

AN AVALON SAILING CLUB PUBLICATION

# Job Sheet



MARCH 2006



An ASC crew races to Hobart  
Go to page 3 for the full story

## THIS ISSUE

ASC Races to  
Hobart

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Centreboard  
News

\*

Cruise News

\*

Guess Who  
Don't Sue



[www.avalonsailingclub.com.au](http://www.avalonsailingclub.com.au)

## From The Tiller



The end of the season is fast approaching, and all too soon. The sailing conditions this season have been the best I can recall for many years with regular sea-breezes, the occasional fresh southerly and thankfully few drifters.

The Challenger Head cruise/race saw nine boats head upriver to Akuna Bay in brilliant sunshine and a gentle nor'easter. First yacht to the Challenger Head finish line and taking third in the "adjusted" results were the Zwolenskis on *Kirin*, their sparkling new Northshore 38. Second on "adjusted" time were the Flayes on *Kate Kelly* who showed the regular racers a thing or two in the pre-start manoeuvres. Peter Hudson and Ian Craig on *Laura* being the median boat in the fleet took first on "adjusted" time. *Trina*, the Kidner/Maher Halvo, won the "where are the sails when you need them/hot water boat award" for overheating and stalling off Juno Point. *Incahoots* and the Trembath international all-stars won the fair play award for towing their dinghy to give everyone else a fighting chance! The crew of *Presto* kept a low profile this year and managed to stay dry. Thirty six of us enjoyed a wonderful evening with a smorgasbord prepared by Helen Cornish, assisted by the Craigs and Denise Bolton, .....thank you Helen for organising another exceptional social. A very special thanks also to Glenn Sanders for giving up his Saturday afternoon to start and finish the race. For those who have yet to experience the joys of a Challenger Head weekend, it's a must do whether you have a yacht or not...keep an eye out for next season's event.

ASC was the best represented club at the final round of the MJ State Championships with 14 Avalon MJs heading to the South Lake SC on Lake Macquarie on the last weekend in February. Congratulations to Junior Champions Zac Duryea and Brodie Crossman in *Dynamic Lifter*, a great result. Best in the main fleet were Tom and Michael Koerner in *Full Throttle* coming 7th. ASC was also well represented in the Novice and Rookie Divisions – congratulations to everyone who participated and a special thanks to Nicole Koerner, Andrew Kendall and David Hyde for your efforts organising, supporting and training our young sailors.

Our Spiral sailors will be heading to Lake Munmorah for the final heats of their State Championships on the last weekend in March.....good luck and great sailing.

This season has not yet finished and the planning for next season has already commenced. The Centreboard Combined Fleet Committee met last week and amongst

the changes agreed for next season were:

Renewed commitment from all clubs to maintaining both club and combined fleet results to a higher standard;  
Reverting to a single start line and one race per class on non sprint days;  
Increasing the number of sprint afternoons from three to six; and  
Providing race management training during the winter for everyone involved in running the combined fleet events, including starting, finishing, course setting, event and incident management. All Gold Division parents will be asked to participate in the training in order to ensure that we can maintain a consistently high standard of race management.

Sadly, Helen Cornish and Dug Russell have decided to stand down from the Club's Committee. Helen and Dug have both been great contributors to the running of the club, Helen for the wonderful social events and Dug for his enthusiastic leadership and support of the centre-board division. I would like to thank them on behalf of all of our members for their efforts. Nominations for the vacancies created will be called prior to the Annual General Meeting in August.

Future events to mark on the calendar include:

**9th April** – *Interclub Picnic* at Portuguese Beach - a day of socialising and beach games from 11 am – all invited for the season finale.

**12th April** – Pittwater Community Arts present "*Plywood to Carbon*" the history of boat-building in Pittwater presented by John McConnaghy – 7pm at ASC – all invited, and it's free.

**29th April** – *Working Bee* anytime between 9am and 4pm at the club – please help spread the workload by doing your bit. Highly recommended if you have yet to put in some time this season!

**30th April** – *BYRA Sail Marathon*, starting Le Mans style off the beach at BYRA at 12MD - \$10 entry fee.

**7th May** – *Centreboard Division Presentation*

**27th May** – *Commodore's Ball* – come and get into the act or just clown around in "A Night at the Circus"....tickets on sale soon.

**6th August** – *Annual General Meeting*

Happy Sailing

**Geoff Fogarty**

# An ASC crew race to Hobart 2005

## The Curtis report

It doesn't get much better – great camaraderie, the boat was in one piece, all the crew came in unscathed, we finished and the QLD (quiet little drink) was all it is cracked up to be – that really sums Hobart 2005.

Many of you who read this probably know the story of Hidden Agenda (HA) trying to get to Hobart on its 60<sup>th</sup> anniversary in 2004. Memories of big north easters, under spinnaker, racing towards a Bass Strait 40/50kt gale, big kite wraps and knives flashing would stay with many of us forever and that was before we even got past Batemans Bay. Anyway that race finished with HA being first into Eden with 2 crew members in hospital and some very dejected sailors who would have liked to have had a QLD in Customs House in Hobart.

Our captain, Rosco, was the only one who had actually got to Hobart (10 times in fact) and the rest of the team just really wanted to get there this time. We all had our "sea safety" in place and our training ended up being some winter harbour races and some Wednesday Twilights. The crew began to grow and included lots of Trembaths (3 in fact Rosco and his 2 boys Marty and Sim), RV, me (Rob), the Sherm all of ASC fame, Hamish Roughly and an old mate of mine, Ian Greentree (Greenie). The only thing we had to do once the crew was in place was to complete a cat 2 race, and in this case the only one left was Cabbage Tree Island which ended up being lots of zeros on the wind speed dial – great preparation for Bass Strait - not. Still we finished and were now on track for the big one, so we did some extra heavy duty training (Wednesday Twilight races at CYCA) and were very pleased when we got through Christmas with minimal heavy heads and turned up at the dock at CYCA on Boxing Day for the big start.

I have heard so many people say – well you were lucky this year as it was a real walk in the park with a downhill slide most of the way. We all became very close on this trip – can't help it really with 9 smelly blokes on a 38 footer, but there were times that stretched us to limits that we had not reached before.

It sort of went along like this:

Bouncing along on the first night and seeing those zero's on the wind dial was just like going North, but as the second day came to a close we were running down the coast in a building Northerly breeze and enjoying our first dinner as the Sherm started to

come into his own – there is nothing better than a hot stew on the rail. That night we experienced hard downwind running with no moon and mounting seas as we pushed towards Bass Strait. Reefs going in the main and all of a sudden we went from having the ocean to ourselves to seeing red and green lights approaching from all directions, 20/25 kts – very scary. The night then settled into a blur of running at pace ( a max from Marty at 17.2 kts) with seas all over the place and the real stand-out was keeping the wind angle between 170 and 150 – not 120 Marty!!!!. It was hard handing over the helm to others after knowing the difficulty involved in keeping the boat on track but we all did it. Changing watch was good and I know RV was a bit phased when I put the wheel in his hand and described the process and then said "I'm off to bed". He had one person calling waves and one person making sure he stayed on the allocated course and he just tried to keep the boat on an even keel and going forward. The best part of this crew is that everyone and I mean everyone drove the boat, no matter what the conditions. There are not many crews in the Hobart race that could do the same.

The next day the forecast was spot on – a localized LOW in the middle of Bass Strait – right off our port bow (we had been swinging right during the night to try to get above the low so that we would not be banging into it too hard). The bigger boats rolled past and were not overly affected. We, on the other hand, felt the wind shift to the NW – go hot and die – just like on Pittwater before a buster. We could see it in front of us and so we were full double reefed with storm jib in place about 10/15 minutes before it hit – thanks heavens. A bucking Sydney 38 with a breaking beam sea and wind maxing out at 41 kts for 18 or so hours is not what I call a walk in the park. The boat and crew were exceptional and handled the condition admirably. Things learnt – leave everything on at all times down below, drink lots of water, develop good mate ship as there are times when you have to dispose things of overboard, you would only ever ask your bestest of mates to do. We didn't eat much and we were starting to call our naviguesser (Rosco) into doubt. We thought that he was lying about the Tasmanian coast and it wasn't until we sighted land after passing under Flinders Island (could see it but the sea changed its motion heaps) that we believed him that we were on our way to Hobart.

Go to page 5

## Centreboard News

On the 25<sup>th</sup> and 26<sup>th</sup> of January, 15 of Avalon's Manly Juniors traveled up the coast to South Lake Macquarie for the third and final round of the Manly Junior State Titles. Among this group were 6 rookie boats Blue Crush, Wind to Win, Genesis, Hero, Out of the Blue and Storman Norman all of which performed very well in their races. For most of them it was their first time in an event like this.

Unfortunately one of our rookie sailors (Richie) didn't get out on the water after he cut his knee on a razor fish or razor shell when he slipped and fell on his knee while he was swimming before the first race. We wish him a speedy recovery.

For the first race the winds were about 10-15 knots which was perfect for the rookies. In the afternoon for the second race the wind got stronger increasing to about 20-25 knots so the rookies and novice didn't go out but the Avalon Open fleet did and received some excellent results with Fierce but Fragile coming 5<sup>th</sup>, Full Throttle 8<sup>th</sup>, Dynamic Lifter 9<sup>th</sup> and Imps coming 10<sup>th</sup> on scratch. Also for this race on handicap Imps came 2<sup>nd</sup> and Fierce but Fragile came 3<sup>rd</sup>.

After all the boats were packed up most families went back to the lodges at Myuna Bay where we all had a barbeque and a good time. The kids had fun in the row boats and also watching movie's.

On day 2 the winds didn't look good. It was very, very light and the race kept being postponed so we didn't get out till an hour later than planned. Then a storm blew in with a bit of lightning and thunder and the winds picked up a bit. Avalon had a wide variety of results. The last race was cancelled because of the storm and everyone backed up quickly before they got soaked.

The most important thing is that I think everyone had a fun time!!!

**Monica Hyde**



12th April

## "Plywood to Carbon"

a history of boat-building  
in Pittwater presented by

**John McConnaghy**

7pm at ASC – all invited,  
and it's free

27th May

## Commodore's Ball

come and get into the act  
or just clown around in  
"A Night at the Circus"

tickets on sale soon

Put this date in your Diary

## Hobart *Continued*

Truly the Tasmanian coast is all that it is built up to be – and this part of the trip was truly a down hill slide with T shirts and shorts on for most of the day and even ? oz runners and asso's called for. Dinner again was a triumph especially after not eating for 12-18 hours. The Sherm is always on top of it. Night was falling on the approach to Tasman Light. Change of watch but there was a feeling of expectation amongst us all and we all ended up staying on deck throughout the night sailing up Storm Bay – full rig, crew on the rail (some/most sleeping on the rail) and a good 20kt breeze and still on a starboard tack right through to the Iron Pot at the entrance to the Derwent River. We thought we would have to tack (first time in over 60 hours of sailing) but the wind clocked right around us and we stayed on the tack nearly to the finish. Being so close our biggest worry was that we may damage our rig (after such a long time on one tack – this happened to the lead Sydney 38 on entering Storm Bay where they had to retire on motor to Hobart – devastating). The rig held and we ended up with a tacking duel with the big C (Cadenza – a cruising Farr 50).

Over the line – the relief was amazing – much hugging and hand shaking, we had done it – and in hind sight with the hand brake on, meaning that we had got Gibbo's boat to Hobart in one piece through Bass Strait. Nothing was going to stop us this time – we reefed early and big and were always conscious of safety rather than pace although there were times that the speed was dazzling and the breaking waves beam on unbelievable. On motoring into Constitution Dock the cheers from other competitors was quite moving and the phone calls home left some (read me) speechless and deeply emotional – there are not many things in life that have affected me so deeply. I could not think of a better group of people to go to sea with trusting your own personal safety in their hands

The stories of Andy and his partner..., the boys match racing on New Years eve, Customs house and the Sherms' embrace of the Law will I' sure be told by others.

Can't wait till next time!!!!!!

**Rob Curtis**

# Cruise News

## Australia Day 2006 Sydney harbour Cruise

As Australia Day fell on a Thursday this year, we decided to take the Friday off and make the most of a long weekend and head off to the Harbour. As the Wednesday rain and squalls finished mid-afternoon, we decided to make an overnight passage to get there for all the activities on the Harbour the next day. Paul and Bev Sinclair had never done an overnight sail, but were keen to give it a go, so we rushed to load up the boats and set off at about 8.30 p.m.

However, along with the rain, the wind soon also disappeared and we rounded

Barrenjoey into a very light breeze and a rather messy sea. After somewhat frustrating attempts to gain some speed, we finally resorted to diesel power when we were floundering at less than 2 knots and three-quarters of the crews were feeling rather queasy! We

ended up motoring down the entire way, enjoying the distant view of the Newport Arms fireworks at midnight. Fireworks actually look better in the far distance and you don't have to crick your neck to admire them! Soleil passed us on her way north to Pittwater and we had a VHF chat. We reached the Harbour at about 2.00 a.m. and anchored at Cobblers Beach near Balmoral for a peaceful night's sleep.

The next morning we picked up relatives from the beach and motored round to Bradleys Head, where we anchored in Athol Bay to watch the various nautical celebrations, including the Ferry Race, Parade of Tall Ships, Roulettes aerobatics display and other excitements, while enjoying a leisurely lunch. There didn't seem to be as many vessels as in previous years, with one notable exception: a liner anchored in the bay which caused some consternation as it swung round in

huge arcs as the wind changed direction. It did carry a huge banner along its topsides with advice to vessels not to anchor too close, which was fortunately well-heeded. After all the fun and games were over, we left Paul and Bev quietly at anchor and had a good brisk sail back up to Balmoral to drop off our guests. Why had that nor'easter not obliged the night before I wonder? We then returned to Athol and anchored for the night. It was surprisingly peaceful until Sydney

awoke the next morning and the wash built up accordingly. Poor Bev had to get to work on Friday, so Paul put her ashore at the Taronga Zoo ferry wharf.

The two yachts then set off up the Harbour and through Spit Bridge into Middle Harbour. It was a beautiful sunny day and we enjoyed exploring the various bays of the area before meeting up with Bev at Roseville Marina in the evening. We particularly liked Sugarloaf Bay, where there is a very peaceful bush anchorage in the North Arm.

Bantry Bay is also lovely, with about 8 public moorings available. We picked up one for Hagar and anchored Kate Kelly so we could do a bush walk up the Bay Track. The view from the rocky outcrop at the top of the track was quite spectacular. It was a very hot afternoon, so we had to recover on board with several cold beers before heading to Roseville. Paul and Bev introduced us to one of their old haunts, a great Thai restaurant at Forestville. It was a hot sweaty walk up the hill, but well worth it, as we had a most enjoyable meal. The walk back down the hill didn't seem to take any time at all! We had a remarkably peaceful night and even though the Roseville anchorage immediately adjoins the speedboat launch ramp, they were mostly pretty quiet setting off the next morning – perhaps the 4 knot speed zone has something to do with it!



Bev Sinclair enjoys the Australia Day Sail

Go to Page 9

## Challenger Head



Organiser Helen relaxes with the crew of Soleil



The Dinner

# The Annual Challenger Head Race/Cruise

The winners,  
the race,  
the celebrations



Below: The breakfast



Above;  
Peter and Mike check  
out Halvorsen's at the  
Wooden Boat Show  
before joining the  
celebrations

## Cruise News *Continued*

We then quite unashamedly indulged in further fine dining by having breakfast at the delightful café at the marina: a delicious meal in an almost Mediterranean setting. We then proceeded under headsail back to Spit Bridge and joined the Sunday rush-hour of the 11.30 opening. We sailed briskly in the nor'easter, intent on staying in Lane Cove River for the night. However, when we got there we found it rather disappointingly suburban after Middle Harbour and also not deep enough for Kate Kelly and Hagar to advance sufficiently far "up the snout" to render it potentially more interesting. After borrowing a couple of empty moorings at lunchtime, we sailed back up to Manly for our last night. The nor'easter had really got up and we encountered some fierce gusts whistling through the gaps, particularly near the Harbour Bridge. After what seemed like a hundred tacks, we eventually cleared "The Coat Hanger" and continued working our way up the Harbour to Quarantine Beach for a welcome evening swim and on-board barbeque. We set off early the next morning on another beautiful hot day, too early in fact for the wind, but it did come up later and afforded us a brisk enjoyable sail back to Pittwater. If Jim hadn't needed to catch a plane, it is generally better to await the nor'easter's arrival and set off later for a pleasant sail, rather than motor once again in the early morning's still heat and humidity.

Despite all our indulgences and relaxation, we notched up 100 miles on this cruise. The somewhat trying night passage was more than compensated for by the subsequent pleasures of the Harbour. As Bev said, you don't need a long weekend to get to the Harbour. With a better breeze it would have been a "dodder" and certainly nothing to fear doing. Any takers next time?! If you meet anyone interested in joining in on cruises, please direct them to page 6 of Mainsheet for our contact details.

**Susan Flaye**

## 9th April Interclub Picnic at Portuguese Beach

a day of socialising  
and beach games  
from 11 am  
all invited for the season finale

The great Tug of War  
Challenge

The Sherman Shooters

Yachts Anchor off the Beach

Centreboards sail over

BBQ

**NOT TO BE MISSED**

## Guess Who, Don't Sue

**W**ho was approaching his mooring off the Club in his immaculate "Halvo" (unseen by all except Jim Flaye who was probably too busy rowing out to his yacht to notice anything amiss), when the "Halvo" suffered an engine failure. Not to be outdone by such a minor inconvenience our intrepid past commodore dropped the pick and looked at the engine hopefully for about ten minutes...but to no avail the beast would still not start. There was only one thing for it...he jumped into his dinghy with a line tied around his waist and to the said Halvo and then proceeded to row the remaining few of meters to the mooring towing the "light-weight" streamlined "Halvo". Well sort of, anyway! At this stage, Mrs. past commodore on the bow suggested that as they did not appear to be winning should she pull the anchor aboard. A few minor words were said which would have done service to Australia's overseas advertising campaign, including "Bloody women"

**A**nother friendly end of days racing on a Sunday. The "owl" boat had just arrived back on the mooring for a few quiet little drinks and a mutual discussion about what a good day it had been, with the crew of Y.G. next door. So we raised our glasses appropriately only to be told it is not "cheers" time, it is our bloody dinghy. One of the "owls" had forgotten to attach it. Luckily we had a young bloke on board, Jane D's. nephew, who leapt over the rail grabbed the painter and swam it back. We did not spill a drop.

**W**ho was it did a "Fogarty" off the club last Sunday before the race. Oh well, it was Mrs. Guess Who? I am doomed now! She had one leg in the dinghy and pushed off a Spiral which was just arriving with the centreboard log jam, forgetting that Spirals are pretty light. Spiral moved, so did she, sideways. Consequently horizontally into the water, Sailbag and all. Thankfully it was not the booze bag and we had a 30 degree day. Dry before the start.

**Norm Field**

# WANTED

## Jib Sheet Editor

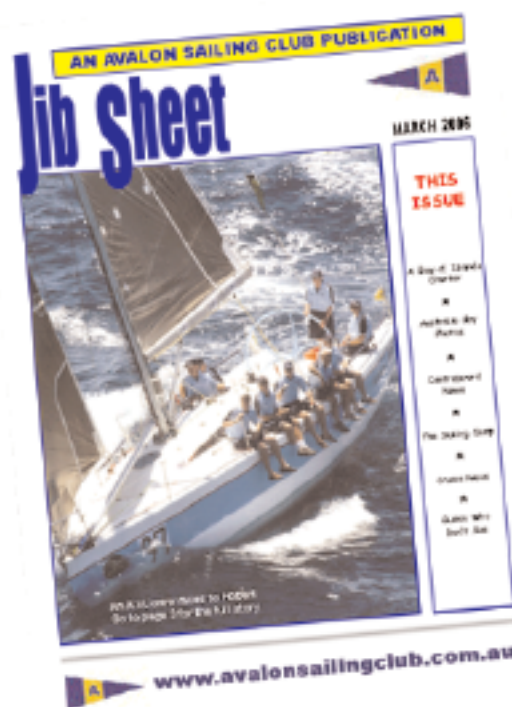
Due to other commitments your editor is relinquishing his role with the Jib Sheet and we are looking for someone new from the membership to take over this role.

This is a great opportunity to contribute to your club. The job itself is not hard and while it does require some computer skills it is not rocket science.

The role can be taken on slowly over the next 12 months and I am happy to spend whatever time it takes to bring my replacement up to speed.

This is an important role within the Club and a rewarding one if you think you might like to take this on please give me a call and I will be happy to give you all the details

9918 9271



# 29th April Working Bee

anytime between 9am and 4pm at the club

**PLEASE, PLEASE**

help spread the workload by doing your bit.

Highly recommended if you have yet  
to put in some time this season!

## HEAD TO HEAD



**T**his great photo was brought to my attention by ASC member Jeff Ogg. The event is the Sydney 38 International Regatta and the two yachts pictured bearing away from each other are *The Bolter* and *Hidden Agenda*. Jeff Ogg was at the time racing aboard *The Bolter* and of course we all know that close to an all ASC crew took *Hidden Agenda* to Hobart this year. Ross Trembath tells me there were no ASC members aboard *Hidden Agenda* on this occasion but I thought the picture was significant enough to include it in this month's Jib Sheet.

Thanks go to the photographer Adriea Francolini for his permission to use this photograph and I recommend that you check out his website at [www.afrancolini.com](http://www.afrancolini.com)

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“For the fostering, encouragement,  
promotion, teaching and above all  
enjoyment of sailing on the  
waters of Pittwater”

Affiliated with  
the Yachting Association of NSW  
Patron: Iain Murray

## COMING EVENTS

**9th April**

### **Interclub Picnic at Portuguese Beach**

a day of socialising and beach games  
from 11 am – all invited for the season finale

**12th April**

### **“Plywood to Carbon”**

a history of boat-building in Pittwater presented by John  
McConnaghy – 7pm at ASC – all invited,  
and it's free

**29th April**

### **Working Bee**

anytime between 9am and 4pm at the club – please help  
spread the workload by doing your bit.  
Highly recommended if you have yet  
to put in some time this season!

**30th April**

### **BYRA Sail Marathon, Le Mans Start**

off the beach at BYRA at 12MD - \$10 entry fee

**7th May**

Centreboard Division Presentation

**27th May**

### **Commodore's Ball**

come and get into the act or just clown around in  
“A Night at the Circus”....tickets on sale soon.

**6th August**

Annual General Meeting

# RUNNING BY THE LEE

**S**adly I must start the process of withdrawing from my editorship of the Jib Sheet. My timetable is that the Jib Sheet should be in the hands of its new editor within twelve months from now, this would give me time to train or help the new editor as she/he comes to grips with the job. I will be around in an support capacity (if needed) after that and will continue to manage the website.

Let me tell you that producing the Jib Sheet is good fun. The editorial power in itself can get you a better handicap and you need never again suffer the pain of appearing in Norm's "Guess Who Don't Sue" column.

Whoever takes on the job will have the backing of a great support team and some very good, regular contributors. I will happily join that group if invited by the new editor.

So please, if you have ever had the desire to join the ranks of Murdock and Packer, give me a call on 9918 9271 or send an email to michael@rtohelp.com.au Don't be afraid it can be a lot of fun. Computer skills to a modest level are required and graphics experience would be wonderful but not essential. The fact is this is not rocket science...come on give me a call, you can do it

**Mike Maher**



[www.avalonsailingclub.com.au](http://www.avalonsailingclub.com.au)