

Commodore's Report

Summer is now behind us and its appropriate we reflect on events over this period. Over the Christmas/New Year period we had a mixed bag of weather. On Boxing day the weather was cold and windy and very few boats were alongside. A few hardy souls at the yacht club gathered around the wood heater to warm their souls. The weather gradually improved and the fleet slowly gathered for New Years Eve. A quieter than usual New Years Eve was experienced, but nevertheless an enjoyable evening was had by all. New Years Day, the weather further improved and there was a record turn out of members and visitors for the traditional prawn and oyster feast. Not a seat was left available in the house. Thank you to the ladies and gents who worked hard to prepare the food and set up the clubhouse as well as cleaning up and packing away the furniture.

It was with some excitement we were looking forward to the renewal of the Ross Furrow race to Blairgowrie on Saturday 6th January following our insurance coverage for on the water activities. However the weather gods intervened with a very blustery westerly prevailing and the fleet unfortunately remained in port.

Over January/February there has been a steady flow of vessels coming and going and enjoying generally fine and warm conditions. I recently reviewed the wharfage book and it is interesting to note that over 170 vessels have visited the club this season. This has meant considerable usage of the clubs facilities. Unfortunately the level of cleanliness at times has left a lot to be desired. I plead with the members to put your name on the roster board and carry out the assigned tasks in a fit and proper manner. We have recently had to have the carpets cleaned in the dining room and it was very disappointing to see the extensive grease and food stains on the floor. Please do take pride in your club facilities and clean up cutlery and crockery after use. If we can not rely on our self help principle to maintain the club, then if we have to employ commercial cleaners it will be at some cost to the members.

In February our official offshore to Western Port and Wilson's Promontory and surrounds saw 21 paid up entries and for various reasons some withdrew and a fleet of 15 yachts departed Queenscliff some 3 days late due to an easterly gale. Nevertheless the fleet had superb conditions, flat seas, little wind, warm and sunny and many litres of diesel consumed. A wonderful time was had by all (see Martin Greasley's account in this newsletter). A fleet reunion dinner will be held early May at R.Y.C.V. for participants and partners. I will email details to skippers shortly.

On Sunday 4th March we conducted an orientation day for new members and it was very satisfying to personally greet our new members and to introduce them to the inner workings of our club.

During the later part of February we had two small fleets of yachts visit the club for several days, one from the cruising division of Brighton before heading off into Bass Strait and the other group of yachts leaving Port Phillip to join the Royal Yacht Club of Tasmania's circumnavigation in the Hunter Group.

We have a number of club events coming up for which full details are provided in this newsletter. I ask you to support these events. On Saturday 31st March the H.M.A.S. Goorangia Trophy Race, Brighton to Queenscliff, Easter Saturday Peter Timms Memorial Race 1400 hours start then Easter Sunday the Coles Channel Picnic at Red Bluff picnic ground 9:45am departure from Q.C.Y.C.

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After Easter there will be the April 21st R.G.Y.C. race from Williamstown to Q.C.Y.C. and on May 12th the R.Y.C.V. race from Williamstown to Q.C.Y.C.

At these busy times we do need help with berthing and the bar. Further to the bar, we do need people to obtain a Responsible Serving of Alcohol Certificate (see our website for details). For those members who have the certificate could you please send a photocopy to the secretary so we have a record at the club for the liquor licensing authorities. Those members who are not committee members will be provided with a key to the bar so you can operate the till and open supplies. David Seath who oversees our bar operations, has successfully installed the till and is able to keep a close eye on our stock. His vast experience has enabled us to have an excellent selection of wines at moderate prices.

With Labour Weekend and Easter school holiday breaks approaching I hope we have fine weather and look forward to seeing you all at Q.C.Y.C.

Darryl Morrison
Commodore

Vice Commodore's Report

SOCIAL CALENDAR ZENITH

With Xmas / New Year fading in our memories and Easter looming, QCYC is entering its sailing season zenith.

Firstly, there is the HMAS Goorangia Memorial Trophy on Saturday 31 March, when we race from Brighton to Queenscliff then celebrate it all with a lively social evening at the club. For those who aren't into racing, a cruise to Queenscliff may not only get you over the finish line first but get you a strong position at the bar, well placed for the mirth and merriment that follows. Families often drive down to Queenscliff to be with their hubbies, partners and the like to share this popular event. For details refer to the website.

Next of course is Easter which not only affords a great opportunity to spend a few days at Queenscliff, but places you well for the Peter Timms Trophy and the Coles Channel Cruise / Picnic.

The Peter Timms Troph race is conducted on Saturday 7 April March and is a non spinnaker event that starts and finishes at Queenscliff. Once again, refer to the website for details.

The Coles Channel Cruise / Picnic is simply a sail in company with other boats to St.Leonards for a picnic ashore. St.Leonards is a short drive from the club for those who wish to enjoy the land content only. More details are available upon arrival at QCYC.

After Easter, on Saturday 21 March, we will witness one of the most famous / infamous events on the QCYC calendar – the McAllister Trophy race from RGYC to Queenscliff, with a social to follow. A hotly contested affair from both a sailing and social perspective. This is the stuff that legends are made of. Refer to RGYC for details.

BUSINESS PLAN 06-07

At the recent General Committee meeting it was resolved that we form a sub-committee to consider how we manage our club over the next fiscal year. All important works need to be prioritised and scheduled.

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Ways of better utilising our club's limited facilities during the off-peak periods need consideration. Many matters relating to membership need review, and of course finances, as always, underpin practically all of the above. The sub-committee will of course heed your responses and comments from the recent survey. The recommendations are due when the General Committee when it meets in June.

MEMBERSHIP

As you all will be aware, QCYC's membership is capped at 500 because of limiting capacity during peak periods. Our wharves, toilets, kitchen and the like simply can't accommodate more members comfortably during these periods and for us to increase capacity we would need to raise and invest considerable growth capital. We are reluctant to do this at this stage and would first like to improve utilisation [and income] during the off-peak periods. There are several precedents here with ski-lodges and the like, which have the same problem in summer. The solution may lay in an additional category of membership that allows access to the club during off-peak periods only. Life membership might be an option. All membership categories, rights, subscriptions, charges will be reviewed. Be assured that the unique features of QCYC that we cherish will not be compromised.

WORKS

We all know what needs doing around the club house by way of improvements, but maintenance is not always so obvious. On the maintenance list are our wharves that need attention to preserve them over ensuing years. Our waste drainage systems will need improving. . And for those of you with deep keels, you will be happy to learn that we have initiated proceedings to dredge the waterways. Don't get overly excited at this stage however as the approval process could take up to 12 months [not to mention the outlays]!! You will be glad to learn that our carpet which took a hiding over Xmas has been professionally cleaned and is ready to take the Easter assault.

The new ladies toilet block plans are to hand together with the adjoining unisex handicap toilet shower [necessary to satisfy OH&S requirements] and of course the western verandah which overlays it all. Our kitchen is taking a beating and will need upgrading in due course. All these expenditures will need to be prioritised and scheduled to match income.

TAKING TO TASK

One of the fundamental concepts that have made QCYC the unique club it is and indeed the success it is today– is the *self-help* concept. Self-help keeps our subs as low as they are and makes our club affordable as a second club. The other fundamental concept with QCYC is *user-pays*. Basically, those of us who use the club's facilities pay for it by way of wharfage and overnight charges.

The downside [if you like] for those of us who use the club house is the expectation that we keep it clean and tidy. Peak times are a problem because gaining clear access to public areas is difficult. As we all know, some people volunteer for cleaning tasks while others shirk their responsibility -resentments develop over a period as a consequence. So often, so few are left to do so much.

Contracted cleaners is simply not an option.

So may I suggest that in order to keep our subs low, to maintain our club house as a neat and tidy place to be proud of and in the interest of peace and harmony – each boat pick a task every day we are down there.

As some of you may have observed recently, a visiting group that spent time at our club house, left without tending to the cleaning. We would prefer to think they were not aware of their obligation in this

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regard. So if you happen to invite non-members to visit / stay at our club could you politely inform them of our expectation.

Paul Lobston

Rear Commodore's Report

HMAS GOORANGAI MEMORIAL YACHT RACE

THE *HMAS Goorangai* Memorial Yacht Race will be held on Saturday 31st March starting at Royal Brighton Y.C. at 1000 hrs. An entry form is attached, you can enter by phone/fax to our Secretary Martin Greasley. Don't forget we need your current V.Y.C. Handicap and Silver Card Number.

The idea behind the Goorangai Race is to allow Members to get their yacht's to QCYC the weekend before Easter, so that they can return with family and friends and enjoy the Easter break. The Sailing Instructions and Entry Form are included with this Newsletter.

The race is named after a Minesweeper that was sunk with all hands lost, after a collision with a troop ship between Queenscliff and Portsea. It is in memory of the crew that were lost that this race is held annually the Saturday before Easter.

Following is an excerpt from an account of the disaster.

HMAS Goorangai

Following the mining of the ships Cambridge and City of Rayville in Bass Strait early in November 1940, the Royal Australian Navy ordered several minesweepers to the area and within a fortnight more than forty mines were found and destroyed.

On November 20th the minesweeper trawler HMAS Goorangai, with five officers and nineteen men, under the command of LCDR G.N. Boyle, steamed to Queenscliff from Williamstown, loaded vegetables, then expecting rough weather, headed across towards Portsea after dark, showing a minimum of lights.

At 8.37pm when midway between Queenscliff and the Quarantine station she was struck forward of the funnel on the port side, by the outward-bound Duntroon on its way to Sydney, loaded with troops. With both vessels almost totally blacked out, and wartime security preventing the Duntroon from heaving to for any length of time or switching on searchlights to look for survivors, the crew of HMAS Goorangai, which was cut in two, had little chance. However, the Duntroon quickly lowered lifeboats, fired rockets and gave three blasts on the siren to warn Queenscliff of the disaster, before proceeding.

The alarm bell was rung at Queenscliff and the lifeboat manned, but a valuable half-hour was lost when it stuck on a sandbank after launching, and the crew were forced to wait for the rising tide to carry it clear.

The minesweeper stuck hard and fast on the seabed in about eight fathoms with only the tops of the masts above water. Despite an extensive search, only seven bodies were recovered before the wreck was demolished by explosives on 21st January 1941.

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NOTICE OF RACE AND SAILING INSTRUCTIONS
H.M.A.S. GOORANGAI MEMORIAL YACHT RACE
Saturday 31st March 2007 – START TIME 1000 hrs

The organizing authority is the Queenscliff Cruising Yacht Club Inc.

1. RULES

The Race will be governed by the current Racing Rules of Sailing (RRS) for 2005 – 2008, the Prescriptions and Special Regulations of Yachting Australia, the Handicapping Rules for Yachting Victoria Performance Based Handicapping System (as modified by QCYC Race Control), and this Notice of Race and Sailing Instructions. AYF special regulations Addendum A, Section 2 Category 5 shall apply for this event. Owners will be requested to show a copy of their current Comprehensive Insurance Policy, including Third Party (Legal Liability). Skippers must also hold an AYF Silver Card and their number is to be placed under their name on the entry list. Spinnakers may be used

2. LIABILITY – INDEMNITY

All those taking part in the event do so at their own risk and responsibility and are responsible for the sea-worthiness of the boat whose entry is accepted and for the sufficiency and adequacy of its equipment. Neither the Queenscliff Cruising Yacht Club Inc., their servants or volunteers shall accept liability or responsibility whatsoever for death or any personal or material damage sustained by participants before, during or after the event.

3. ELIGIBILITY & ENTRY

All members' yachts with current Yachting Victoria handicap that can comply with the AYF safety regulations as detailed above will be accepted. Yachts without a Yachting Victoria handicap may compete and may be issued a handicap by QCYC.

Entries on the prescribed form (copy attached) shall be lodged with:

Honorary Secretary
Queenscliff Cruising Yacht Club Inc.
PO Box 9024
Scoresby 3197

Entries close on WEDNESDAY 28th March 2007, and shall be accompanied by an entry fee of \$10.00 per boat.

4. STARTING LINE

The starting line will be an imaginary line between the Royal Brighton Yacht Club Race Control Tower and RBYC Mark No 6 (Yellow Cone numbered '6' approximately 100 metres west of RBYC Race Control Tower).

5. STARTING PROCEDURE

0955 hours – WARNING	CLASS FLAG (CODE FLAG "R")	1 SOUND SIGNAL
0956 hours – PREP.	CODE FLAG "P" RAISED	1 SOUND SIGNAL
0959 hours – ONE MINUTE	CODE FLAG "P" LOWERED	1 SOUND SIGNAL
1000 hours – START	CODE FLAG "R" LOWERED	1 SOUND SIGNAL

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6. RECALLS

A boat starting prematurely will be notified by the making of an additional sound signal from the Control Tower and the onus shall remain with each premature starter to return and start correctly.

7. THE COURSE

Boats shall cross the starting line in a southerly direction and proceed to QUEENSCLIFF leaving Fawkner Beacon, West Channel pile light, S.S. (Swan Spit) and Q.A. (Queenscliff Approach) all to Starboard, then to finish.

8. FINISH LINE

The Finish line will be an imaginary line between the Port hand mark at the entrance to the Queenscliff cut (located approximately LAT 38° 16.15'S – LONG 144° 40.50'E) and the Eastern Balcony of QCYC Clubhouse. It is recommended to pass this Port hand mark by no more than 40 metres to the west. In the event of the Ferry maneuvering in this position, you may pass to the East of the Port Hand Mark as near as possible using the same transit.

TAKE YOUR OWN FINISHING TIME – No finishing signal will be made, but times may be recorded from QCYC Clubhouse.

Competitors are asked to call QCYC on VHF CH.73 when abeam of the Q.A. Mark or phone (03) 5258 1692 to have an accurate time recorded.

9. SHORTENING COURSE

The course shall not be shortened.

10. TIME LIMIT

Leading boat to finish by 1800 hours and the remainder have a further one-hour to finish.

11. COMMERCIAL SHIPPING

Port Rule 62B for Victorian Proclaimed Ports, including the waters of Port Phillip, requires small vessels IN ALL CIRCUMSTANCES to keep clear of commercial shipping.

Boats found to have contravened this rule will be subject to disqualification (after protest).

12. PROTEST

The time limit for protests is 1 Hr. after finish time of the last boat.

13. PRESENTATION

The winner may be announced at the QCYC Bar as soon as possible after the last boat has finished.

14. TIDES

High water at Port Phillip Heads - 0947 Hrs.

Low water at Port Phillip Heads - 1532 Hrs.

15. COMMUNICATION

Competitors shall include details of VHF radio and mobile phone number on the Entry Form, to allow QCYC to contact them during the race, should the need arise.

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HMAS “GOORANGAI” MEMORIAL TROPHY

ENTRY FORM

To Mr. Martin Greasley,
Honorary Secretary, Q.C.Y.C.
P.O. Box 9024 Scoresby, 3179

Please enter the yacht _____ Sail No. _____

In the H.M.A.S. “Goorangai” Memorial Trophy to be held on Saturday 31st March 2007.

The yacht’s current VYC handicap is _____

VHF radio CH.73 - Yes / No Mobile Phone No: _____

Signed _____ Skipper. AYF Silver card No _____

Name (please print) _____

Address _____

Phone No: Home _____ Fax _____

Entries close on Wednesday 28th March 2007, and shall be accompanied by an entry fee of \$10.00 per boat.

QCYC Hon. Secretary - (03) 9763 7784 (Home) and (Fax)
0417 014 013 (Mobile) – Secretary@qcyc.org.au (email).

SPECIAL NOTE: ALL YACHTS WILL START AT 1000 HOURS

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HMAS GOORANGAI MEMORIAL TROPHY

YACHT LOG

SAIL NUMBER _____

YACHT NAME _____

YV HANDICAP _____

FINISHING TIME _____

YACHT AHEAD _____

YACHT BEHIND _____

SIGNED _____ Skipper

This log shall be lodged with a QCYC official as soon as possible after finishing and berthing at QCYC wharf.

Honorary Secretary Report

The Western Port & Wilson's Prom Cruise 2007

Boats started arriving at QCYC for the Western Port & Wilson's Prom cruise on Friday the 9th February. The weather was fine and we had to motor sail most of the way. By Friday night all the boats intending to sail on the cruise had arrived. Darryl's address to all participants after dinner was bad news. The wind pattern for the next 3 days predicted strong winds.



Boat moorings were checked and sure enough the next day the strong winds hit. We were fortunate that the wind direction was from the east. Apart from the odd halyard rattling we manage to sleep comfortably onboard.

To fill in time, while waiting for the weather pattern to change to a more favourable cruising strength, a dinghy rowing competition was organised. After a confusing start with oars being snatched from other competitors and jostling for position, much fun & laughter was had by both crew and spectators. The winner was Duncan McKenzie from Trade Wind receiving a bottle of *Long Row* red wine for his efforts. Other activities in these windy times included lunch in Sorrento, Shopping in Queenscliff using taxis and the ferry for transport.



On Wednesday the 14th February the weather abated and the cruise was underway. The first port of call was Cleelands Bight. The wind was variable so motor sailing was the go. The 3 public moorings were used and the rest dropped their anchors for a secure night. A number of dinghies' were launched for a visit to San Remo, some to pick up extra diesel and others for a quick beer at the pub.

The next day saw the Westport cruise depart for Hastings, while the rest of us set off for Wilson's Promontory. Again it was a case of motor cruising as the wind was from the wrong direction. The ocean state was calm with little swell. This enabled the fleet to cruise close to the prom and get some spectacular photos.



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The Dolphin's came along for the ride and made numerous appearances along the journey, as did countless numbers of short tailed shearwater (mutton birds.)



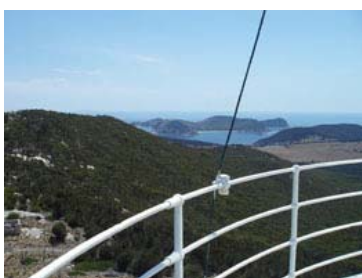
With Darryl always close at hand and near the radio. We arrived at Refuge Cove safe and sound. The weather was warm and the water was crystal clear. The next day we went exploring the area, had drinks on the beach and a social time was had by all with everyone joining in. It was great to see the Milky Way as the stars came out. What a show.

The next day we were off to Deal Island. We passed a number of Kayakers paddling between Hogan Island and Deal. The Kayaks looked so small in the vast of Bass Strait with their little sails.

We arrived at Deal that afternoon, setting our anchors in clear pristine waters. Below is a 360 degree picture of the bay at Deal Island.



The next day most members of the cruise went for a walk to the light house, thongs are not the best attire for your feet. The weather was hot but the views were worth it.



When I arrived back at the beach, my feet were grateful of the cooling water.

That evening we all meet on the beach for more drinks and nibbles. The caretakers of the lighthouse and the kayakers joined us along with the local wallabies.



On the journey home we called into Waratah Bay (Bird Rock) which provided good shelter from the SW change which came while we were at anchor. Then back to Cleelands Bight before heading back to QCYC.

The Cruise was an outstanding success with all participants enjoying themselves.

If you haven't been on one of the club Bass Strait cruises, I suggest that you come on the next. If you feel you can't manage your own boat ask a committee member to try and organise passage on another club member's boat. See you then.

Honorary Secretary
Martin Greasley

