



**SEPTEMBER 1993**

**VICTORIAN NEWSLETTER**



**RL24 - It's YOUR kind of boat**

**BENDIGO YACHT CLUB Inc - Lake Eppalock**

**BLACK&DECKER**

***BENDIGO  
TRAILABLE CLASSIC***

**Saturday 9th October 1993**

***Round 1 of the Victorian Trailable Yacht  
Passage Racing Championships***

**Proudly sponsored by BLACK&DECKER and BRUCES DISCOUNT HOUSE**

**Enjoy a special day-race of 20-30km which combines the challenge of competitive racing with the added interest of exploring some of the picturesque reaches of Lake Eppalock.**

**RACE SATURDAY—CRUISE SUNDAY—STAY ON SITE  
Race Entry \$25 - Weekend Camping \$15**

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**GENERAL INFORMATION**

**LOCATION** The club-house is located in Sunset Drive Lake Eppalock on the western shore of the Kimbolton Pool, next to the Brolga Motel. Road access is 40 km from Kyneton via Redesdale and the Kimbolton tourist road.

**RECEPTION** Staff will be at the Club from 1300 hours on Friday 8th to welcome competitors, allocate campsites, take entries, etc.

**BOAT RAMPS** One concrete ramp at the BeYC site. Double concrete ramp 500m south of BeYC site. Many parts of the beach are also suitable for launching and retrieval with 4wd vehicles.

**JETTY** The BeYC Jetty is reserved for use by rescue craft, and is available to competing yachts to pick up and set down crew only.

**CATERING** The club canteen will be available from Friday night to Saturday Night with lunches, barbeque packs, snacks, drinks, etc.

A BYO barbeque will be held on Saturday evening at the Club. (A large coin-in-the-slot gas barbeque is located at the north side of the clubhouse for general use).

**ACCOMMODATION**

BROLGA HOTEL/MOTEL (054) 392533  
EPPALOCK CARAVAN PARK (054) 392538  
LAKESHORE CARAVAN PARK(054) 392510

**CAMPING** Camp-sites for camping, and sleeping in boats, are available at the Club. **Book early!**

Bring the family too, they will enjoy the attractions of the Goldfields Area, potteries, handcrafts, wildflowers, wineries, etc.

Country towns of Bendigo & Heathcote are just 20 minutes away.

Campers are expected to show consideration to fellow campers and it is requested that undue noise be avoided after 11.30pm. We regret that in accordance with our lease conditions, dogs are not permitted on site.

**ENQUIRIES**

Regatta Co-ordinator, Laureen Jinks, ph(054)437955 (AH)  
Secretary, June Palframan, ph(054)431537 (AH)  
Address - PO Box 244, BENDIGO 3550.

**ALL TRAILER-SAILORS WELCOME**

**(over)**

# ENTRY FORM

## BENDIGO TRAILABLE CLASSIC 9th October 1993

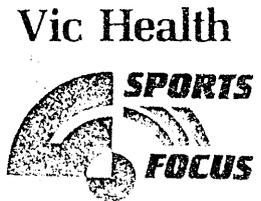
Class of Yacht ..... Sail Number ..... CBH .....  
(Please print)  
Name of Yacht .....

Skippers Name ..... Veteran? (60+)

Address ..... Post code .....

Crew Names 1 ..... 2 .....  
3 ..... 4 .....

Name of Club or Association .....



**1993**

**Centre State Games**

**RACE ENTRY FEES** \$25 per yacht, (Additional \$5 Late Entry Fee applies after 1st October).

Camping fee \$15 per site (includes sleeping on a yacht)

I enclose a cheque for \$..... payable to the Bendigo Yacht Club Inc.

Entries should be mailed to :- The Secretary, BENDIGO YACHT CLUB Inc.  
P O Box 244, BENDIGO VIC, 3550.

I agree to be bound by the racing rules of the IYRU and all other rules that govern the event, and I hereby exempt the Bendigo Yacht Club Inc. and associated parties from any responsibility for injury, loss, or damage incurred by me or my crew while taking part in the Race.

Signed ..... (Owner/Skipper)

### NOTICE OF RACE

**RULES** The race will be conducted under the 1993/97 Racing Rules of the IYRU, the prescriptions of the AYF, and the relevant Class Association Rules of each yacht, all as modified by the sailing instructions. All yachts shall comply with Addendum "B", AYF Safety Regulations Part 1, Category 6, and in addition all yachts shall carry a propulsion motor.

This event is classified as Category E, in accordance with Appendix A3 of the Racing Rules. (Advertising)

**ELIGIBILITY** Trailer-Sailer Yachts & Fixed-keel Yachts are eligible to enter.

**STARTING TIME** The start time for the first division is scheduled for 1100 hours on Saturday 9th October 1993.

**ENTRIES** Mail entries close on 1st October 1993. Entries on the attached form accompanied by the appropriate fees, should be mailed to :-

The Secretary, Bendigo Yacht Club Inc.  
P.O. Box 244. BENDIGO 3550

Alternatively, late entries may be lodged at Bendigo Yacht Club on race day prior to 1100 hours. (\$5 late entry fee applies).

**PRIZE LIST** Skipper and crew prizes to -

- o The overall winner on handicap.
- o 1st, 2nd, and 3rd, on handicap in each division.
- o 1st for each class with 6 or more yachts entered.
- o Unique memento for all starters.

Trophy Presentations at the Club after the race, approximately 45 minutes after the last yacht to finish, unless notified otherwise.

**SAILING INSTRUCTIONS** Copies will be available at Race Headquarters from 1700 hours on Fri 8th Oct 1993, or on request from the Secretary.

**COURSE** A course of approximately 20-30 kilometres will be set, taking in the Kimbolton Pool, the Derrinal Pool, and the Campaspe Reach, of Lake Eppalock.

**DIVISIONS** It is expected that three or more divisions will be sailed with class grouping based on Class Basic Handicaps.



53-55 Williamson Street Bendigo 3550  
Phone 43 1633 Fax. 41 3249



--- FROM THE PRESIDENTS CHAIR ---

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If you hav'nt had your first sail for the season I am sure you are looking forward to it. With all the rain we have had there should be plenty of water to sail on. With lots of racing and cruising scheduled for the season, this summer should prove to be both exciting and relaxing.

With safety in mind the V.Y.C. has issued three reminders for skippers for the coming season;

1) If you do not have life lines, which most of us don't, wear your life jackets or buoyancy vests at all times.

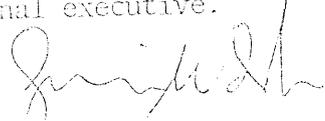
2) It's no point having storm boards if you don't use them. If the weather looks at all adverse, fit your storm boards. Of all the rescues carried out at V.Y.C. trailable events last season, the majority were experienced sailors who underestimated the conditions they were sailing in and their ability to handle them.

3) It's the owners responsibility for the safety of his boat and his crew.

Enclosed in this newsletter are copies of "NOTICES OF RACE" I have received so far for races this season. I trust these will be of value to some of our members.

Also, those of you who are now financial, will have received their copy of the new "RULE BOOK" .

On the subject of becoming financial, I have made an error in the National Subscription fee. It should be \$20.00 not \$10.00 . I intend refunding the \$10.00 to those people who have paid so far. They can then either join the National Assoc thru me for \$20.00 or send their \$20.00 straight to the National executive.

  
Simon Walsh

**VICTORIAN  
TRAILABLE YACHT  
PASSAGE RACING CHAMPIONSHIPS  
1993-94**

For those sailors who like to combine a little racing with their cruising

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**ROUND ONE**

**BLACK&DECKER BENDIGO TRAILABLE CLASSIC**

Conducted by the Bendigo Yacht Club on the fresh waters of Lake Eppalock.  
Saturday 9th October 1993

**ROUND TWO**

**GEELONG - QUEENSCLIFF Race**

Conducted by the Geelong Trailable Yacht Club on Corio and Port Philip Bays.  
Saturday 27th November 1993

**ROUND THREE**

**AROUND MUD ISLAND Race**

Conducted by the Queenscliff-Lonsdale Yacht Club on the southern part of Port Philip Bay.  
Sunday 9th January 1994

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## 1993-94 Passage Racing Championship Series

This year the Bendigo Yacht Club, the Geelong Trailable Yacht Club, and the Queenscliff-Lonsdale Yacht Club, are the Clubs involved in promoting the passage racing series for Trailable Yachts.

The Queenscliff-Lonsdale Yacht Club is organising the third race of the championship series with the "Around Mud Island Race".

The idea of passage racing stems from the premise that for most of us, our yachts are really cruising boats - and we know that when two boats sail together they will race - they simply cannot help it.

Our goal is to encourage sailors who enjoy cruising to come along for a pleasant cruise - but have a race at the same time, just for the fun of it. Doesn't that sound like a great idea?

None of this round the buoys business. Passage racing is about being a real sailor - its about going to a destination somewhere! You don't need special racing equipment or anything like that - nothing more than the required safety gear.

All three events are very popular and have been conducted for many years -

Round One, the Bendigo Trailable Classic, starts on the Kimbolton Pool near the Bendigo Yacht Club and sails all the way to the Derrinal Pool, back through the Campapse Reach, and return to the Club following the flooded river valleys. You will be surprised at just how big Lake Eppalock really is - and how beautiful it can be each Spring.

Round Two, the Geelong to Queenscliff Race, is just that - a magnificent days sailing from Geelong, North-east across Corio Bay then almost due east past Portarlington, and around the corner to Queenscliff.

Round Three, the Around Mud Island Race sails north from Queenscliff up Symons Channel then round Mud Island and back to Queenscliff via the Pinnacle Channel. Get there Saturday, stay overnight at Queenscliff, and sail this classic race on Sunday.

Of course most people sail these races for the fun of sailing with other boats, but because boats will always race, we have to have a way of finding a winner. We use the simplest possible method - by multiplying the elapsed time of each boat by its VYC Class Basic Handicap and adding these corrected times together for the series. If a boat does not sail in one of the races it is awarded the score of the last boat to finish that race. In this way, if a boat enters only one race it receives a score for the full series of races.

So the series really is a championship - the winner will have sailed well in three quite different waters - and that is the whole ideal. The series is not about the fastest boat around the buoys, its all about people who enjoy sailing yachts.

What did you say about not having a fast boat? The type of boat doesn't really matter as the handicap system takes care of a wide range of performance differences.

How can you enter? Simply fill in an entry form and pay the fees for one or more of the individual races and your yacht will be entered in the championship series automatically.

Trophies for the winner and place-getters will be awarded on an overall basis, and will be presented after Round 3.

# TRAILABLE YACHT DIVISION

## CLASS BASIC HANDICAPS FOR 1993/94

The Class Basic Handicap was conceived by the VYC in 1985 to cater for open fleet racing of different classes of trailable monohull yachts. The CBH rating uses a measurement system derived from the JOG measurement system. As in all measurement systems there is a correction factor which enables the results from the measurement to be adjusted.

The CBH for each class of yacht is set such that only a well sailed yacht, in top racing condition, would have an equal chance of winning a series of races over varying conditions against equally well sailed yachts from other classes. It is therefore recommended that in club racing, back calculated personal handicaps are used and that the CBH is used as a starting point for handicappers to rate the different boats.

In open events organisers should use the CBH for the champions trophies but are also encouraged to run some form of individual handicapping to give all participants a chance of winning a prize and

hopefully increase participation in the sport.

### CBH REVIEW

Once again this year the CBH's were reviewed in light of the performance of the various classes during the season's racing. An open forum was held with representatives from interested associations and clubs providing input to the CBH committee. This forum was very successful and a wealth of information provided by the participants.

The general adjustments that were made to the CBH last year by progressively reducing the handicap of the slower boats and increasing that of the faster boats, has been reversed by about half the adjustment that was made last year. In addition a number of classes were identified as needing the CBH adjusted (some up some down) and these classes have been looked at in light of their performance this year, and corresponding adjustments made.

Anomalies will always occur however the CBH committee believe that the CBH's for trailable yachts this year has improved over last year's figures. It is now up to you to participate and reap the benefits!

### CBH AND YARDSTICK

The CBH is a handicap system developed for trailable yachts whereas the yardstick is the handicap system used for off the beach yachts. Both systems are administered separately. Club handicappers

should note that the adjustments made to the figures for both systems over the years may not translate well between the two handicapping systems.

Dennis TS500, 0.547  
Farr 5000, 0.560  
Kestral BK, 0.560  
Explorer 16, 0.565  
Seabita, 0.570  
Jedda 22 BK, 0.570  
Ultimate 16, 0.575  
Eclipse 17, 0.580  
Careel 18, 0.580 NS  
Chery 16, 0.580  
Princess 18, 0.580 NS  
Ultimate 18 S/K, 0.580  
Hartley 18 MA, 0.580  
Matilda, 0.580  
Sunbird 25MS, 0.586  
Hunter 19, 0.590  
Ultimate 18 D/K, 0.590  
Sunmaid 20, 0.596  
Hartley 21, 0.600  
Inga 5.5, 0.600 NS  
Cole 19, 0.605  
Ultimate 23, 0.612  
Young 5.7, 0.612  
Sonata 6, 0.612  
Allora Junk Rig, 0.620 NS  
Boomerang 20 SK, 0.620  
Bonito 580, 0.630  
Allegro, 0.630  
Cunnam 19, 0.630

Sunbird 25, 0.635  
Boomerang 20 DK, 0.635  
Farr 6000, 0.635  
Aloora, 0.635  
Scorpion 7, 0.635  
Hartley 16, 0.640 NS  
Aloora MK II, 0.640  
B6.3, 0.640  
Sonata 6.3, 0.640  
Sonata 7 (See NW7), 0.645  
Austral 20, 0.645  
Clifton SK, 0.645  
Bonito 22, 0.645  
SC 23/NW7, 0.645  
Flinders 7.8, 0.648  
Timpenney 670, 0.648  
Catalina 25, 0.648  
Cumulus, 0.650  
Hartley 24 MOD, 0.650  
Clifton DK, 0.660  
Seahorse 6, 0.660  
Careel 22 S, 0.660  
Cole 23, 0.660  
Adams 21/Seahorse 6, 0.660  
Castle 550, 0.660  
Duncanson 26, 0.675  
Careel 22 L, 0.675  
Austral 24DK, 0.675  
RL 28 (Mod) Stormy Affair, 0.690  
Austral 24SK, 0.695  
RL 28 MOD Moonbird, 0.700  
Bushranger, 0.700  
Status Slipstream, 0.710

Timpenney 770, 0.710  
Sonata 6.7, 0.710  
S/Coast 22B, 0.710  
Ultimate 23 (Mod), 0.710  
Castle 650, 0.710  
Farr 7500, 0.710  
Sonata 8, 0.715  
Quintett 7, 0.715  
S/Coast 22A, 0.715  
Noalex 25, 0.720  
Seaway 25, 0.725  
Beneteau 7, 0.725  
X 770 Sport, 0.730  
RL 24 SK, 0.730  
Timpenney 770 DK, 0.740  
MacGregor 26, 0.740  
S/Coast Magnum 8.5, 0.750  
Diamond-Rasmussen, 0.750  
RL 24DK, 0.750  
Farr 740 SPT, 0.753  
Elliot 5.9, 0.753  
Blazer 23, 0.775  
Elliott 7.4, 0.780  
Masram 720, 0.780  
Beale 740 Fract Rig, 0.787  
Ross 780, 0.790  
Spider 22, 0.795  
Beale 740 M/Head Rig, 0.798  
Young 7.8 (3/4), 0.815  
Spider 28, 0.820  
Elliot 7.8 (Mod) Firefall, 0.860  
Young 7.8 (MH SPIN), 0.875  
Elliot 7.8 Hot 2 Trot, 0.880

# WARNEET YACHT CLUB INC



MASTERS NIGHT RACE 19 MARCH 1994

Race entries Phone (059) 987 429

MEDIA RELEASE

NEW EDITION  
OF  
" CREEKS AND HARBOURS OF WESTERN PORT "

The third edition of "Creeks and Harbours of Western Port" by Richard Hawkins will be on sale in October. Demand continues for this title which has been out of print for over twelve months.

The book has a new-look laminated cover and has been extended to eighty pages (previously seventy two). Four new plans and descriptions have been added, bringing to eight the number added since the first edition went on sale ten years ago.

The new material describes the northern part of the Middle Bank, the North Arm, and the "hump" which is the drying area between French Island and Lang Lang (hitherto something of a "hit-or-miss" passage for boats circumnavigating French Island).

Boats can now navigate, cruise and fish this bay with confidence using only Hawkins' conveniently sized book, since the additional plans now complete the navigable waters of Western Port.

There is a short but handy new chapter on first aid (compiled by the author's wife) and Hawkins has parted with information on his favourite fishing spots (usually jealously guarded).

Recommendations for crossing the Middle Bank south of Sandy Point (the short cut between Cowes and Balnarring) have had to be altered from the previous edition because of severe silting of the bank in recent years. However, Hawkins cautions that this passage should not be attempted in other than good weather, and certainly no further south of Number 12 buoy because of the dangerously breaking "bombooras".

"Creeks and Harbours of Western Port" will be on sale in bookshops, Newsagents, marine and tackle shops throughout Victoria at a R.R.P. \$ 25 .

(Contact for further information: R.Hawkins, SALTWATER PUBLICATIONS,  
Mt. Martha (059) 741959)

*Away till end September*

July 1993