

NEDLANDS YACHT CLUB 2003



Clubhouse



Finger Jetty

Club Identification

The NYC flag pole in front of the clubhouse was the mast from the “C Class cat” ‘CATALESTER’ owned and skippered by J. Flower, the founding president of the TORNADO Association. The name was derived from combination of Catalyst and Polyester.



The Pennant

The original Pennant flown was made and designed by Elsie Rock. It was yellow with a maroon NSYC on it, the colours of the City of Subiaco. It also included a blue stripe at the bottom representing the sea. This was misplaced and a second one made. The first flag was later found and is now displayed in the club house. The current design as shown

above is a red and blue cross on a yellow background and must be flown with the blue strip to the top.

The Badge:

This was the design of Rear Commodore Hazel Davidson. Several designs were contemplated before the current one was chosen in 1982.



Club Reefer Jackets

It was decided in 1962 that the Club Reefer (pictured) would be a dark blue jacket with the pocket insignia a replica of the Club Pennant done in gold bullion. The then cost of the pocket was £1.5s. (Twenty five shillings). An original jacket with pocket and badge attached is located in the club house.

In 1973 the wording in the rules was changed to indicate members may wear a reefer jacket of navy coloured material with a distinguishing pocket badge, carrying the club pennant.

Officers' Uniforms

In 1973 it was agreed that the uniform for general wear shall comprise dark navy jacket having four black buttons on each side and vents at both side seams. The trousers may either be cream, white or grey; white shoes and socks with either cream or white trousers, and black shoes and socks, and grey socks with grey trousers.

Optional uniform during hours of daylight for other than official occasions may comprise of white or cream shorts, white shirt, (long or short sleeves) with or without tie, which if worn will be black or official club tie. Long white socks and white shoes.

Officers' Uniform shall be as above with the following ranks of office:

Commodore	Four bands each 4" wide
Vice Commodore	Three bands each 4" wide
Rear Commodore	Two bands each 4" wide,

The top band in each instance shall have a curl with 4" centre to the fore front of the sleeve.

Secretary One ½" band with curl as above

Hon Treasurer One ½" band with rope band above

Members of the Management Committee and Starter One ½" band

Past Commodores who have served in that capacity for at least 9 months - Four ½” bands without curl.

The bands in each instance shall be black, the bottom of the lower band shall be 2 ½” from the end of the sleeve, with ¼” spacing between bands. Bands to be worn on both sleeves.

In the case where jacket is not worn, shoulder straps shall be worn attached to shirt and shall measure 5” long, 2” wide and fastened at the top with a black button, square at the shoulder point and peaked at the upper end. The straps to have the letters N.Y.C. woven in black thread 3/8” high and ¼” up from the shoulder end followed by badge of office as for jackets in black but bands to be ¼” wide and spaced 1/8” apart.

Cap. Naval type, black with white cover, black band with Club pennant surrounded by Gold laurel wreath. Letters N.Y in gold superimposed on pennant.

Boat Owners who are duly registered shall be entitled to wear a small black anchor in each side of the collar of the jacket 1” above the collar stops

Rescue (Mercy) Boats

Wargardo

The initial rescue boat was the Wargardo (a native name meaning to search for, to seek to find) was built by Jack LeMaistre and Barry Mertha in 1957 to be used primarily to safeguard users of the river in the club’s area. This boat was a single cylinder diesel wooden vessel. The original Stuart Turner engine was replaced by a Yanmar single cylinder diesel 8hp engine in 1974 by Les Snook who was the acting skipper. The boat sold in 1979. In 1965, a larger boat, the ex police launch Cygnet, was purchased to be used in conjunction with the existing boat. This was fitted with a two way radio to act as ‘mother ship’ in rapidly growing fleet of more



than 150 yachts. This boat retained its original name ‘Cygnet’. However it proved unsatisfactory for the task and was only in service for a couple of years.

As it was the policy of the club to have two rescue boats operating, in October 1973 a new boat was launched. This wooden vessel purchased earlier in the year as only a 22ft hull was built up by club

members under the direction of Jack LeMaistre and assisted by Roy Dewar and Frank Sugars. It was named Wargardo II and had a 4 cylinder inboard Volvo Penta petrol engine. The above picture shows the christening performed by Nedlands Mayoress, Mrs Charles Smith at the club’s official opening of the season.

Wargardo III (pictured right) was an ex South Australia America’s Cup chase boat and was purchased in 1987 to replace the larger ply wood vessel launched in the 1973/74 season which was sold to the boson. The replacement boat, christened Wargardo III by Beat Chivers is in service today and although has had engine changes currently runs a Honda four stroke outboard has proved the most acceptable craft for the job so far.



Jack LeMaistre.



In 1979 a fibre glass boat with Mercruiser 4 cylinder inboard stern drive was purchased and named 'Jack LeMaistre' but it was not suitable for rough and tumble of rescue service and sold in 1981.

This was replaced by a second hand aluminium runabout but it quickly corroded out. In 1985 it was replaced by the current flat bottom craft named Jack LeMaistre III and christened by him in October that year. It has since had several engine changes. One of those was provided by the Orbital

Engine Company in 1997 in appreciation of the use of a small part of the storage area for the Seadoo Experimental craft. It currently runs a small Honda four stroke.

In 2004 these boats are to be known as 'on water assistance vehicles / support boats'.

Buoys

Over the years Nedlands has been responsible for the following markers.

Bartlett Buoy No. 38 located just beyond the start line was named after Alfred Edward Kervil (Bart) Bartlett, a starter and active member of the club for many years.

Dee Road [A] 38 Buoy was approved as permanent in June 1976 and is positioned in alignment with Dee Road Applecross. The adjacent Spey Road buoy is no longer used.

Gallop 38B in line with Gallop House.

Baths 41C in line with Nedlands Jetty.

Nedlands 41B midway between Baths and Nedlands permanent marker.

There are 3 day buoys, Dalkeith, Waratah, and 2 Manly day buoys.

Training

NYC was the first yacht club in Australia to be authorised as an Authorised Training Establishment in 1980/81 and the first yacht club in Australia to conduct a course under the National Training Scheme.

This has been a vital part of NYC over the years, not only the training of novice sailors but also accredited TL3 and CPR courses.

Over the years many members have devoted time and effort to the task of training juniors and keeping the training boats in a sailable condition. Training for all ages remains a strong focus for the club with regular classes for novice sailors held three or four times each year. Advanced courses in yacht racing tactics, power boat handling and first aid are held annually or as demand requires. TL3 courses are also run when required on a voluntary basis and taught by qualified members of the club.

Training boats were supplied from older boats, originally mirrors and pelicans, donated to the club and repaired and maintained at busy bees and the responsibility usually fell on the junior sections. In 1964 the club owned 5 Pelicans for training and these were phased out in favour of the Manly in 1975. On September 5, 1965 NYC instigated the rule that buoyancy vests or life jackets were to be worn by juniors under 18 in both races and practice. This eventually spread to all those sailing from the club but optional for the cruiser section.

A fleet of Pelicans were leased from YA as the Mirror fleet diminished.

In 2001 a fleet of 8 Puffin Pacers were purchased from Freshwater Bay Yacht Club and are now the base training boat for the club.



Nick Randolph, Evelyn Doernberg & kids after hard day's training

Many sailors who have gone on to greater achievements commenced their sailing in the club's training program e.g. Katherine McQueen and Teague Czislowski.

There are two aluminium dinghies with small outboard motors dedicated to training. These were named 'Basil Berry' and 'Warren Rock' and purchased with the aid of a grant from the Ron Tough Foundation. Unfortunately the originals were stolen in 1992 and were replaced through insurance. The other dinghy is believed to have been the tender for 'Wargardo 11' that was moored in the club's mooring area and later updated.

At one stage the Human Activities faculty of Edith Cowan University conducted its sail training courses from NYC.

JESS (Junior Exchange Sailing Scheme)

In 1996 Nick Randolph (then Junior Captain at NYC) was one of ten WA young sailors selected to represent Australia in Europe. This scheme aims to foster international relations and improve sailing skills by sailing in youth international championships.

Notable Junior Achievements – Ron Tough Scholarships Winners

Kathryn McQueen the 1994 winner was 4th in the 1995 Women's Laser Nationals and 6th in the Women's (& 3rd in the Youth Women) at the 1996 Asian Pacific Laser Championships.

Ben Durham the 1995 winner was 8th overall and 2nd in the Youth section of the 1995 Asian Pacific Laser Championships at Guam, 10th in the 1995 Australian Laser Nationals also winning the Australian Youth Title as well as finishing 2nd in the Youth section of the 1996 Asian Pacific Laser Championships.

In 1996 it was awarded to Simon Sutherland following his successes in the 420 and Laser Radial classes.

Whilst none of these sailors are currently sailing from NYC, all started their sailing there.

Camps

Most seasons live in camps have been held to encourage new sailors and promote safety on the water for prospective new members.

Special Events

HMAS Perth Regatta

Fremantle Sailing Club conducted the inaugural Captain Hector Waller Memorial Race on Sunday 21st. February 1960 as an initiative of the Navy Association of Australia, (City of Fremantle Sub-Section) formerly the Fremantle Ex-Naval Men's Association. The inaugural winner was Bob Sweetman who sailed an Yvonne named Wee Too.

The main purpose of this invitation event was to perpetuate the memory of Captain Hector Waller, DSO, RAN, together with the crew of HMAS Perth. This unique regatta was designed to provide an opportunity for all who enjoy the freedom of sailing for pleasure on the Swan River to contribute to a memorable day for these WA survivors and to show respect and appreciation for the services and sacrifices they made as young sailors.

In 1962 reclamation work for the Fisherman's Harbour brought the Fremantle Sailing Club's sailing activities to a temporary standstill. After a lapse of one year, in 1964 the race was re-named "HMAS Perth Memorial" and hosted by Nedlands Yacht Club, where it has since been held each year.

Over the years the race increased in popularity and in 1968 it was expanded into two divisions; one for dinghies and the other for catamarans. At that time there were up to 100

entrants. Most years the weather has been kind. However in 1977 a freak storm caused havoc with the race and most sailors were more concerned about surviving than winning.

Following the Western Australian 150th Anniversary Year Celebrations (1979), the title changed in 1980 from 'The HMAS Perth Survivors Trophy (for Small Dinghies)' to 'The HMAS Perth Memorial Regatta.' To mark the event, survivors of HMAS Perth presented a perpetual shield, to be raced for by the smaller dinghies and to commemorate the fact that Captain Hector Waller was essentially a small dinghy man' when time and the exigencies of war permitted.

In 1980 additional trophy races were introduced to allow more classes the opportunity to participate. The officers and crew of the then HMAS Perth, a guided missile destroyer, presented the magnificent HMAS Perth Trophy (for Medium Performance Dinghies) to Nedlands Yacht Club, with the express wish that the links forged between the Club and the name HMAS Perth be perpetuated and strengthened. The Presentation was made at the Clubhouse on 3rd September 1980 by Captain Adrian Cummins RAN and selected members of his crew on the occasion of the first visit of his ship to the city after which it is named.

The survivors of USS Houston who have kept in close contact with their counterparts from HMAS Perth over the years generously donated a perpetual shield as part of this Regatta for Medium Performance Catamarans.

The Regatta was further expanded to include Cruisers who compete for the trophy presented to Nedlands Yacht Club by the Naval Association. Sailboards were included in 1982.



In 1995 entries from Naval Cadet Training Ships were invited to compete for a Trophy donated by Nedlands Yacht Club.

Cat Classic, Ogden Cup, Otraco Cup, Open Days, Cruiser Marathon and Try a Sail Days are events that have been run by NYC over the years.

The Women's National Championships were held at NYC in mid 1984. Classes contesting included Lasers, 420s, Mirrors and Windsurfers.

Opening Days

In the early days the club was founded by keen footballers and the club traditionally opened its season on the first Saturday after the football grand final and in many seasons was the first club to have their opening day.

According to the November 1962 Mainsheet, His Excellency, Sir Charles Gairdner expressed his delight and was quoted as saying "How impressed I was with the arrangements made for the Opening and the spirit which is such a distinctive feature of Nedlands Yacht Club. May it always remain thus." The governor and his wife had officiated at the opening of the new clubhouse on the season opening.

On 2nd October 1966 His Excellency the Governor of WA, Major General Sir Douglas Kendrew did the Honours. Apparently it went off well despite the last minute changes due to the inclement weather. That evening the Skate Section of the club hosted a cabaret.

The opening day was changed from Saturdays to Sundays in 1985.



Nedlands Yacht Club was privileged to have been one of the few organisations that have enjoyed an active involvement by its patron over 40 years. That honour goes to Sir Charles Court whose 5 sons all learned their sailing at NYC.

Pictured here is Sir Charles Court presenting Life Membership to Basil Berry on Opening Day 1992.

During his tenure as Patron Sir Charles Court missed only one opening ceremony and one attendance at the annual HMAS Perth Memorial Regatta held in February each year since 1961 to honour the survivors from the sinking of that ship in fierce combat in the Sunda Straits on 28th February 1942.

Trophy Presentation

Over the years changes to the way trophies have been presented has altered considerably.

The Commodore's Ball and dinner dance was always a gala event of the season and the highlight of the club's activities where the trophies were presented.

Initially this was held in the Dalkeith hall as pictured in 1961.



Later these were held at the Subiaco Civic Centre and were very formal (black tie) functions where commodores from all other yacht clubs were invited.

Due mainly to financial reasons of the times, few members could afford tickets and further social activities were held in the club hall.

Trophy nights were introduced and gradually each section had its own trophy night.

Daily pennants were also embroidered rather than printed and were very sought after.

Picnic Days

This was the last day of sailing for the season.

Whilst the ladies committee was active, the ladies made rosettes (as pictured) with long trailing ribbons for the winners of each class during the season and these were pinned to the masts of the winning boats for a sail past. It was quite a spectacular event.

Breakfast, was followed by fun activities on land and on water. Ladies skipper and forward hand races and many other novelty sailing events took place.



Ladies Auxiliary

The first meeting was held on Friday March 6, 1953 and the seven ladies in attendance decided they would meet on the second Tuesday of the month at a member's home. The inaugural president was Mrs Elsie Rock who served for 3 years followed by Eve Carroll Bertha LeMaistre, Erica McKechnie, Masie Davidson, Olive Bartlett and Wyn Stephen. Miss Beryl Leadbitter was the first secretary/treasurer and as Mrs Pyke continued in the role after her marriage. The committee members were mostly mothers of young sailors.

An energetic women's committee raised £340 towards the new clubhouse.

At a meeting of the 'Ladies Committee' held on 9 August 1960 their views were solicited for the colour scheme for the clubroom. The minutes read, "It was agreed walls be grey mist & ceiling primrose or walls silvers grey, ceilings chartscuse & cornice white. All woodwork white."

Fundraising Activities included Bridge Days, hat and mannequin parades, cake stalls and jumble stalls. There was much social activity in the club in the 1960's and 70's

Beatrice Chivers joined the NYC Ladies Committee in August 1958 and took on the position of Secretary/Treasurer and was the longest serving member of the Ladies Auxiliary in 1977.

Gwen Griffiths served on the Ladies Committee and the House Committee for a period of 8 years. During her active 14 year association with the club Gwen was heavily involved in the catering activities for club. This also involved buying supplies and banking the proceeds.

In addition during those years when State and National Titles were held at NYC the majority of 40 to 50 visiting sailors camped in the club grounds and Gwen was also responsible for the provision of all meals including morning and afternoon teas for these campers.

Wyn Stephen was rewarded with life membership for 28 years of loyal service

Iris Fairey was heavily involved in the catering side of these activities and was given a life membership in 1987. Iris was Vice President for 6 years.

These four ladies were given platters in recognition of their efforts and rewarded with life membership.

Erica McKechnie was another lady heavily involved with the Ladies Auxiliary who recalled that at the time there was no refrigerator or warming oven so the ladies filled bread rolls, make cakes, sold drinks and sweets as their main lines of stock. Some of the other ladies she remembered as being committee members were Eve Carroll, Dorothy Smith, and Hilda Duckett.

Until the new club house was built gala occasions such as the Commodore's Ball, presentation nights and Christmas cocktail parties were held at the Dalkeith hall. In 1961 there were some 250 persons in attendance at the annual Dinner & Prize night at Dalkeith Hall where the Governor, Sir Charles Gairdner made the presentations.

Members recall many great speeches and speak highly of the camaraderie generated by these club social functions. Occasions such as these were the highlights of the sailing season and were always well attended. This helped maintain a club environment rather than an individual sectional focus.

Some of these gala events were still held up until the 1990s. The Bicentennial Commodore's Ball and Prize Night was organised by a committee chaired by Kevin Hall.

The ladies committee often catered for and ran the social activities as well as catering for opening and the HMAS Perth memorial days. These were always made very formal affairs

The ladies auxiliary folded in 1986 and a house committee of club members was formed undertake these tasks. This was mainly due to the lack of younger women unable to give the time necessary to continue the momentum of these activities and the commodore's view that these tasks could be professionally undertaken.



During their period of activity the members undertook among their many tasks to make the rosettes and all pennants for the winners of the club championships.

A superb example of a club championship pennant is shown here.