

# THE MAIN SHEET

The Hampton Sailing Club Newsletter

www.hsc.yachting.org.au



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FEBRUARY 2017

## **Newsletter Editor's Note**

Welcome back to the second half of the 2016/2017 season. I hope your break over the Christmas and New Year period was relaxing or productive, depending on what you wanted to achieve.

Sailing at Hampton Sailing Club over this period has been very subdued. Bad weather has caused cancellation of racing on some Sundays. On the Sundays when we did get out on the water the number of boats crossing the starting line has been well down on past years. But, to be fair, several sailors have been away at regattas and national championships.

This issue of the *Main Sheet* newsletter contains only a few articles, the main one being a contribution from Ian Taylor on his participation in the 2016 Sydney-Hobart race.

There is a less interesting but important item about the Child Safe policy that I ask all adult members to read.

In the next issue I hope there will be contributions from members reporting on their sailing/racing experiences in recent months.

**Russell Brown**  
Newsletter Editor

## **STOP PRESS**

Hampton Sailing Club has a member who has recently become a 2017 Australian Champion. Mark Jackson sails a Finn at HSC, but last month he competed at the national OK dinghy championships in New South Wales. If you look at the results section of the OK website you will notice that Mark makes a habit of winning this event – 2017 is the fifth time he has won this title in a row!!!!

## **Club Security and the Drinks Fridge**

It seems members are continually having to be reminded about security at our Club premises.

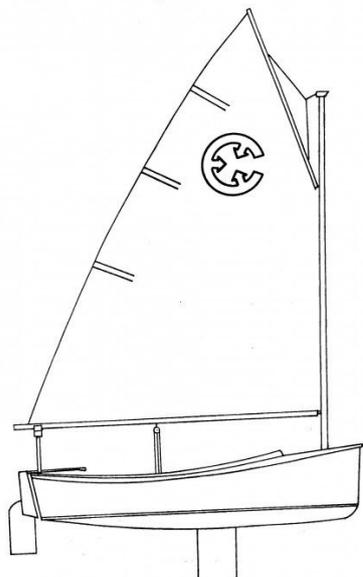
Over the Christmas/New Year holiday period there were several reports of the clubhouse door and gate(s) being open with no members being present. Please take the time to check if the Club is unattended before you leave. And if you are the last person to leave, be sure to lock the clubhouse door and the gates.

A very important aspect of the Club's security is making sure that only senior and family members have a Club key. The Club rules prohibit the 'loaning' of a Club key to a person who is not a member. Junior and intermediate members are not issued with a key, and they should be accompanied by a senior member when they attend the Club.

Members who have water craft and equipment stored at the Club should be confident all other members are as concerned about security at the Club as they are.

An email was sent around to members at the end of January indicating that the drinks fridge will be locked because of theft from the cash box. The fridge will be open on Sundays and when other Club events are held. (It will be locked when members are out racing – this complies with conditions in our liquor licence). At other times, members can request a committee member to unlock the fridge to purchase cold drinks. Whether the fridge is then locked immediately will be at the discretion of the committee member.



**Sailing Secretary's Report**

Although there have been some racing cancellations over the December/January period, the Club Championship and Annual Aggregate series are progressing well. The number of races conducted continues to rise and the cumulative results are starting to become interesting.

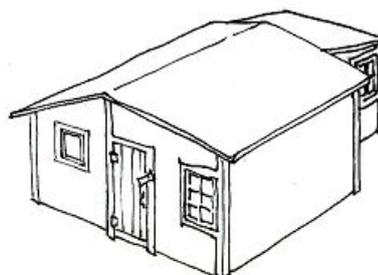
Our Sailing Secretary, William Brown does not always get the results on the notice board before most members have left the Club on Sundays. Check them out the next time you come down to the clubhouse. He also tries to get the results onto the HSC website as soon as he can.

The number of regular competitors in club racing on Sundays is noticeable down compared with last year. Let's hope we get some really nice weather in the next few months – we always seem get more boats on the water when racing conditions are fine and sunny!

We are experiencing some teething difficulties running the races from the Eastern Light power boat. Bear with us as we gradually sort out these minor problems. So far we have managed to ensure racing has been conducted in a way that is fair to all competitors.

Now that our Club is setting a separate finishing line to the starboard side of the start/finish boat, there has been some confusion about the new finishing procedure. The HSC Sailing Instructions are specific on

how competitors approach the finish line. On the last downwind leg of a race, boats are required to round the leeward mark, or sail around one (or both) 'gate' buoys, and then proceed to the finish line. Boats that sail directly from the last upwind mark through the finish line will be scored DNF.

**Clubhouse Bookings**

- Friday 24<sup>th</sup> March – 60<sup>th</sup> Birthday Celebration

Contact John Basarin if you want to book the clubhouse for a private occasion. John's contact details are given near the end of this newsletter.

Remember that when the clubhouse is booked for a private function, only the upstairs section including the deck is available. Other members can still access the downstairs part of the Club and go sailing if they want.

**2016 Sydney to Hobart Race Wrap Up**

Chutzpah and crew working their way out of Sydney Harbour on their way towards Hobart.

Time to re-live the recent 2016 Rolex Sydney-Hobart, my 16<sup>th</sup> race & my 3<sup>rd</sup> time on the yacht "Chutzpah" with the owner Bruce Taylor & most of his same loyal crew.

The recent heat in Sydney had relaxed to a more bearable mid 20's. Boxing Day morning was sunny, with the forecast for 15kt NE, building later to 20-25kts on the ocean. We left the CYCA dock 1045hrs, did the pre-race registration of displaying the storm sails to the Race Committee boat, checked out the tide flow, the start line position & then had a crew chat for our race plans. Our safety gear of a personal EPRIB, strobe light & inflatable lifejacket was sorted. This safety gear is with each of us for the duration of the race. It was a spectacular Sydney day with the whole town out to watch the show. A few mates cruised by on their boats to say hello. After some incidents last year, the water authority were more organised to manage the pleasure fleets & the race course boundaries, especially near the starts. There were ~ 89 boats entered this year, 3 start lines help spread the fleet out. We were on middle start line, but grouped with lots of the faster, larger TP52's & similar 50ft boats, this meant we were one of the smaller boats on this line.

The western start line end was the favoured end, but we elected to stay clear of trouble to start 1/3<sup>rd</sup> from the eastern end. The out flowing tide put us closer than planned so we had to bear away sharply to delay our approach but some clear wind while lining up. Boom went the start cannon; we were finally away. Initially our path was clear, but we slowly got tangled up with the dirty wind from the larger boats tacking up the harbour so finding a clear path & clear wind was difficult.

We made a nice gain by squeezing around the 1<sup>st</sup> turning buoy at South Head & 2 sail reached out to the 2<sup>nd</sup> seaward mark. Going out the Heads during a Sydney to Hobart is always bumpy due to the swells, loads of pleasure craft chasing the fleet & lots of boat wakes all combining. The boat turned around the outer buoy, we set the A2 kite & began the journey south. There were a few other race boats in sight which we used as bench markers to check our speed. But we all slowly headed off in our own directions until eventually we were alone on the ocean by dusk.

The breeze slowly built as we headed in a SSE direction out to sea to get ourselves in to the strong southerly set. The set is the East Australian current which flows from Queensland during the summer months all the way to Bass Strait. It is like a warm, magic carpet ride when you find the right stream to hook in to.

But if you get in an eddy, it can slow you down. Now with computers etc, the location, direction & speed of the set are much easier to pin point.

Like previous races, we ran a 24hr watch system with the crew of 10 split in to 3 teams of 3 sailors, with 6 people as 6hrs on, & 3hrs off for the duration of our race.

The navigator did his own watch as he had radio sked duties, weather updates & watching the competitors on the internet. Gone are the days of not knowing where other boats are. Now you can also check their heading, their boat speed & make a good guess as to how much wind they are sailing in. Except that this 24hr remote access technology comes at a price; a 3-4 day satellite internet bill of \$15K+ is not unheard of for this race.

We were surfing along at 16-18kts boat speed but the number of nose dives were slowly increasing. By 1800hrs we had wind gusts over 28kts, so to ensure that we preserved the A2 kite, we peeled from the masthead A2 to the smaller fractional A4 kite. The kite peeling process means you hoist the 2<sup>nd</sup> kite while the 1<sup>st</sup> kite is still up. Then you drop the 1<sup>st</sup> kite. This process means you are always moving with a sail up. The alternative is to do a bare headed kite swap but this means you slow down for 3-4+ minutes or longer if something goes wrong. With the A4 kite, the boat speed was still 16kts but the boat was far more manageable. I re-packed the A2 kite ready for the next use.

These days, instead of using wool thread to "wool" the kite to make it easier to pull up, environmental reasons have made us switch to using Velcro sewn on the kite to hold it tight to make it easier to pull up when setting. By 2030hrs, the breeze had

eased to 18-22kts & from the NW, other boats that had been near us had got ahead, so we peeled back to the A2 kite to try to go faster. Another kite to pack.... By 2300hrs, the supposed wind change struck. This luckily turned out to be a very small & short change. We switched from kite to a #3 jib & had a 15-18kt SW breeze. This only lasted 20-30 mins. Just when we thought we were settled, the wind backed to the SE ~ 15-18kts so we set a tight reaching A7 kite. A few hours later it was around to the east so we set the A2 kite again & once back to the NE, we set a spin stay sail inside the kite. A staysail is a little lightweight blade sail forward of the mast for downwind sailing. All of this was done in darkness as there was no moon, no stars, cloud cover & not much else!

Midnight – Time for me to try to sleep for 3 hours. This was near impossible when you are still pumped up from the 1<sup>st</sup> day excitement, the whirring of winches, the squeal of the ropes on the winch drums, the hum & heat of the engine charging the batteries, the cackle of the HF radio, the whoosh of the water gliding past the hull and the lurching of the waves rocking the boat while you try to stay attached to a bunk 30cms beneath the heaving deck.

0300hrs – Back on watch. I'd slept in my pants just in case I was needed in a hurry, so just had to add my boots & a jacket before heading back up on deck. This race was warm so no thermals on yet. We had made great progress overnight; we made the Green Cape radio call to say that we were all OK & entering Bass Strait at 0615 hrs on 27<sup>th</sup> December. We continued reaching south. The winds eased as the day progressed. The light patch that had been forecast further north now extended further south. And we had found it. We peeled to an A1 light air kite & then spent the day swapping between this & a wind seeking Jib. We struck a 2-3 kts wind hole & wallowed for a few hours, but used this time to dry our gear & take care of any other personal business which is easier completed while the boat is upright (read “visit the head”)



Chutzpah making good progress in fine sailing conditions.

After chasing zephyrs for a few hours, we managed to find a new thread of the NE breeze & kept heading SE/S. Again this created the usual procession of kites to deal with (read “busy times for me”), 1<sup>st</sup> set the A7 kite, then peel to A1, then a peel to the A2. The one uncomfortable thing now was the SE swell that we were punching through. Being on the open ocean, swells can come from all directions. Low pressure systems 1000's of kilometres away can generate swells which find their way in all places, we also had the Bass Strait tides to mix with it. These new waves caused extra surge loads on boat, so much so that we broke a Lewmar turning block on the kite sheet, a non-Ronstan one of course!

Luckily it wasn't that windy, it was daylight & we were quick to find spare block so didn't do any further damage or lose too much time. Dinner was pasta. We share a pre-made cryvac tube between 2 people. This saves on the washing up. Being light winds and a low energy kind of day, my energy needs were met. Look out if they weren't! I went off watch now, but sleep was near impossible with the motion & the sound from these waves. The boat became a big carbon fibre drum, thumping along after dropping off each wave. The breeze stayed from the N-NE all night but we enjoyed some light rain showers now too. We gybed the boat to ensure that we sailed the shortest course whenever the wind direction made us. We still had lots of set giving us a free ride so we made some good miles over the ground.

The early morning of the 28<sup>th</sup> December was still drizzling, cloudy & we were reaching. We alternated between the A2 & A7 kites trying to get the best from the boat & the available wind.

Breakfast was an Up & Go, a fruit cup and a small box of cornflakes. The day passed quickly & so did our progress along the coast of Tassie. The breeze was E-SE & we tight reached in to the night. The rain was still present so life on deck was damp. One small highlight was seeing a school of fish create streaks of phosphorescence in the water. You could see the bubbles as white stripes but no fish, just their trails. There must have been something larger chasing them. It may have been some dolphins who also sped past us and then played in our bow wake. All in the black of the night at 0200 hours. Good to have some new friends down this way. I had done my shift from 2100 to 0300 hrs, most of the time was on the winch handles, affectionately known as “the pumps” or helping trim the mainsail. We had to maintain a course of 192 degrees to lay Tasman Island in one leg. Luckily the wind angle was only oscillating 15-20’ max so with some minor trimming of the sails we could maintain an OK course. We were closing in on Tasman Island, so we ended up with most of the crew staying on deck until we rounded it at 0530 hrs



Chutzpah approaching Tasmania.

This time Tasman Island was only visible as low rocks, the whole top was covered in cloud. We gave it a wide berth as the cliffs often cut off the wind. We gybed in 20-25kts NE wind & a 2 metre swell to enter

Storm Bay. We got buzzed by the re-known local photographer, Richard Bennett who did his thing. We gybed a few more times as we passed Cape Rauol. The wind was still NE but as we headed towards the Iron Pot, we had to peel to the A7 kite, with a J1 ready in case the wind changed. Sure enough, classic Storm Bay was at play. We struck a lull, so we had a wind seeker, an A1 & an A7 all on deck, each getting a small run when needed. This is prime time foredeck action and you have to be ready for anything at this point of the race. One of the hardest things of the race is pacing yourself & ensuring that you have sufficient rest & energy intake. This is to ensure that you can be fully ready for these few key hours towards the end of a 3 to 4 day yacht race like this one. We finally got some new wind and settled on the A7 to take us over to the Iron Pot, where we switched to the Jib to take us up the river. Luckily we had wind all the way, with the A7 being hoisted at the John Garrow Light, and the A1 to follow soon after to take us to the finish.

We finished on the 29<sup>th</sup> December at ~ 1030 hrs, a much more civilised time to do so. By all accounts a fast race, but still slowed by some light winds at times!

We packed up the sailing gear, motored in to the Elizabeth St Pier & were met by the Team Chutzpah family & friends.



Crew of Chutzpah celebrating on their arrival at Hobart.

Our results were – Over the line – 26<sup>th</sup> IRC corrected time – 24<sup>th</sup> IRC Div 2 - 2<sup>nd</sup> (by only 2 seconds!!! Bugger). All in all, a fast, damp race but with no stand out highlights!

Cheers,

**Ian Taylor**

### Hampton Beach Renourishment

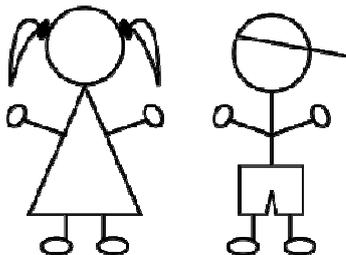


The Victorian Department of Environment Land Water and Planning (DELWP) has proposed a Hampton Beach Renourishment project. The project seeks to alter physical structures at water level along the Hampton foreshore and increase the amount of beach sand. An information session was conducted on 15 November and some HSC members attended this meeting. Planning is very much in the preliminary stages and more information will be provided as it becomes available.

Many members have noted the steady influx of sand under the Hampton pier and into the launching basin. The level of sand adjacent to the SYC concrete apron has fallen by 50mm. There is evidence the basin is slowly silting up as some sailors report the basin is becoming shallower.

Hampton Sailing Club has made a submission to DELWP highlighting the silting-up issue and requesting remedial work on the basin be included in the Hampton Beach Renourishment project.

### Child Safe Standards



Recent investigations by government into child abuse in Victoria have resulted in outcomes that affect practically all organisations where children may be present.

Reporting child sexual abuse has now become a community-wide responsibility. In fact, all adults in Victoria who have a reasonable belief that an adult has committed a sexual offence against a child under 16 have a legal obligation to report that information to the police.

Because Hampton Sailing Club does not provide specific programs for children, and we do have staff or volunteers that run child-related services, our Club is considered at low risk of any form of 'abuse'. Nevertheless, HSC must comply with the new Child Safe Standards where applicable. In particular, if you believe a child is at immediate risk of abuse phone 000.

In the December 2016 edition of the Main Sheet it was reported that all sporting and recreational clubs in Victoria were required to have a set of Child Safe Standards in place by 1 January 2017. HSC now complies with this requirement and has produced the following documents.

1. A **flow chart of the Child Safe reporting process** is displayed on the club notice board (next to the Liquor Licensing posters). *This document shows the procedure to follow and the people to contact/talk to if an incident of child abuse at HSC is reported.*
2. An **Incident Report sheet** is located in the display rack behind the blank membership application forms. *Used in conjunction with the flow chart, this document is used to write down information relevant to an allegation of child abuse at HSC.*
3. The **HSC Child Safe Policy** is posted on the Club's website. *This is a statement of the Club's commitment to make HSC as safe a place as possible for children.*
4. A **Child Safety Review and Action Plan of Standards** is held in the committee room and is also available from the Vice Commodore. *The standards relevant to HSC indicate the Club has:*
  - a published obligation to child safety by its members, and

- a process is in place for handling reports/incidents of child abuse at Hampton Sailing Club.

Australian Sailing in conjunction with VicSport has been assisting all sailing/yacht clubs in Victoria by providing information and a set of Child Safe template documents.

### Security Lighting

After the break in to the Club in October last year, security lighting has now been installed to cover the car park and the area near the side door. LED lights turn on automatically at night and turn off again in the morning.

### Connection to Sewer

A new toilet block is being constructed at the end of Jetty Road starting in March or April. The committee has been negotiating with Bayside City Council and South East Water to connect HSC to the sewer as part of this project. A pit will be constructed in our car park against the east fence. HSC will have to organise to have its gravity-feed lines connected to this pit.

### Newsletter Items

Items for inclusion in the *Main Sheet* newsletter can be sent to the Club's email address:

<hampton.sailing.club@gmail.com>

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Marine

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**Hampton Sailing Club Racing Calendar – 2015/2016 Season**

Briefing: – 12:45pm

Start: – 2:00pm

Date	Event	Handicap	Comments	Race Controller	Start Crew 1	Start Crew 2	Hampton Red	Rescue Crew
19-Feb-17	Aggregate 7	PH		<b>Stewart Simmons</b> (03) 9598 6954	<b>Russell Brown</b> (03) 9792 9501	<b>Jeff Ward</b> 0410 595 849	<b>Lex Cusin</b>	<b>Jorn Rose</b> (03) 9598 0832
26-Feb-17	Club Championship 7	YV		<b>Michael Cook</b> (03) 9598 7884	<b>Sarah Shaw</b>	<b>David V D Stratten</b>	<b>Jim Shaw</b> 0434 601 141	<b>Charles Bagossy</b> (03) 9555 5967
5-Mar-17	Aggregate 8	PH	Commodore's Cup	<b>Russell Brown</b> (03) 9792 9501	<b>Jim Roberts</b> 0409 418 856	<b>Stewart Simmons</b> (03) 9598 6954	<b>Andrew Gruby</b> (03) 9533 5326	<b>Jack Gruby</b> (03) 9533 5326
12-Mar-17	Labour day	-	Labour Day Holiday - No Racing					
19-Mar-17	Club Championship 8	YV		<b>Frank Leipper</b> (03) 9598 5600	<b>William Brown</b> 0481 526 771	<b>Andreas Loos</b> 0430 145 455	<b>Steve Moller</b> (03) 9521 6462	<b>Michelle Moller</b> (03) 9521 6462
26-Mar-17	Aggregate 9	PH		<b>Phil Chadwick</b> (03) 9533 5398	<b>Robert Lichter</b> (03) 9593 2333	<b>Robin McKeown</b> (03) 9598 5183	<b>Mark Jackson</b> 0414 334 702	<b>Tim Ede</b> 0418 881 224
2-Apr-17	Club Championship 9	YV		<b>Frank Leipper</b> (03) 9598 5600	<b>Sheila O'Shea</b> (03) 9598 5600	<b>Richard Hart</b>	<b>Sarah Taylor</b> 0433 704 246	<b>Simon Dwyer</b> 0406 745 488
9-Apr-17	Aggregate 10	PH		<b>Russell Brown</b> (03) 9792 9501	<b>Frank Leipper</b> (03) 9598 5600	<b>Philip Iacono</b> (03) 9557 8493	<b>Andrew Gruby</b> (03) 9533 5326	<b>Jack Gruby</b> (03) 9533 5326
16-Apr-17	Easter	-	Easter Weekend - No Racing					
23-Apr-17	Club Championship 10			<b>John Adshead</b> (03) 9598 2728	<b>Russell Brown</b> (03) 9792 9501	<b>Michael Moloney</b> (03) 9593 8915	<b>Leeanne Rothacker</b> (03) 9598 4599	<b>Fiona Stephens</b> (03) 9598 9285
30-Apr-17	Shipwreck Classic	PH		<b>William Brown</b> 0481 526 771	<b>Sheila O'Shea</b> (03) 9598 5600	<b>Andrew Freadman</b> 0439 048 741	<b>Angus Wilson</b>	<b>Dawn Clark</b>
7-May-17	Sprint Series	PH		<b>William Brown</b> 0481 526 771	<b>Russell Brown</b> (03) 9792 9501	<b>Russell Baker</b> (03) 9502 0883	<b>Blaise Vinot</b> (03) 9528 2484	<b>Kate Vinot</b> (03) 9528 2484