

# mainsheet

AUTUMN - 2017



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## **The Official Publication of the Nedlands Yacht Club (Inc)**

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### **Vision**

NYC will be a vibrant, sustainable, responsible and family oriented sailing club encouraging juniors and families into the sport, teaching people to sail or improve sailing skills from juniors to world class sailors.

### **Aims**

To be a sailing club, with a balance of sailing and social members, and a mix of fleets that supports people to progress to stages of development from beginners to world class sports people.

To be recognised as the premier off the beach sailing club in the Perth metropolitan area, who can boast friendly members committed to the NYC environment.

To be a well-managed and financially sound club with a membership base of 600 – 800 people.

To be recognised as a club with a culture of volunteerism and social belonging leading to excellent standards of sailing competitiveness and behaviour.

### **What we value**

A unique culture exhibiting modesty and pride in the club.

A spirited, diverse and actively contributing membership.

Respect for difference of opinion, and willingness to listen.

A competitive and sportsmanlike racing culture.

A club open to all ages, abilities and welcoming to newcomers.

Providing a quality recognised program of sailing development.

Care for our surroundings and environment.

Financial security and sustainability.

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# COMMODORES REPORT

Hello everyone and welcome to the Autumn edition of Mainsheet, we are nearing the end of what I think has been a successful and enjoyable 2016/17 sailing season however, I will leave comment on that to our Vice Commodore Gavin Taylor who, as Chair of Regatta has a hands-on experience of the year's operations and will I'm sure bring you all up to date on the latest developments.

It is pleasing to be able to report that your club is in a financially stable position thanks largely to the efforts of our Managing Secretary, Alison and those of our Events and Marketing Manager, Jacinta, and all club staff who keep the place ticking over and on an even keel, we would be lost without them. I know members are often critical of the number of events held at the club but just bear in mind that approximately 70% of our annual income comes from events. This enables us to do two important things, keep your fees as low as possible and maintain an ever-ageing infrastructure. Without this income, the club simply would not survive without massive increases in members' annual subscriptions.

I must apologize to members for having had a bit of a bad run health wise over a few months and I have been unable to fulfil my rostered duties mainly as OOD and in doing so I must also thank the likes of Mike Fitzgerald who at times and with very short notice stood in for me to ensure a successful day's sailing was had by all.

On another tack, completely and for the information of all members, Alison and I attended a meeting at PFSYC at the invitation of their commodore David Boon, along with another 6 small to medium size yacht clubs, Maylands Yacht Club, Mounts Bay Sailing Club, East Fremantle Yacht Club, Perth Dinghy Sailing Club, Claremont Yacht Club and Swan Yacht Club. So, 8 Clubs in all. The objective of the meeting was to explore the possibility of forming a Non Distributing Co Operative (Co Op) Through the formation of this Co Op we looked at the potential to explore savings to member clubs in the areas of Insurance, fuel, trophies, waste disposal, cleaning services, food and beverage supplies, repairs and maintenance, staffing, fire and safety, emergency consumables, stationary, IT, regalia marketing, plant and equipment and the list goes on, whatever you can think of can be included.

A full report has been presented to your Management Committee for discussion and deliberation. No decision one way or the other has yet been considered and it will be some time before we are in any position to commit or otherwise to this proposal if at all. I must stress to members that your Management Committee will at all times act only in the best interests of our club and whilst this idea may seem very appealing we are treating it with the utmost respect and care exercising due diligence at all times., Any member who has concerns or suggestions, ideas constructive or critical is welcome to speak to me on the matter. I welcome your input. So, don't be hesitant if you have something to contribute or an opinion to express give me a call.

It is now that time of the year when our AGM is fast approaching and no doubt some of your Management Committee will be stepping down, we need to encourage some newer and younger members to take the step up and put their hands up and nominate for a position on the Committee. The younger and newer members are the future of our club so please give this matter some serious consideration and don't be overwhelmed by the thought of it all. You are required to meet once a month on the 3rd Monday so there is not a lot of demand on your time and it is a significant contribution to the management of NYC. I sincerely hope to see a few new nominations coming in this year

That's about it from me for now, so hope to see you soon.

Happy sailing

Milton Kirk

Commodore





# REGATTA REPORT

The second half of the season has seen NYC host 2 very successful Invitational Events, the second round of the Short Course Regatta and the HMAS Perth.

For the Short Course Regatta we were joined by the Pelican fleet with 7 boats from South of Perth Yacht Club, East Fremantle and Mandurah. Race Officer John McKechnie had more favourable conditions than the +25knots in the first round but had to set a course in the challenging south easterly breeze that was swinging 40 degrees. In all we had 53 boats sailing the Short Course Regatta and we conducted 14 starts and 15 races. A great day was had by all and we thank RO John McKechnie for his continued devotion and persistence in making our short course regatta enjoyable for both competitors and volunteers.

For the HMAS Perth we were joined by visiting International 14s, Skates, Viper 16, Nacra 15s, Mirrors and Cruisers. Race Officer John McQueen has been our traditional Race Officer for the HMAS Perth and once again John lead the racing for our most prestigious event of the sailing season. Unfortunately, the wind didn't want to co-operate and following a short delay the gun was fired for the first race in a light westerly breeze. This year we had 6 Divisions competing with a hybrid division in Division 5, which included both off the boat high performance catamarans as well as large Multihull Cruisers. The concept proved a great success with an off the beach catamaran winning and 2 multihull cruisers coming a very close second and third. A special mention must go to Ross Cargill for his overall coordination of the day, Race Officer John McQueen and our results and handicapping team of Julia Cheong and Mary Ipkendanz.

I would also like to take this opportunity to thank our unofficial club ambassador for increasing participation in the multihull fleet, Ron Stokes. Ron was the driving force behind the Division 5 concept for the HMAS Perth and over the last 6 months the club has welcomed 3 new trimarans along with their owners and crews to the club. We now have 5 trimaran cruisers and we are looking at ways to further improve facilities such as new ramps and wash-down areas to accommodate our growing multihull cruiser fleet.

Our renewed focus on training has been an instant success this season with over 50 adults and 30 Juniors participating in our Adult Learn to Sail Courses and our Tackers Courses. It is also great to see the fruits of our efforts and continued focus on Junior training leading to our Juniors transitioning into our senior fleets. Over the last 12 months we have seen the purchase and racing of a new Hobie and most recently 2 of our juniors graduating from the Flying 11s have purchased 2 National 125's. It is also a timely reminder for those members with boats sitting idle in their sheds or in storage to advertise your boat for sale so that people completing their training courses have access to reasonably priced second-hand boats. A healthy second-hand market and up to date listings of boats for sale will greatly assist in growing all of our fleets.

NYC will also be hosting the WA State School Teams Racing over the Easter School Holidays April 10-14. We are expecting around 18 teams with 7 sailors per team along with coaches and team members from as far away as Esperance. Along with family and supporters we are expecting over 200 visitors each day of the event to visit NYC. If you have the chance to come down to the club you will get to see some of the best Junior Sailors in WA doing battle right in front of the club with many of our own Junior members competing with their school teams.

Thanks again to all of those who have volunteered during the sailing season and make racing on a Sunday possible.

See you on the water

Gavin Taylor



# FINANCIAL MATTERS

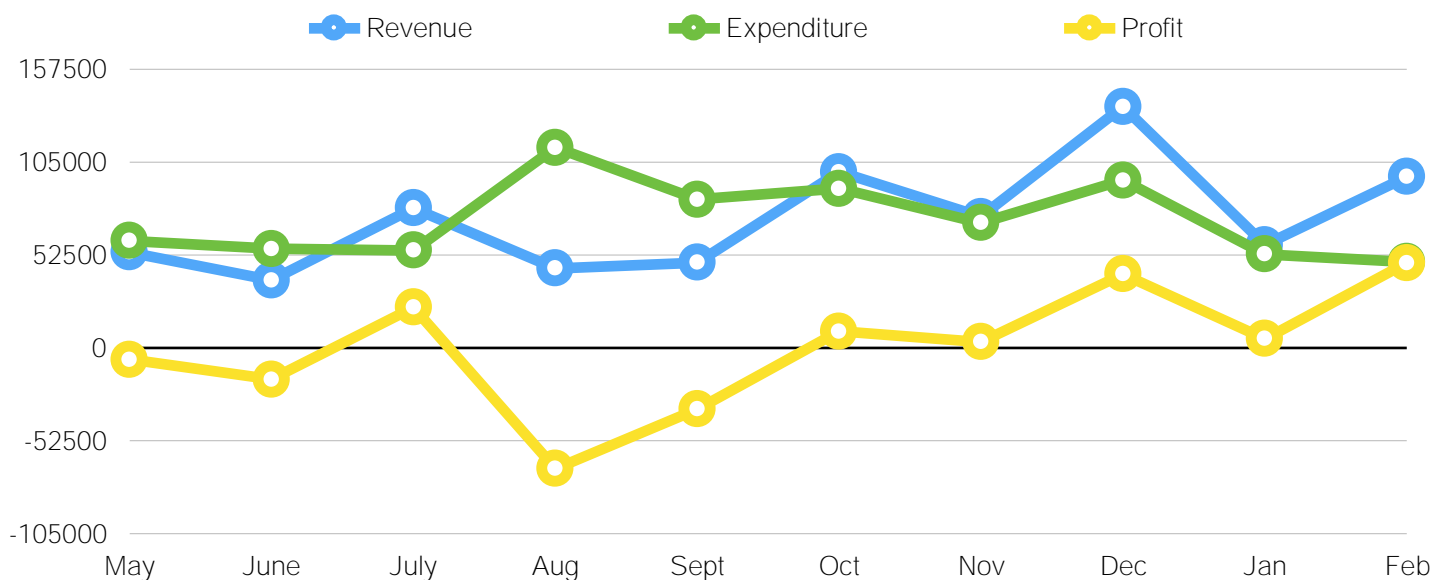
At the end of February, we had \$336,118.05 cash at bank. This was made up of \$92,907.08 in our operating account, \$76,049.04 in our savings account and \$134,000.00 in our depreciation account. Along with this we are required to maintain a cash deposit as a bank guarantee for our riverbed lease and a current debt on our credit card account of \$8,318.07. At the same time, we had at the end of February \$1,965.15 cash at hand, mostly as floats for the bar and galley. As well as the requirement to maintain a bank guarantee for our riverbed lease we have paid to date \$17,288.50 this year.

As at the end of February we have a slight deficit of \$4,463.44 for this year's trading. The budget projection for the full year was a small deficit of \$750. At this stage, we are on target with our overall budget bottom line despite the unanticipated additional expenditure incurred with the renovations to the foyer, maintenance and payment to a previous bosun.

Despite having to close to events while renovation occurred our function revenue is only short by \$22,500 on the budget projection for the year, a pleasing result with 2 months to go. This is thanks to the work of Alison and Jacinta in making sure we continued to provide a well sought after and organised venue. This year there has been a fall off of bookings from the corporate world, including government for training and planning events and over the Christmas period for Christmas parties. We have become reliant on weddings as a primary source of event activities.

With the appointment of Graeme Penniford as training coordinator there has been considerable activity in the training and junior space with revenue close to our projections and expenses well within the original costings, due in part to the coordinator not coming on board as early as anticipated.

The attached graph shows how our profit and loss fluctuates throughout any given period. This is mostly due to membership revenue receipts in May, June July and August and expenditure particularly on any capital works being time volatile.



The graph shows in August the major payment for the foyer was made, the revenue peak in July, the month when a large amount of membership is received and the Christmas revenue peak for functions/events.

Brian Wooller  
(Hon. Treasurer)  
March 2017

# SAILING IN COMPANY

**Two yachts is company – Walpole is lovely.**

On December 26 we left Perth with Rascal in tow, an eski full of Christmas leftovers and drove south. Destination: Walpole. As it was raining and midday before we set off we took the precaution of phoning the Walpole Hotel-Motel and booking a room for the night. It turned out to be a good move because we arrived in the dark and would have had to do something with the mast before tucking in for a night in the v-berth.

Ray had arrived with Esprit earlier in the day and scouted out the town, jetty and estuary. He joined us as we enjoyed a hearty meal at the pub and plans were made for an early morning rendezvous to launch and set sail.

Our room was clean and tidy with an oddly sloping roof and psychedelic carpet direct from 1972. We slept well though.



The next morning the masts were raised and the boats were launched and we set sail in the sheltered upper reach of the inlet, we made our way through the well-marked passage into the larger body of Nornalup inlet. The winds were light and the skies a little grey but we had a good time. We pulled in at a beach and met a family of four enjoying a holiday on a Court 750 (Rascal's larger cousin). Then we sailed across to the mouth of the Frankland River and carefully sailed up it, all the way until we glimpsed the road bridge. It was shallow and our swing keels proved their worth, although Ray picked up some gravel in his that took a while to shake out.

After a lovely meander through very beautiful river-country we picked a spot to anchor and used ropes to haul Esprit close enough for Ray to visit for a sundowner. When he went home for the night we just shortened the anchor ropes to ensure we wouldn't collide in the night. We need not have bothered as the river was completely still all night.





The next day saw a bit more tacking across the inlet, a stop for lunch back at the jetty, and by sunset on day 2 we were in a bay on the Western side.

On day three, with dark clouds threatening to make pack up a wet process, we made our way back to the jetty. Ray was heading back to Perth and we decided to check out Denmark's inlet. We farewelled Ray and drove Rascal along a very bumpy road to Denmark. We arrived in the early afternoon, raised the mast and popped her in the water at Denmark's very little launching ramp, just near the caravan park. As we sailed out the dark cloud came good on their threats and Pete pulled on his wet weather gear, while I stayed mostly in the cabin.

The inlet was beautiful but the wind and weather made some parts seem treacherously rocky. We sailed from one side to the other and then found a moderately sheltered place to anchor for the night. Just as we did the clouds parted and treated us to a glorious sunset.

The next day we made our way back to the boat ramp and put the boat back on the trailer. We took the Albany Hwy route back, stopping for a lunch in Mt Barker on the way and making back home to the yacht club that evening.

All in all, it was a lovely trip – it's a shame about the rain, but it was also a nice change from our usual sun-drenched boating adventures.





# SAILING COORDINATOR

What a season.... And it aint over yet!

Management appointed me to the position of Sailing Coordinator in late September, and within the week we had a Tackers 1 course to run. All the credit for that course has to go to Alison in the office and Jacinta pulling the course together without a Sailing Coordinator. That first week set a frantic precedent for the rest of the season.

That first Tackers course had only six kids, but was a great success. Two of the Tackers are still with us (Thomas and Daniel).

It seemed almost immediately after that course, in early November we had our annual Junior Camp. We had a great turnout of 16 kids. This included a group of juniors from Yanchep Sun City Yacht Club. It was satisfying to see the two groups of juniors come together in their shared enjoyment of sailing.

Since then on the training side, we have held a further three "Tackers 1" courses, a "Tackers 2" course, and we are into our third "Start Sailing" course for Teenagers and Adults. The Start Sailing courses have been a roaring success with 34 students across the three courses. If you are looking for a crew for the weekend or more permanently, these Start Sailing participants are a great place to find willing and knowledgeable sailors..... Please come and have a chat to me if you are looking for a crew, and I can put you in contact with these sailors.

The Club's junior training program has had its ups and downs through the season. On a great day, we can have 8-10 juniors in the Optimists and 10 in the Flying 11s. Our focus for the rest of the season and into the next is to progress these juniors through to the senior fleets. We have two new 125s from the junior families for next season which is fantastic for the club.

The other side of the Sailing Coordinator position is to help organise our specialty regattas throughout the year. The first Short Course Regatta in November was very successful in attracting the Skates and Sharpies to the club as an invitational event. It was unfortunate the weather was not as accommodating, and the sailing itself was abandoned.

The second short course was more successful on the weather front, although a little too flukey at times. We had visiting Division 2 cruisers from Perth Flying Squadron, and a fleet of 7 Pelicans from South of Perth. There were lots of positive comments from the visiting sailors about how well the regatta was organised and how friendly and welcoming the club was to the visitors.

The weather improved in wind strength a couple of weeks later for HMAS Perth, but again wanted to cause trouble by coming from the NW, making it very difficult to provide courses with true windward legs. There were plenty of visiting boats for this invitational event, and one of my focuses is to help grow the size of this fleet in the coming years.

As you have probably seen in the Mainsheet Traveller, Nedlands is hosting both the State Secondary Schools Team Racing Championships in April and the National Secondary Schools Team Racing Championships in July. These events will help showcase Nedlands to the wider sailing community. We are currently calling for volunteers for the States, and will soon call for volunteers for the Nationals. We require support boat skippers, general race assistance (flags etc.) and help in the Galley. Being a match racing event, there are also assistants required on the umpiring boats if anyone is interested in learning to be a match racing umpire.

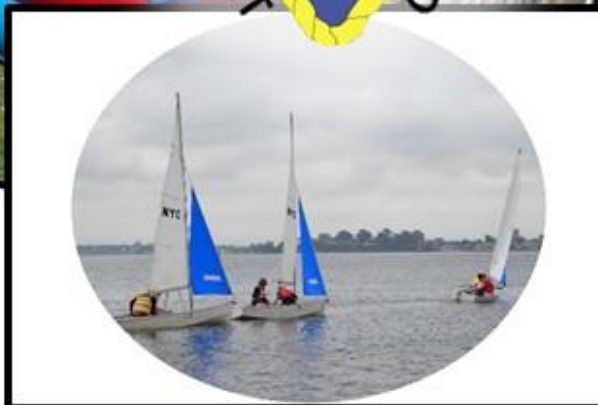
As we wind down the season, the task list turns to putting together next year's sailing and training programs. I am passionate about our club, having been a member here for 40 years. If anyone has ideas on how we can improve our sailing and training programs, please feel free to discuss your thoughts with me. A great time is on the veranda after sailing.

Hope to see you all on the water. Graeme Pennifold

# CLOSING DAY FUN SAIL!

Sunday 23<sup>rd</sup> April 2017

NEDLANDS



08:30-10:30- Kicking off with a delicious brekky BBQ  
hosted by your flag officers!

Adults- \$10pp & Kids 12 and under \$5pp

09:30-12:30- Giant Slip and Slide!

10:30-12:00- Le-mans off the beach racing with live  
spectator commentary

13:30- Section FUN RACE- Crew become the skippers!

REGISTER ONLINE FOR BREAKFAST:

<http://www.nyc.org.au/register-for-an-event/>

# CRUISER SECTION

Just quick note to let you know that NYC Cruisers has been winning all the major events we have visited in the last 2 weeks.

## **Perth Flying Squadron - Wally Pickford Memorial Marathon**

Division 1/2 – 1<sup>st</sup> Whip It, 2<sup>nd</sup> Tiger

Division 3/4 – 1<sup>st</sup> Seafly, 2<sup>nd</sup> Tiger Moth

## **Claremont Yacht Club**

Division 1/2 - 1<sup>st</sup> Up Tempo, 2<sup>nd</sup> Tiger

Division 3/4 - 1<sup>st</sup> Beyond Belief

...and drum roll....overall Winner for 2017 Commodores Cup across all Divisions Beyond Belief.





# PHILIPPINES HOBIE CHALLENGE

My School Report on the 2017 Philippines event - from Phil King with love. Enjoy!



Kerli, Ali, Tards, Worstie, Rowdy and Fiji Fish are among the many serial offenders who go to the Philippines Challenge nearly every year. Several have been there up to 11 times – even many of the race organisers have been involved many times; Some since the beginning –that’s 17 times!

I’d heard about this event and knew they must be onto something special; Jasmine, Barney and Natalie had done it and they had raved about it. Recently a few of us from Nedlands Yacht Club went up. Now we too know why everyone loves the event so much.

The waters, islands, coral and colourful fish are spectacularly beautiful. The organisation is seriously professional and their hospitality is so good it flatters us into thinking we are finally getting the attention we always felt we deserved. First class live entertainment, beautiful exotic locations and a great spirit guaranteed success.

I had assumed the event was just run by volunteers as we do at home; In fact, it is run by Phinsaf, a professional organisation that runs several sailing events for different classes throughout the year. That explains the quality of the planning. There are volunteers, but the event director, beach marshal and a team of local guys are professional event organisers. They have considerable sponsorship money behind them and importantly are sponsored by the Philippine Ministry of Tourism. The Challenge won the award as the best tourism event in the entire Philippines in 2015. –Amazing, but you can see why.

The sponsorship and the good value of the Aussie dollar meant that the trip was not expensive for us and we even got to hob nob above our station in breath-takingly beautiful luxury 5-star resort hotels for the first and last few days.



The main event –the island-hopping, is a completely different sport from around-the-marks sailing. Different people rise to the top. The good round-the-marks sailor may struggle in this form of the sport because speed alone won't be enough to guarantee success. There's no point in being fast if you can't find the marks (way-points) –or if you go many km in the wrong direction. If you go the wrong way you could finish in the dark –as late as 12 midnight. Or you might arrive in the general vicinity of a mark well ahead of the pack but then spend 20 minutes looking for the mark –only to find that by locating it you have lead the slower boats straight to it.

The organisers make it plain that this is an EXTREME sport and that only experienced sailors should attempt it with good reason. You can be exposed to extremes of weather. They had a safety officer who warned us of the risks –and arranged a demonstration of CPR resuscitation etc. (Sarah Turnbull –another multiple entrant - added an impassioned safety speech of her own –but it came out really funny –and probably backfired - because she was so tipsy)

Even knowing how greatly loved the event is I wouldn't have gone without Rod and Lucy's encouragement. – You can always think of reasons why you can't go...but they would have none of it and I can thank them for getting me there. Mark, Michael, Alex, Greg and Ben made up the rest of our NYC team. It was good to go as a group. We met a few times at each other's homes before leaving. We tried to help each other understand confusing and complicated things like VHF radios, sat navs, way points, navigation maps, safety equipment etc. –and washed it all down with wine and beer.

Everyone now knows that our 2017 event went completely off the rails; The sailing part of our event was over after the first leg. But the party didn't stop and the event was a great success anyhow.

There was only one leg. But it was a hell of a leg.

We ran downwind all the way in over 25 knots of wind. The waves were really wild; all shapes, changing fast. Our sat navs told us we were doing 22/23 knots. –That's as fast as a Hobie 16 can go. It was heart in the mouth stuff all the way. Our jibs bowed forward and our side rails bent upwards. At that speed it takes tremendous concentration just to prevent capsize; All we could do was sit on the rear crossbeam and fight with the rudders and main to keep the leeward hull out. We had to throw the boats around, winding them through the ever-changing waves as we charged along. Capsizes were inevitable and when they came they were spectacular.

After several hours, we saw Rod and Lucy go from chocolates to boiled lollies in an instant. We were well out to sea but they came up alright. Mark and Michael delayed their first capsize till later but when they went it was a beauty. Most people capsized 4 or five times with the record being 11. Several came completely unstuck and one was lost on a reef.

You can get legs like that at home on extreme days –but after 500m or so you round a mark and get a break – or can choose to retire; Not here. We charged along at over 20 knots, always on a knife's edge –for 6 hours. 6 hours...

After the first hour I really just wanted it all to finish, but unhelpfully Ben kept looking at the sat nav and saying things like, "OK next we have to get to that headland. It's 45 minutes away."

45 minutes! Of this!

But when we screamed past it in a blur he'd say, "Now we're headed somewhere near that island. It's 30 minutes away."

30 more minutes! Hell!

"Oh and 4 hours more after that."

What! 4 hours more! It can't be!

I was thrusting the rudders like a madman, trying to find a line through the waves that wouldn't send us hurtling out of control and catapulting us into oblivion. On occasions Ben tried to offer me a snack-bar or some water. He had to be joking. I couldn't take my eyes off the waves ahead for a second. Somehow, unlike most, we hadn't capsized. The waves were appalling but at times –got worse than that; in patches, they became completely random so you couldn't pick a line as the boat charged on and on relentlessly -always at more than 20 knots.



Toward the end of our 6-hour endurance test we faced a key challenge. We had to pass through shallow tide-driven waves between two islands. A test fit for Ulysses. The waves were short, yet deep and they bounced up in big random spikes. There was no logic to picking a line through them. They were too much for Fiji Fish. We watched in awe. He wiped out spectacularly; Got it up, careered on some more then wiped out again. We let everything off, held our breaths and charged through. We came out the other side, somehow still upright. And then there was the jibe we knew we'd eventually have to do. We'd seen others go in. We put a lot of thought into it –executed -and to our surprise it snapped across like a lamb –surprise.

After that we rounded the final island and headed into the safety of its lee. Smooth water and reasonable wind was taking us pleasantly toward the finish line. ...But then as if the weather god suddenly noticed that he hadn't taken us out yet he fixed that oversight with a bullet so sudden it slammed us over as if flicking a crumb off a table. We didn't have time to let out a sail or respond in any way. Bang. You're gone! ...in what was otherwise the quietest part of the course.

We were soon up and glad to glide to a stop in the calm protected leeward beach at the finish line; A spectacular tropical island bay.

In time other boats arrived. Rod and Lucy. They looked alright. Mark and Michael; quite shaken; wide-eyed and babbling unintelligibly... some indignant nonsense about how a wave had spiked underneath them -and lifted their boat up and over from behind.

Greg Hill gave us a good laugh. When he reached the beach he staggered a few metres from the water, dropped to his knees dramatically and kissed the sand. We'd all been putting on a good front –but Greg's actions expressed exactly what we all felt. ...It was bloody good to get out of that storm.

Greg had only decided to join the trip at the last moment. Trent had given him one lesson before he left, but apart from that he had never sailed a Hobie 16 before so we worried about him in those unreasonable conditions. It was no time to be learning how to sail a new class of boat –and the 16, like all great ladies, has a few secrets. To his very great credit Greg survived that baptism of fire very well. He and Alex got knocked over several times but stuck to their guns and brought the boat home manfully (or girl-fully, in Alex's case). Of course, Greg is a very experienced sailor. And he learned to sail in stormy Esperance, but it was a major achievement for him that day just the same. Banjo Patterson would probably have written a poem called "The Man from Stormy Esperance" if he'd seen Greg that day. "It was grand to see that stormy sailor's ride."

I'll keep the rest brief. The wind raged for three days in total. It became even windier than on our first leg. Sailing would have been reckless. Like Everest leaders the organisers decided to change plans. They decided wisely to break the boats up and transport them to quieter waters 60 Km south.

They have a support team of about 7 boats. Several were luxury 40 foot catamarans. We were herded onto the catamarans and headed south. The instruments on the cats showed 35 knots of wind and sometimes 45 knots –that’s gale force. The waves were big, but the cats are so big they just ploughed on unconcerned.

Our skipper was Gary –until recently CEO of Cebu Airlines, the Philippine’s largest airline. In fact, most of the key personnel were corporate CEO’s or ex CEO’s and some were from the wealthiest families in the Philippines. They were smart guys and they were having fun.

At one time Mark was talking to Gary. The wind had blown for days and there seemed no end in sight. In exasperation Mark said to him, “When will this wind ever stop?”

Gary thought for a while, then answered dryly, “June.”

Gary’s cat has two motors. One broke down but Mark, Rod and a couple of other handy guys got it going again. Mark is very clever with things like that; With everything like that actually. And Rod used to be a diesel mechanic.

That leg on the big cat took 18 hours, whew, but we arrived at another tropical paradise. The accommodation was in traditional Philippine huts. But the huts were actually mostly new, had all the modern plumbing, were in beautiful condition –and were aesthetically and romantically gorgeous –right on the beachfront –coconut palms; stunning coral, perfect clear water and sea life right to the water’s edge, a swimming pool to die for; the works. Even the weather had settled and was now perfect.

We had reached the island of Palawan –winner of the award for most beautiful island in the world three times in the last five years. The organisers had chosen well.

In the morning we got the news that the support boat that was carrying a lot of our boats parts and gear had been abandoned in the heavy seas. The motor had broken down and, given the dangerous conditions, the crew had to abandon the boat and be picked up by a passing ship.

So that was the end of our sailing.

We all lost different items; but Greg and Alex’s passports were lost and that was a bit more of a worry.

It was clear the organisers could do no more. They explained that all we could do was continue our trip by visiting our hotels each night and filling in our days eating, drinking and sightseeing...

In fact that turned out to be a very good plan B.

We got to know the others on the trip much better than we would have. They were from all over the world; several Danes, some Dutch, some from Thailand, a couple of English guys, some Americans (who said they hadn’t come for the sailing –just to escape Trump for a while) a lot of Aussies –old friends, and of course a mixture of Philippine people and expatriates. We were entertained by talk of legendary feats, mostly true, from previous events.

I had been impressed by the cool intelligence of the many corporate CEO’s involved. But I became really impressed after the boat and gear were lost. They showed their power and influence by arranging for three planes and one helicopter to search for the missing boatful of gear. I asked Gary about it. He said casually that he had arranged for two of the planes himself. They were from the Defence Force. The pilots were glad to do it he said. “They told me they were bored. They were sitting around with nothing to do. They can’t fly because the generals sell their fuel.”

Despite that phenomenal effort (and presumably great expense), the boat wasn’t found.

Our last hotel was absolute luxury. Well beyond my means. We were serenaded and handed a cocktail as we arrived at the entrance. I was thinking of signing in as Brad Pitt (but I'm too tall and good looking). It had an infinity pool in front of an open dining area with a view high over a bay filled with luxury yachts; a beautiful expanse of water and tropical islands beyond. It even had an island of its own and a sea plane so the super-rich could dash back to Manila (to deny the latest scandal).

We would have raced our last day on that beautiful stretch of water below the hotel. It would have looked



spectacular from the hotel bars or restaurants.

On the last evening speeches were made and "awards" given out. Despite the loss of boats and gear the Phinsaf guys announced that the event will be held again next year. That got a big cheer. A local primary school came and showed us some traditional dances. The kids were gorgeous.

An important part of the Challenge is to raise money for charity. The kids were part of that and some of our Hobie number visited a local village and gave out practical gifts. I missed that but as "one of Perth's leading restaurateurs", I felt obligated to do some field research by tasting the delicious cocktails at the bar instead. Not bad from the edge of an infinity pool. –And at around \$3 each. –I'm such a workaholic; always thinking of work, even when I'm on holidays.

So, that was it. Lucy, Rod, Mark and Michael stayed a couple of extra days, dived on some Jap wrecks and swanned around living the life of A-listers. Ben and I went sight-seeing but found ourselves so overwhelmed by spectacular beauty that often we didn't bother looking. You can only take so much of spectacular beauty... Wait. What am I saying? Greg and Alex went to Manila, had temporary passports made and came back with a remarkable story to tell. We met them at the airport there and we all travelled back to Perth together - happy little vegemite's.

We had represented Nedlands Yacht Club –in some kind of eating, drinking, high living, snorkel diving, social event. It was not the experience we had imagined. It was a different one, but it was a beauty nevertheless.

I know we all recommend the Challenge to others. In fact, I have to say -you'd be barking mad to miss it.

Cheers, Phil King



# NATIONAL 125'S

Things are looking up at Nedlands despite the heavy conditions that seem to keep boats off the water on some of our scheduled Sunday racing. However there has been much happening with the 125's these past few months.

The Rumble in the Reach in January at East Fremantle Yacht Club saw Chunky Custard and Flashing Ya Nemo. Although this event is for the big boats (SB20's, Vipers and Sportsboats) in the afternoon, the 125's, Sabres and Pelicans competed in 3 short morning races in front of the EFYC clubhouse. This provided some close and interesting sailing in a stadium style format with a few bunch up of boats at the bottom mark. Local knowledge paid off for the EFYC sailors with other boats needing the first 1 or 2 races to work things out.

Congratulations go to our travelling pair of Nick and Alex in 3195 Going Gonzo, who drove across the Nullarbor to compete in the 40<sup>th</sup> National Championships at Altona Yacht Club in Melbourne, Victoria from December 28<sup>th</sup> to January 3<sup>rd</sup> 2017. There was great competition in very testing, windy, shifty, stormy, choppy conditions with close racing at the top of the fleet. In the end 3195 came home with a second place behind local Victorian champion and 125 boat builder Jim Scott. Well done boys and have showed that the WA fleet has the speed to match it at the top.

A change of boats has occurred at Nedlands with Stephen and Kevin Seaton now owning a plastic boat, 3184 Rage, after many years sailing the competitive wooden boat 2872 Chunky Custard which continues to be reliable and fun to sail. We are getting used to the different handling of the fibreglass hull, with a capsize in our first race as Stephen was fiddling with the mainsail controls. We are looking forward to improve our sailing over the coming months. Also, we welcome part of the Eyres family (Monika and Sophie) into our fleet and with them, the return of 3050 Consuming Passions.

After a cancellation of the first three races, due to strong winds in November, the second day of the Short Course Regatta saw an almost complete reversal of conditions with light and shifty easterly winds. A large fleet of 53 boats comprising cruisers, Hobie cats, invited Pelicans and five 125's competed. This led to many tight rounding's with cruisers, cats and dinghies coming from all directions. Our training coordinator Graeme also had a go in his 125. Overall it was a good days racing.

We saw ten 125's competing in this year's HMAS Perth Memorial Regatta. This year the regatta was held as part of the 125's Rob Webb traveller series and also marked the 75<sup>th</sup> Anniversary of the loss of the HMAS Perth. Traditionally, this race has been held under strong winds, however this year conditions were a little different with a gusty Northwesterly, creating a conga line to the top mark. A close battle for 1<sup>st</sup> took place with close sailing and gusts catching a few boats, including us, making for a scramble to re trim the spinnaker on the reaches.

The Three of a Kind Regatta was held at Mounts Bay Yacht Club on 26<sup>th</sup> February. The 125's showed their presence, with 8 boats (2 teams) competing in the event. Although the 125's finished well on actual time 1-3<sup>rd</sup>, with Flashin Ya Nemo (Gavin and Maddy) 4<sup>th</sup>, on corrected time both 125 teams finished 3<sup>rd</sup> and 4<sup>th</sup>, being within 1 minute of each other and 3 minutes behind the Sabres who came 1<sup>st</sup>. Close racing and mixing with other fleets in neutral waters makes for fun sailing conditions.

Good luck to Gavin in Flashing ya Nemo who is currently competing in the Walpole in the Trees Regatta, being held over the March long weekend. The 125's will be again well represented with one of the largest fleets at this year's event with 13 boats competing amongst 128 boats.

Looking forward to the rest of the season and our state titles which has returned to Esperance over the Easter holiday period.

Melanie Seaton

# SAFETY

Quite a few of our members prefer to sail bare foot, believing that they get better grip than wearing shoes. The problem with bare foot sailing is you may well catch your toes on fittings or shrouds and end up with a broken toe. The more serious problem is if you cut your foot you can contract Staphylococcus from the river water resulting in a serious and painful infection. This has happened to two juniors in the last year or so. Both had cut their bare feet at the club and ended up with a serious infection. Both ending up in hospital for several days to recover. Don't risk it. It may be macho to sail bare foot, but the smart ones protect their feet.

A reminder from last year:

When a cat or dinghy gets into trouble it's usually easy to spot from the tower or support boat. The sails will be flapping or the boat will be the wrong way up.

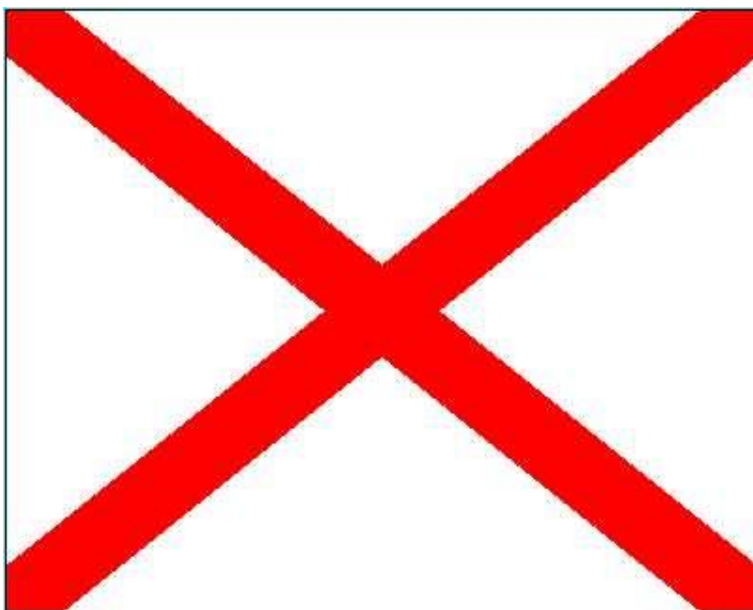
Not so easy to spot with cruisers. In the past, we have had cruisers in trouble with broken rudder blades, broken shrouds and man over board, and have needed assistance and not been able to attract the attention of the support boats. The quickest way to get help is with a radio call. With a fixed or hand held VHF radio on the club's channel 77. You can call the OOD in the tower explaining your problem and location, requesting assistance. Both support boat will hear your call and start looking for you even before one of them is directed to you. If you don't have a VHF radio, and by-the-way you need a licence to operate one, then carry a "V" flag. Not the orange plastic sheet with a black V on it. These are designed to be tied to the cabin top of a boat so it can be spotted by a plane or helicopter. We don't have a chopper, so get yourself the internationally recognised flag for "I require assistance"

Yep I know, it's called a V flag but it's got a red X on it!!

Tie this to a backstay or shroud so it can be seen from the tower.

Waving your arms above your head will attract attention from passing boats as well, with power boats more likely to help than a racing yacht.

Safe sailing, Ray



# 2016-17 PRESENTATION DINNER



Saturday 6<sup>th</sup> May 2017  
5pm- Late



\$35 Adults, \$20 Kids 12 & under

**Stand up, mingle, fast paced and fun  
evening celebrating another successful  
sailing season**

## What's on?

- Live Cover band from 730pm playing hits from every decade!
- A special surprise live entertainment act
- Prizes, Presentations and the bar will be open all night!
- 5-6pm happy hour with a selection of discounted beverages
- Presentations start at 6pm sharp

## How to book your place:

Register online through

[www.nyc.org.au/register-for-an-event](http://www.nyc.org.au/register-for-an-event)

Then simply pay via bank transfer or await an invoice

Pay now via bank transfer:

BSB: 016 484

ACC: 429 724 669

\*Please state full name in transfer title





# EVENTS

The events team have certainly been keeping busy with wedding after wedding each week. December saw a large amount of corporate Christmas functions as well as weddings and saw one of the most profitable months NYC has ever seen! From 1000 guests Christmas sundowner to a NYE wedding and more we have certainly seen almost everything now! Events took a quiet month in January but was back into full swing in February & March ready to finish out a busy wedding season. We have had a surge of booking the past few weeks as many couples got engaged over the Christmas period they were on the hunt straight away for their venues and getting planning under way.

Australia Day was set to see record numbers but unfortunately tragedy struck and the fireworks were cancelled. Our hopes are not lost though as next year will see those numbers we anticipated this year. We also held a quiz night which was a tonne of fun but not some much a fundraiser when it came down to it. An enjoyable night had by all anyway!!

With Sailing season, almost three quarters of the way now, Sundays have been going well from the bar side, and I hope your races are improving too! We will have some fantastic beverage specials coming up with the change in beverage list so keep your eye out for some amazing specials and as we get ready for the winter hibernation ahead.



On top of the numerous events we have held I have also been busy putting together the new function packs which also saw a refresh of our drinks menu. Don't worry no favourites have gone, I just needed to freshen up the wine list as it has stayed the same pretty much for 2 years and I wanted to bring on board some amazing WA wines because we make some cracking wines here in the West! Take a look, it has been circulating the bar already and enjoy some of our amazing grapes for the West.





## MEMBERS BEVERAGE LIST

WHITE WINE		GLASS	BOTTLE
Angove Sauvignon Blanc	<i>SA, Clean &amp; Crisp</i>	\$4.00	\$15.00
Chalk Hill Estate Moscato	<i>SA, Sweet</i>	\$4.00	\$15.00
Credaro Sauvignon Blanc Semillon	<i>WA, Crisp, Refreshing</i>	\$6.00	\$28.00
Alkoomi Chardonnay	<i>WA, Unwooded &amp; Dry Finish</i>	\$6.00	\$28.00
Morlet Zinfandel Rose	<i>WA, Slightly Sweet &amp; Fresh</i>	\$6.50	\$30.00

RED WINE			
Angove Cabernet Sauvignon	<i>SA, Soft, Lively &amp; Fruit Filled</i>	\$4.00	\$15.00
Fat Bastard Pinot Noir	<i>France, Full Body &amp; Soft Finish</i>	\$6.00	\$28.00
Pepperjacks Shiraz	<i>Barossa, Rich, Round &amp; Soft</i>	\$6.50	\$30.00

SPARKLING WINE			
Angove Estate Challis Bridge	<i>SA, Crisp &amp; Medium Dry</i>	\$4.00	\$15.00
Castelli Checkmate Chardonnay Pinot Noir	<i>WA, Fresh &amp; Easy Drinking</i>	\$8.00	\$30.00
Risky Business Prosecco	<i>King Valley, Light, Bright &amp; Fresh</i>	\$8.00	\$32.00

DRAUGHT BEER	MIDDY	SCHOONER
5 Seeds Cider	\$5.00	\$6.50
Hahn Super Dry	\$5.00	\$6.50
Little Creatures Rogers	\$4.00	\$6.00
Little Creatures Pale Ale	\$5.00	\$7.00

BEER- BOTTLED	
James Boags Light	\$3.00
Hahn Super Dry	\$4.00
Becks	\$5.00
Coopers Pale Ale	\$5.00
Peroni	\$5.00
James Boags Premium	\$5.00
Rogers	\$5.00
Victoria Bitter	\$5.00
Corona	\$6.00
Little Creatures Pale Ale	\$6.50
Guinness Cans	\$7.00

CIDER - BOTTLED	
Strongbow Original / Dry	\$5.00
Monteiths Pear	\$6.00
Rekorderlig Strawberry & Lime	\$7.00
Zenzero Alcoholic Ginger Beer	\$6.00

RTD'S	
Bundaberg & Cola 375ml	\$6.50

NON ALCOHOLIC	GLASS	JUG
Soft Drink & Juice	\$2.50	\$10
Lemon, Lime, Bitters	\$3.00	\$10

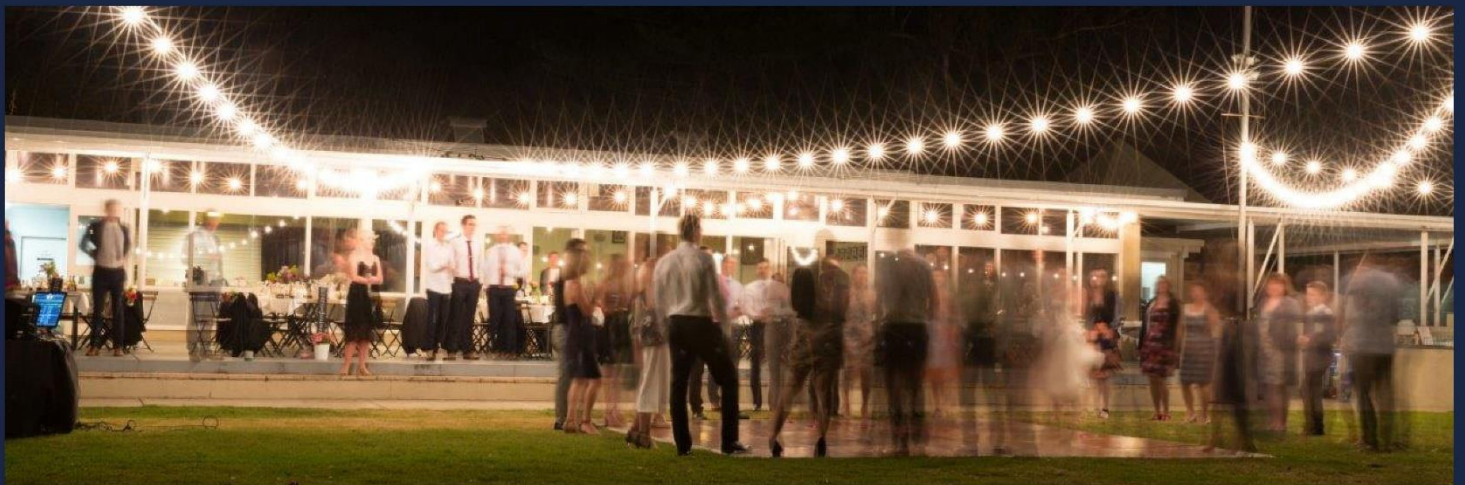








# READY TO HOST YOUR NEXT EVENT



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CORPORATE EVENTS AND WEDDINGS

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**NEDLANDS**

