



TELLTALES

*Newsletter of the Metung Yacht Club
Issue #45 Autumn 2023*



OFFICE BEARERS:

Commodore – Jeff Rose

Rear Commodore – Mary Rowe

Treasurer – Michael Hack

Vice Commodore – Peter Bull

Secretary – Andrew Lethlean

BAR – Open from 4.30pm, Wednesday to Sunday Non-members and Guests must be signed in on arrival

UPCOMING EVENTS:

Sunday, May 7, 1400 start, Calypso Trophy

Friday, May 12, Members' night - happy hour from 6pm

Friday, May 26, 5.30pm, Junior Squad Sailing Presentations - Ticketed Event

Saturday, May 27, 6pm, Senior Members Sailing Presentations - Ticketed Event

Friday, June 16, Members' night - happy hour from 6pm

Friday, July 21, Members' night - happy hour from 6pm

Saturday, August 19, 3pm, Annual General Meeting

CLUB NEWS:

WELCOME TO NEW MEMBERS:

SENIOR MEMBERS

Richard Denholm

Evelyn Denholm

Timothy Hall

Claire Brown

Tony Brown

Andrew Bailey

Jannine Bailey

Stephen Conn

Merrill Conn

Kate Middleton

Edwin Smith

Kirsten Zadow

Brendan O'Connor

Gary Watson

Adele Rosmalen

Andrew McInnes

Katrina Fleming

Andrew Fleming

Peter Winter

Klazina Winter

Stephen Jostlear

Ceri Jostlear

Tracey Shortland

Matthew Brown

Sandy Anderson

Lisa Domke

JUNIOR MEMBERS

Oscar Forbes
Jimmy Henger
Lachlan Davis

Scarlett Bailey
Smith Bailey
Kaiabelle Hare

Matilda McInnes
Heidi McInnes
Rueben McInnes

VALE:

Ric Milner, 1954 - 2023

It is with much sadness that Metung Yacht Club notes the passing one of our long term club members, Ric Milner. Ric first came to Metung with his family in the late 1950's, and spent much of his life in and around Mosquito Point.

He commenced sailing with Metung Yacht Club in the 1960's in a Gwen 12, and soon after his family purchased the Hood 23 'Krishna' (Me 4), which they sailed very successfully at the club for more than 20 years.

When not at Metung, Ric was running a very successful medical practice in Lara.

Ric also campaigned in Flying Dutchman and Fireball class yachts at Royal Geelong Yacht Club. More recently, Ric purchased the Etchell 'Odyssey' (KA 1254) and sailed in the State Championships, held here in March 2022.

He was a very popular and enthusiastic MYC member, and will be greatly missed. Our sympathies are extended to his wife Maria and children Mike, Patrick, Jack, Ellie and Sam.

Peter Bull, Vice Commodore

LONG TERM PARKING:

Members are reminded that the south side of the car park, between the amenities block and the road, is for the storage of boats on trailers which has been approved by the Committee, and the applicable fee paid. Availability is limited.

Members should note they are not entitled to leave empty boat trailers (sometimes with cars attached) in the car park for extended periods. This has been a particular issue during long weekends and regattas.

None of the above limits members' use of the car park for their cars when they are visiting the clubrooms.

CLUB SAILING:

AMBULANCE PICK-UP POINT:

As part of the push to make our safety procedures more effective, discussion with Ambulance Victoria has identified the PUBLIC (low) JETTY just south of the hard stand as the preferred pick-up point in case of a medical emergency (see diagram). This gives easy access for ambulances with minimum patient handling. This should be the preferred meeting point to bring a patient.

Skippers (including of rescue boats) should notify the Race Officer as soon as possible of the nature of the emergency and the intended pick-up point for transferring the patient to an ambulance. The Race Officer will relay the pick-up point and the status of the patient to the ambulance service.



NEW RESCUE VESSEL:



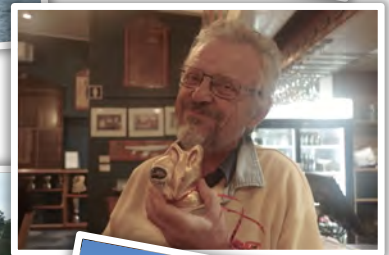
The new rescue/safety vessel arrived late last year and she has been well-used, with many sailing competitions and regattas keeping the boat and crew busy in the second half of the 2022/23 sailing season.

The cost of this vessel was \$160,000 and its purchase has been supported by generous donations from members and the sale of Kepper (MYC's previous rescue vessel) and her trailer.

Other fundraising activities are being explored.

The new rescue/safety boat was transported from Queensland to Metung in December, thanks to the generosity of Stuart Loft.

TWILIGHT RACING:



Without a doubt, Metung Yacht Club is heavily dependent on volunteers for any activities to go ahead. Twilight sailing is no different, with many of the same people volunteering every Wednesday to enable sailors to race. At the conclusion of this season's Twilight racing, organiser Bill Newcomen organised a formal acknowledgement of the value of these volunteers who turn up without fail each week. Race callers, Annie Metcalfe and Jean Russell, were acknowledged by Commodore Jeff Rose for their time and expertise in this crucial role.

At the conclusion of every Twilight race, sailors return to a welcome meal prepared by a group of volunteers steered by Shelley Owens. The meal has become popular with sailors and other club members for the conviviality on Wednesday evening during the sailing season.

Commodore Jeff Rose acknowledged the regular commitment of Shelley Owens, Michelle Donnelly, Jude Trenberth, Bev Newcomen and Peter Bull to this catering role.

There's always a strongly coveted award in any club. At Metung Yacht Club, it's the Captain Mudbank award, which was presented to Derek Russell after three successful attempts.

Twilight racing went ahead on most Wednesday evenings during the season, with up to 11 yachts racing, for an average of seven boats competing on the water on most weeks.

MARLAY POINT RACING:



This year, three yachts from Metung Yacht Club participated. Ken Barlow took his yacht, Pearl, skippered by Simon Bazeley. Austen Hawkins skippered his yacht, Johnny Dee. Brothers Andrew Perkins and Tony Perkins shared the helm of their yacht, Southerly Buster. There were 105 entries, with 98 yachts participating. The oldest competitor who participated was aged in their 80s and the youngest competitor was 11 years old. According to one of the organisers, Jacqui Crawford, of GLYC, the yacht that travelled the furthest to compete was Rostered Off, from Christie's Beach, South Australia, and there were many boats from NSW. Starlight Dory travelled from Sydney, NSW, but was built on the Nullarbor.

Andrew Perkins wrote about the race for Telltales readers:

Since I last did a Marlay Point race, a generation has grown up without this profound experience. My 22-year-old daughter, Millie, following all the nefarious tales of the young men's exploits in the Marlay races of the 1970/80s, was very keen to do her first 'Marlay'. Our weapon of choice was the 63-year-old Southerly Buster (SB). At her launch in 1960, SB was the fastest yacht on the Gippsland Lakes, technology-rich and with marine ply construction. Millie and I agreed to do the race and the next issue was crew. We had quite a long list but they withered rapidly away due to parties and large music festivals (competition heightened by the Labour

Day long weekend Monday holiday).

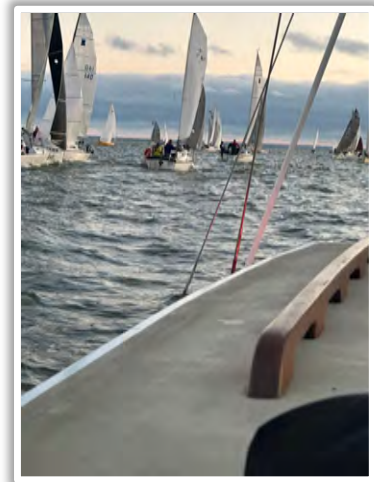
The A team was finally agreed to be us two,

brother Tony (a very seasoned Marlay campaigner of the 1970/80s) and his 24-year-old son, Charlie.

It was the perfect combination of two old over-the-hill campaigners and two young sailors with raw talent, energy, but not too many clues (clews), with sailing CVs that finished with Opti training and not much else.

The Marlay Point Race starts at 19:45 on the Saturday of Victoria's Labour Day long weekend at the top of the Gippsland Lakes, some 33 Nautical miles (60kms) from Metung. Our SB delivery crew was Millie and the writer. We added 30 litres of diesel (@\$2.45 per litre) to our 26 litre tank.

We rounded Shaving Point at noon on Friday, March 10. Wind was



very light and we motored almost to Loch Sport. Breeze filled in and we had a glorious reach into the McLennan Strait leading lights and one mile into the Strait. We further enjoyed a flooding tide, so our over the ground speed was fantastic.

We cleared the Strait into Lake Wellington at around 18:30 and had a glorious run across Lake Wellington, entering the Sale feeder river, Latrobe River at 20:00. We motored up the Latrobe and selected our mooring position for the night, wedged between two trees.



As a father, I cannot more highly recommend spending time with your daughter cooped up in a 9.5m yacht with the engine silent for eight hours!



The deal was that we would meet Tony and Charlie at the Swing Bridge in Sale at noon. We arrived five minutes late after stopping for 30 minutes with an overheated engine, negotiating power lines and slamming into trees and damaging the wind gear.

Our pre-race briefing was at Sale's Criterion Hotel and we returned to SB at 15:00 for the seven mile trip down the Latrobe river and the 3.5 mile to the Marlay Point start. Wind was 8-9 knots. Tony and I reminisced about the halcyon start numbers of 650 yachts in the 1970s/80s.

Finally at 19:45 the flares were up and gone and we were off. Darkness descended and we were subjected to a speckled light show of red, green and

white navigation lights. Unfortunately, as SB is a 63-year-old heavy lady, many of the newer whipper snippers cleared out.

We got to the McLennan Straits around 12:30am. Tony was already in his bunk under the doona. I followed at 12:45 am, leaving the young ones at the mercy of the Straits (four miles of extreme torture).

The full 360 degree pirouette scorecard was two for these guys and one for Tony. We were very fortunate to have a runout tide which rushed us across the McLennan Straits to Holland's Landing entrance at 04:10am, with wind filling in and spinnaker bellowing. As an aside, the fastest yacht, a Thompson 8, finished at 04:35!



Tony rose at 03:30 and I got up at 04:00. Tony lasted two hours, Charlie retired and Millie and I sailed SB until dawn at 07:15. We spinnaker-ed past Storm Point, Loch Sport to the right and Wattle Point to the left. All that was left was Point Turner and through the finish at Paynesville's Gippsland Lakes Yacht Club. We finished under spinnaker at 09:39.

We motored to Metung and moored in our berth on Chinaman's Creek just after midday.

Millie and Charlie loved the experience and are already planning for next year's race. For Tony and I, it's the best race we've ever experienced.

ONE DESIGN, TWO REGATTAS, JANUARY 2023

Two regattas. One design. The Australia Day long weekend. We can do it. Right?

The team of MYC volunteers stepped up to support three days of racing on Lake King, with food, safety and rescue vessels, accommodation, transport, more food.

There was a fleet of International Dragons competing in the Victorian championship and a fleet of Etchells competed in the East Gippsland championship. Both fleets raced the same course, albeit a slightly shorter distance for the Dragons.

On Friday and Saturday, the course was set approximately east-west across Lake King, for races one to six. Three races were held on each day.

The final race of each series (race seven) was held on Sunday afternoon, with the course set at zero degrees, heading across Lake King and into Tambo Bay.

While local crews were very competitive, both championships went to Tasmanian competitors.

Among the photos:

The Archer and Go With The Flow turning around the top marker, Flow in front.

Apres La Mer, helmed by Peter Wilkinson and crewed by Pip Moore, Peter Bull, Gus Kinnear and Wayne Kent, competed in the Etchells class.

Imagination, helmed by Damien Daniel and with Dean Smith and Dean Robson as crew, finished third in the seven-race Dragon series.

Richard Smith, skipper of Go With The Flow, competed with crew Bentley Conn, Matthew Maloney and Toby Conn. They were very competitive but just missed winning the Etchells regatta on count back.

They were awarded the Rex Billings Trophy after winning race one in the series, and the David Lawrence Trophy after winning race three in the series.

Crew of Excite, Ollie Nicholas, Toby Richardson (skipper) and Sam King, with the perpetual trophy after they won the Etchells East Gippsland Championship on count back. They were also awarded the Barry Ravell Trophy after winning race two of the Etchells series.

Winners of the International Dragon class Victorian Championship on the weekend, the crew of Karabos IX, Lucas Upton, Nick Rogers (skipper) and Leigh Behrens. They were also awarded the Robert Trenberth Trophy.



SAILING AWAY:

MYC member Sarah Clough has been participating in the Port Phillip Women's Championship series this year. Sarah wrote about her experience after race four in the series, held at the Royal Yacht Club of Victoria. Race four was also the 10th Val Hodge race.

*Sarah is the skipper:

Sailing conditions were very light with the wind up to five knots at times. Because of the conditions, we could only get one race in.

My crew placed sixth on handicap.





It was a mixed fleet of 17 entries, which could be either an all-female crew, or a female skipper and mixed crew. My crew is all women, and we train separately but come together for these races every month.

The crew are from Royal Melbourne Yacht Squadron and from Metung Yacht Club.

Three boat owners from Hobsons Bay Yacht Club very generously handed over the keys to their S80 'Revolution' for this race. They are also loaning us their boat for the Australian Women's Keelboat Regatta at Royal Melbourne Yacht Squadron in June this year. For the Women's Keelboat Regatta, our crew will be

Sarah Clough, Lisa Domke, Kate Middleton, (all Metung), Anastasia Skordos McKeon, Jody Lukeman and Julie Davis (all Royal Melbourne).

The Women's Keelboat Regatta is very special to our crew. My mum, Gai Clough, was the founder of the regatta at Royal Melbourne Yacht Squadron, more than 30 years ago. At the time it was the only women's regatta in the southern hemisphere.

Now it has grown to be the premier event for women in sailing. It has been a bit part of the development of women in sailing and racing in almost every yacht club and sailing club in Australia.



INTERNATIONAL DRAGONS REGATTA @ METUNG

It was a small but keen fleet that raced on Lake King over the March long weekend. Six races were held for the Gippsland Lakes Dragon Regatta and Charles Stephenson Trophy.

Six yachts competed – Wicked II, Imagination, Fascination, all from Metung, Tarakona from Paynesville, Plum Crazy from Fremantle, and Amazing Grace from Royal Brighton Yacht Club.

Day one the wind was 12 knots for races one and two, falling off to light for race three. Crews tactically competed throughout the day, either with short tacks or long tacks to the top mark, then long to the bottom mark.

Day two racing started in a light wind, moving easterly by the time yachts approached the first turn. Most skippers chose short tacking from the leeward to the windward mark. Like the previous day, there was a lot of pressure on the downwind length.

By the time race six – third race on the day – began, the wind was oscillating 129-167 degrees, and at 11 knots. Taking the top mark turn, it was important to get clean air.

At the end of two days racing, after six races, Wicked II was awarded the regatta and trophy, with a score of five points. It was the third year in a row that Wicked II won this series; and the fourth year in a row Fred Haes was the winning skipper. Crew were Sabrina Murphy, Adrian France and Will Crooke.

On countback, second place went to Tarakona, with Plum Crazy in third place, both on 14 points. Imagination finished in fourth place on 14 points.



SAILING SNIPPETS: FLYING DUTCHMAN -



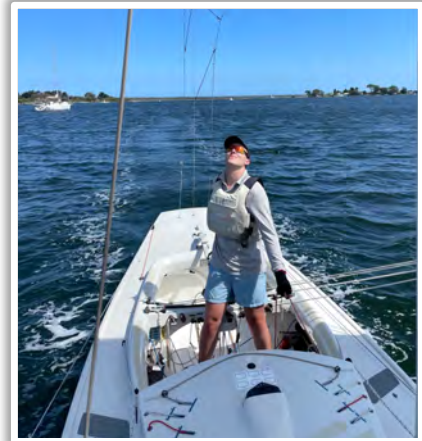
MYC member Mark Henger and his New Zealand crew, Matt Bismark, successfully defended their national title in the Australian International Flying Dutchman 2023 championships race series, held at Geelong. The 2023 championships saw nine Flying Dutchman yachts contesting the national title in Corio Bay, Geelong.

The 20-22 knot winds and high gusts around 30 knots meant the Dutchman yachts could ride high in the waves on the first two days of racing. Day three dawned with lighter winds and variable conditions.

METUNG YACHT CLUB TROPHY SERIES -

The Metung Yacht Club trophy series was determined when race five was concluded. Finishing on top of the ladder was the International Dragon class yacht, Wicked II, helmed by Fred Haes, on a final total of four points.

In second place is the Etchell, War of the Roses, with skipper Jeff Rose, on eight points, another Etchell, Apres La Mer with skipper Peter Wilkinson in third place, on 12 points. Seventeen yachts competed in the five-race series.



PB LAWRENCE TROPHY -



Heat two in the PB Lawrence perpetual trophy race series was won by Simon Bazeley's Brogan's Way, an Adams 10 class yacht.

The race began in five knot winds. Four yachts – a Flying 14, Adams 10, International Dragon and Hood 23 – were clear across the start line opposite the Metung Yacht Club clubrooms in Bancroft Bay. Four Etchell yachts put enough pressure on each other that a restart was called for that class.

This race was also the ninth in the 10-race Club Championship series. With one race to go and 20 yachts qualifying, Steve Bull's Quandong sat on top of the ladder on 33 points. Three yachts tied on 37 points in second place – Brogan's Way, Apres La Mer and Wicked II. Flying High was next on 40 points.

SUNDAY STERN CHASER -

This was a new initiative in MYC's sailing calendar this year and attracted a broad range of yachts for a social race in Bancroft Bay.

Suffice to say the initial race was very well attended, which created the interest in a second race about a month later.

There has been a wide variety of yachts participate.



Photographs throughout this newsletter provided by Tom Smeaton, Jacqui Crawford, Jeanette Severs, Fred Haes, Andrew Perkins, James Farell, Sarah Clough, and @downundersail

JUNIOR SAILING:

The sailing season resumed after Christmas with Metung Yacht Club hosting the 420 National Championships, contested on Lake King. MYC junior members Wayne Smith and Charlie Edwards competed after MYC purchased a 420-class dinghy for junior sailors. There were youth from South Australia, Victoria and NSW competing in the championship, held over a week in Metung.



Around the same time, MYC junior members Emily and Sara Melrose competed on Hobsons Bay in the International Cadet Class 2022 National Championships and 2022 World Championships. Sara (14) and Emily (12), of Paynesville, have been sailing for several years. Since their experience earlier this year, they have added the Laser class to their experience.

They write about their experience:

We joined Metung Yacht Club a year ago after sailing Minnows (a class of sailing dinghy) since we were both about seven or eight years old. We've pretty much been sailing minnows since we can remember, which is a single-handed boat with only one sail. Both of us have competed in multiple State and National championships in Minnows.

In last year's Easter Regatta at Metung, we thought we would give sailing a Cadet dinghy a try, as most the juniors here have a big tradition of sailing Cadets. We heard of a National Championships in Williamstown held at the end of 2022, so during the Easter Regatta we bought a little Cadet called 'Hacker', and decided to give these Nationals a go.

Sailing in a Cadet was really new to both of us for many reasons; such as sailing with two people, having more than one sail to manage, using a spinnaker; and getting back into competing in large competitive fleets after two years of COVID-19.

Competing at the Nationals in late December was pretty interesting. We've both sailed in big fleets, but 58 boats was a lot to navigate. During the Nationals (also known as the 'pre-Worlds') there were countless international competitors sailing with us as well. A lot of them who had come to compete in the World Championships had arrived earlier to compete in Australia's National Championships. We were competing against quite a few crews from Great Britain, Germany, Belgium, and elsewhere. I think the numbers were 118 sailors altogether, from five countries, so the competition was pretty big.

We learned a lot throughout the Nationals, like ... so much. We learned how to control and properly work a two-handed boat. The weather conditions on Hobsons Bay (in Port Philip Bay, Victoria, Australia) were also really different compared to Metung, which is on the Gippsland Lakes (also in Victoria).

The swell was definitely a big difference; the water is nowhere near as flat as the Gippsland Lakes. Especially on some of the windier days, we almost just felt like we were going up and down. The wind was also really shifty and gusty and we had to put all of that into play along with the tide and current.



We have also never sailed so close to a shipping channel before. We were almost right next to it - sometimes when going out and heading back in to Hobsons Bay, we would even have to give way and wait for the ships to cross before we went over.

We also learned how to work with each other, which we both think was a pretty big one. Yes, we fought a lot *haha*. But by the end of the two regattas we overcame that. Sort of.

Sara: I think for me, as Skipper, it was also a bit of getting used to and getting back into an old routine of sailing, as I

hadn't raced competitively for quite a while. On behalf of my sister, Emily, for her it was really different and new to be a crew rather than a skipper, so she had to learn a new role which she had never done before.

Fourteen Australian boats that competed in the Nationals qualified for the World Championships, which was a week later also in Hobsons Bay. Although we didn't qualify, we were invited along with the other boats that didn't qualify for the Worlds, to compete in a promotional regatta. This was held at the same time as the Worlds fleet and along the same guidelines. So we used the same start line, except our start sequence was a few minutes after theirs, and our race courses were slightly different.

Those two weeks of sailing were the biggest learning curve for both of us, and we think we definitely improved our sailing overall. A few funny things also happened that week:

In one of the races, we were getting ready for the race and it was about five seconds to go until the start. Both our sails were flapping and Sara was just about to sheet in and head up wind when the rope holding our gib completely snapped in half. Which, mind you, the conditions that week weren't easy at all, a lot of it was really strong and shifty winds.

We didn't really know what to do so Sara quickly told Emily to just tie the gib down to the boat so we could keep sailing. And that's exactly what we did. From the very start of the race, we had no gib, so we just sailed the whole race without it.

One of the rescue boats even came over to us and asked if we were going in and we just shook our heads and kept sailing. It all happened very quickly, and in the moment going back just didn't seem like an option, so I guess we just kept going, there wasn't much thinking about it.

Another funny thing that happened was when we had a really sudden wind shift and somehow managed to capsize the boat. The odds of that capsize was crazy because that day the conditions weren't even slightly rough compared to the 20 knots and more winds we had the previous days, when we actually didn't capsize at all. It was a miracle.

Sara: Anyway, I could see our boat going over and there was no saving it so I did a dry capsize and got onto the centreboard while my crew got stuck under the boat once it fully tipped. I could hear Emily say, "Sara, I'm under the boat!" while I was on top of it. Then I had to wait for Emily to crawl out because I didn't want to pull the boat up and hurt her. It was only like 10-15 seconds before I saw Emily's head pop out of the water, but that was the longest 10 seconds of my life. We pulled our Cadet up really quickly and the capsize was completely fine, but that was actually pretty scary, for the both of us.

Overall, some moments throughout both regattas definitely did feel like a disaster, but what fun would it be if it didn't. We're both extremely glad we did it and it was 100% worth it. I don't think we could've achieved more with all the things we've learned.

We also made a number of new friends across the water, which was a really great thing - to be able to chat to other sailors on-shore, off-shore, and even between races. We definitely recommend for any junior sailors to go out and try things like this, because, especially after doing this regatta, we believe there's a lot more things you can take out of sailing than just winning.

- *Written by Sara and Emily Melrose*



These were two of several opportunities available to junior sailing squad members this year. Some of MYC's junior sailors were crew on various yachts in the twilight races and Saturday and Sunday club races, as well as regattas.



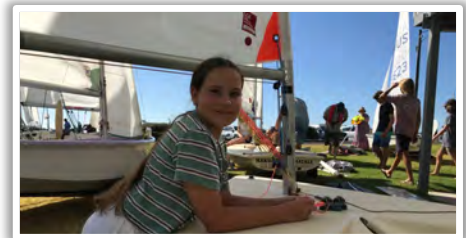
Metung Yacht Club's junior sailing program has been operating for more than 60 years, and now sees multiple generations involved. Children are eligible to participate from nine years of age. There are now three generations of sailors who have learned their sailing skills in the MYC junior program. The MYC junior sailing program is a learning pathway to gaining the skills



for recreational or professional sailing. MYC owns a large number of dinghy classes that enable skills development. Among some of the past participants are Paul Newcomen, who was in the Australian sailing team that won the Australian Championship, Richard Smith who continues to participate across the world in ocean races, Casey Hill who successfully competed in state and national championships and Michelle Jolly who was a state champion.



The junior sailing program relies on parents to volunteer their time



to help develop participants' skills, drive rescue and support boats, bring first aid skills, and provide general assistance each Sunday morning.

For more than 60 years, Metung Yacht Club has welcomed members of Sandringham Yacht Club for their Easter 'pilgrimage' to enjoy the Gippsland Lakes. Although this year the weather wasn't the best, a couple of on the water races were held, and there was plenty of competitions with games in the clubrooms.

SOCIAL PHOTOS:



There were many social activities within the club this year. Pop-up dinners proved very popular – prawn feasts where the shells were kept and used later for paellas, Indo-Asian dinners, guest chefs, hosting regattas, and the formal welcome for our ocean racing visitors thanks to the reunion of Kialoa crews. The regular members nights have also been very convivial. There was the



AFL Grand Final, Melbourne Cup, and sail past on New Year's Day. Metung II also hosted social cruises. Following are photos from some of these activities.







Editor: Jeanette Severs
Publisher: Metung Yacht Club