

Sonata Notes



President's Notes



Dear Friends

Our programme is in full swing.

The Xmas Party is on Saturday 2nd December at the Beaumaris Motor YS starting at 11am and concluding at 3pm. Sonny has written to members asking for an

RSVP but if at the last moment you want to come along please do so. It is a good opportunity to renew old friendships and make new ones.

The cruise before the New Year is very popular and for some time it has been the event where new members are eased into the Association. It is generally better to sail with others for both safety and social reasons. A lot can be learned from more experienced members. It is a mini tragedy to buy a boat and then have it sit on the hard and not be used. I imagine there are many reasons this can happen but do not let it be because you have not discovered techniques and equipment use that could be learnt by sailing with others.

This got me thinking about the things that put people off sailing. I remember many years ago when I was racing a Flying 15 out of Port Melbourne. Sonny and I had just bought the boat and this was our first race. Part of the way down the first beat I thought the sheeting in of the headsail was too slow and shouted such. Sonny said she was not going to be shouted at and was not going to crew for me. Thus ended our first

December 2017

race and, of course, she was absolutely right. It was a real lesson for me. There should be little or no shouting on a boat except where hearing is difficult. It really puts people off and is unnecessary. It generally indicates that the shouter is anxious and/or not in control and often is disaster when couples are sailing together.

Another put off in the same vein is when you are bringing your boat into the beach or on to the jetty. This is an opportunity for those on the beach or on the jetty to shout instructions. You must know your own boat and have some confidence about your skills. They often know less than you and can completely muck up your approach. I always take the view that the skipper is in charge and, if I am on the jetty or shore, I will do what he or she asks. I will not shout instructions except where to indicate there is a spot where the boat can be fitted. Even then the skipper should look and see if they agree.

Another little homily is that a rope is best handed to another person rather than thrown. My guess is about 1 in 3 thrown ropes miss the target.

Enough of all that! Sonny and I hope that everyone has very enjoyable and safe Xmas and that we may see you soon.

See you sailing

Des Russell

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2017-2018 Season**

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Welcome to New Members

The Association offers a warm welcome to:

Phillip and Jane Collyer of Beaumaris, sailing a **Farr 6000 "Asterix"** and
Clinton and Brenda Weeks of Bega, NSW, sailing a **Sonata 7 "Mandalay"**

We wish you a long and happy association with the club both on and off the water, and look forward to meeting you at our social functions and sailing activities somewhere around the country.

Editor's Notepad

Now we know it's almost summer - been pretty hot in Victoria this past few weeks.

That hasn't stopped our cruisers getting underway. Just unfortunate that the Westernport cruise only had the convenor. Next year has to be better Martin - third time lucky!

With Christmas rolling in quickly, there are plenty of cruises to suit all tastes over the next three months. We encourage everyone to join in. We all know sailing is great fun and (mostly) very relaxing - that's why we buy boats in the first place. Sailing in company also provides both physical and moral support. If you are your crew have any qualms about trying new venues, join one of our cruises where you will find a mix of experienced and learning sailors all supporting each other and having a great time.

There have been rumours floating around that Sonata sailors only move their boats a short distance each day just to get a new spot for happy hour. This is of course totally untrue. We all sail quite some distances, enjoying the scenery and the challenge of sailing before getting together for happy hour!

So join in and enjoy.

Deadline for January 2018 issue:

Mon 13 December

Photographs, sketches and stories about any topics relative to Sonata's and our Association's activities by this date please.

Email material to the Editor:
John_Snellgrove@yahoo.com

Cover Photo:

**Sonatas cruising Lake Eppalock
Photos by Phillip Adams**

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Cruising, Racing and Events Calendar 2017 - 2018

Our Cruising Organisers have prepared an extensive Cruising/Racing program for 2017/2018. While a couple of the locations have yet to be confirmed, there is enough information here to enable you to pencil into your calendars for 2017-2018 the activities you will be joining. There is a good range of racing and cruising to suit all our members.

Date	Day	Event and Venue	Level	Meet at	Contact/Leader
2017					
2 Dec	Sat	SYAV Christmas Party		Beaumaris Motor YC	Mike Hale
16 - 17 Dec	Sat - Sun	Werribee South to Swan Bay <u>Cruise</u>	2	Werribee South	Phillip Adams
27 - 30 Dec	Wed - Sat	3 Rivers <u>Cruise</u> - Mitchell River & Silt Jetties, Nicholson River	2	Bairnsdale	Mike Hale Adams
31 Dec	Sat	New Year Celebrations	0	Bullock Island	Des Russell

2018					
1 Jan	Mon	Scavenger Hunt	2	Lakes Entrance	Des Russell
2 - 5 Jan	Tue - Fri	Duck Arm, Picnic Arm, Lock Sport, Holland Landing, Seacombe, Toms Creek <u>Cruise</u> .	2	Paynesville	Des Russell
20 - 21 Jan	Sat - Sun	Trailable Training Course No. 2	2	Hobson's Bay YC	Des Russell
26 - 28 Jan	Fri - Sun	Australia Day W/E - Port Welshpool, Refuge Cove/Corner Inlet <u>Cruise</u>	3 - 4	Port Welshpool	John Clayton
3 - 4 Feb	Sat - Sun	Douglas Trophy <u>Racing</u>	3 - 4	Blairgowrie YC	Warren Dickins
10- 11 Feb	Sat - Sun	Bottom of the Bay <u>Cruise</u>	2 - 3	Martha Cove	Warren Dickins
17 - 18 Feb	Sat - Sun	Bendigo YC - <u>Racing</u> - BBQ	2	Bendigo YC	Greg Goodall
17 - 18 Feb	Sat—Sun	Trailable Training Course No. 3	2	Hobson's Bay YC	Des Russell
3 - 4 Mar	Sat - Sun	Sonata Titles Regatta & Sternchaser	2 - 3	St Helens	Warren Dickins
10 - 12 Mar	Sat - Mon	Labour Day <u>Cruise</u> - Corio Bay	2	St Helens	TBA
10 - 25 Mar	2 weeks	<u>Long Cruise</u> - South Australia	3 - 4	TBA	John Clayton
30 Mar - 2 Apr	Sat - Mon	Easter Cruise - Gippsland Lakes	2	Sale - Paynesville	Mike Hale
7 - 8 Apr	Sat - Sun	Trailable Training Course No. 4	2	Hobson's Bay YC	Des Russell
14 - 15 Apr	Fri - Wed	Evening Cruise	2	TBA	Phillip Adams
25 - 29 April	Wed - Sun	Glenelg River Cruise (Mast down)	1	TBA	Greg Goodall
7 June	Thu	Annual General Meeting		Date & Location TBC	
9 - 11 Jun	Sat - Mon	Queen's Birthday - Mystery Winter <u>Cruise</u>	2	TBA	Phillip Adams

If you would like company on a cruise you are doing, or looking for somebody else's cruise to join, email syav_group@yahoo.com.au with the details.

Event Level Guide: The number in the **level** column indicates the level of difficulty anticipated when undertaking this event. **Level 1** is for those who are beginner sailors and **level 4** is for experienced sailors. It would be very unwise to undertake a **level 4** cruise unless you have had more than one years' active experience as sailor of a trailable or similar craft.

In periods of heightened risk you must wear a life jacket and if you have a harness clip it on to a secure fitting on the boat. Heightened risk is defined as: **Crossing ocean bars, Sailing solo, Sailing at night or in restricted visibility, Disabled, If you have no safety lines, Severe weather warnings.**

Once a sail reef is required, storm boards are to be inserted and life jackets and harnesses worn. The SYAV requires that on a cruise radio contact is maintained at all times and the cruise leader informed before you leave the cruise for any reason.

Association Information Sources

INFORMATION SOURCES FOR SYAV MEMBERS

Your Association has three main on-line contact sources.

- **Association Email address.** Use this address to contact the SYAV Committee as a group—all committee members access this address. Email to: sonatayachtassociation@gmail.com
- **SYAV Website - www.sonatayacht.com** for both current information and historical data; Association Constitution, Boats for sale, Membership Application Forms and more. Sections for SYAV members only, the password **remains: syav** (all lower case).
- **SYAV Forum** - where you can ask questions, get advice, communicate with other forum members, place advertisements for boats and equipment for sale, post and view photos. Quickest way to access the Forum type **SYAV FORUM** in your search engine, **or use the website link!**

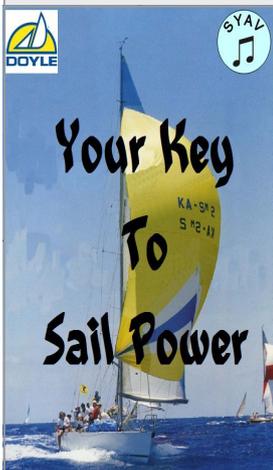
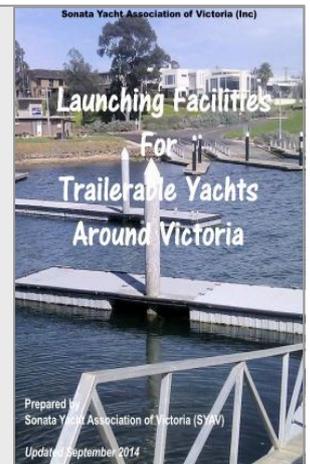
SYAV PUBLICATIONS

Your Association has available two publications prepared especially for members. PDF versions are available at no charge.

LAUNCHING FACILITIES FOR TRAILABLE YACHTS IN VICTORIA

Planning a cruise or just a day sail to somewhere you've not been before?

For information on launch ramps and facilities at most places in Victoria, access the "**Launching Facilities for Trailable Yachts Around Victoria**" publication on the Forum and check out the details; even download the entire document, or if you have problems accessing the website, contact the SN Editor who will happily email you a copy.



YOUR KEY TO SAIL POWER

This booklet covers all aspects of setting up and sailing a Sonata Yacht, including mainsail, headsail and spinnaker trimming and sail care. Just the guide for those wanting to improve their boat's performance.

Originally written by Col Anderson of (the then) Hood Sailmakers in conjunction with Emil Kane and Bernard Stahn it was re-issued in 2014.

PDF copies are available from the SN Editor for you to print in either booklet or A4 sheet format.

SYAV "HOW TO . . ." SERIES DVD

All new members receive a New Members Kit which includes the SYAV Handbook, a Radio Procedures Card and our "How To . . ." Series DVD, a visual aid for Trailerable Yacht Owners.

This DVD covers everything from preparing to tow your boat through mast raising and lowering, launching and retrieval, docking at a jetty in calm and not so calm conditions, radios, fittings and maintenance and more.

Any members who would like a copy of this DVD, it is available from the SN Editor for \$20 (incl post & Handling). If you prefer it can also be provided on a USB key.

Sonata Christmas Party - Sat 2 December

with Mike Hale

Come along and enjoy a bring-your-own BBQ at the sea side with plenty of on site parking, a kids play ground, grassed picnic area with tables, chairs, BBQ's and camp kitchen with all facilities you will need.

There are several jetties if you want to fish.

As this is a licensed club, there are no BYO drinks, but drinks will be available at bar prices.

There is an indoor area for us if it rains with an open fire.

Date:- Saturday Dec. 2nd

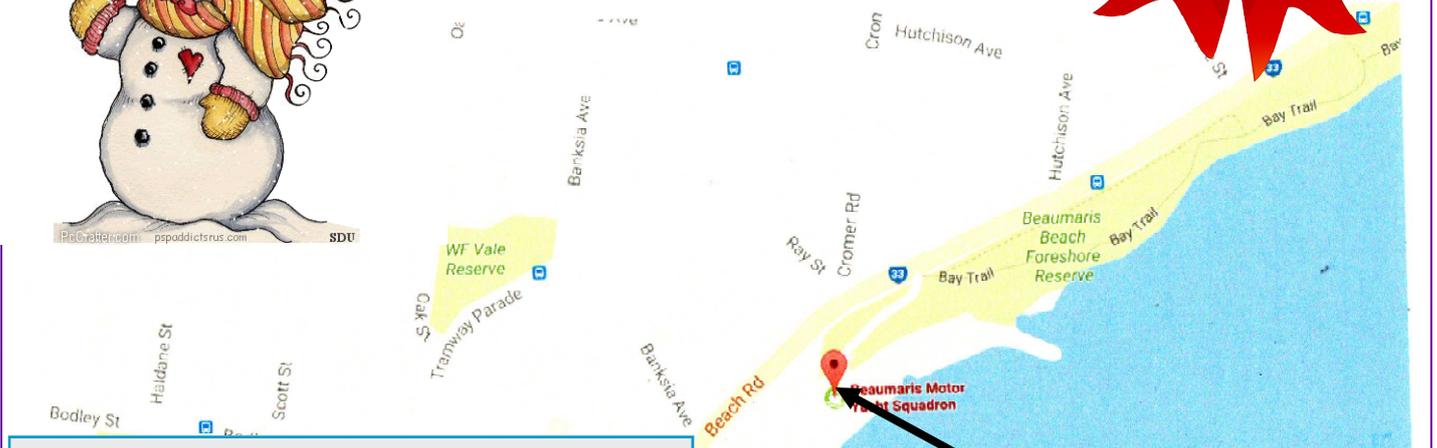
Location:- Beaumaris Motor Yacht Squadron,
Cnr. Beach and Cromer Rd., Beaumaris

Time:- 11am to 3pm.

To let us know you will be attending or for further enquiries, please call **Mike Hale** on 0418-351-758



Merry Christmas



The **Committee** is providing:
- Salads, sweets, coffee and tea
You need to bring:
- Meat or vegetarian food, other foods such as bread, sandwiches, etc. Also cup/m ugs for tea/ coffee.
There will ne a silent action of ailing items, so bring what you want to sell.
There will be a Kris Kringle for exchange of small items in the spirit of Christmas. Maximum expenditure \$10

The holidays are here.



Mud Island Adventure

by Tony Cope "Stress Factor"

We launched Stress Factor our Sonata 26 at St Leonards public ramp about mid-morning with lunch and drinks. The wind was gentle from the north, the temperature about 35° and the tide just starting to flood.

We stopped by St Leonards Yacht Club to pick up a couple of keen explorers for our trip to Mud Island.

The sailing area known as the Great Sands is shallow in this part of the bay causing fast running currents, sand bars and channels. A GPS makes life easier, and the depth sounder give peace of mind. Being the '26' it has a dagger board which will stop the boat pretty quickly if we hit a sand bar, keeping the crew vigilant. We know we draw 1.2metres with the board down but we are on alert once we enter the 2 metre depth zone.

This day was less stressful due to the light wind, meaning we wouldn't slam hard into a sandbar. The water on the day is quite clear also helping, giving another indication of the depth.

Approaching Mud Island, especially at low tide, can be a bit tricky. There are two options.

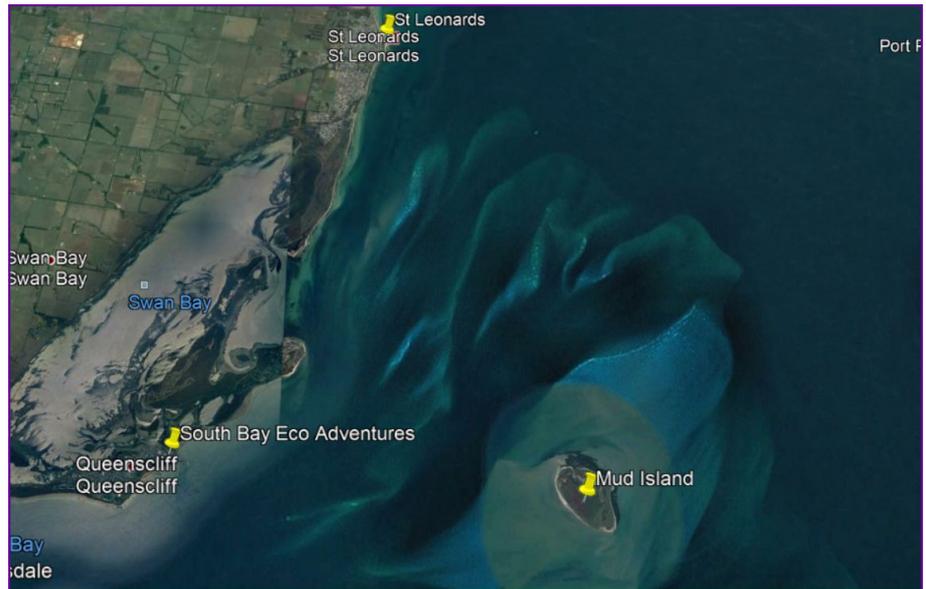
Most take the south approach coming in from channel marker 5, whereas, we prefer to approach from the north. The northern approach means that we motor about the last nautical mile with the centreboard up, sometimes in less than a ½ metre of water. The sandy bottom is dotted with small patches of weed. These patches need to be avoided as they are raised off the bottom and contain rocks and shells. Not good for the bottom of the boat. On a clear day they are easily spotted with polarised glasses.

The sea life is prolific here. Small sharks up to about 1.5m long are a common as well as banjo sharks and stingrays. Surprisingly they only move away as the boat passes. The Eastern side of the island is almost all weed and undulates and is only accessible by Kayak. The fish and colours of the seaweed are worth the effort to bring the kayaks.

We are usually able to get within about 100 metres of the North-western tip of the island and because the tide is flooding and the water calm, we go as far as we can, knowing that we won't end up beached. This day the water was warm around our ankles and even as we walk ashore we still have stingrays, crabs and small fish scuttling away.

The sand on the beach is coarse with a lot of shell grit and the vegetation above the high tide level is low but dense. The noise of the birds that nest in this low scrub is an orchestra of what could be the calls of hundreds of different species.

We walk along the spit and then to the southern side of the island to discover that we are alone on this bird



sanctuary. Now being downwind, the smell of the rookeries is definitely strong, but it's the smell of thriving populations.

I confess that I know little about birds, but even to someone with my ignorance I was delighted to see the variety and sizes of the populations. We noticed two large flocks of one type of gull, they were mostly white with what looked like a black 50s slicked back haircuts. The first flock we walk past within metres, not a peep, the second a little way up the beach went into a flap, squawking and running into the shallow water. It was obvious they were protecting the young birds.

In the centre of the island is a long lagoon with lots of long legged birds. We didn't stay long, probably only an hour and restricted ourselves to the beach for fear of destroying this wonderful environment. Camping is forbidden on the island and I think staying overnight at anchor might even be prohibited. The boat appeared anchored miles out, but the water never got above our knees as we waded back.

The sail back to St Leonards is via the 'White lady' or correctly known as the Western Channel Mark, which is easily spotted from Mud Island. Alternatively, you can take the Coles Channel which runs close to Edwards Point and not far out from the beach. You need to initially head west towards Swan Island to the Coles Light and then head north following the Channel Markers.

Either way will have its share of shallow spots, but do not take the direct course from Mud Island to St Leonards. Between the Western Channel and the Coles Channel is a sand bar that breaks at about half tide to low tide. Although it is obvious to a good lookout.

Disappointingly the wind dropped out and the tide turned forcing us to motor the last bit. Having said that I think I drove all the way home with a smile.

Cup Weekend Cruise Report

by Phillip Adams, "Swingshift"

SYAV members joined with members of the Bendigo Yacht Club Cruising Group to sail on Lake Eppalock over 4 days including Cup Day 2017. If you are unfamiliar with the lake, you may wish to download the map from the link below. http://www.gmwwater.com.au/downloads/gmw/Storages/20161220_Lake_Eppalock_Map_web.pdf

FRIDAY 3 NOVEMBER

The Bendigo Yacht Club was opened mid-afternoon to welcome Association members who could enjoy a leisurely drive to Central Victoria.

The BeYC facilities located on Sunset Drive, Eppalock, are well equipped and the club generally welcomes visitors however a call or email first is recommended to ensure the club will be open and not over-booked on any weekend.

The plan was to enjoy an evening BBQ as late comers arrived, however between a stiff breeze and showers of rain, most people opted to stay warm in the club house.

For most the trip up was uneventful however John and Anne Clayton proved that bad luck comes in 3's... I think I can report the new car escaped without a scratch... "Rhapsody's" trailer arrived in less than perfect mechanical order.

SATURDAY 4 NOVEMBER

The day started with a leisurely breakfast for most of the party. John Clayton aided by the local knowledge of Greg Goodall and other BeYC members made a few phone calls and arrangements to have the trailer repaired before close of business Tuesday (not a holiday in Bendigo). In total, 11 trailersailers were launched and headed out towards the Coliban River via Kimbolton Pool.

The fleet included members of the Sonata Yacht Association – Sonia and Des Russell (Sea Mistress), Anne and John Clayton (Rhapsody), Helen and Greg Goodall (Bumble Bee), Sue and Ian Wight (Scherzo), Julie and Rod Wait (Allegro), Jennie and John Lockie (Arakana), Judy and Rob Heath (Sea Sharp), Helen and John Bohling (Eclipse) and Jenny and Philip Adams (Swingshift). We were also joined by two other boats from the Bendigo Cruisers – Ken Coulson on a Farr (Shamrock) and Warren & Kevin sailing a McGregor.

One good thing can be said for a very stiff Southerly wind, it tends to keep the high speed ski boats and most jet skis on the banks or near their camps. Strengthening Southerly wind encouraged some skippers to lower sails and motor into the wind while others took on the challenge of trying to sail up the Campaspe Reach towards Whisky Island Pool.

Some excellent tacking and close sailing was displayed by "Sea Mistress", "Rhapsody", "Bumble Bee", "Scherzo", and



Allegro 'flashing'

"Allegro".

"Allegro" showed off their extensive solar panel array and on an odd occasion, more of the bottom of their boat than polite company may have considered prudent. Rod and Julie proved just how far they could push the Sonata 26 in the increasing wind. As for "Swingshift", we took the opportunity to motor and snap a few photos.

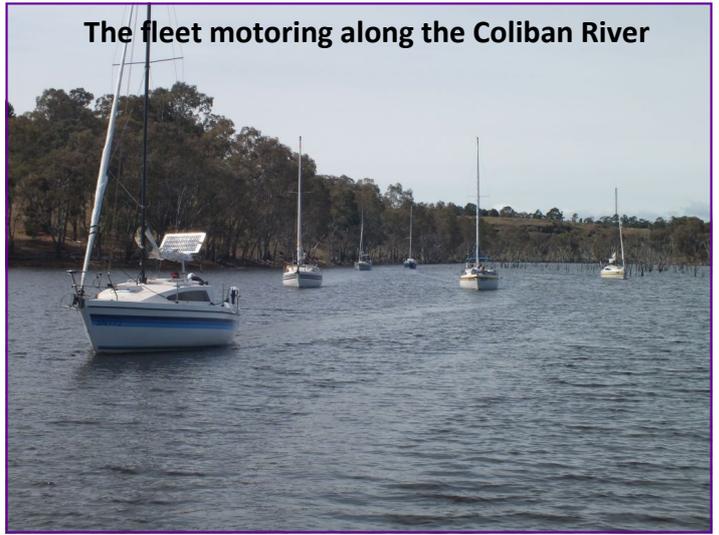
Determining the best course can be a challenge in a lake that rises and falls with the seasons. One of the tricks of sailing in a lake like Eppalock is to look at the slope of the land near the water edge. If the land slopes steeply into the water then it can generally be assumed that the slope will continue under water and relatively deep water will be found. On the other hand a gentle slope is a good guide that shallow water may be just near the shore. Small sticks and



A good spot for happy hour and overnight.

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Cup Weekend Cruise Report (Cont'd)



The fleet motoring along the Coliban River

(Continued from page 7)

branches poking out of the water should be approached with caution. A row of fishing boats tied up in the middle of the lake is also a good guide of approaching trouble.

Travelling in the old river beds generally provide the deepest water, however picking out the old river bed between the remains of the River Red Gums takes a little practice. The local knowledge of the Bendigo Cruisers had the fleet safely weaving between old river giants. Keeping careful look out for overhanging tree branches and an eye on your rigging is essential if you don't want to collect fire wood on your deck, more on this later.

Saturday night saw the fleet clear the lake and settled in the river near at old sand dredging site. After an extended happy hour, dinner was cooked and some enjoyed a camp fire well into the night.

SUNDAY 5 NOVEMBER

Sunday morning provided the opportunity for early risers to explore the river banks and an old drag line (crane) that had years previously formed our sandy beach and shelf. The

time had come for the return trip on the Coliban River under motor. Once in open water and in again in a gusting Southerly wind, sails were raised and the fleet made good time back down the lake and around South Head. The fleet then motor sailed through Little Entrance, Ja Ja Wong Passage and around to Armstead Estate Vineyard on McIvor Bay for relaxing lunch. Being a winery with cellar door sales, some took the opportunity to sample the local produce.

Sunday afternoon saw the fleet return to the Bendigo Yacht Club where many of the fleet recovered boats and packed for the trip home as they did not have the option of a very long weekend. A BBQ meal was enjoyed however as the sun set, a cool Southerly wind soon had people moving into the clubhouse.

MONDAY 6 NOVEMBER

Cool morning air and very brisk Southerly wind greeted the remaining sailors. Due to various circumstances, the fleet had now reduced to 3 yachts. "Bumble Bee", "Rhapsody" and "Swingshift" prepared for the next stage of the cruise. A cold stiff Southerly wind saw all 3 yachts motoring back down the Campaspe Reach. At time the stronger gusts of wind reduced the forward momentum of the fleet to approximately 3 knots.

After making our way through a narrow section of the lake known as "The Strait" we found our fleet again in open water and exposed to the gusty wind. We passed through the Metcalfe Pool and Madden Reach. We now entered the more sheltered, shallower and tree lined part of lake.

The old Campaspe River valley is different to the Coliban. The old river winds through steeper gullies and in places small gorges. After travelling almost as far as the river is navigable, by mid-afternoon we had found our camp site. The lower river and possibly some recent flow had changed the small beach a little and some care had to be exercised

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Allegro and Sea Mistress enjoying a brisk sail.

Cup Weekend

(Continued from page 8)

with overhead trees and exposed rocks.

A year ago some of our party had been in the same place, however the lake was now about a half a metre lower than our previous visit. Previously we had admired the snaking Campaspe river from up on the top of the gorge. This time we had come equipped with inflatable canoes. Greg and Philip inflated the two double canoes. Four intrepid explorers carried the canoes over the small rapid, bushes and across a rocky area.

Soon we lunched both craft into a large dark pool. Jenny and Philip were in their orange canoe and had chosen not to fit the skegs. While this proved useful in the shallows, it did cause some side drift in wind gusts, maybe this was an omen for future events. Greg and Helen soon found their skeg was hitting the gravel and sand races in very shallow water. After about 20 minutes of probing the dark waters of the Campaspe River, climbing over another rocky section and after making very slow progress upstream, we decided that



little would be gained by climbing over the next rapid. We returned downstream to our larger boats. While pleasant enough, half a metre more water could have made the canoe trip more interesting.

Happy hour was duly conducted and despite some encouragement, Greg opted not to demonstrate his technique of rolling out of his chair that he perfected on our last visit. The amount of semi-cured grass on the river bank also discouraged another camp fire as we felt that we did not have sufficient hands to mount a bucket brigade should it be needed. The night passed peacefully after the birds settled. Gusts of wind could be still heard high in the taller

TUESDAY 7 NOVEMBER

Melbourne Cup Day proved to be another overcast day with an early threat of a little rain. The wind while still Southerly was not as strong as Monday. After breakfast, two

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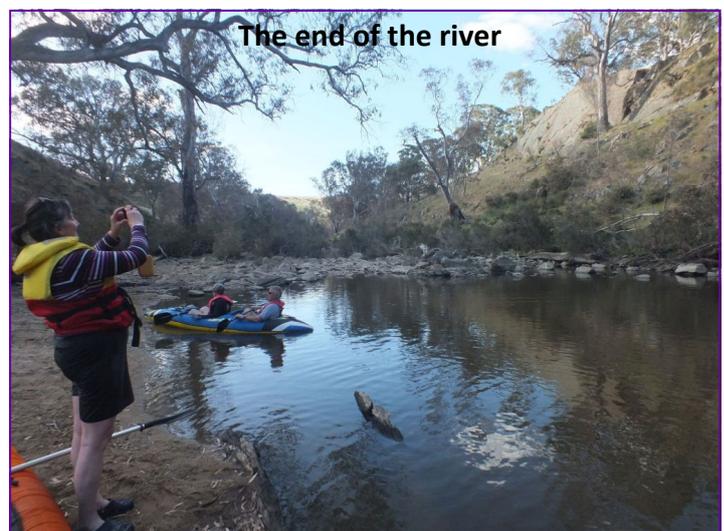
Helen and Greg Paddling upstream

important decisions were made. The first was that we would try to return to the Bendigo Yacht Club in time to watch the Melbourne Cup. The second was that we would sacrifice John's newspaper by tearing out groups of horses and run a sweep among the 6 of us.

The only misadventure on the way home was my miscalculation while threading our way down the river. A gust of wind moved "Swingshift" to starboard at a critical time. A shower of fire wood, leaves and a sizable branch crashed onto the deck. The cascading branch made short work of the bimini. I was very glad that our boats have the motor on the starboard side otherwise I may have had more to patch up than just a large rip in the bimini. After a pause in a sheltered bay followed by a good sail home, we all made our way into the club house with our little pieces of paper with race horse names in hand.

The race outcome is now history, as winner of our little cup sweep I pocketed an extensive first prize and was subsequently elected to write this report. I again pass on my thanks to Greg and Helen Goodall for assisting with some report details and the hospitality of the Bendigo Yacht Club. I am pleased to also relay that John's trailer repairs were successful and his trip home reported uneventful.

☺



The end of the river

Westernport Cruise Report - 17 Nov. by Martin Britten "Raconteur"

Not much sailing over the weekend.

Friday Evening the forecast was for thunder storms Saturday morning and afternoon. As only 2 boats were due to venture out we made the call to stay safe.

Both Phil and I had the list of never ending jobs to do around home which thunder and lightning wouldn't worry. Saturday, we had some quite spectacular flashes of lightning along with thunder. Good place to be was on back veranda having happy hour, only problem was the car was still hooked up ready to go. Maybe tomorrow I thought; might just check the forecast. Lunch on the bay sounds nice.

Sunday morning as per the forecast no wind; this should arrive by 10:00 hrs. "Raconteur" was ready so we packed some lunch and were on the way Hastings bound. Rigged and in the water by 10:00 hrs still no wind; no problem.

Sails up by the end of the channel we drifted over to Middle Spit (a rather large mud bank) headed for the slit a very small channel just wide enough for a Sonata at low water. This would be a good place to explore and pass through one day. A good chance to practice putting up the bimini which we have only used once before at the Lakes. Lunch was had still drifting with the turn of the tide so we pointed back to the mainland still waiting for the wind to come.

Made it back to the Hasting channel by 14:00 hrs. Had to use the motor as we got close to the fishing boats at anchor. The wind must have been close as some local TS's from Hastings were out in the channel then back and forth over the shallows. The best we could do was 2.1 knots for a few minutes. "Raconteur" stayed in the channel; nice to have 2 meters of water under you. Retrieved by 15:00 hrs. It was a nice day to have lunch on the water.

Westernport is a nice bay to sail in and explore. Maybe next season the weather will be kind to us and we will have some company.

One day sailing is not the easiest with putting up and down the mast but we live close enough to Hastings for it not to be a chore. It's just nice to be on the water.



Sailing Stuff of Interest!

ALTONA YACHT CLUB

Altona Yacht Club is running two trailable yacht days.

The first on Sunday 26th November (sorry - missed that one)

The second on **Sunday 10th December.**

Meet at the Altona Yacht Club at approximately 9:00am.

Launching facilities are available at the Hobson's Bay Safe Boat Harbour at the end of Civic Parade, Seaholme.

For more information please contact:

Fred Ackland

Commodore

Altona Yacht Club

E: tracey.deckert@bigpond.com

SAFETY BEACH SAILING CLUB

Members might be interested in entering the **Sail Peninsula Regatta** on February 23, 24 & 25th 2018 (Fri-Sun)

It's open to trailables and keel boats.

Safety Beach Sailing Club are running it and it's going to be a really big event.

They are offering free mooring in Martha Cove for Friday and Saturday night.

Fee: There is an early bird fee of only \$175 (before December 2017) or \$250 after December.

The races are Friday night - twilight race which is a fun race which the slower boats start off first.

Then Saturday and Sunday races.

This would be a really great way to show off the Sonatas. I can send you more details or if you look on the Safety Beach Sailing Club website there is all the information and notice of race. We had a great time in this year's event and will be definitely racing again.

Regards

Mal Winder "Rells" Sonata 8

Werribee to Swan Bay Cruise

with Phillip Adams "Raconteur"

WERRIBEE SOUTH TO SWAN BAY CRUISE - WEEKEND OF 16-17 DECEMBER 2017.

The Borough of Queenscliffe web page <http://www.queenscliffe.vic.gov.au/swan-bay> tells us "Swan Bay and its islands are a natural environment of scientific value, archaeological significance, ecological diversity, economic importance and natural heritage value. It is a shallow, 30-square-kilometre marine embayment at the eastern end of the Bellarine Peninsula in Port Phillip, Victoria, Australia. The township of Queenscliff lies at its southern end and St Leonards at its northern.

Matthew Flinders named Swan Bay 'Swan Ponds', after its Black Swans. These occur in most seasons. Largest numbers, up to 2,700, can be seen in summer and early autumn. These are the only birds which graze the seagrass meadows and their presence in such large numbers attests to the richness of the area."

This cruise is one of discovery for SYAV and all who participate.

CRUISE PLAN:

Estimated distance 19-20 Nm (each way)

Estimated average speed 4 Knots

Estimated sailing time 4-5 Hours (each way). Note favourable tide may reduce time.

We recommend participating boats should carry 2 anchors and line to facilitate overnight options in the bay. Inflatable canoes or tenders may prove useful.

Yachts to be rigged, in the water and ready to depart by 09:30am Saturday from Werribee South (Werribee River Boat Ramp).

Yes an early start to beat the tide in Swan Bay. Cars and trailers may be left at the Werribee South Caravan Park for a small fee.

We will depart on a rising to high tide and once clear of the Werribee River Channel, sail across Corio Bay entrance towards the Prince George Pile, (SSE). Route will be a little further east than shown on the plot to ensure we clear the isolated danger mark at the north end of the Prince George Bank.

After passing No 4 and No 2 Port marks we will turn SSW and continue down the Coles Channel close to the No7, 5, 3 and 1 Starboard Marks we will be turning NW towards the entrance to Swan Bay.

Having enjoyed an out running tide through the day we will aim to arrive in the tip third of the falling tide to clear the sea grass. A cautious approach will be required entering Swan Bay via a Starboard Mark.

We aim to be at our overnight location by 3:30 pm. We have the option of heading towards the Swan Bay Jetty or just

tuck in around Edwards Point. The channel is marked towards the Swan Bay Jetty.

Swan Bay, is very shallow at low tide however does offer several options for anchoring or drying out for an evening meal. With a high tide over night the morning low tide will not be as low as the afternoon/evening before, so getting out of Swan Bay should be easier.

Sunday morning more leisurely departure at around 10:30, we retrace our route with the tide rising behind us. High tide at Werribee River will be early in the afternoon so re-entering the river should not present too many problems.

Contingency plans include Portarlington, Queenscliff and Wyndham Harbour Marina if required.

VHF Radio check anticipated as we leave Werribee River and Swan Bay on Channel 16 & 72 (73) subject to local radio traffic.

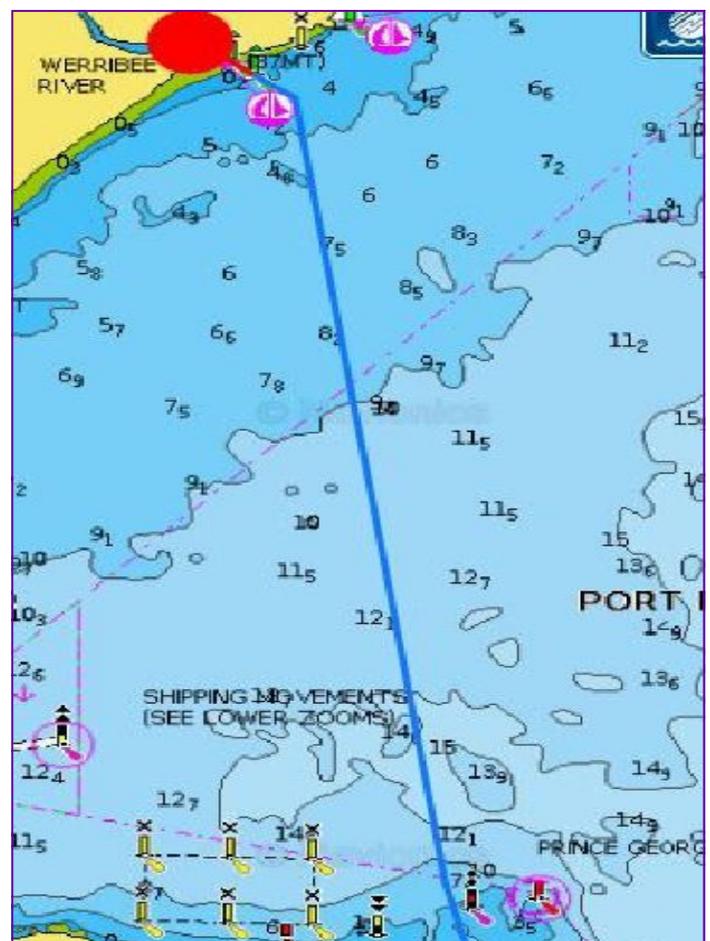
Please contact Philip Adams if interested in participating.

Ph 03 9438-3013; Mob: 0478-708-246

Email: vk3jni@gmail.com

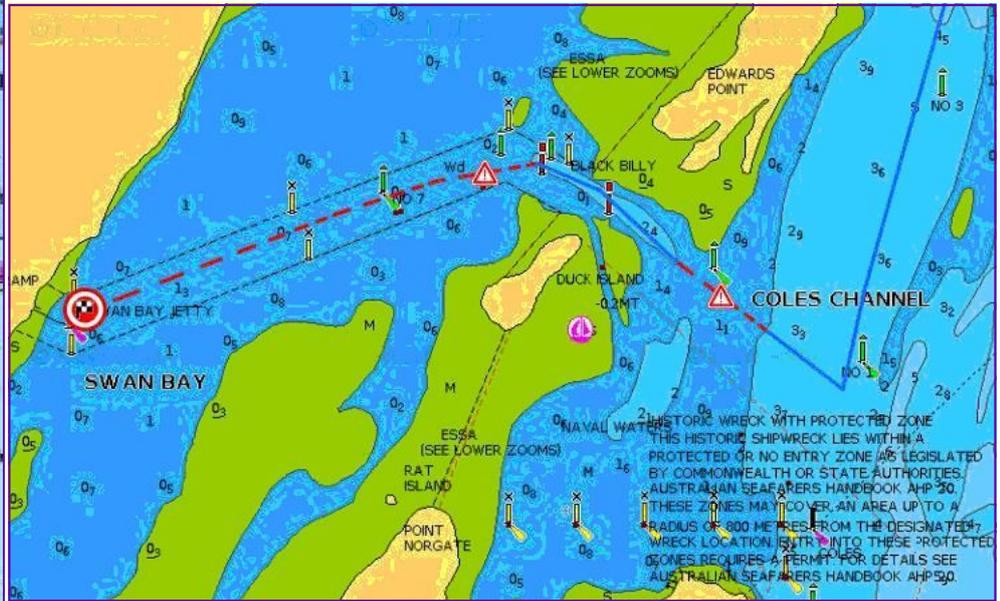
Attached are:

- Tide predictions for both Werribee South and Swan Bay
- Navionics Plots for the course (North, South and overall)



Werribee to Swan Bay Cruise (Cont'd)

(Continued from page 11)



Werribee River Entrance Tide Times and Heights

Australia / VIC / Melbourne / 📍



1-Day 3-Day 5-Day

Tide Height



Swan Island Dock Tide Times

Australia / VIC / Barwon / 📍



1-Day 3-Day 5-Day

Tide Height



Christmas - River Cruise at the Lakes with Mike Hale, "Flashdance"

There will be a Pub meal get-together at the Paynesville pub at 7pm. on Wednesday 27th December followed by a cruise up the **Mitchell River** to Bairnsdale for the night of 28th so any one who wants last moment supplies can walk into town to top up.

On Friday 29th we will head around to the Nicholson River where there are BBQ's and toilets at the jetty and have a cook up for dinner.

Saturday 30th we can head to Metung for the night or depending on the conditions we can keep going to Bullock Island at Lakes Entrance where we will hold our NYE party on the beach.

Members wanting more information or advice about the cruise please ring me.

Also please ring me if you want to attend the Pub meal so I can book enough tables.

Mike Hale 0418-351-758

Flashdance



Refuge Cove Cruise 26-28 Jan 2018

with John & Ann Clayton

AUSTRALIA DAY WEEKEND CRUISE

26TH—28TH JANUARY 2018

Australia Day weekend has been chosen as the date next year for our regular cruise to Refuge Cove.

As Australia Day falls on a Friday, we plan to make it a three-day weekend, departing from Port Welshpool around 10 a.m. Friday 26th January. Secure parking is available nearby or there is plenty of parking adjacent to the ramp.

AS the guide book says, Refuge Cove is one of Victoria's most beautiful and natural places and is made more attractive by its remoteness. It is accessible only by a long hike from the Tidal River Resort or a long sail from Port Welshpool or other ports along the coast.

Port Welshpool is attractive to trailer sailors as it allows us to sail down the east side of Wilson's Promontory in relatively sheltered waters.

As the route down and back is exposed to the east and to strong Westerly's, we will be very much dependent on the weather to make the trip.

Although there are no actual figures, Sonata cruises have probably made the trip down to Refuge Cove around 50% of the times planned.

The consolation, of course, is that the waters inside Corner Inlet are very sheltered and a great area to explore.

Places such as Tin Mine Cove, Chinaman's Beach, Snake Island and Port Albert entrance, not to mention the pub at Port Welshpool and the restaurants at Port Albert, are well worth a visit.

On occasions, the group has split into two with some heading down to Refuge Cove and others exploring Corner Inlet.

Those intending to sail down to Refuge Cove need to make sure they have all their safety gear, plenty of fuel, a good plough or similar anchor, a chart of the areas, as well as a good supply of food and water.

It is handy to have an inflatable dinghy in order to get ashore. If not, I'm sure others will be happy to ferry you ashore.

When conditions allow, you can anchor stern to the beach.

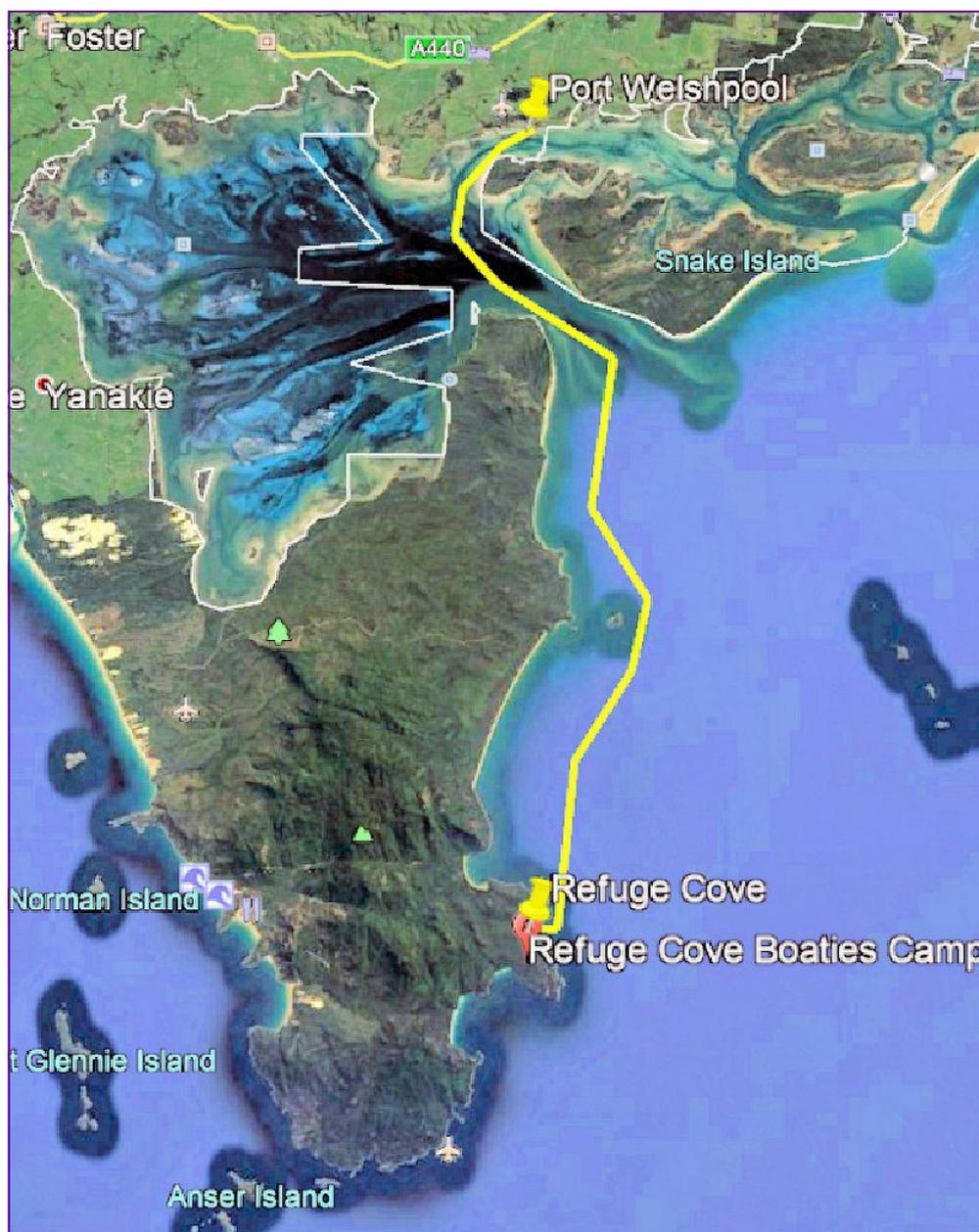
Please give us a ring if you are planning going on this cruise or would like further information.

Ann & John Clayton "Rhapsody"

9878-6585 (Home)

0418-360-034 (John)

Email: john.ann.clayton@bigpond.com



Help - I Need to Reduce Sail

by John Snellgrove

Help, I'm a newbie sailor. It's got very windy out here, how do I reef my sails?

A not uncommon question.

It's an aspect of sailing we are all familiar with. Of course the wisdom is— reduce sail **before** the wind gets nasty. However the reality is we all hope the condition won't get too nasty and therefore we will manage.

Two things happen when the wind gets very strong.

Your boat will start to be overpowered causing it to heel excessively; the heeling reduces the boat speed and your ability to maintain a direction.

In other words you start heading away from your desired direction; you and your crew get very uncomfortable; you ease the mainsheet which causes the boat to fall off the wind but increases the heel.

The initial action you should take is to ease your traveller so the mainsheet block moves across to the leeward side and pull the mainsheet on tighter, flattening the sail. This reduces the heel and enables you to sail more upright.

You should also now point higher **into** the wind, not fall away from the wind.

You will be a little more comfortable at this point.

This is one point that is important. **Heel is not bad.** Fast performance requires some heeling. Excessive heel **IS** bad.

There are two parts to reducing sail in strong wind conditions.

The first part is selecting your headsail. Now this doesn't apply to boats with furling headsails. They can reduce or increase the headsail area quite easily by pulling a string or two.

However the majority of Sonatas carry a range of headsails - No.1 being the big one, No. 2 a bit smaller, No. 3 smaller again and a storm sail - very small.

The second part is reducing the area of the mainsail by reefing.

Let's deal with the headsail first.

You assess the conditions at the start of your sailing day and select a headsail to suit. No problem.

Then the wind gets up and you find you are being overpowered, causing your boat to heel excessively and either round up or fall away on the wind - neither situation desirable. You follow the action described above to gain some better control.

You then make a decision to change your headsail.

Crew goes below to get smaller headsail; opens forward hatch to make sail accessible (probably cursing all the time as the boat lurches and heels. *Your crew may of course drag sail in bag up onto the deck to carry it forward. Only problem is it may get*

Editor's apology to "Allegro" for using them as an example—just don't have any other pics like this



dropped overboard!

Crew returns to cockpit and then moves forward to the bow to swap sails. (*Of course, wearing a lifeline harness clipped to a strongpoint forward!*).

Skipper lowers headsail halyard; crew unclips headsail from forestay, halyard and sheets; stuffs sail down the hatch; gathers replacement sail; clips it to the forestay; attaches halyard and sheets and returns to cockpit. (*Words are usually choice by now*).

Skipper raises headsail; crew adjust sheets and away you go. (*Of course the sheet block position on the side tracks have to be adjusted also*)

Frequently this is all that is needed to reduce heeling and get the boat moving properly again. In fact boat will probably go a bit faster and point better.

If however, more sail reduction is needed, reefing the mainsail is the next step.

Yes, we can all probably reef a sail sitting at anchor in quiet conditions. But out on the water when the wind suddenly gets much stronger and the water rougher can you, and your crew, reduce sail quickly and safely?

Is your boat set up to enable easy reefing in strong winds and rough seas?

First lets look at reefing systems.

Who takes notice of the saying "When in doubt - reef"? When you're on your beam and need to reef, does some-one have to clamber up onto the cabin roof (which makes the boat heel more), pull the Cunningham up to the reefing cringle on the sail, hook it in, release the main halyard, pull in the Cunningham line, pull in the reefing line until you

(Continued on page 16)

Reefing

(Cont'd)

(Continued from page 15)

have the reef pulled in, and then retension the main halyard?

How long does it take?

How safe are you?

How long is it before you have the boat under control again?

Can you reef when sailing single-handed?

Would you like to be able to pull in a reef in 30 seconds without leaving the cockpit? Or let a reef out in 20 seconds? Very comforting thought, for you and the crew, when things need to be done NOW!

- Single line reefing makes this a 1,2,3, procedure, and if your crew is not as confident as you are, they feel a lot happier about taking the tiller because you don't go walkabout all over the boat leaving them to handle the 'extreme conditions' by themselves.
- It takes an extra cheek-block on the boom, a fairlead on the mast, a block close to the mast on the cabin roof, a cleat at the cockpit, and a longer reefing line. Set them up as per the diagram.
- Use a smooth surface braided rope to help it slide through the cringles.

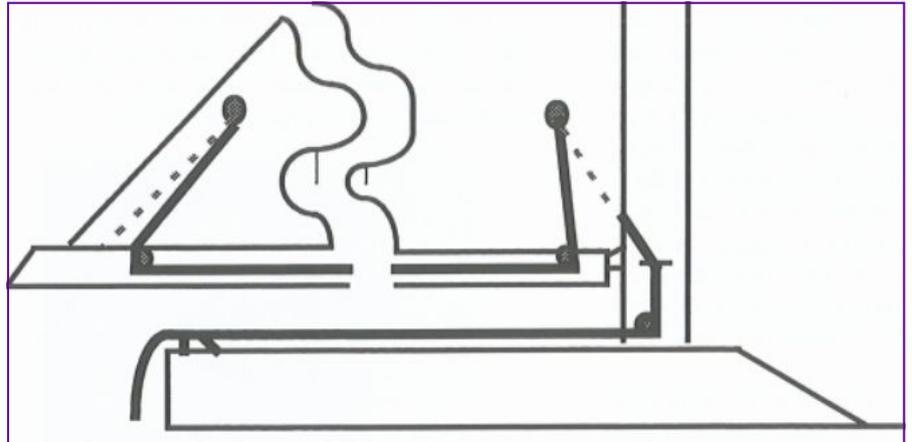
TO REEF:

1. Bring the boat head to wind.
2. Slacken off the main sheet.
3. Hook the end of your boom onto the topping lift. *(Stops the boom crashing down.)*
4. Slacken off on the main halyard until you reach the **premarked** spot that you have cleverly put there, so that you only let out the correct amount.
5. Winch in the reefing line so the sail is pulled down to the boom and cleat it.
6. Winch the halyard tight.
7. Unclip the topping lift.
8. Pull on the mainsheet and sail on.

A second reefing line would run down the opposite side of the boom.

- It helps if the cringle eyes are well rounded and smooth inside as they act as dumb sheaves.
- The leech cheek block **must not** be directly under the leech cringle but outboard of it, so that the reefing line forms an angle of 35° to the boom when the sail is fully hoisted.

Initially using a single line reefing, the lines snarled on the Cunningham hook, so you may choose to not hook in when reefing. You may not have this problem.



If you are into racing around the pins then you'll find it so easy to do, and it takes so little time, that you'll be putting reefs in or out much more often than you would be inclined to before, and sailing better for it.

If you're into cruising, then it's your bag of tricks because it sure makes life easy.

The items used for each reefing line are :-

- One Cheek Block Ronstan RF 285
- One Fairlead Ronstan RF 1057
- One Block Ronstan RF 1014

For two reefing lines, then twice as many are needed.

Most mainsails are fitted with reef ties, but there is no need to tie the reef ties if it is likely that you will want to take out the reef in a hurry.

ROUTINE FOR SHAKEING OUT THE REEF. 'ON THE RUN'

1. Ease the mainsheet and take the tension off the main halyard.
2. Release the sail from the reefing hook if hooked.
3. Undo any reef ties.
4. Release the boom vang. *This step is most important if gear breakage is to be avoided.*
5. Completely release the main sheet
 - Re-tension the main halyard.
 - Re-tension the boom vang.

Editor's Note:

This article is an amalgamation of a couple of articles from the late 1990's/early 2000's. The diagram is very basic for which we apologise.

We have little doubt that by next issue we will have further recommendations about reefing and hopefully some decent photographs of current reefing systems.

In the meantime if your reefing system is absent or inadequate or too hard to use, ask people like President Des or Mike Hale for assistance.

Dipping Your Toe In

by Jenny Adams "Swingshift"

For a long time many of you have been reading the reports on cruises people have done and enjoyed.

We would love to see more members join in these adventures. To that end over the next few issues there will be articles on the non-sailing side of the world.

This article is an overview for those who haven't done any cruising. In the following months topics to be covered will include refrigeration, fast food, meals, emergency meals, keeping it neat and tidy (it has only taken me five years) things I wish that I knew about or was told before I signed up to this sailing gig, must haves, useful bits and pieces, useful skills to have as a crew and a little talked about subject - the toilet. And anything else that comes to mind like activities to while away the time when the wind doesn't blow or is blowing too hard to leave the shore.

Firstly don't be afraid of making mistakes, you will not die of embarrassment, and most of us have done it before you. We too have drifted around at night in Refuge Cove when we thought we were securely anchored. Only to have the general comment from other people from our Assoc. and fellow sailors 'yep' we have done that too or 'who hasn't.'

After a briefing of the days sailing at roughly 9am, exceptions to this time are the tide and/or wind speed and direction. Sailing generally starts at 10 am; this means the boat is rigged, launched and ready to sail. Sailing for the day

usually stops around 4 pm which includes a lunch stop. We either anchor, pull into a beach or alongside a jetty.

We are at the beck and call of wind and tides so occasionally lunch is on the run so to speak.

Once every one is secure for the night then 'happy hour' occurs. (Warning may exceed an hour and you may not feel like dinner afterwards due to too much nibbling)

This is where all the cruisers meet together and share some nibbles and drinks. BYO chairs and glasses and drinks) and nibbles to share. If you prefer, bottles of your favourite, for me this is generally ginger beer. Tables will appear magically from the bowels of the yachts.

After happy hour people adjourn to their boats to cook dinner and retire for the night or take photos of the most glorious sunsets or clouds, as the case maybe.

On the longer cruises e.g. Christmas /New Year and Easter there is a shared evening meal. You can either bring a main, salad or dessert.

New Year is easy as we are about a 15 minute walk into Lakes Entrance and supermarkets.

Easter needs a little more thought and planning.

Look forward to seeing you on the water soon.

Jenny

Chief cook but not bottle washer, master of sock knitting and Crew of Swingshift.

Balancing Your Trailer-Sailer

by Bernard Stahn (Archivist)

The Sonata 7 and its predecessor, the SC23 are known to be rather forgiving yachts, meaning that if the skipper panics and lets go of everything, the yacht turns into the wind.

This fine safety feature is achieved by choosing the location of the swing keel with respect to the location of the sails and superstructure. The centre of lateral resistance, located in the swing-keel is forward of the centre of lateral drive somewhere near the mast, and this turns the yacht into the wind.

Forgiving yachts as outlined above are usually not the fastest, because they are not balanced (they suffer from weather helm), when the sails are set for maximum forward drive.

In a balanced yacht set for maximum forward drive, the centre of lateral resistance is right below the centre of lateral drive. There is no appreciable helm and the skipper can actually let go of the tiller and control the direction of the yacht by "playing" the main and foresail sheets. This makes for better performance because any rudder action to counteract weather or lee helm causes turbulences and acts like a brake.

The above is not to say that the skipper of a forgiving (weather helm) yacht cannot balance the yacht. All it needs is to ease the mainsail and over-sheet the foresail, so that the centre of lateral drive moves forward. I had to do this once when I

broke the rudder blade on a sandbar. The penalty is that the sails are no longer set for maximum forward drive.

Ed. -Note: If you are racing the keel of your yacht **MUST** be fixed down. It is not permissible under race rules to partially raise the keel.

So who can have the "best of both worlds"? The answer is: Skippers of a swing-keel yacht like the Son.6, Son.7 or SC23. They can set the sails for maximum forward drive and then wind up the keel to bring aft the centre of lateral resistance, thereby reducing or even eliminating weather helm. There will be a slight loss in exposed keel surface and rise of the centre of gravity. Those with some mathematical understanding will appreciate that these two losses follow the cosine function of the keel rotation while the shift of the centre of lateral resistance to aft follows the sine function. This is why the benefits outweigh the losses for angles below 45 degrees.

Finishing with a bit of trivia, we have in our club a SC23 by the name of "Swingshift". A previous owner of this yacht won the Victorian State Titles two years in a row. He must have known something about swingshift.

Why not try it yourself?

For Sale By SYAV

These bow shackles are rated 1.5 tonne each and will support your trailer rig if it becomes disconnected. Your chains should be crossed to stop the drawbar **hitting the road and causing a rollover. Suitable for Sonata 7.**

Cost \$6 ea.

Obtainable from Des Russell: 0419-341-206



Two deep cycle batteries for sale

Used for one season only, upgrading due to extra goodies on the boat.

Approx. 1 years use

12 volt 65 amp hours each

320mm long 160mm wide

180mm high

\$100 ea.



Magma Charcoal BBQ for sale

\$100 (half price)

Contact Mike Hale



These items for sale - contact Mike Hale:

Ph: 0418-351-758



Camp kitchen kit. Brand new in box. \$40

SONATA ASSOCIATION MERCHANDISE

- All chest measurements are under arm width.
- All items have Sonata logo.

REVERSIBLE VEST \$55 (SLEEVELESS)

Shower-proof outside, polar-fleece inside. Available in Navy/Red, navy/gold, navy/navy, black/black, black/red colour combinations. With the **Sonata logo** and underneath the logo, the **name of your boat.**

When ordering please be very clear on **colour combination, size and boat name.**

Adults:	S	M	L	XL
Chest:	53	57.5	60	62.5

POLO SHIRTS, \$40

Short sleeves, collars, navy blue with red trim

Adults:	S	M	L	XL	2XL	3XL
Chest:	53.5	56	58.5	61	63.5	66

POLAR FLEECE JACKETS \$55

Long sleeve, full zip, navy blue

Adults:	S	M	L	XL	2XL	3XL
Chest:	57.5	60	62.5	65	67.5	70

RUGBY TOPS \$55

Long sleeve, collar, navy blue with red trim.

Adults:	S	M	L	XL	2XL	3XL
Chest:	57.5	60	62.5	65	67.5	70

CAPS - \$15 NAVY WITH SONATA LOGO

SONATA PENNANTS \$5 EACH

KEEL-CABLES FOR SONATA 7 - \$30 EACH.

ITEMS CAN BE POSTED AT PURCHASER'S EXPENSE

Place your orders with Sue Spicer
Email: suespiceraus@gmail.com

Or 'phone Sue on 03- 9427-7720
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Spray jackets in 6 different colours with the Sonata logo on the left side.

It is a unisex jacket, available in White, Fluro,

Black or Blue

With or without contrasting zip.

Sizes XS to XXL



Spray jackets \$72 each

For Sale: Sonata 7 "Valkyrie" SA753**Price reduced. Now: 18,000 ONO**

Contact Phil Stevens. (03) 9850-4867

or 0418-514-445

Lots of features.

See Sonata Notes of April and May 2017 for full details or on Gumtree

**Wheels and Tyres For Sale**

Four (4) 13" galvanised Holden wheels with 165 R13 light truck tyres – all balanced. Tread 90%
 Prefer to sell as a whole; would consider separate sales

\$400 ONO the lot. Ring Phil Stevens – (03) 9850-4867 or 0418-514-445**Trailer for Sonata 7 Wanted**

INTERESTED IN SELLING YOUR TRAILER IF
 UPGRADING?

Following the theft of my trailer, I am keen to
 purchase a replacement second-hand trailer for
 my Sonata 7.

Please contact **Peter Wiseman** either on

- **0415-685-057** or
- **wisemanpeter@bigpond.com.**



Sonata 7 Keel Turning Block Next size up from
 original. Model RF 457. Probably last one left in
 Australia. \$60 Contact Sue Spicer at
suespiceraus@gmail.com

Sonata Notes



A.A. Registration No A0010743B

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