

mainsheet

Autumn - 2022



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The Official Publication of the Nedlands Yacht Club (Inc)

The Esplanade

Nedlands WA 6009

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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.

CONTENTS

4 Commodore's Report

6 The Office

10 AGM Notifications

11 Cruiser News

18 Hobbies

20 Open Cats

21 Juniors

COMMODORE'S REPORT



From the Commodore

Where has the 2021|2022 Sailing Season gone? It has certainly been a very mixed bag of events, conditions, and fleet profiles for the Autumn part of the season, and with only a few weeks left we can look to our final Picnic Day event on Sunday 1st May and Presentation Night on Saturday 7th May.

Our flagship event in February the HMAS Perth Memorial Regatta was a massive day at the Club and we welcomed a large crowd on and off the water. Lucy Bromell again did a magnificent job in organising and coordinating this event which saw sailors, all being given a crew card to personalise the story of the men who were involved in the battle in Sunda Strait 80-years ago. As Glenn said in his speech, NYC has been very fortunate to be able to hold this regatta every year over the last couple of years just sneaking it in between lockdowns and other restrictions. We look forward to an even bigger event next year.

The 125's State Championships will be held at the Club over the Easter Weekend with John McKechnie as the Race Officer. This will be a good opportunity to showcase the club's facility for hosting off-the-beach championship regattas.

Work on concept development for the new Sail Training Centre and Junior Clubhouse has been moving forward steadily. Gavin Taylor has been instrumental in obtaining survey lease plan and building level endorsement to enable Mike Ipkendanz to progress with the initial concept drawings. We hope to be in a position to publish the new concept drawing for member review fairly soon (a date not yet decided) so we can start preparing cost estimates for the works. Rebuilding the Sail Training Centre and Junior Club House remains a key target so we appreciate every member's help in coming up with new and exciting ideas to raise money to contribute the club's share to the build fund. If you have any ideas, or would like to assist in any way with the fundraising, please contact Duncan Ray at hello@nyc.org.au.

We are now in receipt of a response from the Department of Transport regarding the Engineers Report on the condition of our jetty. DoT, the regulators for the jetty, pretty much put the onus of disclosing whatever our plans could be for the future of the jetty back onto us, and so it has become a high priority to address. In the immediate future we will need to qualify and quantify how much, if any, of the jetty structure we can access before the long-term plan is agreed.

John Collier is working on a permanent repair to the recently upgraded jetty launching ramp. There have been some deficiencies in the ramp since it was upgraded early in the year but until there are favourable low tides any permanent repair would be very limited.

Save the Date – The 2022 Annual General Meeting is scheduled for Wednesday 10-August at Nedlands Yacht Club. Now more than ever your club needs your support and if you or someone in the Club you know is able to participate in any of the Officer or Committee positions, please prepare and submit your nominations when called.

Our junior sailors and young training team have remained committed and keen throughout the season and with the introduction of two new Bic Open Dinghy's we now regularly see up 12 yachts on the water each Sunday. New members coming through the junior ranks will ensure the long-term future of Nedlands Yacht Club and possibly our next World or Olympic Champions. Graeme Penniford and his team of instructors are providing a tremendous platform to introduce and teach our young sailors the rewards of competitive sailing.

Cheers everyone and enjoy the last part of season 2021-2022.

2022

PRESENTATION NIGHT



**Presentations, Dinner,
DJ and Entertainment**

***Saturday,
May 7th, 2022***

Bar opens at 5pm
Presentations start at 6pm

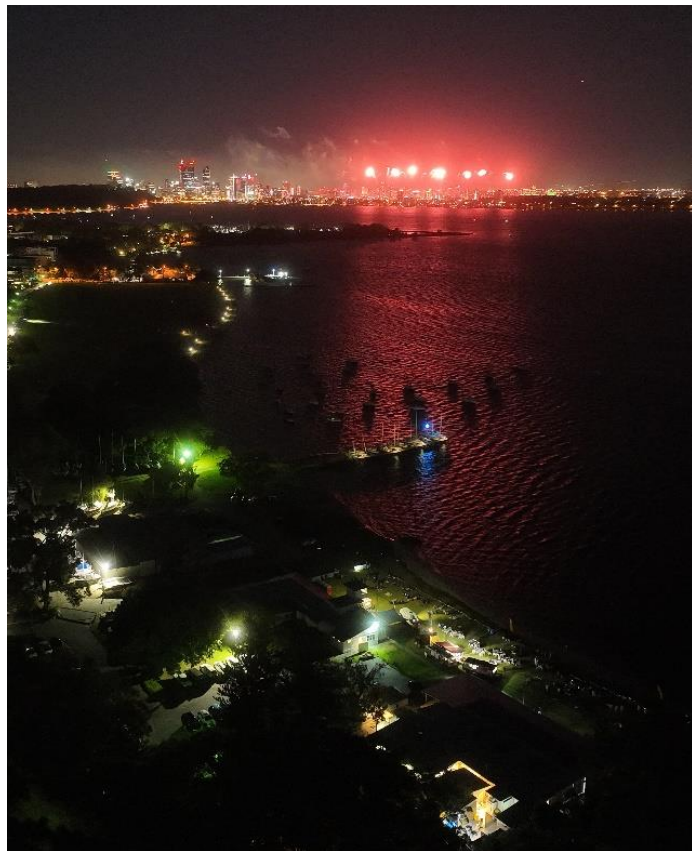
**\$42 per head
\$20 child U12**

Free drink voucher for tickets purchased in April
purchase your tickets through REVsport
<https://www.revolutionise.com.au/nyc/events/137965/>

THE OFFICE

We have had a busy season to date with plenty of great sailing days, close racing, good company, and social events. I have enjoyed my first season at Nedlands Yacht Club. It's been great getting to know the members and the staff. While Sunday 10th April is our last consistency race followed by a two week break before picnic day there will be events happening at the club. From the 11th to 13th April NYC is hosting the WA Schools Teams Regatta. Followed by the National 125's State Championship here on the 16th and 17th and our last Tackers course for the season will on from the 19th to 22nd April. Erin our Events Manager is moving to a new job closer to home so we wish her all the best with her new position and would like to thank her for all her hard work, dedication and professionalism. She will be missed from the team. We are now looking for a replacement Events Manager.

Australia Day



Lots of Fun, Great Music and Food. Good crowd. Hope we can do it again next year. Thanks to NADC for the grant that enabled us to do this.



HMAS Perth Memorial Regatta



After much concern about Covid-19 in the community and whether we would be able to run the event under the circumstances the decision was made to proceed. It was a perfect day, and the new layout was well received.



The turnout was good with 87 entries for the regatta. Great to see the lawn covered in boats. A big thank you to Lucy for making it happen and all the time and effort that went into making it such a successful day.



Busy Bees

Winter is our annual Busy Bee season, and now is not the time to forget our requirement to participate in three busy bees this season to avoid paying the busy bee levy. So, I put to you a reminder that all members are expected to attend three busy bees per busy bee season (May – September) or pay the Busy Bee Levy of \$100 along with their fees in July. The office will be invoicing the Busy Bee levies out to members later in the year.

A big thank you to John Collier for what is bound to be another successful Busy Bee season this year. We are incredibly grateful for all the hard work and time that is put into organising and running these events.

Fundraising for the new Sail Training Centre

Fundraising is underway for the new Sail Training Building. The redevelopment of this building is important for the sustainability of the club and will be a great addition to the facilities NYC can offer its membership. If you would like to make a tax-deductible donation to the project this can be done via our fundraising page on the Australian Sports Foundation website <https://asf.org.au/projects/nedlands-yacht-club>

Our 10c container donations are over \$1500 now. You can donate your 10c containers by either dropping them at the club when you are down here or tell your local recycling dept that the money is to go to Nedlands Yacht Club.

One of the main sources of funds will most likely be through business or individual contributions

If you have any business or personal contacts of people who may be interested in donating time, money or materials towards this project please let the office know.

PICNIC 2022

MAY 1, 2022

DAY



9AM - 10.30AM BREAKFAST
\$10 ADULTS. \$6 CHILD

WATERSLIDE, SAILING RACES, CREW/SKIPPER RACE. FUN



SUNDAY 5TH JUN
SUNDAY 3TH JUL
SUNDAY 7TH AUG
SUNDAY 4TH SEPT

11AM BRIEFING
RACING FROM 1130AM

2022
INVITATIONAL
WINTER SERIES



2022 ANNUAL GENERAL MEETING

FIRST SCHEDULE NEDLANDS YACHT CLUB (INC) PRELIMINARY NOTICE OF ANNUAL GENERAL MEETING.

In accordance with Clause 19 of the Constitution, Preliminary Notice is hereby given that the Annual General Meeting of the Club will be held at Nedlands Yacht Club, The Esplanade, Nedlands on *10th day of August 2022* at 7.00pm.

Nominations for the Office of Commodore, Vice-Commodore; a minimum of two and a maximum of three Rear Commodores; Treasurer; a minimum of three and a maximum of six Committee for the ensuing year, the form of the Second Schedule to this Constitution, are to be addressed to the Returning Officer, c/o Nedlands Yacht Club, PO Box 3205, Nedlands WA 6909, not later than 17th day of July next.

Nominees shall be Life Members or Sailing Members or Non-Sailing Members of the Club and may nominate for any number of Offices. The Offices will be filled in the order above and on election of a nominee to any Office their nomination for any other Office will be automatically withdrawn.

A "Notice of Motion" intended to be moved at the meeting shall be forwarded in writing to reach the Secretary not later than the 17th day of July next.

Signed:D. Ray

Office....Managing Secretary

SECOND SCHEDULE

NEDLANDS YACHT CLUB

(INC) NOMINATION FORM

We, the undersigned, being Life Members or Sailing Members or Non-Sailing Members of the Club,
do hereby nominate and second respectively: -

..... for the Office of

(print name of nominee)

Signed by nominator..... Seconded by.....

I.....the nominee herein, do hereby accept this nomination. and
declare that I am not:

- an undischarged bankrupt or a person whose affairs are under insolvency laws
- a person convicted of an indictable offence in connection with the promotion,
formation or management of a body corporate
- a person convicted of an offence involving fraud or dishonesty punishable on
conviction by 3 months or more imprisonment
- a person convicted of a breach of any of the following duties in the new law - care and
diligence, good faith, and proper purpose, use of position, use of information or the
incurring of debt (i.e., insolvent trading)

Signed by the nomineeon...../...../.....



CRUISER NEWS

Déjà Vu Two – how David and his daughter, Aisha, came to Nedlands YC

Back in 2020 BC (Before Covid), I happily took some long service leave over the summer. Having some time on my hands I decided it was time to pursue old passions that were laid dormant for 30 years. As a young man, I recalled the joy of sailing with friends on Hobie Cats, with some light competition in a school's program. Having not sailed in such a long time, I felt it wise to get a refresher. It didn't take me too long to find out about Nedlands "Learn to Sail" introductory program that was suitable for adults and teens. This was a great opportunity for not only rebuilding my confidence, but also introducing my teenage daughter, Aisha, into the joys of sailing. The program was a good combination of a bit of theory with a lot of practical application. Graeme kicked off the program, which was a great way to be introduced to such a friendly club. Maddi and Annika took over from Graeme, which I think helped to impress my daughter that sailing is also a 'cool' sport for young people as well (sorry Graeme). Regardless of the instructor, the lessons were fun, and a great way to meet new and likeminded people.

It was at the end of the first lesson, that I had already decided that this was something I was going to continue to do and enjoy with my family. The combination of grace on the water, being one with nature while constantly challenged by the same elements had me sold. On completion of the course, I immediately signed up to the club. The following weekends then led to crewing on other members boats - whether that was human ballast on an S80 or a human water deflector on a Red Witch it was all good fun, and I learnt a lot watching some of the club masters. But I quickly yearned to handle my own tiller.

It didn't take me long to find a good condition Van De Stadt MB21 trailer sailer. **Aertex** was an easy sail, and bullet (or I should say rock) proof as I discovered on my first sail accidentally drifting onto the breakwater outside of the club. I blame it on sticky bolt rope mainsails, something Ian helped attend to with a can of silicon. **Aertex** had a long reputation, and I had quite a few people come over and tell me a story or two about her. Once a club champion at Royal Perth, another time broaching off the coast in a 3-meter swell and laying flat in the water with sails holding her down. But she was tough and is now sailing with a young family in Busselton. **Aertex** was a great start, but the family was interested in overnighting. I also needed something a bit more competitive.



Aisha and David onboard Déjà Vu To

I decided the ultimate family cruiser, racer and easy to handle boat was going to be a Noelex 25. It took a while but eventually I found my 'forever boat' **Déjà Vu Too**. This new boat has been a real joy, both racing and camping. It has full 'acceptance factor' from both the wife and kids, and my crew mate friends. Over the season we've been steadily working up the ranks from near last to our peak performance, taking second place (division 4) in the HMAS Perth Regatta.

While it's challenging finding the time to sail regularly with all the family commitments, my daughter and I really enjoy the time on the water, and the friendly club atmosphere. I've learnt a lot from club members and enjoy the friendly competition on Sunday's. We look forward to the organised events, race days and lots of sailing adventures ahead.

David Di Lollo
April 2022

Tartan heads North - 24 Sept to 10 Oct 2021

Our destination was the **Abrolhos Islands** for about 3 weeks. We had 4 boys onboard, 3 surfboards, diving gear, about 17 fishing rods, speargun, a fridge, a large 4G antenna, a dinghy and spare 6hp outboard, a large hessian sack full of rubbish that lived on the cabin rooftop the whole time somehow, and even a generator for some reason. **Tartan** was filled to the brim. We had epoxied on a large net up forrad in the V-berth so that bags could live atop the two people sleeping in the V. The **Spacesailer 24** was living right up to her name 50 years on. The crew was me, Corey (from NYC), Zac and Blake.

We had that strange period of weather for Sept and Oct which was about 3-4 days of high-pressure system which brought nice Spring conditions, followed by a front - with this pattern repeating itself. We knew that we could reach the **Abrolhos**, but we resolved that once we got there, we would be hiding out in some 20-30kn westerlies and rain, or we would be sailing back in that sort of weather.

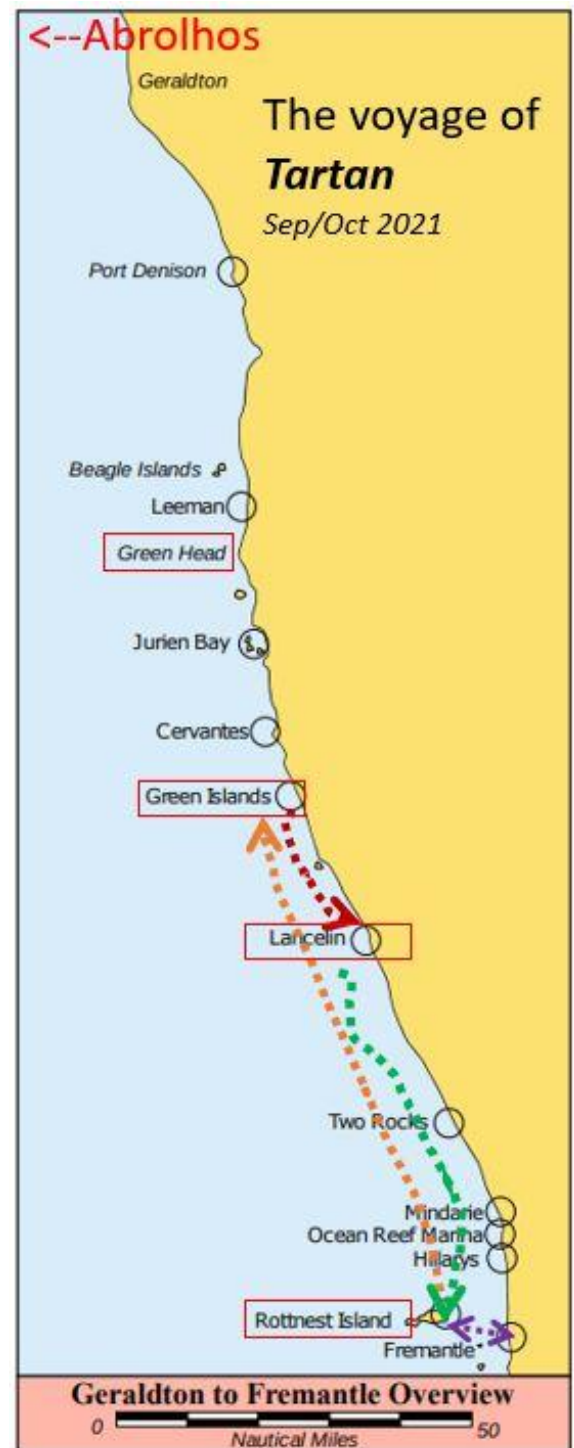
So, we headed to **Rottneest** to ponder our options on and camped



Anchored off the north of Rottneest island seeking SE shelter

out on the north of the island. Second day we went to **Stark Bay** (what a navigation feat to enter) and caught some waves which improved our morale which was a little low given the weather presenting. We had prepared the boat so decided to head north to **Green Head** since it ticked the boxes of a location that provided surf (Point Louise) and crayfishing/fishing. That afternoon we moved to **Thompsons Bay** so we had clear passage to depart in the early morning (4am) and run north in a moderate 15-18kn SE.

I stick to the 30-metre contour. I don't know if it's because I was told that the tuna hang around there, or if there is some legitimate navigation reason - but I guess at 30m you know you usually have a sand bottom and no reef bombies; plus the tuna. We were checked into Fremantle VMR on Ch 73. The WA VMR map shows all the VHF stations and repeater locations. A handy tip with the repeaters is that if you make a VHF transmission burst, they will reply with a burst if you're in range. The VMR operators are always kind and quite interested in what you're doing because most of their log consists of Fremantle to Rottneest and back.





Coffee time was pretty sacred - the percolator got good use

halyard tangled up on the headsail furler (unlaunched luckily). Half an hour later, and without going up the mast, we had him untangled and we thought better of our idea and threw him back down the hatch. By 1500 we were sailing again with the SW that provided plenty of kick for us and we knew it was here to stay thankfully.

A couple of tuna jumped on the lures that late afternoon and as the SW generated more chop 3/4 of our crew were feeling seasick with a couple vomiting. The chef was the only one capable of heading down below, but his efforts were futile because most crew evacuated his dinner overboard. We double reefed the main and brought the headsail into about 35% on furler. The SW was now in the low 20s and from experience I know that the forecasts of the strength and timing of abatement in the evenings are often not accurate. Our crew was quite capable - in other times I would lower the main completely before dusk and fly only headsail because the result of an accidental gybe is nothing to worry about, and because we can easily reef off the headsail more without going forward which is a huge advantage. You lose practically no speed, but you probably do lose a bit of comfort. Quick check of the basics like critical split pins etc and we're now in night sailing mode - which happens slowly as the light slowly dissipates. Red light on in the cabin, nav lights and running light on for the boat. For the crew - thermal clothes, wool jumpers, waterproof jackets, gloves, double socks and boots. Lifejackets and harnesses are now snapped on and crew was in shifts of 3 hours each. Autohelm was running and there was very little to do so most of the time crew on watch were just dealing with the roll from the SW wind and W swell with the occasional look at electronic charts and for vessels. No sleep for the crew off watch as usual in those conditions even with the lee cloths up which wasn't too pleasant, but miles were being made. It always humours me how messy the cabin gets through a night sail - it's like an 'anything goes' rule that says whatever you need to get the job done is ok. I like to listen to podcasts on my shift and we were listening to a true crime podcast which feels a bit of a world away from where you aware now, 20 or so nautical mile off the coast of Lancelin/Wedge.



Anyone for fish?

That day went well, the SE had a bit more strength than ideal tea-sipping conditions but was fine. We made good speed in the high 5s. Around midday we were becalmed and out came the Tohatsu 6hp ultra long shaft which had triple uses - motoring, fish cleaning board, and as a footstep. Autohelm struggled in the conditions - a moderate swell from the SW and left-over chop from the SE, so I mostly hand steered to save the pain of the sound of wasting battery juice. These conditions tend to bring the lowest morale, since nobody wants to be out on deck with the hum of the Hatsu. A few hours later we had a light wind coming from aft which was the upcoming SW competed with the SE for dominance produced S. We resolved to launch the symmetrical spinnaker - which we subsequently got the

One of my aims of this trip was to not make it a trip that put anyone off sailing since it was the first long distance trip for two of the crew - both close friends - who I hoped would be keen to get into sailing more. At about 2am I looked at the charts for an ETA to **Green Head** and saw we had about 40nm to go - I calculated 8 hours - at which time our crew would be quite sleep deprived. I looked east on the chart and saw **Green Islands** (off the township of Grey). Why not - we were only going to Green Head because we picked it arbitrarily. And after a quick discussion we turn



At anchor off Green Islands

from taking the seas beam on, headed east and rode the seas instead. We arrived offshore of the passage into **Green Islands** before dawn, so we hove to and I did my best to stay awake and keep watch. At dawn the Easterly did come in (only a few hours after we had given up on it) and so we had a beat to sail a few more miles towards the reef entrance. That's sailing hey! We fired the Tohatsu up and under main and motor we headed towards the passage which was described by the *Western Australia Cruising Guide* (FSC). Observing the sonar, the entrance was quite a



Cooking some crays

safe approach with depth coming in at 6m the minimum. Once we entered the lee of **Green Islands** into somewhat of a bay you could feel the calm come over the crew - knowing that we would soon be recovering with food and sleep. The revs of the Tohatsu matched our eagerness to arrive to anchorage - maxed out and probably not giving us any extra knots but it sure felt like it would. "Maximum knots" Corey said - and he was on the helm so I complied. We did a reconnaissance sail past the town of Grey and then turn west again to take anchorage behind the larger island - which we did a bit dysfunctionally probably owing to sleep. Once that anchor tugged back on us we were washed with relief - and shortly after with sea water and soap. Breakfast was flash fried fresh tuna steaks and some eggs.

We spent the day chilling in the bay there, east of the big island protected from the light westerly. A new front was coming in a couple of days. I napped in the coffin berth and read the WA Cruising Guide. The boys went to check the diving potential for some crays. Next thing I know they were back on we were preparing dive gear for a cray mission. We caught a couple, and had dinner of tuna and cray. **Green Islands** was a great spot. Next time I would check further north - Ronsard Bay and Hangover Bay.

We awoke the next day early, pulled anchor and headed to **Lancelin** - staying inside the reefs as long as we could. Looking back at photos it looks like we had a NE or N wind - nice and light so we flew the symmetrical spinnaker and made great speed. I remember sitting on the pulpit which we had recently enforced with new feet looking back at



Blake on a tuna offshore Wedge Island. Corey ready with the gaff.

the cockpit where a couple of the boys were sitting in their underwear cracking a few morning tins celebrating the good fortune. We took the spinnaker down on a hunch of an increasing breeze and we were glad we did. Shortly after a tuna jumped on a lure and even though it was Corey's rod and he was on the helm with his ear right next to the rod he didn't recognise the sound of his line about to be spooled. I stared at him, eyes wide open, but he must have been in the steering zone. Zac yelled out from the V berth of all places that a fish is on and questioned the nature of the entire operation that we were running back there. It nearly did spool Corey's line, and he ended up chasing it from the stern, up the port, across the forestay, and back down starboard to the stern again. I hove-to to help reduce the drag - and to help improve Zac's impression of our questionable operation. Yellow fin tuna came aboard, and the breeze for the day arrived too - a westerly from memory. We reefed headsail as we were

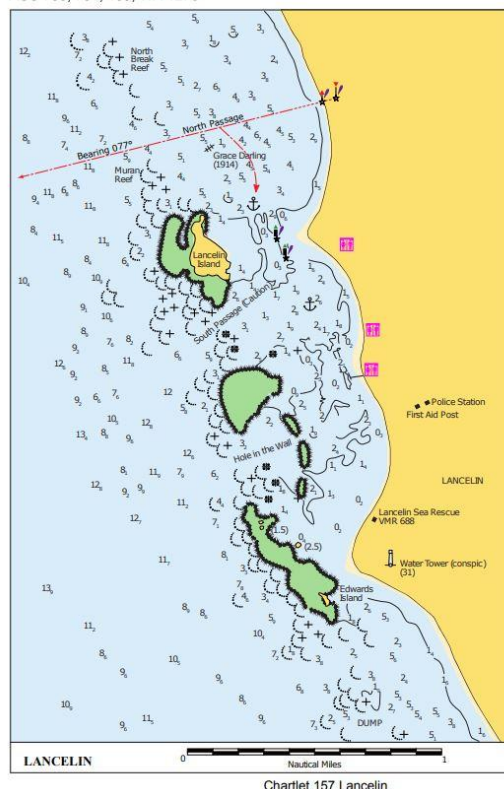
close to Lancelin - had made great time with the spinnaker and were looking to arrive before midday. A risky operation of cleaning the tuna was completed prior to arrival in **Lancelin Bay** as the boys informed me that cleaning fish inside a bay wasn't really acceptable. I told them that falling overboard cleaning a fish wasn't acceptable either, but we managed.

When we pulled into **Lancelin** from the northern entrance we were met with a full entourage of dolphins who lead us in, showing their white bellies up. Blake had a chat with them. Lancelin island provided us with excellent protection from the westerly that had whipped up a little and we anchored in about 3m of water as close to the island as possible. After a dive



Anchored off the SE side of Lancelin island

14.2.8 Lancelin
31° 01'S 115° 19'E
AUS 753, 754, 105, WA 1276



down to check the anchor which we were becoming increasingly confident of, we settled in for the afternoon. Tuna for lunch of course. There was an ongoing joke that our boat was destined to become the one in the Perfect Storm film - partly because we were skirting fronts but mostly because of Blake's fascination with the Perfect Storm. Blake renamed himself Merv for the trip after one of the characters. By late afternoon as the westerly strengthened we thought it would be funny to cover the windows and watch the Perfect Storm itself with **Tartan** swaying in the breeze. We even prepared a cheese board with some fruit and nuts - very sophisticated. Sleep was good that night and

we woke up early to our established routine - Zac and Merv on the bow fetching anchor and Corey and I helming and listening to their directions. We were now capable of converting **Tartan** from sleeping mode into sailing mode very quickly and silently. When I first stepped out on deck early that morning I was confused by the position of Tartan and thought we had come aground at night. Our position didn't make sense - breeze was now coming from the north, but we were facing west. It must have been something to do with current around the island because it turned out we were still floating.



Sailing south Lancelin to Rottnest making good speed

Off we went out the leads and headed south - under main and motor in the very light northerly. The worst sailing times these ones. Just one person out on deck because it's unpleasant. About two hours later we realised we were doing it wrong and should launch a spinnaker. Let's get the asymmetrical that Corey bought off a guy on Gumtree from a sports boat. We launched that puppy and dropped the main. Tohatsu off, good feeling. Now we were off and racing again in the 5 knot range. A couple of hours later the breeze moved from N to NW and that suited us just perfect - heading S towards Rottnest and racing the front arriving the next day. I checked into Fremantle Sea Rescue over the phone from memory and advised a 5am departure from Lancelin and expected arrival **Thomsons Bay** in Rottnest at 2200. Alright, now all we must do is sail the passage. We gave up on autohelm and scheduled a steering shift plan. The NW wind was now blowing about 12 - 14kn and it suited us just perfect - we picked up more speed and were hovering around 6.4 to 6.8kn, peaking out surfing in the 9s. This part of the trip was a bit of a highlight - and you can tell the good times because this was another time that everyone was chilling in their underwear. I remember Bob Marley playing laying down on the leeward side on port with no pants just watching the asymmetrical Gumtree special take us home.



Celebrating flying the asymmetrical

We made excellent time and I recall looking at the charts when we were offshore the Alkimos wreck. We made it from Lancelin to about 8nm north of Rottnest when our ever-faithful asymmetrical blew its head off. Not to worry - bring her in and roll the heady out. We made the rest of the miles, and I was proud to contact Fremantle Sea Rescue on the Rottnest repeater to advise we had arrived - at 1600 hours. "Already?" they asked. We pulled into **Thomsons Bay** which was pretty well protected from the expected westerly that night. I immediately strapped up to go up the mast to fetch the spinnaker halyard to get the last job for the day done. That night I prepared some tuna sashimi for the first time on the trip, and pasta with tuna of course.

We awoke the next day to rain and westerlies. We deliberated about the weather and the fact that two of our crew had to get off board in the next few days anyway we decided to head back to Fremantle. That was a fun sail on a broad reach with westerlies in the 20s - we got back quickly. We came alongside at Fremantle Sailing Club and jumped on steady ground for the first time in about a week.



We upgraded Tartan's inventory to add a multi-purpose cheeseboard/fender board

Tartan spent a few days on her own, before Zac and his partner, and myself and my partner returning to head off to **Rottnest** for about three nights. We set off in calm weather and got lucky to come across plenty of humpback action on the northern side of Rottnest. We spent some time at **Stark Bay** and **Rocky Bay** which have good protection although a bit of a hairy entrance. It wouldn't put me off entering Rocky or Stark again, but there is one section of reef that is directly on the leads that probably warrants going around - a reminder to trust your eyes and polarised glasses. We had **Stark** and **Rocky** largely to ourselves with only one or two other vessels on those weeknights. The sail back was nice and easy with a bit of a beat at the end. Zac and I returned the next day to pass under the bridges which tends to take about 6 hours from start to finish from FSC.

All up it was an unreal bit of sailing - made more rewarding by the work we put into **Tartan** to bring her back up to scratch after sustaining some damage on the NYC jetty. I learnt a lot about anchoring as it was my first trip that I regularly anchored for overnight stays. I also learnt the value of not night sailing. Our trip north we sailed through the night, and our trip back we day sailed - so we had a good comparison. I'd say the value of not sailing through the night is quite high for crew morale, well-being and safety. I would jump at the chance to sail through the night in good weather as it's one of my favourite parts of sailing, but if it's an option to stop in somewhere and throw an anchor down and cook dinner then I'd take that up. If I was to attempt to get up the Abrolhos again - I'd day sail Fremantle to Lancelin, Cervantes, Green Head, Dongara. I also learnt good weather in the Abrolhos is more likely in the autumn than the spring.



Cups of tea in Stark Bay, Rottnest

We weren't lucky with weather on that trip, although we did get a free ride home on the light north wester. It was certainly the most fun I had for next to no money in a while.

Nick Ainsworth
April 2022

HOBIE REPORT

Once again, a nationals' campaign hasn't been possible due to the restrictions around the country. Several boats went down to TCYC to do the regatta they hold there just after Xmas. The high winds and flat water are perfect for Hobies. That is an option in the future for all those that don't want to do a national's trip. We have tried multiple times to get a state's done at TCYC and hopefully one year it will happen. As the season closes, we can look forward to the Batavia Regatta in early June and for those keen enough the World Championships in Spain.

An exciting battle for the podium at the WA Hobie 16 Championships



It was an action-packed weekend of close racing at the 2022 Warren Taylor Homes WA Hobie State Championships, hosted by Geraldton Yacht Club. Known for strong winds at this time of year, the city of Geraldton had other plans for the Hobie 16 sailors. There was a mix of conditions over the 11-race series. Both days began with a fading offshore wind with many shifts in direction to keep the teams on their toes. The afternoon sessions saw stronger winds as the sea breeze direction settled in.

Dual world champion in the class Gavin Colby sailing with Josie Mark had a great start to the event with two first places and a third in the first session. It wasn't as easy as it sounds with the pair splitting tacks with the lead bunch in the first race to take the lead off Phil and Caitlyn Epps from Geraldton. Phil finished the session tied on 8 points with defending champions Cam Owen and Susan Ghent who also held consistent results even after putting themselves in to some tough positions including having to restart after breaking a start.

The variable and shifting wind resulted in some up and down places through the rest of the fleet. Perth pair Glenn Fairey and Natalie Eldridge sailed well to come away with two fifth places as did Trevor Hughes and Elisabeth Smith with a six and a seven. Local team Peter Redway and Achaius Hall scored a fourth but like most teams came away with a high overall score in the tricky morning conditions.

Race four of the day was the most exciting with many position changes as teams constantly gybed downwind to stay in the gusts. Eventually the southerly appeared on the course, Owen broke the battle with Epps to go for the new wind with Darren Smith and Claire Bisgood on his tail. Epps just managed to hold on to the lead as they crossed the line. Geraldton's solid sea breeze was in for the afternoon. This was a challenge for many teams but for those who enjoy strong wind conditions it was a relief to finish the day.

Trent Robson and Jasmine Hill performed well picking up two fifth places. Other experienced pairs in the strong wind Brad Quartermaine / Tayla Woodhead and Matt Faulkner / Ben Raven placed sixth and seventh respectively.

Teams who scored consistently in the top ten gained a significant advantage and there was a breakaway pack on the overall scoreboard. A total of five races were held on day one and a discard race came in to play. With a total score of 14, Colby was in the lead after dropping an eighth place. Tied on 12 points Owen's discard was a fifth so he placed ahead of Epps who dropped a third after a day of consistently good results. Hot on their tail was Darren Smith and Claire Bisgood with a fifteen point gap to Trent Robson and Jasmine Hill with a total score of 37.

The big mover to start day two was Smith / Bisgood who kicked off with a first, second, first.



Tony Marsh and Jess Felix from Geraldton stayed in the top ten for all six races and took the podium in the Grand Masters division overall. Last year's champions Matt Faulkner and Ben Raven placed second with Brad Quartermaine / Tayla Woodhead in third. In a first for the WA fleet the Great Grand Masters division was scored too. Kevin Inder-smith is first to have his name on the new trophy with crew Levi Quinn.

Teams settled into a steady southerly wind in the afternoon, the typical WA conditions were dominated by Colby / Mark who ended the series with three wins to take the Open division podium overall. While Owen and Smith are

both consistent in their scores both teams had one disappointing score in the afternoon and finished second and third overall in that order.

The Masters division overall was won by Owen followed by Smith then team Epps. Next year they will be joined by Colby in the Masters fleet too.

Local team Sam Rose and Hannah Easton placed 22nd overall and had a great time in their first Hobie 16 Championship event. The thrill-seeking team especially enjoyed the strong wind conditions. They have certainly picked the right class in a Hobie Cat 16.

The regatta was a lot of fun for sailors and supporters, Geraldton Yacht Club puts on an excellent event, and this includes a great time on shore. They treated everyone on Saturday night, Commodore John Gummery and his local sailors hosted a fish night at the club putting on the good GYC hospitality and fantastic fresh fish. To wrap up a fun weekend the presentation ceremony was a great time too. Well done to the Club, their volunteers and WA Hobie Race Officer Paul Davis and his team especially all those that travelled up to Geraldton to help out.

Full results can be found on the Hobie Cat Association of WA website - hcawa.org.au and on social media @HobieCatsWesternAustralia (Facebook and Instagram)

Thanks Susie Ghent for the states write up and Natalie Whitfield for the photos.

Sails Machine...



OPEN CATS

As the season draws to a close and the threat of COVID appears to be reducing in severity if not frequency, thoughts of regattas in foreign countries creep into the subconscious.

On the horizon are the F18 and Tornado European and World Championships and various other regattas in reasonable proximity to each other. As it will have been more than 3 years since anyone other than Max Putman has

competed in an international regatta. Hopes are high for participating in Europe during the Aussie winter of 2022.



On the home front, Gavin Colby and Kai Coleman ended up on top at WAXIT, though didn't have it all their own way with Brett Burvill and Gav Parker sharing steering duties to put the pressure on the leader board. Susie Eyles managed to trash her knee which put a damper on Team Joosie's weekend, Jarad is having his knee worked also on so they will be off the water for the foreseeable.

Kim and Allan on the Tornado cleaned up the Cock of the Swan on the WAXIT weekend, pity about the number of boats for this event, hopefully won't have competing events next year, but it was still good to get the win. Stephan and Adriana have had a couple of really good races at this end of the season and are looking forward to even better 22/23 competition. Some good drone footage of the guys on the downwind makes for great viewing.

The A cats have been put to sleep for the winter with masts off and tie-downs in place. Don't forget the winter series starts in June with a race a month for 4 months until the new season starts. Last Club consistency race next Sunday and the Flag officers race after Easter so plenty to look forward to as the seasons change.



Don't forget to get your Presentation Night ticket now to avoid the May rush !!

Allan G - Open Cats Regatta Rep.

JUNIORS REPORT by Anna Peryer



Our Sunday morning race continues with juniors' skill levels increasing on race starts.



In the last month there have been a large number of boats on the water to cater for all the new members. Special thanks to Glynn Fairey and Lucinda Crisp for coming down and taking out the Flying 11, this has given members the opportunity to step up and try another style of boat. We appreciate them giving their time.

We have had 2 Skiffs leant to us for Juniors to use. These have been taken out by a couple of the more experienced members and proved a new challenge in windy conditions.

A few Juniors have taken to the afternoon racing, jumping onto other class boats. Many thanks to club members for helping them get out and experience race conditions.

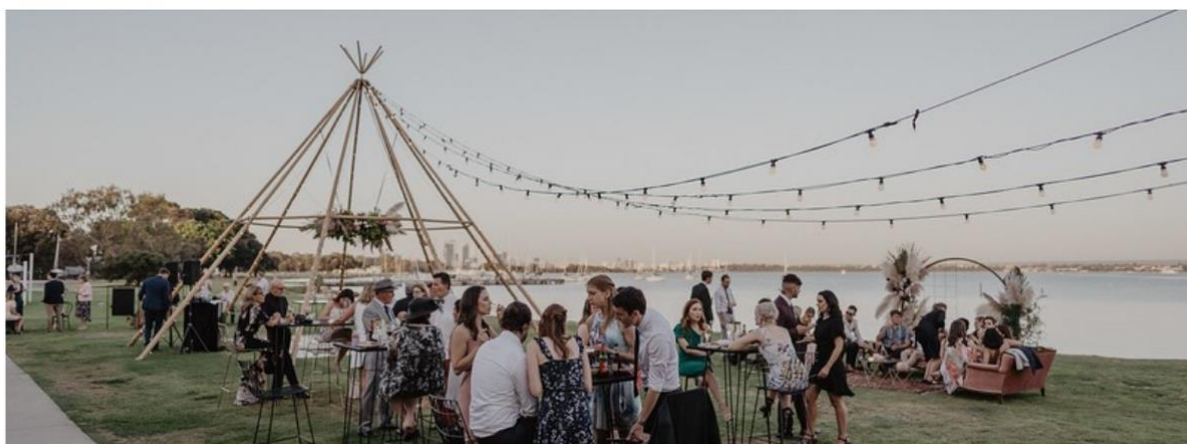
It has been great to see encouragement and support by juniors to their friends when flags are issued on the deck for race placements. It's amazing to see.

The junior fleet, in the morning, has been steadily growing and the kids all seem to be making a lot of friends and having massive amounts of fun.

It's coming towards the end of the season and we all hope to see all the juniors back in full force next season.

Anna





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