

May 2004



# Windrush Wavelengths

Newsletter of the Windrush Catamaran Assn of Western Australia

## State Titles Carnarvon

Easter 2004

Had an interesting trip to Carnarvon, dust storm near Moora, thunder storm at Geraldton, 50 million bush flies wanting to share your lunch and the afternoon just getting hotter as we headed north. Arriving at 7.30 to be greeted by the Watson's and Jan De Boni.

Good Friday was a hive of activity around the Yacht Club, boats being rigged and the clubhouse being prepared for a busy weekend.

The official opening was held at 12 o'clock, followed by a briefing for the Invitation race, which was held in the Fascine in front of the clubhouse.

The start was from the club tower with only a short dash to the windward mark and a starboard rounding, so a logjam quickly developed. Bluestone had to do some fending off from the leeward side, then finding himself and a crew Nardia upside down at the mark. For once I managed to avoid the carnage and had a good lead by the next mark, the fleet had opened out by now and there was some close racing in groups, as it was a mixed fleet.

Results on corrected time.

- 1st Strawberry Wave - Rob Thompson
- 2nd Bluestone-Benny and daughter Nardia
- 3rd Double Time— Fraser Watson

After some re-sailing of the race, results were declared official, and presentations were made that night at the welcome BBQ, which was well attended. There was so much food, fish or meat packs plus of course beautiful salads all prepared by the ladies who took great care of us during the regatta.

Numbers were disappointing with not many city sailors making the effort to drive north, so at the close of nominations, there were only two cat rigged boats. After some discussion, Ian Culling and Greg Armstrong decided to sail super sloop and acquitted themselves well in the new fleet.

One of the positives was to see the Shelley sailors who went to the Nationals all come along to Carnarvon to enjoy their sailing and fine tune their ocean racing skills and meet a whole bunch of great people, who worked



The point, then get towed out to the race area.

Both these races lasted one triangle and had to be shorted to get a result.

Luckily by 11 am the seabreeze was filling in and the course was reset with Heats 2 and 5 sailed in steady 10 knots and the 2pm Heats 3 and 6 sailed in 15 knots of steady seabreeze.



very hard to make this regatta a great success.

The two morning races, heat 1 and 4 were sailed in a light and dying easterly. We managed to sail to the river mouth on Saturday morning, but couldn't sail out, as the incoming tide was stronger than the wind., so had to paddle to shore, then walk the boats out around

The race committee put in a mix of Port and Starboard

courses, which kept you on your toes and brought some of the racing in close to the shore, which gave the spectators the opportunity to keep tabs on the placing's during the race.

Lunches were pre-ordered and delivered to Pelican Point, plus we had shade and chairs provided. This effort made it a very pleasant break for the sailors between races.

Saturday night the theme was come as a Pirate, which most of us got right into. It was also a sea-food night with two crates of crabs and plates of shelled prawns provided pre dinner, followed by BBQ fish and salads.

Later in the evening Cliff and Lorraine's friend, Roberto once again entertained us with his guitar and Italian songs, he could also shell and eat crabs as well as he sang.

During the evening Commodore Ben presented the days heat winners with their pennants along with the winners on handicap for the 3 races.

Sunday afternoon, back at the clubhouse it was time to relax, have a quite beer and re-sail your better races, then start packing up and getting ready for presentation night. Once again the folks had gone to great lengths to turn on a beautiful meal. Butt of Beef with roast vegetables and salads. Also forgot to mention that every meal was followed by mouth-watering sweets.

Benny along with Romeo and Jan De Boni presented the heat winners with their pennants for the days racing, then later in the evening presented all the outright winners with their trophies. The trophies were all hand made by Benny Dei Guidici out of Gidgee tree with a timepiece set in the middle. So once again the Carnarvon trophies are a real collectors item.

The "Pink Elephant" nominations were read out by yours truly, with eight contenders vying for the "Prestigious" or dubious task of looking after the elephant for the next year. It was quite obvious by the clap-ometer, that Bluestone's capsized in the invitation race was THE winner. Last year's winner, Viki Thompson presented Benny with the much sort after prize.

On Monday morning the Junior State Titles were held on the Fascine in front of the Clubhouse, with three races sailed. Adam Jecks sailing Rush took out 1st place with John Luke crew.

Also we must mention the sponsors for their ongoing support along with Robert Jecks for once again providing the spectator craft which gave all on board a close up view of the racing and Barry Scott for the start boat and course setting. On behalf of the sailors I'd like to thank the Carnarvon Yacht Club for running an excellent State Title regatta.

The outright winners were.

Sloops Kim and Brianna Cramer sailing Cool Change.

Super Sloop Rob Thompson on Strawberry Wave.

The John Russell trophy went to Strawberry Wave.

Sloop handicap winners

1st White Pointer Andrew and Dillon Harcourt  
2nd Push Robin and Lawrence Holmes  
3rd White pointer 2 Tony and Blake Smith

Supersloop handicap winners

1st XTC Brett Bassett  
2nd Footloose Paul Todd  
3rd Spindrift Ian Culling

*Strawberry Wave*

**Sloop Fleet Results Easter 2004**

Boat Name	Skipper	Heat 1	Heat 2	Heat 3	Heat 4	Heat 5	Heat 6	Pts	Place
Cool Change	K. Cramer	5	1	2	3	1	1	7.25	1
Bluestone	B.Dei Guidici	2	2	1	5	4	2	10.75	2
Daja Vu	E. Ponta	1	3	3	2	6	dnf	14.75	3
White Pointer 2	T.Smith	4	6	5	1	2	4	15.75	4
Rus;h	A.Jecks	3	4	4	7	3	3	17.00	5
P T O	B.Smith	8	5	6	6	5	11	30.00	6
Yellow Peril	G.Barnetson	6	10	7	8	12	5	36.00	7
Shecantoo	R.Thurecht	9	7	8	10	8	7	39.00	8
White Pointer	A.Harcourt	7	12	dnf	9	7	6	41.00	9
Push	R.Holmes	12	11	10	4	11	8	44.00	10
Coyote	R. De Boni	11	8	11	11	9	8	47.00	11
Sea Change	B.Dwyer	10	9	9	12	10	10	48.00	12
Old Yella	T.Beard	13	dnf	12	13	13	12	63.00	13

**Super Sloop Results Easter 2004**

Boat Name	Skipper	Heat 1	Heat 2	Heat 3	Heat 4	Heat 5	Heat 6	Pts	Place
Strawberry Wave	R.Thompson	4	1	1	5	1	1	7.00	1
Inventeed Reason	C.Rolfe	1	2	2	2	2	2	8.75	2
Double Time	F.Watson	8	3	3	4	3	3	16.00	3
Footloose	P.Todd	3	7	6	3	5	5	22.00	4
Back In Action	R.Lowther	5	4	4	8	4	6	23.00	5
X T C	B.Bassett	7	5	7	1	8	4	23.75	6
Spindrift	I.Culling	6	6	5	6	6	8	29.00	7
Black Cat	G.Armstrong	2	8	8	7	7	7	31.00	8

**Association Committee Contacts**

Vice president Paul Todd 94474884  
 Committee Noel Hardie 93102716  
 Treasurer Glennis Norwood 93432546  
 Newsletter Brian Norwood 93432546

# Know the RULES Researched by Rob Thompson

Overlapping rule explained and what to do when your out of control

## AT MARKS AND OBSTRUCTIONS

### 18.2 Giving Room; Keeping Clear

#### (a) OVERLAPPED-BASIC RULES

When boats are **overlapped** the outside Boat shall give the inside boat **room** to Round or pass the **mark or obstruction**, And if the inside boat has right of way the outside boat shall also **keep clear**.

#### (b) OVERLAPPED AT THE ZONE.

If boats were **overlapped** before either of them reached the **two-length zone** and the **overlap** is broken after one of them has reached it, the boat that was on the outside shall continue to give the other boat **room**. If the outside boat becomes **clear astern** or **overlapped** inside the other boat, she is not entitled to **room** and shall **keep clear**.

Boat A has not broken the overlap on Boat B upon reaching the two boat lengths circle and there after has to keep clear of Boat B.

If Boat C was also approaching the mark it would be the inside overlapped boat and both Boats A & B would have to give room to Boat C to round the mark even though Boat C would have to jibe as part of her rounding.

## 18.2 C NOT OVERLAPPED AT THE ZONE (diagram 2)

If a boat is clear ahead at the time she reached the **two-length zone**, the boat **clear astern** shall thereafter **keep clear**. If the boat **clear astern** becomes **overlapped** outside the other boat she shall also give the inside boat **room**. If the boat that was **clear astern** becomes **overlapped** inside the other boat she is not entitled to **room**. If the boat that was **clear ahead** passes head to wind 18.2 © no longer applies.

Boat A is clear ahead, Boat B must keep clear of Boat A, while it rounds the mark. If boat A was to tack at the mark it loses its rights under Rule 18.2C and is then subject to Rule 13 TACKING.

## OUT OF CONTROL ????????

If you loose control of your boat, whether it be a freak wind change, gear breakage, poor crew work or any other reason, and you hit another boat or impede its progress, you are required to take a penalty.

### RULE 14. AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible.

However, a right-of-way boat or one entitled to **room**

- (a) need not act to avoid contact until it is clear that the other boat is not **keeping clear** or giving **room**, and
- (b) Shall not be penalized under this rule unless there is contact that causes damage.

## RULE 15. ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat **room** to **keep clear**, unless she acquires right of way because of the other boat's actions.

## RULE 16-1 CHANGING COURSE

When a right-of-way boat changes course, she shall give the other boat **room** to **keep clear**.

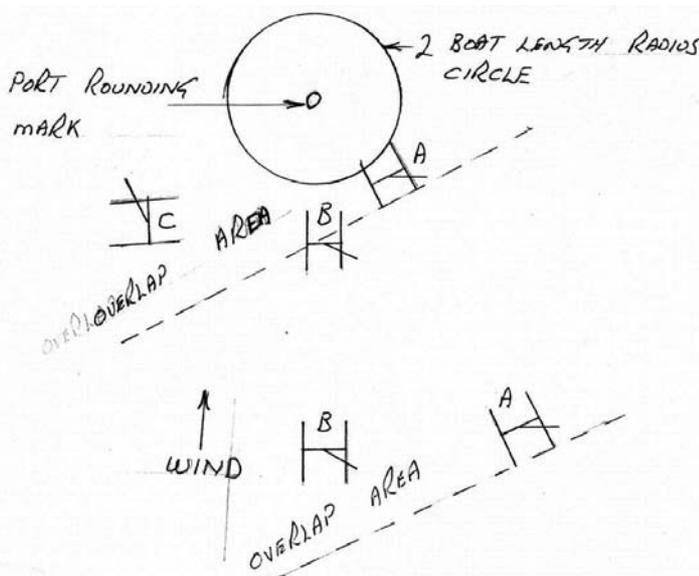


Diagram 1 Overlapped at the zone

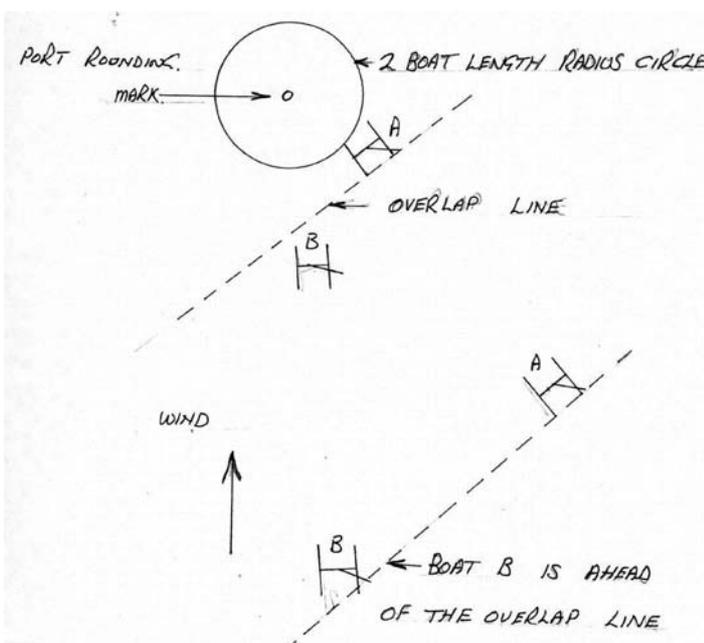


Diagram 2 Not overlapped

There is no rule to cover a call "Out of Control". These three rules limit your actions as either a right of way boat or a give way boat.

## 2004 HMAS PERTH MEMORIAL REGATTA

The HMAS Perth Memorial Regatta is the premier regatta for the Nedlands Yacht Club held this year on 25th February 2004. The formal ceremony is always moving. Each year the number of HMAS Perth and USS Huston survivors grows smaller.

The USS Huston Survivors Trophy race is for medium performance catamarans. Numbers were well down this year which is a pity. In past years the course was lengthy and difficult to learn. The course is now a manageable series of triangles with a windward and return. The race clashed with the Masters Milk Championship where Cliff Rolfe and Robin Holmes competed with a gigantic cow made entirely of milk cartons. Their progress was slower than the normal speed across the water.

Four boats competed, three of which were sloops. They were "Wind Warrior" - Michael Dean as skipper and Justin Dean, "Half Moon" - Simon Daddo skipper and Mandy Daddo and "Stark Ravin Mad" - John McKechnie as skipper and Ailsa McKechnie. The one super sloop was "Hughie Too" skippered by Graham Rankine.

The race got underway at 14.35 in a fresh to strong south-westerly breeze 12-15 knots. Conditions were particularly good for sloop sailors with the ability to move the crew showing to advantage in the chop of Melville water.

The race was won by "Stark Ravin Mad" with "Half Moon" second.

### *The Judge*



Mike Dean sailing into the gathering storm

## Surviving By Mike Dean

8/3/2004

As a novice Windrush sailor (my first season) I arrived at Nedlands YC with some trepidation on Sunday 8 March. The forecast was for 25-30 knot winds later in the afternoon and there was a strong wind warning current. Just to add to the situation I was without my normal crew (son Jasper, 10) and was planning my first sail "Cat" rigged.

There were a few worried faces at the YC and many fewer boats than normal getting rigged up. Some of the old hands talked about a day like this a few years ago when boats ended up at Heirison Island(?) and others smashed on rocks! All very comforting! Still it wasn't enough to deter 3 boats heading out to the start line, Paul Todd, Simon Daddo and myself. The wind was gusting about 20-25 knots before the start, a grey sky and a threatening frontline of black clouds over towards Melville. The start committee had wisely Elected to start the race from the clubhouse.

The winds were swirling around close to shore and made starting difficult, but we all got away on a starboard tack, heading upwind to the Smith/Lucky Bay top marks.

Simon and Paul had gone for Super Sloop minus the jib and were out on the wire, battling the waves and the strengthening wind. I didn't fancy yet another new thing to worry about on a day like today, so had foregone the trapeze. Simon promptly sailed away from me, Paul sailed up inside me. I seemed to be going slower and unable to point like them.

I tacked onto Port when I had gone as deep into Melville water as I could. Simon was already well down towards Smith/Lucky Bay on Port. The tack was interesting. I took the advice given before the race about tacking (downhaul hard on, traveller centered, main on till head to wind, reverse rudders when backing up). I went round OK despite the waves wanting to tip me up backwards.

The front hit whilst on that Port tack to the top mark (just 10 minutes into the race). The rain came in sideways stinging the face, the wind got up to 30 knots, the tops of the waves were being driven as spray. I couldn't actually see where I was going - nor if there were any starboard Hobies driving through the sheets of rain (In hindsight most of them were back on the beach).

I noticed the sail was not behaving—as the leech flopped around, with different winds seeming to be blowing at different heights on the sail. I was letting the mainsheet off to stop the boat capsizing on every gust that came. More on that later.

Finally managed to get round the top marks, then it was a wild ride to Bond mark. I think Paul and Simon; had sensibly headed for home by this point. I couldn't control the speed of the boat downwind, with the sheet and traveller right out and me perched on the very rear of the windward hull leaning backwards to keep the nose up. On at least three occasions it buried in the wave ahead and I went for a spa bath as the foaming waters rose around me -  
Cont .....

only to have the very forgiving W14 pop back up out of the water and off we went again

On the way back to Smith/Lucky Bay for the second time, a rescue boat came alongside and told me the race was abandoned—the wind was not easing in fact seemed to be strengthening. They immediately tore off, leaving me headed in the wrong direction and fearing the gibe I had to do to get back to the beach. Before I could even cross that bridge—a massive gust had us screaming down waves and then the hulls of cat buried into a wave, and we capsized end over end. I sailed through the air and crashed into the very rough river. The boat took off downwind without me and I just grabbed the end of the mast as it swirled past—headed towards Como.

On the third attempt I righted the boat (instead of it flipping straight back over), and found I had giped the boat in the direction I wanted after all of that. I don't think that my giping method (boat on its side) was a recommended one.

Back on the beach we all told war stories. I learned (from others) a few of the things I could have done better—so these are now stored away for next time it blows like that (30 + knots recorded).

- (1) When going upwind more downhaul than I had on, use lots of downhaul to flatten the sail and bring power towards front of the sail.
- (2) Ease traveler when going upwind, to the point where you can still sheet on and keep the leech tighter (so it doesn't flop around) (I had traveler centered which meant by easing the sheet the leech was all floppy and billowed around, losing forward power).
- (3) Running downwind—worth trying to sheet on and stall the sail to reduce power. By sheeting off at maximum traveler the sail was still generating a lot of power. This sounds like a good theory—but I think you have to be brave to sheet on when its blowing like this
- (4) Stay on the beach (just kidding!)

It was an experience not to be forgotten—nor repeated in a hurry.

*Mike Dean*

## Photo's from the Tom Williams Memorial Regatta

Labour Day long Weekend March 2004



On arrival at the Hagboon Lake around two o'clock, we were pleased to see a bit of blue water, after hearing on the grape vine that it was supposed to be quite dry. As the weather was fine and blowing about 10 knots and more importantly ten boats ready to play, we decided to check the depth of the lake. After the first of three races, we found the water was a wee bit shallow in places so moved the marks around and added three extra legs to the course to make each race last about 30 minutes.

After the BBQ tea we sat around and the placegetters were awarded the usual bottle of Port, which of course had to be drunk that night and definitely not taken off the property because, as rumour has it they EXPLODE at the front gate. Later that evening we were entertained by Brian Cover and Derrick Livall singing and strumming their guitars.

Sunday morning revealed a hot northerly breeze, which soon took the temperature up to 40 degrees, although it was still bearable with the breeze blowing off the lake.

Around nine o'clock with some boats still arriving and rigging up as we were welcomed by Commodore Matt Couper who thanked all for coming and announced the regatta was to be named "The Tom Williams Memorial Regatta".



Cliff's dog Roxy was a heavy drinker at the regatta



## Tom Williams Memorial Regatta

A briefing was held, the course set, sending a number of sailors rushing off for the felt tip pen to write the course on any free skin, as it was a bit long to memorize. Racing got under way with 17 boats lining up and only a short dash to the first mark. It was soon apparent there would be a log jam of boats, so once out of there a decision had to be made, take the direct route through the trees or out into the middle of the lake and around the trees. Neither decision saved you from hitting submerged logs and having your rudders flying up.

Heat 1 on Sunday was won by Cat Fish (Peter Hawley) which gave him the "Bill Hagboon" trophy. As the day progressed it became a four way tussle between Cat Fish, Jaws (Brian Norwood), Invented Reason (Cliff Rolfe and crew Kieren) and Strawberry Wave (Rob Thompson).

Catfish started in a blaze of glory, but sadly the day went from bad to worse as Peter was having rudder trouble, So totally consumed with getting the rudders back down, he forgot about all the trees ahead and promptly parked against a rather large one. Although slightly embarrassed he did manage to avoid going head first over the front beam from the sudden jolt of the boat hitting the tree. Jaws was seen stuck in the mud at the



Rolfe and Norwood racing on the lake

east mark a couple of times, while trying for that extra little bit of height to round the mark, while back in the pack it looked as if some were driving dodgem cars, as at some times there were some interesting moves at the mark roundings, luckily no serious damage was done to either boats or pride.

Sunday night was the Weber Tea, with the meat being kindly donated by the local butcher "Dowerin Quality Meats" salads were made by the ladies. The National bank, Dowerin Newsagent, and J.K. Williams were the other sponsors of prizes for the winners and gridders of each heat and the raffle.

Commodore Matt Couper proudly sponsored the "Tom Williams Memorial Trophy"

Presentation followed with some very excited winners on Handicap

- 1st B.Bassett (shelly)
- 2nd S Beasley (shelly)
- 3rd P Hawley (sbyc)

The outright winners were

- 1st Strawberry Wave Rob Thompson
- 2nd Jaws Brian Norwood
- 3rd Invented Reason Cliff. Keiren Rolfe

Its ironic that 20 years ago when I first went to Dowerin, Brian Norwood and I fought out for 1st place, and now here we are, with so much water under the rudders, still doing the same thing and still enjoying it as much as ever.

Strawberry Wave



Rob Thompson—regatta winner