

Straphanger

Port Curtis Sailing Club

Est. 1941

March 2013



Brisbane to Gladstone Yacht Race
29th March 2013



MANAGER BRIAN DAWSON

Twelve months is a short long time in Gladstone. Last year I wrote about January 2012 being the busiest January month on record, well this year we didn't do so well. I have identified three main factors that contributed to the poor result: income was affected by rain, staff costs were affected by extra training for the opening of Salty's and the change over of head chefs, and thirdly food costs were up due to rain and the need to fly product in due to floods. The payroll costs can be controlled once training has finished and the staff get used to the changes but unfortunately we can't control the weather.

Year to date figures are good, the club is ahead of budget and there's money in the bank so don't think we're heading back to the doom and gloom because we are not. History shows the club goes through this every year, January and February are always a struggle to win, I think we just got lucky last year and unlucky this year.

Twelve months ago the club was still under threat of Supreme Court action to overturn our Heritage Listing status, which at this time is no longer a concern as that action has been withdrawn. The club has entered the final year of the existing lease, there is an option for an additional 10 years and at the very least this will be picked up. The Management Committee are currently seeking to hold discussions with GPC about what variations would be accepted and possible options that might be available in terms of time and additional footprint or sites. Members will be kept informed of any developments.

It was also 12 months ago the Riverside Kitchen opened with a hamburger menu, this year we saw the opening of Salty's Mexican Cantina. This was well received sales of 1221 meals in February and 1124 in January were recorded. The concept was right, the pricing was right and we got the menu right after some reinvention and hard work from the team. It remains to be seen if the community and members require the service during the week nights (Wed & Thur) but certainly Friday, Saturday and Sunday is here to stay for the season. We'll find out more when the rain stops. On the lighter side it was entertaining to see some people lining up under umbrellas in the rain to get their Mexican order in.

Ironically, it was 12 months ago that 3 gaming machine entitlements were transferred to Calliope Bowls. This was part of the plan to reclaim the Gladstone Room and relocate the gaming machines. Now, at last and with much help from Ray Hobbs, the exemption certificate from Heritage has been granted for the work to be carried out. Ray has built the new room downstairs and the relocation of the machines should be completed Thursday 7th March. That means the Gladstone Room will be back as a function room in time to host the Brisbane to Gladstone Presentation, it may not be finished but it will be usable. Incidentally it is 12 months since the stop work order was issued by Heritage Council on the room downstairs, it hurts a bit to consider the lost revenue opportunity by means of the extra dining space, the extra gaming options and the ability to hold functions.

MANAGER BRIAN DAWSON

It will be interesting to see what develops over the next 12 months with plenty of projects on the horizon and in motion. I suppose one of the key developments will be the construction of the strategic plan for sailing and the club. This is something that is needed but a real pain to get done. About 12 months ago a series of the benchmarking meetings were held to establish how the club measures compared to other similar businesses. Leading on from that, thanks to lots of effort from Brad Greer and initially Rob Auty, there is a series of meetings planned to develop the strategic plan. The current Management Committee have the task of establishing what the GPC will allow the club to do and to combine that with a strategic plan to take the club into the next fifty years. The end result is expected to be tabled in time for the AGM.

Thanks for reading and be nice to each other, especially me!



The Gladstone Room 1959

Dinghy Tips No 2.

By Martin Cooper

Going Upwind

It is a great advantage to be in the lead when beating upwind. So much so, it almost seems unfair. Covering is a term to describe deliberately sailing to place an opponent in your dirty wind, or wind shadow.

Clean air. The wind is disturbed and redirected by a boat's sails. This causes a boat being covered to point lower and generate less power. Sailing the correct angle is a challenge and critical to minimize drag and produce good lift. Disturbed, dirty wind makes it near impossible to find the groove and sail the correct angle.

The wind also is easier to read off a natural sea. Confused water from another boat's wake will make it much harder to read the gusts and get in a rhythm.

Obviously, no one has ever covered someone else from behind, (unless they were going downwind.)

So, putting first things first, get a good start. If that does not happen, get over it and tack away. Go find clear air. Don't stay in the slow lane. Going slow happens to everyone. The good sailors just don't let it happen any longer than it needs too.

Basic starting tips

Wear a watch and use it to count down to the gun. Check the timing as the flags fall.

Identify the favoured end of the line. This is usually the end that is more upwind than the other. This is not always straight forward, but the more you try and work it out, the sooner you will work it out.

Know where the line is. Line up the Pin and the Start Boat with a point on the horizon. You can now sail along the line and use this line of sight to know you are not crossing the line.

Being on a starboard tack is always in fashion and a nice touch.

Be moving really well when the gun goes. (Get moving BEFORE the gun goes)

Think well ahead and aim to sail into a clear space, so much better than ploughing into a debacle of crunching fibreglass.

Sail the shortest course

Going fast is great, but it is absolutely worthless if it is in the wrong direction.

Know the course and plan your course. Picture rounding the marks correctly. Is the course Port or Starboard? Sail the planned course and sail no further. Planning ahead in Gladstone is all about the tide. In other metropolitan areas it may be the rest of the fleet or the effect of wind obstacles that dictates strategy, but being in Gladstone, we will focus on the tide. Ask yourself these questions, what are the tide times and where are the strongest flows? How will I adjust my heading to sail the shortest course?

If you cannot find the answers, perhaps stay at Dudley's bar instead of signing on and going out. It will save a lot of bother rigging and washing the boat.

Seriously, Gladstone harbour is a fantastic place to sail. The tide plays an immense part in deciding the outcome of the race. It affects all points of sail, but we are concentrating on upwind sailing.

Scenario 1. *Beating upwind against the (unfavourable) tide.*

Quite often the one tack will be punching into the tide and the other tack will cross the tide. Work out where the channels are, as this is where the tide flows fastest. Minimise the effect of the tide by punching into it OUT of the channel sailing in the slack water. Sneak along the bund wall where the current is slowed. Tack about and quickly cross the channels of fast flowing water.

Dinghy Tips No 2. Continued...

By Martin Cooper

Scenario 2. *Beating upwind with the (favourable) tide.*

The tide is like a magic carpet ride upwind. Identify the fast flowing areas and spend as much time in there as possible. It will be your express delivery to the top mark.

All you have to watch out for is that it does not carry you PAST the top mark!

Control this by doing small beats and tacking often when closing in on the top mark. Trying to lay the mark on a long beat is a risky. Overlay the mark and you will be sailing a longer course than your competitors. If you do overlay, correct early using a land mark on the horizon to sail a direct course to the mark. Allow for the tide.

Sail Trim

A luffing part of the sail is not generating any lift. Sometimes it is a necessary evil, however, it is still causing some drag. If part of your sail is luffing, it can be indicating that the sails should be flatter or increase the angle of attack. As apparent wind is greatest going upwind, your sails should be flattest when going to windward.

Induce mainsail twist with heavy Cunningham and bend mast to reduce sail camber to flatten it and lower drag.

If head is twisting off too much and luffing, increase vang tension or use traveller to hold leach up. The aim is to have the whole sail sharing the work, but no part overworking. By smoothly redirecting the wind, lots of lift is produced with minimal drag.

Boat Trim

Boats generally go better when sailed flat. Yachts seem to need to heel to generate a righting moment to balance the forces of their sails. Crazy stuff!

Buy a dinghy and LEAN OUT.

Recognise that the underwater surfaces lose effectiveness as the hull heels over. Keels and centreboards need to be moving to resist the lateral forces. Be prepared to sail lower and faster to drive through areas of chop, ease sheets and keep the boat upright to meet the waves. Go easy though, if it is rough enough to ship water or bury the bow. Don't let that happen.

Listen to the rudder. Adjust heel and balance headsail / mainsail load to have light or neutral weight (helm) on the tiller. If you are fighting the helm you may as well be holding back the boat and trying to stop it moving forward.

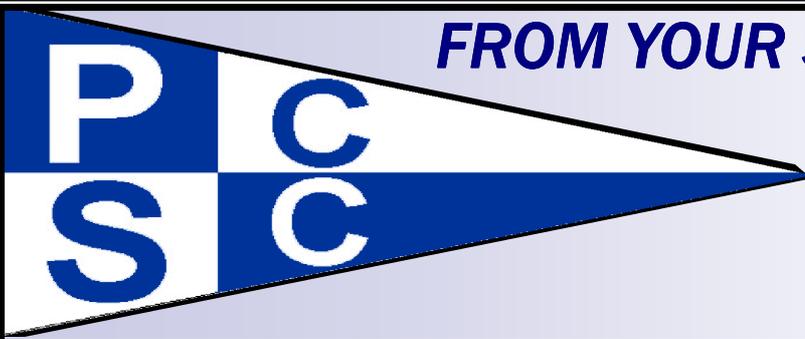
About the Author

This is all gold and sounds straight forward...and yet I make the same mistakes nearly every Saturday arvo, just by not doing half of the basic things I have mentioned above.

Fortunately, I have my skipper Jack Paul, to help me get back on course.



FROM YOUR SAILING COMMITTEE



Brisbane to Gladstone Yacht Race

This year is the 65th edition of the QantasLink Brisbane to Gladstone Yacht Race and last count there were 29 entrants. Starter's gun for the 308 nautical mile journey fires at 11am on Good Friday, 29th March. For all the information and race updates, including the popular yacht tracker check out the website www.brisbanetogladstone.com.au

On the local front we have three entrants in the B2G, Immigrant (Jeff Paul), Piranha (Ben Miers) and Wistari (Scott Patrick), and their crews. From our neighbouring club CCYC is Arcadia (Tim McCall). And not forgetting our multi hull sailors, No Problem (Ray Hobbs) and crew who are competing in the Multihull Yacht Club of Qld Brisbane to Gladstone race. Follow the multihull news at www.mycq.org.au/Events/BtoG

Race Results Room

Barry will be manning the race results room again this year. If you want to spend a couple of hours talking to people about boats or tracking the yachts on the map board or the big screen TV, come along down. Helpers always welcome.

The room will be open on Friday afternoon, close for the evening, and re-open around 6am on Saturday. Depending on the weather the first boats could arrive early Saturday morning.

Sailors BBQ Breaky

Brian and our hospitality team are expecting to be exceptionally busy over the Easter period and may need a little volunteer assistance with cooking a BBQ Breaky for the sailors on Sunday morning. If you can help please see Brian.

And the Presentation

This year the B2G presentation will be held at the club, upstairs in the Gladstone Room.



PCSC History Preservation Project

Letting members know the Club is embarking on a project to collate and preserve our history for the benefit of current and future members. A long term project with Ken Watson at the helm, the first step is to form a small team of members with history on their minds, and time on their hands. Please see Ken if you would like to help.

Sabot Fleet Working bee

The Start Sailing team are having a working bee to check out the Sabot fleet. The plan is to rig the sabots, find the best of the fleet and make a list of maintenance. Helpers most welcome.

Saturday 23rd March, 0930

2013-2016 Blue book available office

The YA Racing Rules of Sailing 2013-2016 books have arrived. Selling at cost price of \$33 each, books can be purchased from Reception.

Dinghy Rigging Area

You may have noticed the grassed dinghy rigging area near the flag pole and the grass under the wooden tables is deteriorating from the constant use of these areas. To resolve the problem the grass will be replaced with artificial turf which will make these areas top quality for both sailing and hospitality. Grass areas on the Herc shed side will remain.

Start Sailing Team

Congratulations to Tony Constance who has completed his accreditation as a YA Dinghy Instructor, along with Claire & Anna Williams and Rohan Berry who passed the Assistant Instructors course with flying colours in January.

CQ Championship series dates

Update on CQ Championship dates. It turns out the Queen's Birthday weekend in June is also Rocky Show Day making for a great sailing weekend, so in conjunction with CCYC we have locked in the following dates:-

Friday 7th June – CCYC sailors make journey down to Gladstone

Saturday 8th June – Heats 1 and 2 sailed in Gladstone

Sunday 9th June – Heat 3 ocean race to Rosslyn Bay

Monday 10th June – Alternative heat 3 at CCYC

Saturday 15th June – Heat 4 and 5 at CCYC.

Volunteer Marine Rescue

Public Information Sessions

VMR hold a free local knowledge and general information session for local boaties.

Run every 6 weeks on Sunday at 2pm sharp in their new VMR Base at 268 Alf O'Rourke Drive.

Upcoming dates:- 24th March, 28th April, 16th June, 28th July.

Call in and see Jim Purcell or ring VMR on 4972 1676.

VMR Radio Course

Interested in getting a Marine Radio License, VMR are running their radio course on Tuesday 21st and Thursday 23rd May at 1845. Cost \$130. Please contact Jim Purcell.

UPCOMING EVENTS

Home Events

ORC series Saturday 9th and 16th March 1400

Handicap Series heat 1 on 23rd March 1400, and heat 2 on 6th April 2013

Adult Start Sailing – next group commences 7th April

Away Events

65th Brisbane to Gladstone Ocean Yacht Race – Friday 29th March 1100

Brisbane to Gladstone Multi Hull Race (starts from Shorncliffe)

Whitsunday Sailing Club Easter Off the Beach Regatta – Friday 29th March to Sunday 31st March on the waters of Pioneer Bay off Airlie Beach. For more information visit

www.easterregatta.com.au

MEMBERSHIP BENEFITS

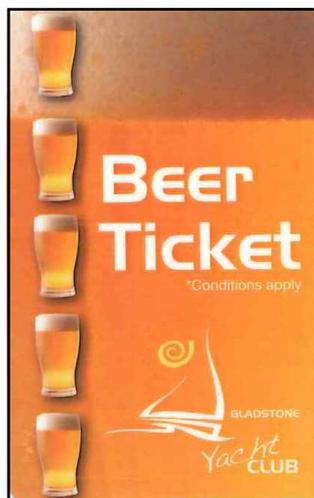
In place of Happy Hour we will run a voucher system which is only available to Life and Ordinary Sailing Club Members and Pensioners.

The vouchers can be used on Fridays from 2pm to 6pm

How it works.

Eligible customers can buy a Beer Ticket at Reception or our Main Bar for \$13 per ticket.

This will allow the holder of the Beer Ticket the option to purchase 5 x 10oz Beers, House Wines or 10oz Soft Drinks or a combination.



Is That The America's Cup

Ken Watson, a veteran yachtsman having sailed 4 Sydney to Brisbane Yacht races, 38 Brisbane to Gladstone with five wins (4 on Wistari and 1 on Restless), and 3 Gladstone to Cairns along with several local offshore races had an up close but "hands off" look at the America's Cup when holidaying in New Zealand.

Ken recounts he placed his hand on the cabinet for the photo and set off the security alarms.



Port Curtis Sailing Club Calendar 2012-13

Wk	Date	Start	Event	PRO	MV Jack Mortensen Starter	Herc	Rescue Red	Duty Boat Roster	Tides	
					Roster Duty Boat 2 members capable of performing duties onboard support boats					
37	Saturday 2-3-13	1400	Club Championship - Heat 6 postponed to 13-4-13 due to weather and visibility	Steve Lewis 0419 742 413	Barry Austin	Max Lubke & Dirk Beyer	Ken Watson	na	1157 3.70 1805 1.03	
	Sunday 3-3-13	0800 1200	Adult Start Sailing 3	Tony Constance					0646 1.35 1248 3.43	
38	Saturday 9-3-13	1400	ORC	Ken Watson 4979 0750	Barry Austin	Max Lubke & Dirk Beyer	Ken Watson	help needed	1354 0.63 1958 3.93	
	Sunday 10-3-13	0800 1200	Adult Start Sailing 4	Tony Constance					0818 4.41 1435 0.51	
39	Saturday 16-3-13	1400	ORC	Ken Watson 4979 0750	Barry Austin	Max Lubke & Dirk Beyer	Ken Watson	help needed	1142 3.36 1735 1.27	
	Sunday 17-3-13	0800 1800	SRD - all day						1216 3.09 1800 1.51	
40	Saturday 23-3-13	1400	Handicap Series - Heat 1	Sue Doyle 0419 649 764	Barry Austin	Max Lubke & Dirk Beyer	Ken Watson	Rag Top	1253 1.20 1906 3.46	
	Sunday 24-3-13	0800 1800	SRD - all day						1330 0.99 1942 3.69	
			Aquatic Permit approved to here							
			EASTER 29-3-13 to 1-4-13 - Start School Holidays							
41	Saturday 30-3-13		EASTER						1101 3.83 1707 0.77	
	Sunday 31-3-13		EASTER						1148 3.57 1746 1.00	
42	Saturday 6-4-13	1400	Handicap Series - Heat 2	Colleen Sawatzki 4972 2844	Barry Austin	Max Lubke & Dirk Beyer	Ken Watson	NAP	1245 0.80 1853 3.80	
	Sunday 7-4-13	0800 1200	Adult Start Sailing 1	Colleen Sawatzki					0713 4.11 1329 0.66	

Port Curtis Sailing Club Calendar 2012-13

Date	Start	Event	PRO	MV Jack Mortensen Starter	Herc	Rescue Red	Duty Boat Roster	Tides
				Roster Duty Boat 2 members capable of performing duties onboard support boats				
43	Saturday 13-4-13	1400 Handicap Series - Heat 3 and Championship Heat 6	Maria Mohrholz 0427 725 554	Barry Austin	Max Lubke & Dirk Beyer	Ken Watson	na	1043 3.44 1634 1.05
	Sunday 14-4-13	0800 1200 Adult Start Sailing 2	Colleen Sawatzki					0513 1.23 1113
End School Holidays Sun 14-4-13								
44	Saturday 20-4-13	1400 Club Championship - Heat 7	Ken Watson 4979 0750	Barry Austin	Max Lubke & Dirk Beyer	Ken Watson	na	1116 1.41 1737
	Sunday 21-4-13	0800 1200 Adult Start Sailing 3	Colleen Sawatzki					0543 3.63 1205
45	Saturday 27-4-13	1400 Handicap Series - Heat 4	Tony Constance 0410 678	Barry Austin	Max Lubke & Dirk Beyer	Ken Watson	Dr Orders	1006 3.86 1610
	Sunday 28-4-13	0800 1200 Adult Start Sailing 4	Colleen Sawatzki					0458 0.64 1053
46	Saturday 4-5-13	1000 Yeppoon to Mackay Ocean Yacht Race. Con- firmed. Category 3	Tim McCall CCYC					
	Sat & Sun 4th 5th May	TBA Bay 2 Bay. To Be Con- firmed. Not public holiday long weekend	Harvey Bay Sailing Club					
	Saturday 4-5-13	0800 1800 SRD - all day						
47	Saturday 11-5-13	1400 Handicap Series - Heat 5	Sue Doyle 0419 649 764	Barry Austin	Max Lubke & Dirk Beyer	Ken Watson	Immigrant	0951 3.41 1540 0.90
	Sunday 12-5-13	0800 1800 SRD - all day						1022 3.29 1603 1.02
48	Saturday 18-5-13	1400 SRD - spare incase championship postpone- ment	Sue Doyle 0419 649 764	Barry Austin	Max Lubke & Dirk Beyer	Ken Watson	na	0905 1.48 1527 2.92
	Sunday 19-5-13	0800 1800 SRD - all day						1013 1.32 1639 3.16
49	Saturday 25-5-13	1830 PRESENTATION NIGHT exclusive use of up- stairs	Steve Lewis					1510 0.39 2133
End Season								

SALTY'S CANTINA

Al fresco Dining

Mexican Cuisine by the Water's Edge



OPENING HOURS

Wednesday ~ Thursday 5pm

Friday ~ Saturday 2pm

Sundays 1pm

Subject to Weather conditions, Sailing Regattas and Large bookings.

Gladstone Yacht Club



BISTRO OPENING HOURS

Lunch

Dinner

Monday ~ Thursday	12:00pm ~ 2:00pm	6:00pm ~ 8:30pm
Friday ~ Saturday	11:30am ~ 2:30pm	5:30pm ~ 9:00pm
Sunday	11:30am ~ 2:30pm	6:00pm ~ 8:30pm

Birthday Draw

Congratulations to our birthday winner!

Ian Johnson

Next Birthday Draw;

Wednesday March 27th at 8pm

Is it your Birthday Month?
 Have you got your Birthday Vouchers from Reception?
 You could be the Lucky Winner of \$500.00 cash!

QGCC
 A BG Group business



The PCSC proudly gives thanks to;



Fuel for the Future

Gladstone Yacht Club



P.C.S.C

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Web: www.gyc.com.au

E-mail: admin@gyc.com.au

1 Goondoon Street, PO Box 1070, Gladstone



Web: www.gyc.com.au

Commodore: John Ibell (0429 855 180)

Vice Commodore: Sue Doyle (0419 649 764)

Club Captain: Lex Moran (0418 794 286)

Treasurer: Brad Greer (0419 244 245)

Secretary Manager: Brian Dawson
(brian@gyc.com.au or 0418 722 243)

Straphanger Contributions

We want to hear what you have to say.

If you would like to contribute to any future editions of the PCSC Straphanger, please contact Narelle on:
Ph: 07 4972 2294 or Fax: 07 4972 7872 or Email: admin@gyc.com.au

If you would like to unsubscribe to this Newsletter, please email your Name and
Membership Number to admin@gyc.com.au

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*FAMOUS for our Food, FAMOUS for our Wines,
FAMOUS for our Sailing, FAMOUS for our Service.*