



the MUDLARK

The official newsletter of the Maylands Yacht Club (Inc.) | **Autumn 2001**



Bayswater Regatta

David Puddey, sailing Spirit of Jackie, carried off the major prize at the Bayswater Regatta, held on 1 April.

A fleet of Mudlarks from Shelley and Perth Dinghy Club sailed in the morning, while the main fleets, consisting of Lasers, Pacers, Herons, Moths and the visiting GPI4s, sailed in the afternoon.

An inspired decision was made to sail course number 2, due to the northerly breeze, which meant the fleets crossed the line on a broad reach. Finding patches of breeze was the key to success in the initial stages, until the winds settled.

Kim Stephens powered his way to the front in the full rig Lasers, while Brian Plumb once again wore down Ian Pavey to be the fastest radial.

David Puddey kept the fleet well in his sights to take off the handicap

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Commodore's Report



Commodore Ken Patterson (NOT wearing his white outfit!) has been regularly showing newcomers the ropes at Sunday morning training.

It's hard to believe that the 2000/2001 season's end is almost upon us.

Apart from the Kim Stephen's Trophy Day on the Sunday after Easter and Picnic Day on April 29th the season is over. On Picnic Day we plan to venture to Heirisson Island again. Last year we had a very pleasant and relaxing get together over lunch. A similar day is planned. All sailors will set off mid-morning for a short race ending up at the island to join other family members who can access the island by car. In the afternoon another race will take us back to the clubhouse to finish the day. Keep the day free so that you can join in. The more the merrier!

Prize Night is not far away now. This year the Committee favours the idea of a dinner rather than the pizza night we have run in recent years. The Club will subsidise this dinner in order to keep costs down. Check the advertisement later in this issue and please let Brian know if you are coming or not so that catering arrangements can be finalised.

On behalf of all Laser sailors I would like to express appreciation to Ross Winzer of Winzer Marine for the very successful training sessions that he sponsored. Many sailors have indicated to me that their skills have improved dramatically as a result of the coaching from Andrew Sanders. The regatta to be held on Princess Royal Harbour at Albany over Easter might provide an appropriate forum for our contingent to demonstrate their improvement. Good luck to all those competing.

A number of members have asked about the progress of the extensions to our boat storage area. The work at this stage is stalled until approval can be obtained from indigent groups having an interest in the compatibility of the development and their traditions. Unfortunately the process of obtaining this approval is a very expensive one and its cost was not included in the original budget by Bayswater City Council. We play something of a waiting game while approval and funding is sought.

The recent Autumn River Festival Regatta attracted a sizeable fleet of Mudlarks in the morning and a number of visitors for the afternoon racing. The day really was a big day out for a number of hard working club members who give very freely of their time. The idea of beginning the day with a breakfast was an initiative that was an unqualified success. Although teeming hordes of hungry breakfasters did not descend on the Club, sufficient numbers did arrive to make the effort well worthwhile and certainly enjoyable. On behalf of all club members, may I once more thank Andree and Lynne and their helpers, especially Ross, Bert, Lisa, Dianne and Sandy for their help in preparing the wonderful spread.

continued next page

result, and the Bayswater trophy, followed by S.Bolie from Shelley, and Jeff Plumb. Brian Kent narrowly beat Glen Lee from Ken Patterson in the fulls. Fastest 4.7 was once again Nicole Rossi.

The Herons were led home by Terry Gaunt, with E. Smidge winning on handicap. Dan Rignall was first and fastest in the Pacers.

Bruce Armstrong beat Colin Spann to the line in the Moths, with Colin winning on handicap.

The GPI4s were won by L.Harris, with line honours going to C.Jackson.

After racing and presentations, we were treated to a delicious chicken and salad tea. Overall, the event was a great success. It was particularly pleasing to see boats from other clubs taking part, with a healthy contingent from Shelley.



Mudlarks racing in close formation



Spectacular reaching start for the Laser fleet



Well attended clubhouse after the racing

Apart from the sailing, which was very interesting given the light fluky winds that saw positions change regularly, much of the day was given to eating. Thanks to Peter Rignall for the sausages cooked to perfection at lunch and to Bayswater City Council for sponsoring the chicken salad that was consumed with relish following presentations.

Observant members would have noticed that we now have an additional tap near the startbox. (Thanks to Rear Commodore Bruce Armstrong for coordinating its installation). This should help to reduce the queuing for the hose during de-rigging and also reduce congestion during this time. Perhaps this will make it easier at the end of the day to get all boats back into the boatshed, including the rescue boats, so that presentations can begin by 5.30 pm. The assistance of as many hands as possible in completing this task would be appreciated.

The Committee has decided to investigate the purchase of a Mirror dinghy as a more suitable training craft to the two Pelicans we own. To this end the Pelicans will be advertised for sale. The Mirror is seen as the boat most suitable for the younger sailors to move into after they have learned basic skills in a Puffin Pacer.

Many older club members will remember Life Member Archie Burton and his champion Moth sailing son Cliff. Archie was a strong supporter of MYC. Sadly Archie recently passed away. He will be missed.

Trust that you all had a safe and happy Easter break.

Ken Patterson

Jane's

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Laser Luffings



The 2000/2001 season has been our best yet for numbers of boats on the water. Despite the absence of Colin Dauncey due to business commitments (hopefully we'll be seeing Colin next season), all three fleets have flourished. Ken Patterson has finally mastered the switch from wood to tupperware, as his recent results have shown. David Puddey, Blake Stephens, Digby Gervas and Jeff Plumb have been steadily improving all season. We welcome Dan Rignall to the radials, Lloyd Blake and Brian Kent to the full rigs. Travis Muir-McMeekan has purchased the legendary "Kia", and has picked up the art of Laser sailing with remarkable speed. The late news is that Kristoffer Grande (full) and Doug Bonny (4.7) have also just joined the fleet.

Kim Stephens has dominated the full rigs this season and is currently leading in both Championship and Consistency. If

anything, Kim is sailing faster than ever, and has rarely been headed, although

Darryl Bonny, Jerome Toonen and even Rosco have all enjoyed brief moments of glory. However, a dark horse is emerging in the form of Bert Brescianini, who seemed to absorb more of Andrew Sander's wise words than most, and has frequently been at the sharp end of the fleet in the initial stages.

Brian Plumb has definitely been the one to beat in the radials this season, overturning last year's one-two result. Brian has beaten Ian Pavey in two out of every three meetings. Battling it out for third have been Bruce Lee and Chris Holyday, while the Consistency series has been wide open, with Blake Stephens the leader at the beginning of February. Next year will see the radials well even more with Jerome and Ken rumoured to be jumping ship from the full rigs.

Catherine Horrocks, Di Vito and Nicole

Rossi are locked in a battle royale in the 4.7s, with Catherine winning the Championship after the final race.

Four of us (Kim, Jerome, Darryl and Ian) sailed at the State Titles, held at the end of January at South of Perth Yacht Club. It's true to say that the stronger winds and short, choppy water didn't much suit us Maylanders, although Kim sailed exceptionally well in the last two races, recording a 4th and a 3rd.

Now that we have a solid fleet of Lasers, I would like to encourage more of our fleet to join the WA Laser Association and participate in races at other clubs, including the Winter Series. It's a sure-fire way of getting good racing experience, besides which racing at other venues adds heaps of variety.

See you out there!

Torp

A sight many clubs would kill for! Twenty Lasers on the start line at Maylands. How many next season?





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Back to Basics

a series of articles by Kim Stephens

In the last *Mudlark* we looked at preparing your boat and becoming acquainted with the racing rules and sailing instructions. This issue deals with the crucial issues of the start and first beat.

BEFORE THE START.

Once on the water for the start of the race BE EARLY. This is the area where I think most sailors get really slack. How often do you see craft being rushed into the water as the 10-minute gun goes! Most sports have a warm up period for players to stretch and get used to the conditions for the day. Why should sailors be any different?

Sail upwind for little while and throw a few tacks in. Ensure that everything is adjusted comfortably for the first beat. You should have everything that is adjustable on your boat calibrated in some way, so that you can easily remember settings for different conditions and be able to repeat them without guessing. Sometimes, if there is another boat working upwind, tag along and compare your boat speed. On your way back to the start, sail downwind and throw in some gybes.

If you are a little more experienced, you can use the time before the race to assess the breeze oscillations and work out the favoured side of the course for the day. At least at the end of this period you should be feeling at ease in the boat and ready for the day's race.

If you are sailing a spinnaker craft, sail downwind, throw the kite up and practice a gybe, to ensure there are no tangles.

THE START

The simplest piece of advice here is to BE ON TIME.

You are timed in your race from the moment your starting gun goes. So every second you are late crossing the line is a second wasted off your handicap, or an extra second head start to your opponents. Hang around close to the start line with at least 5 minutes to go. Don't go wandering at this stage. Being early means that you can check your watch against the 5-minute Preparatory signal. (Trying to get a good start without a watch means a lot of guesswork!)

Sail up to the line close-hauled a couple of times to get an idea of your angle to the wind and your relationship to the start mark and start line. Ideally, without any other boats around, you should aim to be sailing fast, close-hauled and almost brushing the windward start mark at the gun!

With practice, you should be able to get a feel for how much

speed you require in your boat to cover a set distance from the start.

With a minute to go, you should be lining up to start your run up to the line. This is when a sound knowledge of the racing rules and good boat handling techniques are vital. Both these factors take some practice and the necessary skills take some time to develop. The other factor to bear in mind is that even if you are in the right regarding the rules, another craft can still mess up your start. So play it smart and stay out of trouble. Know who your opponent is and judge for yourself as to whether they know the rules and have boat-handling skills, before you engage tactically.

The most important thing you require as you start is CLEAR AIR! If this means reaching away a little from your opponent or even going about if you have the space, then do it! You will not sail fast if you are being gassed from another craft to windward or in front of you.

FIRST WINDWARD LEG

Go for boat speed and try to put yourself on the advantageous side of the wind shifts.

This is where your pre-race sail can be invaluable. You will already have a feel for what is to happen upwind. Don't get involved too early in trying to cover opponents. Keep a good lookout for what is happening to boats ahead. This can help you plan your course. Be aware that if you are on port tack you will need to give way to boats tacking upwind with you who are on starboard tack.

WINDWARD MARK ROUNDING

Plan your approach to the windward mark carefully. You really need to have right of way at the mark and this means approaching on starboard tack, not port. Any boats that have already rounded and are coming back towards you may also have right of way over you. You need to know the rules regarding boats on the same tack and boats on opposite tacks in this situation.

As you approach the mark for your rounding, make sure you have organised all your sail adjustments for quick alterations. Sail the boat smoothly around the mark. If you are bearing away onto a run or a reach, hiking hard to windward as you round as this makes the boat steer itself around the mark and is a fast way of turning. Don't be in too much of a rush to gybe if it is necessary. Sail the boat at its fastest until your speed drops, then gybe.

Next issue: *Downwind, leeward mark and finishing*

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Moth Mutterings



Laser Treatment for a Mothie

“Broken your wings?” said the Wednesday sailors. “No worries, we’ll put you in a Tupperware.”

Come Wednesday, 25 knots, white horses from the Causeway and past Aerodrome.

Finally, rigged on trolley and guided into water by John W. and Plumby. “No worries!” Giant waves lift Laser off trolley, the far sight of a yellow Laser, capsize position.

“You’ll be alright in a 4.7” says Plumby, as they shove me around seaward. Miss the jetty; (good navigation despite small cockpit, big boots and 60 fathoms of sheet rope). I stay upright, get to leeward shore, attempt to go about (wot, no hold

fast?), tiller caught under sheet system. Join the wobbles, but still upright.

Head for Bunbury Bridge. Vang loose, outhaul slipped to max out position. Finally get under bridges, many sloppy go abouts, plenty of wobbles. Beach boat, pull on vang and tie down outhaul. Head for Causeway – going well up with the fleet. Snappy go about, life jacket gets caught on boom, NOT upright.

Lots of advise from passing Lasers. Rosco yells out “grab my boat as I sail past!” Sails back at top speed, I grab his boat and finally swim 20 yards back to capsize.

Big Bert comes alongside, jumps off, says “Have a rest with my boat”, while he gets my mast out of the mud. At last it is upright, but sheet rope tangled around end of boom. Bert climbs aboard, gets blown away. I clamber aboard “Bung”, admire his lovely green sheet rope, its end slipping out of the bottom block. Series of gigantic wobbles, re-reeve block, still upright, and head for MYC on the run under the bridges, still upright

and wind still 25 knots and squally.

Sheet rope caught under stern overhang, also rudder wobbly. Adjustment again in the non-upright position. Bert and I change boats, head for MYC. Need to gybe near St Annes. Executed perfectly, head for leeward shore for final approach and final tack. Suddenly I have tiller in hand - but NOT attached to rudder!

Amid thrashing boom, very big wobbles, get tiller back into rudder, but upside down. Boat still upright, manage to beach and trolley onto grass.

“How was it?” enquire the Laserites. “Rugged” I said. “Think it’s time for ‘hands to dinner’ and I’m going home to mend the wings”.

Which answers the question – am I going to get a Laser?

Don’t think I’ll make the twilight sail, same forecast as Wednesday.

Blue Jacket



Pacer Perceptions

What a great season we have had in the Pacers. Last month things have really hotted up with Roy & Joel Snook taking out first and fastest and really putting the pressure on. Daniel & Tyson Rignall have been sailing really consistently and are leading in the consistency trophy.

Tyson Rignall bought Daniel’s Pacer when Daniel got a Laser for his birthday. He will be sailing with his father Vic as crew but with just two consistency heats left for this season Daniel and Tyson are being hotly pursued by Peter for the consistency trophy. Roy has moved up into third so we will probably see Daniel in a few Pacer races yet.

Jamie Warrener and James Rae have been perfecting there capsize drill but with three capsizes in the Bayswater regatta in light winds they had better start practising to stay the right way up drill. These two are starting to make the Lasers look like stable boats!

Sighting spinnakers is becoming a rare event on the water and the few brave fellows to put them up have been coming unstuck in the strong winds. Let’s have more spinnakers or the Pacers might have to start sailing the course for non-spinnaker boats. I’ve heard rumours there might be a Pacer in Augusta and one or two in Safety Bay with next season looking like seven boats. A few more would be fantastic.

Puffin Liquidators

Notice of Meeting
MAYLANDS YACHT CLUB
(Inc.)
Annual General Meeting
Tuesday, 12th June 2001 at 19.45 pm

COME ALONG AND HAVE YOUR SAY IN YOUR CLUB AND VOTE FOR WHO YOU WANT ON YOUR COMMITTEE.

NEW blood is always welcome.

Positions to be filled -

Patron

Comodore

Vice Commodore

Rear Commodore Sail

Rear Commodore House

Rear Commodore Training

Secretary

Treasurer

Sailing Captain

Dragonboat Captain

Bar Manager

Mudlark Editor

Committee Members x 2 (Boat Owners)

Committee Members x 2

More people are need to fill some of these positions.

If you have something to say about the running of your club, NOW is the time to say it.

A nomination form appears on page 6.



Maylands Yacht Club

19 May 2001

Presentation Night

Presentation Night this year is on Saturday, May 19, 2001. The committee this year has decided to have a fully catered dinner as the basis for the Annual Presentation Night.

The costs have been kept very low, and part of the cost of the dinner has been covered by your club.

The cost of the dinner is:

- Adults \$11.00
- Children \$ 5.50 (aged 5 - 12)
- Children under 5 are free

The unsubsidised cost of the dinner served will be around \$17 per head, with the menu attached below. As we need to have definite numbers for the caterers, there will be no door sales this year.

The contacts for booking your seat are Brian Plumb 9375 2375 or the MYC email myc@iinet.net.au

Cheques can be sent to, and made payable to – Maylands Yacht Club, PO Box 5 Maylands WA 6051.

The cut off date for bookings is Sat May 13. All members who will be receiving trophies are expected to be there.

The format for the night is:

- 7:00 pm Doors open
- 7:30 pm Race day trophies presented
- 8:15 pm Dinner will be served
- 8:45 pm Season trophies presented
- 9:15 pm Desert will be served
- 9:30 pm Presentations continue
- 12:00 pm Bar closes

The menu is not final, but will be close to this:

Tender Marinated Roast Beef with delicious piping hot gravy. Roast Pork with apple sauce. Succulent Roast Lamb and mint sauce.

All served with steaming hot jacket potatoes with lashings of sour cream and chives

A variety of breads including fresh bread rolls, french bread sticks, damper & butter.

Five freshly prepared salads and/or vegetable selection – Fresh salad selection Five of : New York Coleslaw; Stockman's Potato Salad; Caesar Salad; Curried Broccoli & Cauliflower Salad; Italian Salad; Garden Salad; Mixed Bean Salad; Hawaiian Rice Salad; Zucchini Salad-Waldorf Salad; Greek Salad; Macaroni Salad; Sorrento Pasta

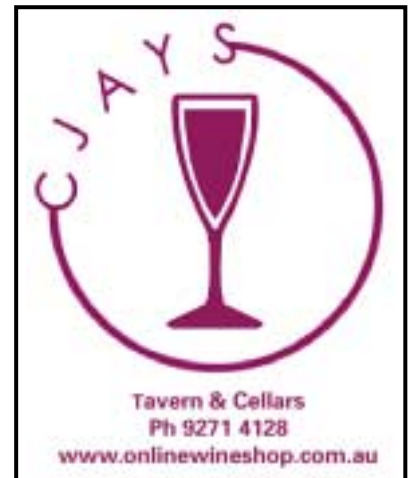
Hot Vegetable Selection – Baby Carrots in Honey; Long Beans; Minted Peas; Cauliflower Cheese; Sweet Corn Kernels in Butter.

Dessert (select any three) Pavlova with Strawberries and Fresh Cream; Boston Mudcake; Apple Strudel with Fresh Cream; Decorated Cheesecake; Apple Pie with Fresh Cream or Lemon Meringue Pie

Coffee, Tea, Chocolate with after dinner mints.

Don't forget, there will be no door sales, so book your seat /table now.

Regards Ross Bennett Secretary



NOMINATION FORM

I wish to nominate _____

for the position of _____

for the 2001 - 2 season.

Accepted by _____

Nominated by _____ & Signed _____

Seconded by _____ & Signed _____

Nominations must reach the Secretary no later than 1945 hrs, May 15, 2001.