



Sailing News

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This newsletter includes articles of interest to SYC owners and crews relating to club sailing activities and racing.

If you have any news that you would like to provide for future editions please email **Sailing News** at boatingco@syc.com.au.

SYC's ALIEN wins ORCV Vanuatu - Mackay race and South Pacific Boomerang Series

Mike Welsh's ALIEN has won the IRC division in the inaugural ORCV Vanuatu - Mackay race - race 4 of the Queensland Government South Pacific Boomerang Series. George Shaw's BOOTS was 3rd on IRC.

Starting at Port Vila, Vanuatu on August 1st, the fleet enjoyed ideal conditions for the first couple of days - spinnaker run in shorts and T-shirts, with ALIEN jumping away to an early lead on handicap. Unfortunately, all good things must come to an end, and after passing New Caledonia, the fleet were met with an unseasonable South-West change & tropical storm, with 40+knots on-the-nose, with very large, lumpy seas. This strong south-westerly held for the next 4 days at 25-30kn, with stronger bursts slowly shifting back around to the South, but giving the fleet a very uncomfortable beat through to the turning point at the southern end of the Great Barrier Reef. "...certainly not what we read on the "brochure"...." said Mike after the race. After rounding the southern point of the reef, the fleet enjoyed a fast reach/run through to the finish off Mackay.

ALIEN finished 3rd over the line, behind TEVAKE II and GUSTO, at 11:58pm on Monday 7th August. Despite being delayed at the finish by a ship exiting the Mackay Harbour, ALIEN's time was enough to give them the win on IRC by just under of 3 hours on corrected time. After ALIEN, the racing was extremely close, with less than 15mins separating the next 3 boats on IRC. BOOTS and MOOMBA (which included SYC's new Sail Captain Chris Waters) finished very fast, but both just missed beating TEVAKE for 2nd place on IRC. YOKO took out the Performance division.

ALIEN's win in the Vanuatu - Mackay race con-

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Editor: Debbie Parker

cluded a highly successful performance in the Queensland Government South Pacific Boomerang Series. This series comprised 5 races including the Melbourne-Vanuatu, Vanuatu-Mackay and in-port races in Melbourne, Vanuatu and Mackay. The in-port race in Mackay was cancelled due to forecast strong winds and the lack of "recovery time" after the Mackay race. With this cancellation, results of the series saw ALIEN narrowly win the IRC division from MOOMBA and TEVAKE. YOKO won the Performance division of the series, and GUSTO took out the 2-handed division. Congratulations to Mike and the crew of ALIEN on an outstanding series. Congratulations too for George Shaw on pulling together a very successful series that all participants thoroughly enjoyed.

Full results and media releases can be found at www.melbournevanuatu.com

ALIEN now joins a number of other SYC boats and members in the popular Hahn Premium Race Week at Hamilton Island that starts on August 19th.

Mark Welsh



Around the Stix - Winter Series Race 7

The seventh race of the series was held on Saturday the 12th of August in sunny conditions and a forecast of 8 to 10 knots.

At 1330 hrs twelve division one boats started in a southerly direction on course 16 in a very challenging, variable breeze of around two knots from the south west. Five minutes later, sixteen division 2 boats started on course 16 which is basically the same course being half a mile shorter. As boats drifted towards mark #1 in very, very flat water the wind dropped by a half to 1 knot which is very hard to read on wind instruments. Within the first hour of the race not one boat had reached the first mark, and no wind looked in sight. Several skippers were debating the chances of finishing in the time limit. But out of nowhere at 1520 hrs an eight to ten knot east south easterly arrived spurring on the crew to set spinnakers, powering to #2, then #3. On the way to the 1st mark the lead changed several times between Goldfinger, 38 Degrees South and Blue Chip but it was Blue Chip who finally managed to claw their way in front to win the unofficial 'line honours' by being the first boat to round mark #1 amidst cheers from their crew and a number of other boats. The ladies in the tower estimated that the whole fleet would be through #4 by race time limit if they shortened course. A good decision was made and the course was shortened at #4 allowing the fleet to finish.

Goldfinger passed this mark at 1600 hrs followed by Bullistic and Team B & D Affirmative Action.

Trouble In Toyland was the first division 2 competitor to finish at 1616 hrs with SS Feathersword and A Crewed Interest close behind. All boats that were still racing when the wind filled in completed in the time limit

Next week race 8 is part two of the **Alan Shields** trophy starting at **1030 hrs.**

Martin Power

Winter Results

DIVISION 1

VYC	IRC	AMS
Dr Unc	Dr Unc	Team B&D Afirm
Ultimate Tune	Fun & Games	Blue Chip
Blue Chip	Musketeer	Fun & Games

DIVISION II

VYC	IRC	AMS
Saltshaker	Decisive	Rhiannon
Decisive	Wavelength	Revenge
Alibi	Watermark	Decisive

Helpers Welcome!

You don't have to sail to be part of the racing scene so, why not join the Race Management team? Help run races or drive a Rescue or Committee boat?

Training provided.
Call Vicki on 9598 7444

Safety Brought Home

For the last few months I have discussed safety issues important when sailing....now I would like to share an experience I have recently had which really brought home the question - 'How prepared am I? . And so I ask 'How prepared are you and the boat you sail on?'

I have just completed a 930 nmile race from Sydney to Mackay on a yacht other than my own. I had a ball. The race was fantastic, the crew were great and good fun, the weather was perfect, though a bit more wind would have been great - there are only so many times one can handle being becalmed and going backwards. What I did question on that trip was race preparation and safety even though the boat complied with all the Cat 2 safety requirements.

An issue that arose, a simple issue but one that could be quite catastrophic is drinking water, or rather the lack of it. We realised we were very low on water by day 3 of a 7-day race and had to ration it, pooling all tanks and bottles to see us through until the end of the race. This involved labeling individual bottles and controlling the filling of the bottles daily. We used the bottled water for drinking, drained what little was left in the tanks and used this for boiling hot drinks and cooking. We washed all dishes in a bucket full of seawater. I can hear you say, 'oh dear'!!!! It is amazing to see the complacency amongst some sailors, or perhaps should I say, how a lack of experience can impact water usage on long voyages. Experience is something one gets after the incident has happened but it can be acquired by learning from other's misfortunes. I had to laugh when one of the crew said he was going to go and have shower and freshen up...well, I laugh in hindsight anyway.

Adults lose at least 1.5 to 2 litres of fluid a day when at rest in perspiration, urine and breathing and if there is physical exertion (e.g. sail changing, steering, tacking etc) even more fluid is lost. Alcohol and caffeine have a diuretic effect (loss of fluid) which will further add to fluid loss.

The 'Blue Book' requires at least 2.5 litres per crew member per 100 n miles with a further 9 litres required for emergencies but this will only last on a long trip if all of the crew use it sparingly. Fruit juices, food, milk, fruit, soda water, mineral water, soft drinks (preferably low cal but artificial sweeteners can act as a diuretic), tea and coffee can also provide fluids but be careful of the diuretics. Dehydration can be very dangerous and quite debilitating. If one becomes seasick on a long voyage (even a short voyage like an overnighter or a bay race) this too can be dangerous to the individual.

So how prepared are you? How prepared is your crew? How prepared is the boat? Be prepared to ask questions about boat preparation before you leave the marina.

Happy sailing- be safe!

Marissa McManus

SYC Boats Perform Well in ORCV Winter Series

The fourth race in the ORCV winter series was held in near 'champagne' sailing conditions on Sunday 13th August. Sunny skies, flat water and a consistent 20 knot breeze meant that the 50 starters had a great time as they made short work of the 21 mile course at the northern end of the bay.

Division 1 racked up early before the starters gun, with several boats over the line at the start. An individual recall was signaled, but one boat unfortunately (for them) didn't exonerate herself. With a couple of issues yet to be resolved in the protest room, results at this stage are provisional.

Division 2 were a bit more sensible with everyone on the right side of the line when the gun went, and with much less fuss and shouting! SYC boats took a clean sweep in division 2 with Vapour Trail 1st IRC & 1st AMS.

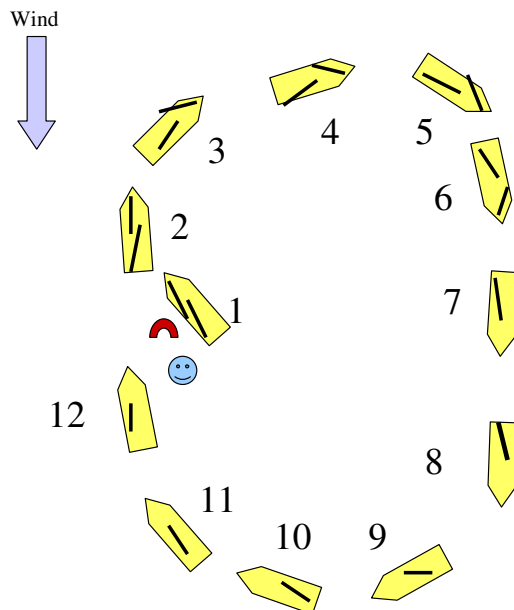
Fiery Dragon rounded off the trifecta with a 1st PHD.

Ida also performed well, with a 2nd in AMS.

In division 1 the standout SYC boats were Velloce with a 1st IRC and Goldfinger 3rd IRC.

Anthony Micheletto

Man Overboard - Quick stop Beating



Question: How will you recover the MOB on your boat?

(Refer to the YA Racing Rules of Sailing Addendum)

1. "Man overboard", torch + Spotter
2. Lifering, Litter, GPS, danbuoy?
3. Head to wind & tack main only
4. Headsail back slows boat
5. Turn to broad reach
6. Run downwind
7. Drop headsail, centre main, tight jibsheets. Check lines & start engine in neutral.
8. Abeam the MOB
9. Gybe the boat
10. Approach @ 60 - 45°
11. Throwing sock, danbouy?
12. Recover from windward side