

NOTES ON NEDLANDS YACHT CLUB BY ROB VAISEY

Rob Vaisey was a Vice Commodore of the Club and a Journalist with the Western Australia and submitted the following summary of yachting events during his period of active involvement with the club.

Nedlands yacht club - a grand run of world and national titles – 1952 to 1984

Aquatic Monthly magazine reported in May 1961 that the eight national VJ titles and two national Skate titles won by the Nedlands Yacht Club in its early years of existence was a record that few clubs in Australia can equal. The future looks very rosy and more successes should come their way.

Formed on May 31 1952 as Subiaco Yacht Club. In October 2005 the club will celebrate 50 years since the opening of its senior clubhouse by Sir Charles Gairdner.

1953 Changed to Nedlands-Subiaco Yacht Club

1959 Changed to Nedlands Yacht Club

Skate designed 1956. Started sailing 1958

First season of full activity was the 1953/54 season

Fifty years ago Nedlands Yacht was just a band of young and enthusiastic yachtsman and their parents – today it is a bright sparking

Formed 1952 (Subiaco YC). Skate designed 1956. Started sailing 1958

The Nedlands yacht club, a family oriented club, was started in 1952 when a core of VJ enthusiasts became disenchanted with rulings of the Mounts Bay club that they should crew in the skiff class. Parents and yachtsmen formed a small club on the Nedlands foreshore opposite the Nedlands Park hotel (known as Steve's).

The licensee (Mr. Steve McHenry) allowed them to use a building on the Nedlands jetty for storing their yachts and gear.

The club quickly attracted very competent and competitive yachtsmen who have won many world and national titles. However the club also became known for it's near perfect location for sailing after moving to a new modern clubhouse about a kilometre further down the Swan River, but still on the Nedlands foreshore. It has gained a record that would be shared by few other clubs anywhere in the world. Almost every season since 1960 there has been a national or world title held from the club

At Nedlands the sailors enjoy grassed lawns to rig on, a sandy beach for launching and retrieving their yachts, a senior and junior clubhouse, plenty of room for storing and rigging their craft plus an excellent estuary of almost tide free-water on which Olympic or set courses can be laid. Spectators at the club can watch almost all of the sailing – a rounding mark right in front of the club adds to the spectator excitement. The Swan river chop gives an advantage to those who can master it.

The club offers facilities for championships that few other clubs in Australia can equal – and most of those would be the other Swan River clubs.

Foundation commodore Jack LeMaistre built the club's first mercy boat – Wargardo.

The new clubhouse was opened in October 1962, by Sir Charles Gairdner and gave the club more facilities for conducting national or world titles. Almost every season until the mid nineties the club was host for either a world or national title.

In the 1957/58 season Ray Young brought the 'Skate with sail number 1 to Perth - it was actually plan number 21 as a senior class for VJ sailors to move into and many of them did. Early Skates at the club were Surprise (Brian LeMaistre), Epic (Frank Smith), Wasp (Lance Rock) and (John. Ducat.) F'Sure. (Class launched 1955).

Laurie Chivers bought his first VJ for twenty five pounds and paid for it doing weekend jobs. By January 1961 the WA Aquatic Monthly magazine was able to report that Nedlands Club members had won eight Senior and Junior VJ titles and two in the Skate class. – a record which must put the club in the forefront of WA yachting.

Here is a summary of the special events, national and world titles held at the club

1957/58 SKATES AT CLUB

A state series for Skates was held at Nedlands in the 1957/58 season, probably as a promotion for the class and won by Ray Young and John Barter from Sydney.

Titles are national series unless listed otherwise

1959/60 SKATE

Geraldton and Carnarvon had also adopted the Skate class. Barry Waller from Geraldton and Barry Scott (Carnarvon) were sailing in the national series – Scott's Spindrift won the Inaugural State title for Skates. And was prominent in the national series won by Nedlands skipper Laurie Chivers,

The eastern state crews were surprised to see the WA Skates fitted with two leaning planks rather than the single plank fitted to their Skates. Most of the NSW Skates had two planks when they went home. The Skates, like VJ's, have a two-person crew.

Waller later won a national title in the Yvonne Catamaran class. His Skate was purchased by George Percival and taken to Queensland where it raced with success.

1960/61 VJ's

Early Nedlands member Ian Anderson was 2nd in the Swan River series but won the next season in Melbourne. (Ian sailed with Tim Bailey). Their craft was clocked at 22 knots by a speedboat on the Swan River. Brian Lewis won the junior title.

1961/62 SKATE

Won by John Gettens and Keith Cole sailing O'Lay (NSW) Tony Bartlett with Virgo (Nedlands) 3rd. Gettens won the fourth heat in light conditions

1962/63 YVONNE CATS

Won by Puma Bob Sweetman and Bob Malony.

Barry Robson won the national title in SA in 1960/61

1963/64 SKATES

Laurie Chivers and Ken Court won all five heats of the Skate series and was The West Australian Newspaper's Sports Star of the Month. This was the seventh Skate series, Chivers had won three titles. NSW skippers John Gettens and Ray Young won two each.

Gettens was disqualified from the third heat after protest from a spectator over a luffing incident when he was beating to windward with Chivers. These two skippers were very evenly matched throughout the series. The "luffing incident" occurred, in a strong breeze, when Chivers was to leeward and claimed his tiller extension may have slipped from his grasp.

The fourth heat provided some drama when after sailing all morning in a light easterly, the leading 15 boats were becalmed within 300 metres of the finish. When the sea breeze came in - Venom quickly dropped her spinnaker and was first to the finish.

O'Lay attempted to sail under spinnaker but lost time squaring away – O'Lay had been duelling with Chivers throughout the race.

During this series interest was revived in the “long leaning plank” (9ft against 8ft). The planks later extended to 10ft. They were wider than the original 6ft planks.

Skate results: Venom (Laurie Chivers, Nedlands, WA) 6128 1; Olay (John Gettens, NSW) 4572 2; Epic (Barry Court, Nedlands, WA) 4322 3.

1963/64 VJ JUNIORS

Although not recognised at the time a major feature of the VJ series was the performance of a 17-year-old sailor – John Bertrand, sailing Triad with Geoff Augustine from the Chelsea Club in Victoria. Bertrand won all five of the junior heats. In all heats he finished with the leading seniors- in one heat two minutes ahead. In the fourth heat he was 12 minutes ahead of the next junior.

Bertrand went on to win the America's Cup in 1987 and was back at Nedlands Club in 1984 to give a talk to the Nedlands juniors on how to sail and prepare yachts. In the 1978/85 season he contested the Soling series on the Swan - winning all five heats in a borrowed Soling.

Bertrand's VJ was built by Laurie Chivers who operated, with his wife Anne, a boat and spar building workshop at the Nedlands Club.

Chiver's yachts were highly regarded all over Australia his VJ's in particular. Chiver's fittings were used on a yacht in America when he visited a Trade Fair in Los Angeles.

Nedlands skipper Brian Howells sailed for Victoria after his VJ was not allowed to start over what was termed a ridiculous measuring technicality.

After the series Brian Howells, Brian Lewis, Tim Bailey, Warren Rock and Ray Wakelin switched to the Skate class.

Junior title placings: Triad (J. Bertrand, Vic) 5852, 1; Hi Fi (WA) 3216, 2; Spindrift (Ric Riley, Nedlands) 3110, 3.

1963/4 SENIOR VJ'S:

The senior title developed into a duel between Chi (Robbie Hawthorne) from Sydney and Ian Anderson an early member of Nedlands club.

Chi scored three wins in the series and Anderson's boat Dart 111 two.

Dart was disqualified from the first heat after being placed second – for replacing a broken spinnaker pole. Anderson had started sailing at the age of 12 after re-building an old VJ and won his first trophy at age 14

He later attempted to gain Olympic selection in the Flying Dutchman class.

Results: Chi (Robert Hawthorne, Sydney) 5763, 1; Dart (Ian Anderson, Nedlands) 5064, 2; Maverick (Allan Birdsall, Sydney) 3906, 3.

1962/63 YVONNE CATAMARANS

1964/65 TV COVERAGE

In October 1964 the ABC televised the second state selection heat for the Australian championships of the Skate and VJ class yachts from Nedlands. The day provided a twenty to twenty five knot wind, some excellent sailing and a very exciting TV coverage.

Neil Head's Valour won the heat sailed over a triangular course in front of the club.

It was then the policy of the ABC Sporting Department controlled by Jim Fitzmaurice to televise a Perth sporting event on Saturday afternoons in their Sportsview program.

Cameras were also placed at the Nedlands Club and in the Majestic Hotel car park. The ABC and Navy arranged a barge to be moored near the Majestic Hotel just upwind of the jibe mark.

A large van at the Nedlands club housed the commentators, sound equipment, monitors and mixing screens. It was said this van was so expensive and well equipped that to lessen the risk of an accident it could only travel in daylight hours.

The producers were ecstatic over the quality of the sailing vision. So were the naval personnel on the barge who sat on deck chairs enjoying a beer and betting on the ability of the crews to successfully round the jibe mark...

1965/66 SKATE

Celebrations - Nedlands Skates finished in the first three placings of the national and Skates had expanded their fleet into Victoria

For this series Neil Head (Valour) and Brian Lewis (Daring) had fitted "Long Planks" to their Skates and despite the teething troubles their forward hands – Tim Bailey and Terry Concanen, proved the 9ft long planks worked. Bailey fell off his plank twice in the series – once after finishing and in the fourth heat when the centreplate snapped. My brother Ken Vaisey was applying fibreglass coatings to the new plate at 2am and 6am for the final heat. The "long planks" were placing extra strain on Skate centreboards

The last and deciding heat was delayed 30 minutes waiting for a south-easterly breeze to become established over the course and later shortened one lap. O'Lay sailed by John Gettens from Sydney won this heat and again was best of the NSW and Victorian crews

Competition in the WA Skate fleet was very keen prior to the series; Valour had been unable to win a club or class race.

Results: Valour (Neil Head, NYC) 5590 pts, 1; Daring (Brian Lewis, NYC) 5113 2; Venom (Laurie Chivers, NYC) 4590 Pts 3.

1966 CARAVANS

The Nedlands club and the adjoining Perth Flying Squadron gained permission to park caravans at their clubhouses to solve accommodation problems for crews in national and international competitors. Caravans were used for many of the next thirty-year when Nedlands were conducting titles The Squadron used them for the Flying Dutchman, Manly Junior and Corsair series.

This season a new system of Olympic points scoring was introduced. – 0 for 1st, 3 for 2nd, 5.7 for 3rd, 8 for 4th, 10 for 5th, 11.7 for 6th then placing plus 1.

1966/67 YVONNE CATS

Barry Waller from Geraldton was back at the club and regained the Yvonne title he had lost in Victoria the previous season.

His club mate from Geraldton Kevin Marsh, sailing Su-Ton was only one point behind in second place. The two Geraldton boats were level on points after three heats with Co-Re gaining a one place advantage in the fourth heat. Marsh lost his chance of winning when the clew tore out of his jib in the final heat.

The competition between the pair on Geraldton harbour enabled them to tune their boats for this series. Barry Waller's forward hand was Len Herbert and his brother Barry was on Su-Ton South Australian skipper Dave Morphett was third, he broke three spinnaker poles during the series.

Earthshaker from Nedlands (Vic Russell with Barry Court forward hand) was fourth.

Ninth in the series was Nedlands club member Jack Emberson who bought his Yvonne Catamaran as a fishing boat but after seeing the club facilities decided to join the club fleet.

He won the club title in 1963/64. A baker from Bullsbrook he sailed with his son and has yet to catch a fish from his Yvonne

After the series foundation member Brian LeMaistre boosted the Nedlands fleet by buying Su-Ton to race at the club

FINAL POINTS: Co Re (Barry Waller, Geraldton) 3966 pts 1; Su Ton (Kevin Marsh, Geraldton) 3665 pts 2; Vixen 111 (Dave Morphet, SA) 2887 pts 3.

1967/68 KITTY CATS

Geoff Musto and Geoff Webster won the title by sailing the correct course in Caracal.

In the resailed first heat Geoff retained his lead in the series until the finish, after his brother Ken led the leading five boats around the wrong mark.

Geoff Musto only beat fellow Nedlands skipper Bob Hancock (Bob Cat) by a placing. Fifty metres from the finish of the final heat it seemed almost certain that a sail off for the title would be required, as Bob Cat was 10sec ahead of Caracal 50 metres from the finish. Bob Cat was tacking for the finish when his mainsheet traveller was torn from his hull allowing Musto to take the heat and the title.

Once again Ken Musto's forward hand Reid Edmeades plus father Syd Musto had a late night during the titles – Ken's boat Genet collided with Victorian boat Tinetta in the first heat and sustained a hole in her port hull, the real bad news was that his younger brother Geoff won the heat making it much harder for Ken to win the title

One of the first Darwin yachts to sail in Perth competed in the combined catamarans series. Skipper was 21 year old Tony Strickland sailing Jezebel.

Caracal's placings were: 1; 1; 2; 3; 3. Bob Cat: 1; 1; 1; 2; 4.

FINAL POINTS: Caracal (Geoff Musto, Nedlands) 4442; Bob Cat (Bob Hancock, Nedlands) 4317; Chugga (Geoff Bail, Vic 3; Genet (Ken Musto, Nedlands) 352.

1967/68 MOTHS

Brian Pearce with his self-modified version of the Milne scow Moth (with tunnel) a Whirlpool design became the first WA yachtsman to win the national title in the 35-year history of the class.

Pearce started sailing at the age of 14 years and sailed Moths in all Australian states. For this series he successfully switched his wooden mast for aluminium one. Three heats were sailed in solid blows, a medium breeze and light breeze. Twenty-six Moths started the series.

The final heat had Spectators on their toes and was described as "ulcer day" - any of four WA Moths could have taken the title – WA's first national Moth title

Young Frank Farrelly was third in the junior series - his father Frank was secretary of Nedlands club for many years and is now a life member. He was living in a retirement village in 2005. After the series Pearce, Plumb and Lillingston went to Wellington (New Zealand) to compete in the Moth Pan Pacific championships. Each won a heat and Brian Plumb narrowly won with Graeme Lillingston (WA) second and Pearce third. The Australians soundly beat the New Zealanders. Bruce Farr was a leading NZ entry. Lillingston then went to Cannes in France for the World Moth series and finished 14th but won the last heat – the only heat where the breeze was above 8 knots.

PLACINGS: Redwings (Brian Pearce, Nedlands) 3 pts 1; Ballerina (Brian Plumb, Maylands) 11.7 pts 2; Chamozzle (Greg Marshall, NSW) 21.7 3; Joy (Graeme Lillingston, Nedlands) 30.4 4.

1968/69 SKATE

For the first time in class history the WA Skates were outclassed on their home waters in a national series

Bitsa sailed by Ben Piefke and Frank McBeth from the Speers Point Club in NSW won four heats in the series with a flat bottomed planing hull Skate and a new three-way spinnaker brace system that allowed fast spinnaker handling..

Laurie Chivers and Chris Johnson were second sailing Venom, which was fitted with aluminium planks - a new innovation to the class.

Echo sailed by Warrick Wood from the Concord club in Sydney was third.

Peta (Bob Lowndes) bolted away from the fleet in four of the five heats. He was sailing hard and broke the start line in the final heat A collision and mark rounding incident cost him a chance of winning the title – he finished seventh.

Defending champion Doug Jeffkins was a victim of the Nedlands club's hospitality. Summer evenings in December are frequently warm and windless with clear skies. The club's grassed lawns have an excellent Barbecue area with views over the river and to the city. With conversations around the bars and meal tables plus crews working on their boats there is a very convivial atmosphere. However Dennis McInerney (Jeffkin's forward hand) suffered second degree burns to his foot at a BBQ and was unable to sail in the series Jeffkin's boat Fury S was tipped to be the fastest at the series.

.RESULTS: Bitsa (Ben Piefke Lake MacQuarie) 5.7 pts 1; Venom (L Chivers, Nedlands) 16 pts 2; Echo (Warrick Wood, NSW) 36.7 pts 3.; Glimpse (Ray Wakelin, Nedlands) 41.4.

1969/70 INAUGURAL CHERUB WORLDS

Nedlands was one of five Swan River clubs listed as hosting the inaugural World Championship in the official program. Most of the visiting crews and many locals used the Nedlands club for rigging because of the easy access to racing courses.

Mounts Bay officer Sherb Bowra brought the Cherub class plans to Perth from New Zealand in 1962.

The World Series was conceived by Basil Wright, then commodore of the Mounts Bay Club, whose sons Gordon and Brian sailed Cherubs. Wright corresponded with countries around the world and planning for the series took over a year.

New Zealanders Russell Bowler and Peter Walker who were the first and second placed skippers in the previous season New Zealand championships arrived in Perth in February 1969. They had taken a year off work to come to Perth for Cherub series and stayed at the home of Basil Wright. Bowler, an engineer, designed and built his yacht Jennifer Julian from foam and fibreglass. Saws and hammers were discarded in favour of sharp knives and resins. He had plenty of ideas, but little money, claiming to have built the fibreglass boat in the sports room of Wright's home mostly with a pair of scissors

Over the Christmas period Walker won the inter-dominion (Aust and N.Z) Javelin series. Bowler won the International 18ft skiff series both sailed in Sydney. Lightness was Bowler's forte. He claimed to test all his sailing ideas scientifically and had rejected many conventional yachting theories. As he did not contest the NZ Selection series he was eligible to be selected in the WA World Cherub team.

Full teams were expected for the series and by October 1969 all Australian states except NT and Tasmania were entered. Nedlands club skippers selected for the series included Phil Snook, and Chris Woods. New Zealand had eight entries, two each from the USA and Great Britain and one from New Guinea.

Thirty-three entries were received from eastern states for the national series with 21 WA boats eligible to compete – the first 24 into the World Series.

The New Zealand team sailed seven locally made Spencer Mark VII boats using their own masts and sails. Their boats had been held up by a shipping strike in New Zealand.

Presenting the trophy the Governor General said, "It was a Kiwi boat sailed by two Aussies."

Runner up was Jamie Wilmot from Sydney sailing Jazzer. – He also won the Cadet and Junior titles and his sister Janine won the women’s title. Ken Beashel built, rigged and tuned Jazzer, she was one of the most expensive Cherubs at the series.

Jazzer had to win the final heat to win the title.

RESULTS: Jennifer Julian (Russell Bowler, WA) 8007, 1; Jazzer (Jamie Wilmot, NSW) 7433, 2; Ace (Gordon Lucas, WA) 6576, 3; Shadrack (Michael Nash, NSW) 6438, 4.

1969/70 NATIONAL CHERUB TITLES.

Royal Perth club crew Gordon Lucas and Phil Arnold had a brief reign as national Cherub champions, their boat Ace had won the final heat of the series and was hailed as the winner. Five minutes before the Governor of WA was to present the trophy it was discovered Bowler’s Jennifer Julian had won the title

The two boats finished the series equal on points. The old high scoring Olympic points system was used for calculating heat scores. The first count back was on first placings only. Ace had won two heats and was series winner on this count back and Jennifer Julian was out of the first three. The race committee however ruled the system to be used was – total the best five heats Jennifer Julian with one win and consistent minor placings was then the winner (1.2.2.3.) Ace had 2.6.1.1. However the race committee decided that the four best heats of each boat should be totalled and lowest win. Seven heats were sailed with two being discarded.

Wright said “it was just one of those things that happen in a close and exciting finish”.

However the race committee decided that the five best heats of each boat should be totalled and lowest win. Jennifer Julian won the first heat of the series in a strong sou’ wester then was second in a more flukey easterly wind in the second heat, won by Maurice Raphael (WA). Jennifer Julian was second in the third heat in solid sou’ wester, NSW boats were first, second and third in the fourth heat won by Jamie Wilmot in a 10 to 15 knot sou’ wester won the fourth heat and the fifth (a rough sou’ wester). Bowler won the sixth heat sailed in a blustery sou’ wester. Ace won the final heat in a light easterly that strengthened near the finish.

Ace was launched 30 minutes before the start of the first heat of the national series.

Jennifer Julian’s buoyancy was controversial. Bowler argued that her foam hull made buoyancy unnecessary. However when she capsized in the fifth heat and her hull sank completely and she had to be sailed out the water.

The South of Perth Yacht Club was listed in the program as host club for this series with five kindred clubs where ‘official’ notices and results could be obtained’.

RESULTS: Jennifer Julian (Russell Bowler, WA) 6437, 1 on count back; Ace (Gordon Lucas, WA) 6437, 2; Celeste (Michael Wall, WA) 5136, 3.

1969/70 KITTY CATS

This was the seventh Kitty Cat series and the closest.

In the last heat any of three WA boats could have won the title – Telstar (Derry Sainsbury), Simba (Reid Edmeades, Nedlands) or Genet (Ken Musto, Nedlands).

Different Kitties won the first three heats. Ken Musto, the defending champion, had won the title three times.

WA Kitty Cats dominated the series with Musto taking the title after beating Sainsbury and East Fremantle skipper Edmeades in the final heat. Ken and forward hand Greg Dickenson used the same hull they sailed in the previous series - it was a standard hull from mould used for all the WA boats.

The series had a wide range of winds including several easterlies.

PLACINGS: Genet 11 (Ken Musto, Nedlands) 4994, 1; Simba (Reid Edmeades Nedlands) 4517, 2; Telstar (Derry Sainsbury, WA) 4392; Toroa (Paul Schapper, Nedlands) 3693.

1970/71 STATE TORNADO TITLES

There were no national titles held at the club but the Tornado catamarans held their inaugural State title from the club over the Christmas New Year period.

Nedlands skippers dominated this class this Olympic class – but unfortunately they failed to win an Olympic medal. – but they won Olympic selection a number of times and many national titles.

Jim Dachtler won the state series with John Flower second and John Sumpton third.

The Tornadoes were claimed to be the fastest yachts racing on the Swan at that time.

Nedlands skipper Dachtler sold his catamaran at the end of the 1970/71 season to a Sydney skipper. He had campaigned hard for a chance to represent Australia at the Olympics including trips to Europe and many trips to the eastern states.

By 1974 Dachtler was the national Tornado champion after taking delivery of a Sailcraft of Canada Tornado, as did Bill Burbidge. John Flower bought a pair of hulls from Panthercraft and sold Pink Marno Too to Brian Lewis. Les Morrissey retained his hulls.

1971/72 SKATES

Forty three year old Doug Jeffkins from Lake Macquarie sailing Jo Blo provided a classic case of the tortoise beating the hares when he won the national title at Nedlands. Sailing with his son Paul they won the seventh heat and the title

Before this heat Steve Bull of Sydney sailing Mea-Tere had a firm grip on the title – having only to finish in the first four to win. However the light-flukey conditions were not suited to his Skate and he finished 15th. Barry Court sailing 703 was third upholding Nedlands reputation in this class. Jeffkins won the Skate series because he was able to finish in the first four placings in every heat. Whereas the leading WA and NSW boats had capsizes, gear breakages or capsizes. Heavy crews were OK in the first four strong-wind heats but when the wind went light at the end of the series they were not suited. Jeffkin's son Paul used a 9ft6in front plank while the WA boats used 10ft planks.

Mea -Tere was what the Skate sailors call “a box or coffin” because of the flat shape of the hull which had little spring or V section. Jeffkins had a self-designed fibreglass hull.

Lady skippers competing were Helen Court and Ann Shugg both from Nedlands club.

RESULTS: Jo Blo (Doug Jeffkins, Lake Macquarie) 23.1pts; Mea-Tere (Steve Bull, Sydney) 25pts; Barry Court (Epic, Nedlands) 52pts. Bull Junior champion

1971/72 VJ SENIORS

Once again the VJ and Skate series were combined and became a family affair. Brothers from NSW won both senior and junior titles - Greg and Peter Asquith sailing Gyro (Senior) and the junior title went to Gordon and Stuart Beath sailing Swinger.

Both crews were from Lake Macquarie.

The Asquith brothers dominated the series sailing a four-year-old boat, which had won them the junior title the previous season. The pair, from Lake Macquarie, had sailed together for seven years. Peter, the younger brother, had poor eyesight (only able to see boat's outline') a handicap he overcame by using ropes of differing thickness. They finished first or second in the final four heats. Forty year old Rex Bray from NSW sailing Flying A was ninth.

VJ enthusiasts in WA had a chance to see the Fairbrother hulls from which fibreglass VJ's were to be moulded. NSW had 400 VJ's registered

Greg Munsie was the best WA skippers with first and second placings in the early strong wind heats.

RESULTS: Gyro (Greg Asquith, (Lake Macquarie) 5710pts 1; Stomper (John Patterson, Sydney S) 3990, 2; Photon (Trevor Whitbread, Sydney S) 3932, 3.

1971/72 VJ JUNIORS

This series featured a last-heat battle between Beath (Swinger) from the Northern NSW Branch and two Southern NSW Branch skippers – Joe Dunn (Caliph) and David Coates. (Hispaniola). Whichever VJ finished in the best placing won the title.

Light winds suited the northern branch boat and she won the heat and the title.

Best placed WA VJ was Nedlands member Peter Morgan sailing Vulcan into tenth place.

1971 BOATSHOW

In November 1971 a One of a Kind series and Boat show was held at the club.

Sailing rides were given to members of the public. A short race series was held.

1972/73 MOTHS

WA Moth skippers are hard to beat on their home waters and Maylands (WA) skipper Rob O'Sullivan made the most of his home waters advantage to win the national title with Gidget - a Whirlpool design WA Moth skippers filled five of the first six Placings in the seven heat series.

All Australian states were represented in the fifty one yacht fleet. There were light and strong winds for the six heat series. It was evident during the series that yachts racing on the Swan must be strong enough to take a pounding from the chop that builds up with the sou' west sea breeze.

The nine- Moth Queensland team arrived on one trailer towed by a four wheel drive vehicle.

O'Sullivan finished in the first four Placings in all heats. After being an early leader in the series Brian Pearce had two bad Placings – a 21st in the first heat and a 17th in the fifth heat and finished well back in the fleet.

Sydney skipper Peter Moor won the final heat and this earned him second place in the series. He picked the wind shifts skilfully in the middle stages of the heat..

After his title win , O'Sullivan was one of 12 nominations for the WA Newspapers Sport Star of Year. He was also awarded the WA Associated Sporting Committee's - WA Sportsman of the Year for 1974 – the first sailor in 18 years to win the award from 37 nominees.

That he built the Moth he sailed in this series and then another for the World series at the Taby club in Sweden may have counted in his favour for the awards.. His World series Moth weighed 55lbs and O'Sullivan built it to an Australian design. Later in the European summer he won the world title.

O'Sullivan commenced sailing at 12 years and was 24 years when he won the award

The following season he was runner up (World Moths to Peter Moore (NSW) in Tokyo.

Australian Junior title went to another Nedlands skipper Ray Edwards sailing Ichabod. – this win earned him a selection for the World Youth Championships being held at Palermos in Spain. Fifteen countries were entered.

In 1978 O'Sullivan won the World Moth Tile in Brisbane (Australia)

Placings: Gidget (Rob O'Sullivan, Nedlands) 22.7, 1; Snubby (Peter Moore, NSW) 34, 2. Joy Too (Graeme Lillingston, Nedlands) 34.7, 3; Amber (Mike Finn, WA) 59.4, 4; Black Arrow (Kim Stephens, WA) 60.7, 5.

1972/73 TORNADOS

Sailing from his home club (Nedlands) on familiar waters Jim Dachtler had little trouble defending the Tornado title he had won the previous year on Botany Bay

Dachtler sailed the same Tornado he won the previous title with - a pair of two year old wooden hulls – built by Dachtler and John Dimmer He was very well prepared - sailing and tuning his Tornado four days a week with forward hand John Prott before going overseas. The pair handled both light and heavy weather with skill. Dachtler was due to take delivery of a pair of new Sailcraft fibreglass hulls for the series but they were late arriving and left behind.

Peter Blaxland (NSW) was second with Melbourne skipper Chris Wilson (Ditto) 3rd - he was the only skipper to finish all six races.

A fleet of 17 contested the series, catamarans coming from Queensland, NSW, Victoria and SA. Peter. Angell trailed his Tornado from Brisbane to the series..

Only three cats finished in heat 5 that was started in a 30 knot sea breeze and strengthened to 35 knots - they were Bill Hollier (Sydney), Les Morrissey (Nedlands) and Wilson (Victoria). The variable winds during the series showed the importance of having sails, battens and rigs that are adjustable.

Dachtler and Phil Snoike finished 20th, at the World series held at Copenhagen in the following European winter club mates Brian Lewis and Warren Rock were 24th.

RESULTS: Akuna 111 (Jim Dachtler, NYC) 10.4pts 1; Mehitabel (Peter Blaxland, Sydney) 37, 2; Ditto (Chris Wilson, Victoria) 40.4, 3

1974/75 HOBIE 14 CATS

At Nedlands Grahame Wood from New South Wales sailing Honey successfully defended the national title he won the previous season.

Nedlands skipper Brad Jones won a trip to Tahiti for the class World Series, he was the only West Australian in the five-yacht Australian team after finishing third in the national series in Brisbane in the 72/73 season. Twenty three year old Jones had only been sailing for two years. After spending \$800 on repairs to his power boat in three months he had traded the power boat for a Hobie cat.

RESULTS: Grahame Wood (Honey, NSW) 1.

1974/75 HOBIE 16 CATS

Won by Mustang Sally sailed by Bill Sykes and Paul Woolveridge (NSW).

1974/75 KITTY CATS

East Fremantle club skipper (WA) Derry Sainsbury retained his Kitty Cat title when he won the re-sailed final heat of the Australian series after racing away from the fleet in the last two laps of the three lap course.

After two heats of the Kitty Cats series, Geoff Must and his older brother Ken had won a heat each. Colin Must then made it a trifecta for the Must brothers when he won the third heat. In the second heat three Kitties finished within 20sec. Ken Must was third overall after winning the first heat.

Ken Must had built a new Kitty for the series but may have had too much crew weight in the light conditions.

Telstar (Derry Sainsbury, WA), 6pts 1; Valhalla (Colin Musto NYC) 8.7pts 2; Genet (Ken Musto, NYC) 14.4, 3; Bob Champion, Nedlands) 33.7 4.

1975/76 AUSTRALIAN MIRRORS:

Ninety-one Mirrors started in the Invitation race from Nedlands - This was the largest one-design fleet ever seen on the Swan River. Worldwide 50,000 of the Mirror Dinghy kits had been sold and it was one of the largest classes in the world.

In Australia Tasmanian crews proved to be proficient Mirror sailors.

A Tasmanian father and son were favoured to win this series.

Nedlands club skippers Barcham, Vince Hudson and Greg Willcock were first, second and third in an Invitation race at Nedlands prior to the series boosting the club's chances of winning another title. But winning the Invitation race is often a jinx. In the official Invitation race Nedlands skippers Vince Hudson and Barcham were first and second. Barcham had imported an English kit for the series as the wood in the English kits appealed to him.

First heat – won by Canberra skipper Alan Cichero with his 12yo son forward handing. Alan had won the national title two seasons prior. He led this heat for the first two laps of the Olympic course and won by 4 minutes. In second place was Nedlands skipper Ian Samson with his father Bob forward hand – Bob was one of the great characters in the early years of the Nedlands club and won an Yvonne catamaran title.

Second heat – Victorian husband and wife crew David and Mary Lawry won after being 29th in the first heat. Royal Freshwater Bay Club (WA) father and son combination Ron and Alan Rose were second.

Third heat – Hudson was the winner in a sea breeze that gusted up to fifteen knots. He is the son of MST Bay Club (WA) yachtsman Frank (Soapy) Hudson.

Fourth heat – WA skipper Ryan Moore was first home sailing a hull built from an English kit. Brothers Greg and Mark Willcocks won this heat with a flawless display of sail setting.

Final heat – a morning heat (probable light winds) and with five different heat winners and seven skippers able to win the title great interest was shown in the race. Tasmanian Des Clark won the heat with the Willcocks brothers 2nd and NYC skipper and class enthusiast Max Law 3rd. Hudson was second and Barcham third. Making it 1-2-3 for Nedlands crews.

The Willcock brothers won the national title - the first WA crew in the seven year history of the class.

An interesting decision was made by the class measurers before the series The license to build the kit Mirrors in Australia (the only way to buy them) was given to a “bobtailed”. This builder arranged his templates, then built Mirror number 1, number 2 was built from number 1, number 3 from number 2 and so on. The result was that by the end of the run there was discrepancy between number 1 and the last Mirrors built. Enthusiasts claimed that the difference in measurement made these new Mirrors faster than the older Mirror. The end of run Mirrors were claimed as an “Official Mirror” as Mirrors can only be registered from an Association approved kit number.

The class had been adopted by Nedlands in 1970 and proved very popular with fleets of fifty to sixty Mirrors regularly racing.

The Saturday club Mirror race included reaching legs across the river – the Mirror crews often met fleets from other Swan River clubs beating up the towards the Bricklanding marks river crowding made it hard to avoid collisions. After the race the Mirror crews were like “Battle of Britain pilots” - keen to know which crews didn't make it home or had been damaged in collisions.

Results: Wezzigon (Greg Willcock , Nedlands) 16-3/4 pts 1; Titicaca David Lawry, Vic) 26.4 4 pts 2; Jonathon Livingston (Ian Barcham, Nedlands) 30pts 3; Gypsy (Don Clark, As) 30.3 4.; Riot (Vince Hudson, Nedlands) 38.3 5.

1976/77 HOBIE 14'S

Kerli Corel's win was attributed to his having a stronger hull than the other competitors. This win earned him a trip to the Canary Islands for the World series.

Kerli, from (NSW), acknowledged that the series was low on numbers but high on quality. The NSW state champion claimed his mainsail was too full for the windy conditions on the Swan River. Many of the races were started at 4pm and became almost twilight races.

Final Placings Hobie 14's: Vasco Pyjama (Kerli Cornet, NSW) 13pts; Sweet Wine) Mal McKercher, Nedlands) Gee Whiz (Kevin Page, Nedlands) 41.7

1976/77 HOBIE 16'S

This was the first ever combined titles for Hobie 14's and 16's. Kevin Agree and Rex Ditcher from Nedlands sailing Young Rascal won the national series for 16's.

American Jerry King was second. King was on his way home from the World series in Hawaii where he finished third. He had been American champion once and runner up twice. Three other Americans sailed at Nedlands and Hawaii.

King, a retired Real and estate and business broker was searching for a World Hobie title venue. There was discussion about Nedlands as a venue which was left open.

The Hobie manufacturers who nominate the venue sponsor this series – it should be on a large body of water or ocean and there must be a large hotel to cater for spectators and competitors. Although the local association was keen to hold a world series there was no suitable venue close to Perth. After the first heat King conducted a seminar at the Nedlands club to show enthusiasts how to sail faster.

Summer Wine was placed second with Russ Eddington forward handing and skippering – King believes Hobie sailing should be fun. Ian and Kevin Allen (Cruising Yacht Club of WA) were third.

King sailed in the Cockburn Regatta during the week before the titles – he was loaned a yacht and enjoyed racing on the wide open protected waters.

The final heat of the nationals (Placings had been decided) was sailed in a light easterly as the fleet leaders were rounding the last mark the sea breeze came in bringing the tail enders up to the leaders, after the winner twenty Hobbies crossed the finish line within 20sec.

Placings: Young Rascal (Kevin Agree –Rex Ditcher) 18 pts 1; Summer Wine (Jerry King–Russ Eddington, USA) 33. 2; Sorcerers Apprentice (Kevin Allen, WA) 43.5

1976/77 KITTY CATS

Victorians David Lugg and Craig Gibbs sailing Achilpa won the Kitty Cat series. They found competition in Perth much tougher than it was in Melbourne the previous season s Victoria and WA each had five boats in the first ten. Eleven Victorian and 13 Swan River Kitties took part in the series.

Lugg won four of the seven heats, Geoff Must the other three. Must's Caracas was rigged very simply with few fancy fittings that were difficult to operate in strong winds

The third heat, won by Lugg, was virtually a raffle with light fluctuating winds favouring both sides of the course.

After Lugg won the Invitation race, he became the first Victorian to win the Kitty national series on the Swan River. Class enthusiast Jim Ramsay (placed 4th) said that Kitties at the 76/77 titles were a lot faster than those at the previous season titles.

Placings: Achilpa (D. Lugg, Vic) 13.7pts 1; Caracas (Geoff Must, Nedlands) 23pts 2; Kitty Hawk (Ken Stokes, Nedlands)

38pts 3

1977/78 PAPER TIGER

Advantages of living in a caravan at the club during a National title series are that you have only a short walk to your boat – no car trips, more time to devote to the racing and the family can watch racing from the sandy beach. Mirror and Windsurfed classes. Nedlands skipper, All Australian states were represented, with a cup of tea, plus there is also someone to talk to about sailing

At their home clubs many of the series competitors had to rig on mud and oyster shells in cramped conditions – they welcomed the grassed lawns and sandy beach at Nedlands – the tide free waters were a bonus.

Competing at Nedlands was Peter Anderson the President of the Victorian Branch of the class association who was on his way home from competing in the World series in South Africa where he won all five heats.

Anderson won the first four heats and the series, another Victorian David Hart was second. Ken Best was seventh and the leading Nedlands skipper

The Paper Tigers had 13 locals competing against 24 visiting crews. This class has fleets in nearly all states and is well established worldwide. The World series was to be held in Victoria in the 1979/80 season. Anderson won this World Paper Tiger series on Port Philip Bay in March 78 – his third World title

Jenny Hart of Victoria, the National Women's Sailing Champion, was well placed at the series. Hazel Davidson of Redcliffe was the other lady skipper at the series.

Sixty year old Jack Leever from Elwood in Victoria was the oldest competitor at the series and one of many veteran yachtsmen to have sailed at the Nedlands club.

RESULTS: Paper Brick (Peter Anderson, Vic) 4-1/opts 1; Hartatak (David Hart, Vic 14-3/opts 2; Paper Dingo (Pat Carroll, Vic) 25pts 3.

1978/79 TORNADO CATS

Brian Lewis and Barry Robson sailing Daring North won the Tornado series. After the series Lewis sold the Tornado in which he and Warren Rock sailed in the World championship in England and the Russian pre Olympic regatta. Lewis was upset over the political interference, which caused the Australian team to be withdrawn from the Olympic Games.

Eliminator sailed by Peter Bradbury of Queensland was second having Warren Rock (Nedlands) forward handing and Ditto (Chris Wilson (Victoria) third. Rock crewed for Lewis in Europe the previous year.

The fierce competition in this class makes sure that catamarans must be fitted with world class rigging and sails. Prior to the series it took eight officials it took eight officials a whole day to weigh and measure Tornadoes and check their sails.

In the second heat sailed in a 25 knot sou' wester only 8 of the 23 catamarans completed the course. The Tornado Cats can sail at speeds of up to 27 knots. In this heat five yachts were damaged. Two Tornadoes collided on opposite tacks. A crewman John Hurley (NSW) had to be sent to hospital with a badly cut ankle. Lewis and Robson won the heat.

Popular Nedlands member John Flower launched a bright yellow pair of hulls imported from England shortly before the series and finished twelfth He claimed it was the finish the "white hulls"

Three girls from Queensland forward handed in the series. Lesleigh Smart from Mackay sailed on Gilfifich, Merryll Mulhea from Cairns (Shaimi) and Rita Byrne from Cairns on (Buttercup). They found sailing in light easterly on the Swan River very different to the ocean races they are used to on home courses.

Results: Daring North (Brian Lewis, Nedlands). 13pts 1; Elimator 11 (Peter Bradbury, Qld) 21.7 2; Ditto Six (Chris Wilson, Vic) 34.1 3; Seraphim (Tony Moore, Nedlands 5.

1978/79 KITTY CATS

Brothers Ken and Geoff Must (Nedlands Club) took first and second Placings in the Kitty Cat series, their 21 year old brother Colin crewed on the third placed cat – Challenge sailed by Don Angell.

A spectacular downwind run by Ken in the final heat allowed him to pass Geoff and win the title.

The Musto family has been sailing Kitty Cats for 15 years.

Father Syd was race control officer for this series. He served as a member of the Nedlands Club Management Committee for many seasons - an Architect he was responsible for the design and construction of the senior clubhouse.

The first heat of this series was sailed in a wild 25 knot sou' wester and won by Challenge. Once again Ken Musto had a late night during the nationals when he finished the heat with his starboard hull full of water due to a fracture under the moonbeam 1979. He had to work until 1.30am to repair the damage then won the second heat after a poor start.

A spectacular downwind run by Ken in the final heat allowed him to pass Geoff and win the title.

Sid Must introduced the family to Kitty catamarans when he saw the plans for building them in a bookshop and with his sons' assistance built one of the yachts. Ken at the end of the seventies had won four national titles and brother Geoff two.

RESULTS: Genet (Ken Must – Don Gray, Nedlands) 24.7 1; Caracas (Geoff Must, Nedlands) 29.4 2; Challenge (Don Angell Colin Must, Nedlands) 3; Kontageous (Steve Lanyon, Vic) 36.4 4.

1978/79 WORLD MIRROR CHAMPIONSHIP

English skippers mixed it up with the locals when they finished first, third and sixth in the World Mirror championships.

This was the second World Mirror title. Overall winners were English university student David Derby and 13 year old Chris Bishop. Nedlands yachtsman Keith Scatter was second and UK skipper Simon Jackson third another Nedlands yachtsman - Max Barcham was fourth. The English skippers were sailing for Malta and won five four of the six heats.

UK skipper Roy Partridge won the final heat of the series but lost the title he was defending to a younger and lighter crew – he borrowed a boat and a local crewman for the both the World and Australian series but had difficulty adjusting to the Swan River conditions.

Australia, USA, United Kingdom-Malta, Canada, Japan and Holland were included in the 15 overseas entries. The English crews were listed as sailing for Malta because of a measuring difference within the class. The English Mirrors kits included a brass strip to fit along the keel and protect the dinghies on stony beaches – this was not included in the Australian kits

The series was part of the 150th Centenary Celebrations for the state of WA.

Second in the series was another UK skipper – Chris Sidey with Nedlands skipper Keith Scatter finishing third after a close duel with Sidey. After four heats only five points separated the five skippers vying for second overall.

Among the visiting internationals there were five senior and junior national champions racing. English skipper Derby - the English and European titleholder won the first four heats of the World series. Visiting international skippers took part in the Australian series to prepare themselves and their dinghies for the World series but raced for a separate trophy.

The fourth heat was the hardest for Derby to win. The heat started in a light easterly with many windless patches across the Swan River. As the leaders rounded the first mark they sailed into a sea breeze which freshened to 10 knots. Scatter led for the first two laps of the Olympic course but Derby took the lead at the beginning of the final lap.

The Gaffer sailed by Derby and Bishop won both the Invitation race and the first heat of the series which was sailed in a flukey easterly with wide changes in direction – they went on to win the next three heats. The first heat course was shortened so competitors could have a beat to the finish.. Tasmanian Michael Adams was second in this heat.

Results: The Gaffer (David Derby, UK) 0pts 1; Erewhon (Keith Scatter, Nedlands) 26pts 2; Shadow (Simon Jackson, UK) 21pts 3; Jonathon Livingston (Max Barcham, Nedlands) 19 3; Odysseus (Michael Adams, As) 22 4; Super Sidewinder (Chris Sidney, UK) 5; Suromira (Rod Viney UK) 34 6.

1979/80 NATIONAL MIRROR CHAMPIONSHIP

Nedlands skippers Max Barcham and Keith Sclater duelled for the National Mirror title until 15 metres from the finish line in the final heat, the skippers tacked three times in the short distance and Sclater won the heat - but Barcham and his 12 year old forward hand Brooke Dixon were second and won the Australian title.

Tasmanian Rod Viney sailing Suromia had an outside chance of taking the title in the final heat but was third.

These three crews plus – Odysseus, skippered by Michael Adams with his teenage daughter forward handing and Good News (Grant Nichols, Vic) gained selection for the World series.

In the final heat the leading three skippers in the series were level at the front of the fleet on the spinnaker run to the final mark. Then they launched into a tacking duel to the finish, Barcham tacked three times in final 15m of the race. But Sclater won the duel and the heat.

A sign of the club maturing – Junior skipper Ian Samson won the practice race for the Nationals. He is the son of Bob Samson was a great character in the Yvonne Catamaran Class in the club's early days.

Different Mirrors won each heat – winners were from Nedlands, Tasmania and Victoria.

Sixty eight crews started in the Australian Titles. Max Barcham with teenager Brooke Dixon forward handing, who were regular competitors at Nedlands were best of the Australians after three heats. They went on and won the series after a close tussle in the final heat with Sclater (Nedlands Club).

Forty eastern states crews and 40 WA crews were selected for the Australian nationals and from this series the first five were selected for the World series.

There were more than five senior and junior national champions racing. English skipper Derby - the English and European titleholder and won the trophy for International crews winning the first four heats of the six -heat series. Visiting international skippers competed in the Australian series to allow them to tune for local conditions.

A 25 to 30 knot southwester forced the postponement of the first heat of the series. The Mirrors sailed to the starting area but starter Ross Davidson postponed the race when the wind showed no sign of abating. Greg Willcock broke his centreboard, two Mirrors had their masts bent beyond repair. UK skipper Simon Jackson won the Invitation race and then broke a rudder gudgeon in the first heat – Australian fittings were not suitable for his English hull and he had to search for a new fitting.

Among the internationals here were five senior and junior national champions English skipper Derby - the English and European titleholder. As UK and European champion.

RESULTS – Australian Title:

Jonathon Livingston (Max Barcham, Nedlands) 8-3/4 1; Erewhon (Keith Sclater, Nedlands) 9-3/4 2; Suromia (Rod Vine, As) 11 3; Odysseus (Michael Adams, As) 16-1/2 4 Good News (Grant Nichols, Vic) 18-3/4 5. Junior Title: The Aussie Flyer (Ken Sclater) 1.

Ninety-eight yachts took part in the series – this was the largest fleet seen on the Swan River. International Series: The Gaffer (David Derby-UK) 1; Merimba (Roy Partridge, UK) 2; Shadow (Simon Jackson, UK) 3; Bo Jangles (Hans Verwoerd, Holland) 4; Shinuy (Pieter Janessen, Holland) 5

1979/80 MOTHS

In the selection series and Selection heats Moth skippers had a variety of breezes with the final heat featuring a calm for two hours Greg Hilton (SPYC) won the first four heats and top selection for the nationals

Hilton (WA) won the selection series for WA Moths with four wins and a second

After the series he designed and built a Moth that won the 1983 World Moth series on Sydney Harbour – by using a new non-stretch Mylar fabric he designed a sail that could be used in a wide variety of conditions. He won two national titles.

1973/74 TORNADOS

State champs

A Tidy (Illusion.) - Junior Champion. Open champion John Hilton Bunyip

Won again at Largs Bay in SA O”Sullivan third.

1980/81 TORNADO CATAMARANS.

1982/83 W.A. CATAMARAN CLASSIC

The organisers recognised the Nedlands club for being involved with catamarans over many years – and nursing many classes from their beginnings to adulthood..

The four-race regatta for cats under 7 metres in length had yardsticks for 28 classes. It was promoted by The Hobie Catamaran Association of WA – which wanted the event to be a fun pre-season warm up with an opportunity for crews to measure their performance without going interstate.

All of the four heats (sailed over a weekend) were to count – the most consistent yachts would win.

1981/82 HOBIE CATS 16

WA crews almost surprised themselves when took five of the first seven placings in the national Hobie 16 series.

There were 12 visiting crews in the fleet of 42. Husband and wife Ken and Joan Allen from Nedlands were series winners - although they never won a heat.

The series organisers were delighted to be sailing the series from the “Nedlands Yacht Club” with its magnificent facilities, million dollar outlook and close proximity to Melville Waters. Nedlands club commodore Rod James hoped the organising committee would achieve its objective of keen and fair racing.

Crews to win a trip to Tahiti for the World titles were – Ken and Joan Allen, Rob Binedell, Graham Lithgo and Mal McKercher. Making up the five for the Tahiti trip were – Mark Pryke the current NSW champion and Whitfords club skipper Steve Strugnell. The WA crews were not aware of their skills on their home waters

In the Invitation race Nedlands husband and wife team Grant and Janet Lithgo started in front and stayed there.

Ken Allen bought a new Hobie 16 four months before the series hoping it would make him faster in the title series. Mrs Allen was one of the few females to share in a national title win, when a teenager she won a state school gymnastic championship.

After the first three heats - two in very strong sou-westers - WA skippers were holding the first six places. Nedlands skipper Graham Lithgo won the third heat and was then series leader – crews then had a lay day to repair their boats with four heats remaining

One hundred Hobie 14’s and 16’s were expected to sail in the World series in Tahiti.

Nedlands skippers selected from this series were – Allen, Lithgo and McKercher.

RESULTS: Rough Tough Cream Puff (Ken Allen, WA) 25 1; Impera (Mark Pryke, NSW) 29.5 2; Scrimiter (Rob Binedell, WA) 32-3/4 3; Quicksilver (Graham Lithgo, Nedlands) 36.5 4.

Later Nedlands skipper Brad Hiles' Hobie 16 was timed at 21,5 knots in times runs at Woodman Point (WA) – possibly a record for the class.

1981/82 HOBIE 14 AND 18

Former Nedlands club catamaraner Tony Laurent won the Hobie 14 national series, scraped into the team for the World series, then decided he would switch from the one man Hobie 14's to the two-man 16's.

Laurent who lives in Sydney had finished 27th at the Brazil World Hobie 14 titles before coming to Perth. He finished 7th in the 16 series which preceded the 14's and 18's.

Final Placings in the 14's were Laurent, who to sail in 16's at the next World titles to be held in Tahiti. Nedlands skippers - Phil Smythe, Phil King and Mal McKercher finished 2-3-4. It was the third successive season that Smythe had been runner up for the title.

Fourth placed Mal McKercher won the Invitation race and the first two heats, but did overcome the jinx of winning the Invitation race and not the title. He is an enthusiastic Hobie skipper racing a 14 on Saturdays and a 16 on Sundays throughout the summer – he also has a Windsurfer for when he is not racing.

Bill Worrall and Sid West from NSW won four of the five heats and the Hobie 18 title.

Three states were represented in the five-boat fleet.

RESULTS Hobie 14s: Dingo's Revenge (Tony Laurent, NSW) 10 1; Grand (Phil Smyth, NYC) 14-3/4 2; Lulu (Phil King, Nedlands) 19-3/4 3, Duo (Mal McKercher (Nedlands) 22-1/4 4.

Hobie 18's Bill Worrall –Syd West 1; Graham- Jan Young 2; Ron Watkins- Doug King 3.

1982/83 TORNADOS

Brian Lewis won his eighth national Tornado Title at the Nedlands Club after winning the first five heats of the series. Sydney sailor Chris Cairns was second, third was Sydney heart surgeon Peter Blaxland -a great, great grandson of Gregory Blaxland who with explorers Lawson and Wentworth blazed a trail across the Blue Mountains (NSW) in May 1813. Blaxland was also president of the Tornado Association and AYF Olympic Planning Committee.

Blaxland, a regular visitor to national series in Perth, but with frequent second and third placings in national and pre-Olympic must have been very enthusiastic about the class to keep sailing.

There were 32 crews contesting the series. Lewis and forward hand Phil Snook had to make rush trip to Sydney to tow their yacht Daring East back to Perth for the series. They won the first heat. The second heat was postponed when a competitor sent to test the wind was capsized by a squall and his forward hand brought ashore by the rescue boat.

Lewis was third in the Invitation and won the first heat. Then he used a mainsail he called "old faithful". It was bought from American champion, Randy Smythe, after he had won the World title.

This was an important regatta for Lewis as he was preparing his catamaran for the class pre-Olympic regatta in Los Angeles and the World tiles in Canada after the series he was granted \$2,000 by the Australian government to assist with overseas travel.

This title was Lewis's eighth national title and he has now won more national titles than any other WA skipper– skiff sailer Jack Cassidy won six national skiff titles. Perth Dinghy club forward hand Rob Sublett also won eight national titles but as a forward hand.

In recognised classes Queenslander John Cuneo was previously believed to be the most successful Australian skipper having won seven Sharpie national titles.

NSW crews were second third and fourth.

RESULTS: Daring North (Brian Lewis, NYC) 0pts 1; E=MC 2 (Chris Cairnes, NSW) 20pts 2; Mehitabel (Peter Blaxland, NSW) 46.7 3.

1982/83 W.A.CATAMARAN CLASSIC

The organisers recognised the Nedlands club sponsoring catamarans over many years – and nursing many classes from their beginnings to adulthood..

The four-race regatta for cats under 7 metres in length had yardsticks for 28 classes. It was promoted by The Hobie Catamaran Association of WA – which wanted the event to be a fun pre -season warm up with an opportunity for crews to measure their performance without going interstate.

All of the four heats (sailed over a weekend) were to count – the most consistent yachts would win.

1984/85 WORLD WINDSURFERS

Windsurfing was one of the new forms of yachting that was established by 1984 when the World series was held from the Nedlands Club and attracted one of the largest fleets ever seen on the Swan River. Sponsored by the Manufacturers, local Agents and boat dealers Court Marine (Barry and Richard of NYC).

Each competitor at the series used a factory produced Windsurfers loaned for the series – they competed over several triangular courses, a marathon, a slalom and a freestyle event which was judged on gymnastic feats.

More than 15,000 Windsurfers had been sold in Australia by 1985. Entries to the World Series were decided by Association memberships. This was the first time the Windsurfers had held their championship in the southern hemisphere.

The Australians, sailing on their home waters, had a big advantage over the Europeans and Americans who were unable to train because of winter conditions.

Prior to the series Speed Trials were held over four days of Woodmans Point on Cockburn Sound. Nedlands member Brad Hiles reached 28.71 knots and was second to a Frenchman who reached 29.23 knots. It was claimed Hiles was the fastest sailer in Australia. Fastest woman was Patti Whitcombe from Hawaii – 27.32 knots the records were set in 17 knots of wind with a small chop.

After the series had finished a court case ensued over the patent rights for the Windsurfer the case centred on the swivel device for the mast.

Harry Morris who now lives in Nedlands used a surf ski in the 1940's to amuse crowds on the Indiana jetty at Cottesloe. A piece of rope tied to the bow of the ski and to the paddles enabled Morris to paddle out to the surf then turn and ride the surf standing. Later the paddle was inverted with a piece of cloth from the deck used as a sail. He claims he was ordered of North Bondi Beach because two people were riding his board and it was considered dangerous because the boards were unknown outside WA.

Richard Eastaugh—a well known ocean racer – also claimed to having used a similar board on the Swan River on the Swan

Windsurfing was one of the new forms of yachting that was established by 1984 when the World Series was held from the Nedlands Club. It attracted one of the largest fleets ever seen on the Swan River. Sponsored by the Manufacturers and local Agents and boat dealers Court Marine (Barry and Richard). Each competitor at the series used a factory produced Windsurfer – they competed over several triangular courses, a marathon, a slalom and a freestyle event which was judged on gymnastic feats.

1983/84 WOMENS TITLES

At Easter the National Women's titles were held from the Nedlands club over seven heats in Laser, 420, Mirror and Windsurfer classes with half of the 40 entries from the eastern states.

All Australian states were represented in the 420 and Windsurfer classes.

Fifteen Lasers and 22 –420's contested their series.

In mainly light winds Nedlands skipper Chris Hancock, then a teenager, won the first five heats and the title in the Windsurfer series.

WA skippers Amanda Cook won the 420 series after winning three heats and Roslyn Merry the Laser series.

This was the 12th series and promoted by Modern Boating magazine.

The Women's Sailing Association was formed in 1980