



the MUDLARK

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

Bayswater Regatta

Lets have a HUGE turnout!

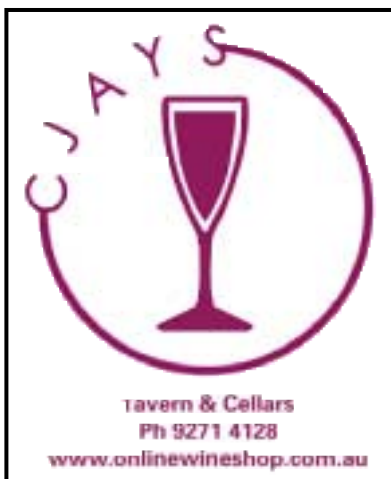
This season, we're holding the City of Bayswater Regatta on the very first day of our sailing season.

That's October 15.

This is always a wonderful event (except for last season's disaster when the toxic algal bloom intervened), and it's a chance for the club to show the City of Bayswater that we have a vibrant club which represents a valuable plus for the Maylands community.

Let's remember that our treasured part of the river looks even better when adorned with a large number of boats.

We will be hosting a number of visitors and dignitaries, who will be our guests for afternoon tea. We would like all members to bring a plate (and remember of course, to put something tasty on it!).



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@iinet.net.au
Web: www.iinet.net.au/~myc/

Commodore's Report

It is very hard to believe that the beginning of the new sailing season is just around the corner.

Already I am receiving invitations to attend opening days at other yacht clubs. This is one of the perks of the position that makes it worth aspiring to. Some of the bigger clubs offer wonderful afternoons of indulgence, both in food, refreshments and cruises on luxury launches, the likes of which for most of us will remain the stuff of dreams until that Powerball rolls in. My thanks to members, for having sufficient faith in me to return me to this exalted position for yet another year.

New MYC Committee

I would like to welcome the new Committee for the 2000-2001 sailing season. Most have already given good service as committee members, some for many years, and on behalf of all members I thank them for the continuation of their commitment. Congratulations to our two new Rear Commodores, Bruce Armstrong, R/C House and Kim Stephens, R/C Training. A special welcome to Dianne Vito, Darryl Bonny and Peter Rignall as new committee members. The full committee is published elsewhere in this edition. We have an undertaking to continue the good work of previous committees to maintain the growth and integrity of MYC.

The Committee is indebted to Ian Pavey (Vectis Technical Graphics) for taking on the role of Mudlark editor. Ian's skills and experience in graphic design will no doubt be evident in the new look of this publication. Members will now have the option of a black and white edition through the post, or a full colour edition via e-mail. Ian has also constructed a web page for the Club that can be viewed at

<http://www.iinet.net.au/~myc/>

Visit our web site and I think you will agree that Ian's expertise shines through. Thankyou Ian.

Our sincere thanks to Rosco for the work he did on Mudlark as previous editor.

Winter News

The Winter racing season turned out to be disappointing due to very light winds, very blustery winds or plainly horrible weather. A good turn out for the first race was not repeated for the second, and the third was a non-event. However, members were active around the Club completing some chores that were well overdue.

The Wednesday Retirees Association of Brian, John and Clem began the tiresome task of stripping back the accumulated wax from the skirting boards, sanding and then sealing them with polyurethane. A busy bee was held and this job was completed as well as the cleaning of the many windows, thanks to Andree, Rosco, Bruce and John Wood. The Clubrooms seem much brighter now that light can enter the windows. Clem and

continued next page

Brian also found a length of good ply and constructed a bulletin board for the display of results. A trophy shelf is also planned. Rumour has it that Brian is considering going back to work to reduce his workload!

Maylands hosts HVAC Laser Race

On Sunday the 10th September this Club hosted the final event in the HVAC series for Lasers.

About twenty boats participated. After a number of 'false starts' which led to the display of the black flag, the fleet eventually got away. A light wind, glorious spring sunshine and good spirits made a welcome break for what has been a dismal winter sailing season.

Roast chicken, potatoes, gravy, coleslaw, gravy, and more coleslaw, courtesy of Laser Association finished the day and was much appreciated by all.

The visitors appeared to enjoy their day and we hope the WALA will see fit to schedule MYC as a regular venue for

future events. Colin Dauncey finished 8th overall for the series. Perhaps other Laser sailors might be encouraged to participate in WALA events.

Many thanks to the starters, timekeepers, bar and canteen helpers for their contribution to a fun day.

Extensions to Boatshed

At Prize Night I indicated the Bayswater City Council had declined funding for the boatshed extensions. Following representations from Patron Terry Gaunt and fellow councillor Terry Kenyon, the decision was reversed and \$20 000 was allocated. MYC has agreed to contribute \$10 000.

Contractor's plans now being costed and we then face the long wait for approval from Swan River Trust and the Planning Commission. If all goes well the extensions should be completed by January.

The Management Committee had agreed on a new fee structure. The

Committee has held down fees for the many years. The increase was deemed necessary to reflect accumulating cost increases. The alternative of more fundraising seemed less palatable. The new fee structure arrived at after much deliberation, included a review of Dragon Boat contributions. The Committee feels that the new structure will put to rest the ill feeling that has from time to time been expressed by various club members on this issue.

October the 15th is not far away now. Opening Day has always been an important day for us. However, this year we plan to combine Opening Day with the City of Bayswater Regatta. This will make up for the loss of the regatta due to the blooming bacteria in February. So if you haven't painted your Moth, primed your Pacer, unhocked your Heron or dusted off your Laser, time is running out.

See you then! We need total support.

Ken Patterson

Moth Mutterings



Now is your big chance to upgrade your trophy count!


"Coup de Grace" has been mothballed and may be moored to a car port in the hills for some time to come. Ken has been lured to the Tupperware party after striking a deal to purchase Colin Dauncey's Laser.

The winter series wasn't as successful this year, owing to inclement weather on Saturdays. You can't blame me for the rain, gales, hail etc.

This will be a look around year for Mothies – please look around for future Moth sailors amongst your friends. Providing they join the club, we have a couple of boats available for use.

The fiddle is still playing the same old tune – let's have a big turnout for Opening Day please!

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Laser Luffings



Last season represented possibly the greatest increase in Laser numbers at Maylands ever.

Not only did we increase our fleet numbers from six or seven to a regular dozen, but we actually fielded six boats for the State Championships at Rockingham, with creditable performances by Colin Dauncey and Kim Stephens. Importantly, this was an interesting learning experience for the other MYC sailors with regard to competing at a high level.

Last year's club championships were fought out right up to the end of the season with Darryl Bonny winning the full rigs from Kim Stephens and Ian Pavey just pipping the evergreen Brian Plumb in the radials.

For this next season, we welcome new inductees into the class, and also a few

different boats.

Ken Patterson can now throw away the sandpaper and varnish now he is at the helm of Colin's boat from the last two seasons.

Colin has purchased a known winner from Jackson Digney, current State Champion; Ian Pavey has upgraded from the heritage-listed "Kia" to a late model to be known as "Torp"; Brian Plumb has followed suit by getting hold of a newer boat and passed "Mallant" down to Jeffrey. David Puddey will be faster this year now he's moved up to a radial rig; Nicole Bonny and Dianne Vito will both be campaigning 4.7's.

John Wood has resisted the urge to buy extra speed – instead he has been improving the sneaky way – hard work and training. And by the way he shot away from the other radials the other week, it's paying off.

Hopefully, Rosco will be seen in a wet suit more than a shirt and tie this season, and we'll continue to see regular appearances from Darryl, Jerome, Bert,

the Vito brothers, the Lee brothers, the Stephens family and Chris Holyday (now his new home is finished!).

With so many spare boats on the racks, it would be great to see a few juniors trying their hand with either a radial or 4.7 rig.

The last race of the HVAC winter series was a great success – I'm sure that our visitors from downstream were quite amazed at the turnout. Let's keep it that way, starting, of course, with Opening Day on the 15th October, which is also the City of Bayswater Regatta.

Light winds and close racing were a feature of the last race in the HVAC series.





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New rigging options for Lasers



a trip down *Memory Lane*

A couple of months ago, a few of us were gathered around the bar on a wet Sunday morning, when Rosco wandered in with a large photo album containing some absolute gems, including the programmes (pictured right).

Some familiar names were there, like Gaunt and Plumb (1960 - 61); and Gaunt, Plumb, McDonald, Burton, Bennett and Moore from the 1971 City of Stirling Regatta, when our present clubhouse (with “panoramic views from the Upper Deck”), was opened.

Nice to see so many of these famous names still very much in evidence at Maylands.



Some of the boat classes (like the Rainbow and Gwen) have disappeared from the scene, but the Moths and Herons are still sailed at our club 30 years on.

It's hard to believe that the Laser is 30 years old.

Part of the reason for this longevity is the brilliantly simple design, strictly one design, with a minimum of complex rigging.

Few changes have been made in the interim, except the significant additions of the radial and 4.7 rigs, which have made the boat

more accessible to a wider range of ages and weights.

However, even designer Bruce Kirby concedes that there are one or two areas which he would have done differently, and in the last two years, major changes have been approved.

Laser skippers have been incredibly innovative when it comes to

organising their control lines. Many have become more expert in macrame than sailing in the process! So allowing blocks and cleats (see photo top left) is more likely to actually simplify the process of rigging the Laser.

Laser owners should keep their eyes and ears open for information on when these changes will take effect.

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