



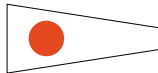
the MUDLARK

The official newsletter of the Maylands Yacht Club (Inc.) | **Christmas 2000**

How well do you know your flags?

On occasions, yacht clubs use flags to indicate which course to sail. This is particularly the case at State Title Regattas. So it might be a good idea to brush up your knowledge of the number flags. You'll mostly encounter flags from number one to six, so we'll show these:

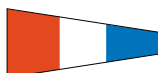
1 - Red circle on white background



2 - White circle on blue background



3 - Red, white and blue vertical sections



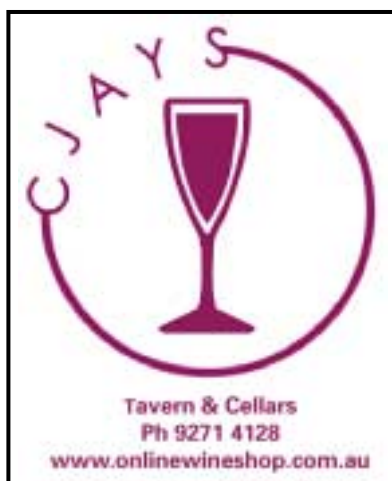
4 - Red background with white cross



5 - Yellow and blue vertical sections



6 - Black and white horizontal sections



Maylands Yacht Club (Inc.)

Cnr 4th Avenue and East Street, [PO Box 5]
Maylands WA 6051
Secretary: Ross Bennett Ph & Fax 9370 1304
Email: myc@inet.net.au
Web: www.inet.net.au/~myc/

Commodore's Report

The Bayswater City Council has advised us that our plans for boatshed extensions should have run the gauntlet of bureaucratic red tape in another six weeks. We look forward with some sense of anticipation to the amelioration of our current boat storage problems. In the meantime R/C House & Grounds, Bruce Armstrong and Peter Kerrigan are working on a means of improving accessibility to upper level racks for storage of Lasers.

Recently the Club tendered for the purchase of four Puffin Pacers. Although I have not seen them I am told that, apart from them lacking spinnakers, they are in very good condition. Should our tender be successful we already have buyers for them all. This would promote the Puffin Pacer class at MYC to full fleet status. I imagine Peter Rignall will have further comments to add to mine later in this edition.

How well do you know the rules of sailing? I for one am not afraid to admit that my own knowledge is pretty basic. Some years ago a club member, whose name I do not know, generated a test of fundamental sailing rules. These have now been updated and improved. At some stage in the future these will be circulated to members as a focus for reflection and discussion. My thanks to Kim Stephens for his additions and to Peter Rignall for framing a set of answers.

I was privileged to have the opportunity over the season to be involved in the training of some junior Club members. Might I say what a delightful group of young people they have been. Many began training following the Try Sailing Day. Their skills are developing well and some are already showing good potential. In the New Year, I am hoping to see them 'going solo' in Mudlarks. However, for safe supervision I will need some assistance. Should you be interested please let me know.

At our recent Committee Meeting the concept of training for other sailors was discussed. Experienced sailors would form a roster to provide an on the water training session each Sunday morning for any interested members wishing to hone their skills. The focus of the training would be on improving boat handling. A few words of advice from an 'expert' can go a long way towards increasing our individual competitiveness. Keep an ear close to the ground for more information on this.

There have been some expressions of dissatisfaction with some elements of the new courses that have operated this season. A sub-committee is working on some minor revisions that may address the concerns. Some of the problems might be overcome by simply relocating certain buoys. Should more substantial changes be made new course cards will be issued in exchange for the old ones free of charge.

The Committee has approved the purchase of six new square tables and two circular ones as a continuation of the program to replace the orange laminated tables that passed their use by date some time ago. Should anyone be renovating in a retro style and would like to make an offer for a table Ross Bennett is the man to see. Hopefully the new tables will be in the Club early in the New Year.

In finishing, I would like to take the opportunity to wish all members a very merry Christmas and a safe and happy New Year.

Ken Patterson

Back to Basics

a series of articles by Kim Stephens

No matter whether you are just starting an adventure in learning to sail and race a yacht or whether you are a seasoned yachting, there are some basic considerations that will make your time on the water more enjoyable and less frustrating. Many of these things can be done even before you hit the water for your sail.

HULL AND EQUIPMENT

One of the first considerations, is to ensure your craft is in sound condition to get around the racecourse without bits and pieces breaking or the boat filling up with water from leaks. Check carefully to find out where your craft may be letting in water and do your best to seal up these spots. A boat full of water is very hard to steer and control in a breeze.

Ensure all ropes and fittings are in sound condition. Many a race is lost because the rope that frayed the previous week didn't get replaced for the next week. Most modern ropes have a very strong inner core but will still break if frayed through. Find out what is making the rope fray and try to alleviate the problem. If you see fellow competitors break a piece of equipment during a race, check yours or replace at regular intervals, especially if it is something with which many people have trouble.

Check all shackles and pins as you rig and tighten by shackle key and tape up pins to lessen the chance of something coming undone when on the water.

Check out the top boats in your class and see what systems they operate for sail control. All adjustments to your sails need to be carried out in an efficient manner. Systems that don't work or are a struggle to operate just make your sailing harder and less rewarding.

RACING RULES

You need to have some knowledge of the RACING RULES and although this is a very confusing area to new comers, it is a



SHTOM Flutterings

Help stop the Moth class from going backwards. Be regular, if only on Sundays!

Invest your rollover at St Annes - everyone is doing it. Entry is free, Exit is serviced by the Mercy Boat.

Latest on the Fleet:

Joker is hard to catch. Blue Jacket is working on the hare and tortoise fable. Spano is trying to combat house renovating colic. Zipper seems to have caught the dreaded Hunter disease (only able to sail once a year).

Wishing all Moth-ers and their families the compliments of the season.

Remember for 2001 more plywood, not tupperware -

GET MORE MOTHS!

Blue Jacket

necessity if we are to sail safely and fairly on the racecourse. There are many books written on the subject to explain the Rules and if still in doubt, ask some of the more experienced sailors. (You are bound to get many different interpretations!!) The more knowledge of the Rules you have, the more enjoyable becomes your racing, as you sail with confidence.

SAILING INSTRUCTIONS

The Club SAILING INSTRUCTIONS govern the way the Club conducts its' racing and all sailors should be familiar with this document. It will tell you the way course are shortened, what flags will be used in different circumstances, the starting procedure to get races underway and many other factors.

Next Issue - Starting and the First Beat



SHIPPING PTY LTD



CONSOLIDATION SERVICES

**FOR ALL YOUR
INTERNATIONAL FREIGHT FORWARDING
AIR & SEA**

1 Howard Street, Fremantle, WA 6160

Telephone: (08) 9430 4014

Telex: AA92438 EESFRE

Fax: (08) 9336 1573



Finalist - Services Export Award

**Jane's
Marine
Service**

Unit 2, Murray & Dowd Streets

Welshpool WA 6106

Telephone: 9458 1537

Laser Luffings

Full Rigs



The full rig class has had some tremendous races this season even though we've lost boats to the radial class. They'll be back... We're left with effectively 10 boats on the water, and one day all ten might be on the water at the same time.

The club championship series is very close after 3 races, with Kim Stephens leading from Darryl Bonny, Jerome Toonen & myself by 1, 3 & 4 points respectively. The last 4 heats will be very serious races indeed. It's at the stage where one bad tack or decision changes your place in the race. The LWB's in the fleet make more bad decisions don't they??

In the consistency series, Darryl has a 3-point lead over our Commodore Ken Patterson with Kim a point further back. Each race has approximately a 7 point spread, so all of us are still in the running for the points. This year the committee has added a discard into the series, and that has narrowed the points gap. Maybe we should look at having 2 discards a season - that will really tighten up the series.

The Committee also has allowed all Laser sailors in all sections to be able to compete in Class Association events without being penalised in MYC season results. If anyone is missing from a race due to their participation in an association event, they will be awarded average points for the MYC consistency series race that they

miss. If the race missed is also a Club Championship heat, that heat will be moved to the next available date. This means that you won't be disadvantaged in the club championships. Hopefully this will get out Lasers out there mixing it with the best from other clubs, and so raising the overall standard at Maylands.

I'd like to welcome our new skipper Lloyd Blake to the fleet. He's a Laser sailor from way back who's returned to the class and likes the sailing at Maylands.

Thanks should also go to Ossie for the pictures of my hull at the start of the Handicap start race!! I wasn't the only swimmer that day.

This next bit might not have much to do with the full rigs, but it was one of our fleet who was instructing the beginner at the time. It made for a spectacle if nothing else.

Doug Bonny, Darryl & Nicole's father, was getting his first lesson on a Laser 4.7 rig. Darryl, being the reigning Club Champion, took it upon himself to teach his dad some of the finer points. All was going well, with Doug doing some great gybes (later we found out that he'd let go of the tiller and the boat was doing the gybes itself). Doug was doing as he was told and was following Darryl all over the river. Now, into the picture comes one of the river ferries..... Darryl was leading Doug across the river when Doug did a tack followed by a gybe all in the aim of getting as far away from the ferry as was possible. The only thing was that with each manoeuvre he was getting closer to the dam thing all of the time. That bloody magnet on the ferry again. The last gybe

had Doug directly in the path of it and heading straight for its bow with all of the speed Doug could muster. Now all of us on the beach could already see the ferry was hard in reverse, but still Doug kept on coming - no ferry was going to interrupt his sailing.....At the last moment Doug capsized about 20 feet in front of the ferry which was almost stopped by this stage. Doug's sail was possibly under the ferries' hull also but where was Doug. We couldn't see. Doug later reported that the barnacles on the ferry were all rather small, and that it didn't need antifouling for a long time. Hhhmmmmmm.

Doug returned to the beach soon after. Now did anyone tell him how to get in at Maylands with a sou'wester starting to blow? In came Doug on a run going as fast as he'd gone all day. The trouble was that the plate was still down and the beach was appearing at great speed.... Darryl was last seen running through the mud and diving at the boat as Doug abandoned ship. I don't know how but Darryl stopped the boat without anyone getting injured (except to their pride). Darryl was easy meat to beat that arvo as his nerves were shot to pieces... The next week saw Doug get Nicole to show him the finer points... I wonder why? The great thing to come from this is that Doug is persevering with the Laser, and isn't far from joining in his first race. Well done Doug.

See you on Starboard

Rosco



Ross & Lyn Winzer

Laser



WINZER MARINE

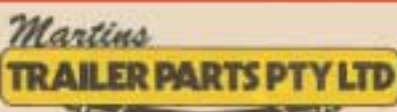
THE LASER SPECIALISTS

HARKEN • BURKE • NORTH and HYDE LASER SAILS

WA's Largest selection of new and used boats
Dollies - Trailers - Boat Covers - Foil Bags - Wind Indicators


ROPES - BOOTS - SPRAY JACKETS - BUOYANCY VESTS
State Distributor for
QUEENSPORT HIKING PANTS & EQUIPMENT

MOBILE SALES AND SERVICE
262 Safety Bay Road, Safety Bay
Ph: (08) 9527 1473 - 015 470 270 - Fax: (08) 9527 4236



Martins
TRAILER PARTS PTY LTD

For trailer parts, spares and helpful advice!



Sales Bayswater 4 Katarung St Ph 9279 5777 Fax 9377 1196	Sales & Repairs O'Connor 81 Foryth St Ph 9314 2222 Fax 9377 1897	Sales & Repairs Wangara 61 Challenge Blvd Ph 9302 2800 Fax 9302 2800
---	---	---

Laser Luffings



Radial and 4.7

Maylands is reflecting the growth, both nationally and internationally, of the Radial and 4.7 rigged Lasers. With our Western Australian tradition of powerful summer sea breezes, typically up to 25 knots, the two smaller rigs are proving more and more popular with sailors who tip the scales at under 80 kg.

Chris Holyday has been sailing a Radial for a number of years now. As he puts it "Sailing a Radial puts the fun back into sailing, especially on the beats". Since last year he has been joined by a solid bunch of regulars, with Ian Pavey, Brian Plumb, John Wood, David Puddey, Bruce Lee, Troy and/or Blake Stephens and Julian Vito making up a healthy fleet.

And in the 4.7s, it's brilliant to see Nicole Bonny, Catherine Horrocks, Jeff Plumb and Di Vito showing that you don't need a big boofy sail to enjoy close racing in a

Laser. Sensibly, the club has laid a slightly shorter course for the 4.7s. This means that all the Lasers are kept in close contact and the race times are approximately equal.

The first part of the season saw Brian in his newer boat finding incredible boat-speed which, matched with his canny tactical ability, ensured line honours in the first four races. Ian finally woke up and has taken three out of the last four. Could this be a repeat of last year's nailbiter? Close behind have been Chris whose new sail has vastly improved the speed of Livewire; and Bruce who has always been in the picture, despite sailing a distinctly "vintage" vessel! The heavy winds this year (as opposed to last season's dominant easterlies) have made life a bit tricky for the lighter sailors. Nevertheless, young Blake Stephens has sailed well under his handicap on occasions, as have David and Julian. Jeff was another to find the Radial a bit of a handful and has wisely decided to serve a season's apprenticeship in the 4.7s.

The 4.7s have been a delight to watch, with all four regulars having their

moments of glory. Nicole and Catherine have had some great battles, with the winner frequently being the one who hasn't cracked under pressure! It's surprising how fast the 4.7s move - more than once full riggers (like Rosco) have been seen to look nervously over their shoulder while a 4.7 surfs up behind them!

The combined Radial/4.7 consistency series is wide open with only 19 points separating the first 7 boats. With the lighter breezes expected from the end of January onwards, any one of the top eight boats could carry off this honour. Let's make sure we have big fleets and close racing in 2001!

Finally, let me take this opportunity to thank all those in the club (especially the committee, starters, rescue boat dwellers, kiosk and bar staff and the ever-industrious Wednesday-mornings) for all their assistance and hard work, and wish all MYC members a joyous Christmas and a successful New Year.

TORP

GET UP TO SPEED!

Wondered how you get up near the pointy end of the fleet? The front runners will show you how to beat them!

Here's a great opportunity for Laser and Pacer sailors to get some simple, down-to-earth tips and techniques for going faster. It's happening at MYC – and at no cost to members!

Kim Stephens will be hosting a series of sessions, assisted by other sailors who are regularly top finishers in their classes.

Sessions are from 10.30 am to 12.00 pm on Sundays. We will emphasise "on-the-water" time, and you can either sail your own boat or jump in the rescue boat to get the benefit of the experts' commentary and observations.

In particular, we would like to encourage the younger sailors to participate in these sessions. Our aim is to provide the

opportunity for everyone to sail to their full potential, to improve their boat handling and ENJOY sailing their boats even more!

Sessions will be held on the following days:

21 January
4 February
11 February
18 February
23 February
25 February
11 March
18 March

For more information, contact Rosco or email the club

