



the MUDLARK

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

Commodore's Report

MAYLANDS YACHT CLUB - A PROUD HISTORY AND AN EXCITING FUTURE

Welcome to a brand new season!

With the support of a new and enthusiastic Committee, this promises to be a busy season filled with new initiatives. These are designed to promote the Club and make it an even more enjoyable place for its members. It is also a season for consolidating the wonderful effort of past Committees that have worked so hard to place our Club in the position it holds today. Sound management of finances over the past 2-3 years has allowed the Club to expend some \$20,000 leading up to the start of this season.

The boat storage extension is on target to be completed by Opening Day, giving the Club and its sailing members much needed extra storage space. I hope many of you are able to turn up for the busy bee we will be running at 1030hrs on Sunday 7th October, to clear out and reorganise the old storage space. Those attending will get the opportunity to lobby for the best spots for their craft! A general BUSY BEE held on Saturday 13th October at 1400hrs to prepare for Opening Day. Please write these dates and times in your diaries and don't leave it to the regular few to do all the work.

Our chief rescue boat driver, Mal, will be gracing the waters this year in a brand new rescue boat. The yellow beast has been pensioned off and replaced with a white Stacer 4.2 metre aluminium dinghy powered by a brand new 18 hp Tohatsu engine. I can see the

sailors falling over themselves to be the first rescue of the season!

There has also been some major spending on other items to enhance and give a much-needed upgrade to our facilities. The hot water system in the kitchen has been replaced and a new pie warmer for the downstairs galley purchased. The décor in the main Club area upstairs has been improved with the purchase of new tables and trestles. Chairs to match are on order.

Members have achieved much during the winter. We must thank our Wednesday Sailors (members of the MYCRGC) and others who have been extremely busy maintaining and repainting the marker buoys for the season. The boys showed their handiwork in concrete mixing when they cemented and bolted in place the new winch to assist in pulling the rescue boat out of the water. No more sore backs!

A major leak in the Club roof, which almost saw a recent committee meeting washed out, was ably repaired by Bruce Armstrong and Simon Vito. Well done guys.

The Club has purchased our first Mirror dinghy, to be used for training purposes. It is hoped that a small fleet of these training craft can be established in a similar way to the Pacers. These craft will act as replacements for the old Pelicans the Club used last year. The Mirror was the boat of choice, due to its ability to be sailed and managed eas-

ily on the beach by young novices. It can be sailed with or without a jib and is able to fly a spinnaker. Past Commodore Ken Patterson has used his time during winter to gain qualifications to assist in co-ordinating the sail training programs this season. His efforts last season have brought new Junior Members into our Club.

An exciting development is the formation of the MYC Junior Sailing Foundation. It is in the embryonic stages at the moment but is designed to build and promote a strong Junior Division within the Club. Lloyd Blake, who initiated the concept, has agreed to chair the sub committee established to formulate the idea. Keep an eye on future newsletters for more details.

The Pirate Dragon paddlers have parted company with our Club this year due to internal problems within the Western Australian Dragon Boat fraternity. We wish them well for the future and hope they are able to maintain their water born activities.

In this, the Year of the Volunteer, it gives everyone a wonderful opportunity to get involved in the Club. If you have a hidden talent or would just like to get involved in some aspect of the Club, please don't feel shy about discussing the prospect with me, a fellow Flag Officer or a Committee person. Any suggestions for the smooth running of the Club or means of improving our racing and training are always welcome.

One highlight for our competitive sailors this year is the forth coming Australian Laser Championships to be held at Albany during the Christmas break. Already, we have some of our sailors involved in serious training for this event. From early reports, all our fleets appear to be growing in strength for this season. Lets encourage all boat owners to be active sailors at Maylands this year and thus continue the tradition of being recognized as the premier Club at the top end of the river.

Opening Day is scheduled for Sunday 14th October. The Opening Ceremony

will commence around 1330 hrs with racing starting at 1400 hrs. There will be an afternoon tea supplied for our invited Flag Officers and guests. If possible, members are requested to supply a plate. A chicken and salad dinner will follow the presentations at the conclusion of the day's sailing. This activity was most successful last year and the Social Committee agreed to continue the tradition.

There still exists the opportunity for Club members or friends to sponsor a day's racing during the season. This concept has been most successful over the

past years with good exposure being afforded to businesses that have taken up the chance. Sponsorship is also available for the major trophies allocated to all fleets for overall results at the end of the season. Please contact Ross Bennett or myself if you are interested.

I look forward to your participation and fellowship at the club this season. Good sailing to all.

Kim Stephens

Commodore

Laser Lark



The final race of the frost bite series was completed on Sunday 22 September at SPYC in about 20 knots of breeze. Kim came second to Colin Dibb in both the short races. One stage during the first race Kim was actually beating the world champion but decided it was time to cool things down a little with a water stop. Colin Dibb actually won the laser world masters in Ireland in August 2001.

Sunday was a whole lot better than Saturday Go Karting (at the at least you were able to finish a race without the pit crew purposely giving you bald tyres, or being issued with a instant disqualification for stretching one, slegs.) Congratulations to Stuart – hopefully he'll come down on a Sunday for a sailand show us how to control a laser down breeze in 25 knots (Without sliding out!).

It appears the Wednesday Pensioner crew and six laser hope-

fuls have decided to go to the Albany Nationals to represent Maylands; Kim; Darryl; Rosco; Ian; Jerome; Kristoff; Don't forget to add **your** name to the list.

To get some much needed extra competition check out the programme for the WA Laser Association Metro Series. This season there will be additional prizes for improving sailors. That could be you!

We have all been preparing for the event in different ways:

- * Gym work, swimming, sailing: Darryl, Kim
- * Down another stubby - I more kilo: Rosco
- * Australia doesn't have any good laser sailors - let's go to the UK to compete: Ian
- * Lets do some endurance ocean races: Kristoff
- * We'll refrain from sailing – need to create a desire to win - Jerome.

A TCYC Laser Invitation Race will be held at TCYC Rockingham on 27th October at 2 pm.

30 knots

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Moth Mutterings



Here's hoping that the warmer weather will awaken the hibernating moths which have been snuggled up in their racks all winter, so that they will be fully

awake for Opening Day... 14th October.

Coup de Gras has been taken over by Blake O'Neil, who has had a couple of sails and has taken the boat home to sort out things. Trust he remembers General MacArthur's famous remark "We shall return".

The frost bite series have had light winds for all races, including one tow

home for most of the fleet. Blue Jacket had to disguise itself as a wooden laser, but wasn't very convincing.

The fiddle plays the same old tune: "Let's have a good muster for the 14th!"

Recruit a Mothy new, for two thousand and two!

Blue Jacket

Heron Hailings

Just 2 or 3 weeks to go and it's time to get wet again - will you be ready? Will you have read the new rules and do you know that the starting procedure might be a little different?

Will we see Ariki, Claire and Jenny continue the spiral on their rises to fame?

We hope to see a lifting of the MYC Heron "recession" of the last couple of seasons and I think we just might. MBSC especially are seeing a resurgence in numbers with a large number of newcomers.

The Heron Association has made efforts to make the State Championships more accessible and revive interest in inter-club association and display larger shows of boats on the water. This is the best advertisement for any class and helps all the Heron sailing clubs.

The Association organised a training series in the later part of winter, with Toby Hodgson instructing. I was at one session and was amazed at the obvious improvement in skills in a short time, just as with our Lasers when they had "remedial instruction". Gaining knowledge from training is a good trend in

our instant society and it helps sailors enjoy their sport more - people stopped asking me what I know after my years of sailing, some time ago.

The Herons join with all members in thanking Ken Patterson for his excellent work for the Club as Commodore and congratulate new Commodore Kim Stephens on his election. We know Kim will also do MYC proud and will have the support of a very capable and obliging committee.

Good luck to all Heroners for a successful season.

Sugar baby



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Well Done Colin!

Noted as we are for our generosity at Maylands, we'd like to continue this tradition by congratulating Colin Dibb from RFBYC for his stunning win in the Laser Masters held in August at Cork, Ireland. Colin had trained extremely hard for this event, which comes on top of his win in the State Titles earlier in the year.



Healthway. Healthy WA.

Cowes - The Holy Grail of Sail

When you're planning a trip back to your birthplace, it's not a bad idea to make sure that your schedule coincides with one of the most significant sailing festivals for decades, plus the chance to sail in the flagship event at your old club.

America's Cup 150 Years

This year celebrated 150th anniversary of the first America's Cup race around the Isle of Wight. On that occasion, the schooner 'America' beat a number of benchmark British boats to gain the trophy – then known as the Hundred Guineas Cup. What is not universally known is that 'America' actually sailed the wrong course. She sailed inside the Nab Tower – a lighthouse off Bembridge and so gained a few miles on the other competitors! The United States proceeded to hang on to the 'Auld Mug' for 132 years until a larrikin bunch of Aussies beat them 4-3 on a memorable day in September 1983.

This year, sailing vessels of all ages, shapes and sizes gathered off Cowes to celebrate the first race, and the many developments in America's Cup history.

As well as a replica of the schooner America, there were a handful of massive J-Class boats, lovingly restored; several of the 12 metre yachts and quite a few of the modern America's Cup Class, including a couple of Kiwi and latest British boats. Also, many of the famous historic ocean racers from the last century came from all corners



Just two of the classic yachts racing around the Isle of Wight. Fancy tweaking those sails?

of the globe.

There was a series of races, with classes spread across the Solent. The highlight was the Round-the-Island race, when all boats started at Cowes and sailed clockwise around the Island, as per the first race.

My brother Steve has been renovating a 1938 gaff cutter and made sure he needed to take it from Cowes to Bembridge that very day, so your's truly volunteered readily for crewing duties!

We set off at 6.00 am (the sun rises at about 4.45 am in those latitudes) and motored down the River Medina before raising the sails off Cowes Roads. Although we were beating, the tide was with us most of the way, at least to Seaview, so we got to our vantage point in under three hours. Just in time to watch the Lasers, Mirrors and Seaview One Designs competing in the annual Seaview Regatta.

At around 11.30, the fleet sailed into view, filling the horizon with white, cream and tan sails. First the sleek America's Cup class boats, sailing

incredibly fast. Following soon after was a bunch of 12 metres, from the 1960s to the 1980s. Australia 2 and South Australia were in close company, sailing about 400 metres from us.

The real treat was seeing some of the really old schooners, cutters, barques and square rigged vessels. Many of these fine boats came from the United States and they bore testament to the culture of preserving nautical history in that country.

Mooring at Bembridge harbour, we discovered that we were on the same pontoon as an old friend, Mark, from school. While his main occupation is building fine instruments like guitars, violins and mandolins, his passion is for boats, and this time he's renovated a beauty. When he purchased 'Tarifa' she had been modified and bodged over the years, and sported a different rig from original.

Mark spent the next two years stripping back, recaulking the hull, removing and replacing the keel bolts (apparently his family very nearly moved out of

Left - Cowes Harbour crammed full of classic vessels. Right - Australia 2, KA6 behind and South Australia, KA8 battle for the lead off Bembridge



home during this harrowing process!) and getting the boat back to its original 1908 form.

He also got in touch with the guru of traditional sailing, John Leather, who has the amazing ability to recollect the full history of just about any boat which has sailed from 1900 onwards! He found the original sail plan of Tarifa, and supplied Mark with the layout from the original William Fyfe plans.

The result is a work of maritime sculpture. Complete with galvanised rigging, new wooden spars and even cushions stuffed with horse hair, 'Tarifa' is a joy to view, whether swinging from her mooring in the evening sunlight, or slicing cleanly through the Solent chop, cream sails billowing.



Above - 1908 gaff cutter 'Tarifa', beautifully renovated over two years.

Left - All built by hand - details of mast, gaff and fittings - all hand crafted by the owner.

Gurnard Dinghy Week

Gurnard Sailing Club, just 3 km from Cowes is a dedicated dinghy club, still run by volunteers and promoting an atmosphere of good fun and competitive racing. I used to be a member during the late 70s and was fortunate enough to borrow a boat from an old friend for the week.

Cowes Dinghy Week, held during the week prior to Cowes Week, has always been the flagship event for the club. This year, the total entry list topped 160 boats, with classes including the Dart 15 catamaran, RS 400, Laser, combined Pico/Topper and Optimist, with fast, medium and slow handicap racing taking

up other classes with less than eight boats apiece. The Laser full rigs attracted 19 entries, with sailors coming from all parts of the UK (and of course one from WA!).

The younger crews sailed in the morning, which meant that long courses could be set in the afternoon. There was one race per day, often lasting nearly three hours.

We saw a fair chunk of the solent during the week, often sailing close to the mainland, nearly 3 km to the north. Unlike the Swan or indeed most of the WA southwest, tide was a significant factor, and many tricky counter eddies made local knowledge a huge bonus. Foul tide tacking close to the beach and striking out for an off-shore mark was a feature of most races, and getting it wrong meant frequently dropping to the back of the pack. Some of the marks offshore are shipping channel markers – massive steel buoys with loud bells which threaten to take toll of those who venture too close!

Best of all, the sailing was FUN. The buzz of returning to Gurnard was like catching up with an old friend. Re-learning about tides and those lovely Solent waves was sheer joy, and meeting and greeting those who I farewelled over two decades ago was a real treat. Who said nostalgia isn't what it used to be!!!

It was fairly obvious who the Laser hot shots were, so it was up to four or five of us to battle it out for the middle placings. Great stuff too, with four of us crossing the line, in one race, less than a boat length apart. Overall I came 7th out



Clear proof that the sun DOES shine in the UK! The fleet on the beach at Gurnard prior to the practice race.

of 19 entries, which was an OK result.

First place went to local sailor Trevor Scovell. Trevor is a comparative lightweight - under 70 kg, but still managed to hold his own upwind in the fresher breezes. Downwind he was awesome and his surfing skills were way ahead of the opposition. Giles Peckham, a regular visitor to GSC Dinghy Week, hounded him all the way and was beaten into second place on a countback. Trevor's prize (thanks to a generous sponsor who learned to sail at Gurnard) was – wait for it – a week's sailing in Grenada, fully paid! The gongs were handed out by GBR's Europe class Olympic gold medalist, Shirley Robertson, now a GSC member.

Gurnard Sailing Club ran the event with consummate professionalism and were exceedingly hospitable. They were very interested in sailing in our part of the world, so hopefully we can return the favour if any of their sailors turn up at Maylands. Commodore Steve Cole asked me to extend a welcome from all Maylands sailors to drop in and say hello if ever they visit the Isle of Wight.

Laser fleet at the start of Race 1. Eventual winner Trevor Scovell is at far right, me the white boat just behind.



Back to Basics

a series of articles by Kim Stephens

In the last Mudlark we looked at the start and first beat. This concluding article deals with downwind sailing, leeward mark rounding managing the bulk of the race and finishing

DOWNWIND

Look around all the time for breeze approaching from behind. At every chance in a puff, bear away as much as you can until the puff dies then head back up to maintain boat speed. Keep your air clear by moving your course away from the wind shadow of following boats. Sail steadily using every bit of the puff and any wave action that you can to promote your boat speed. Trim your boat to get the transom out of the water by moving crewweight forward until planing conditions exist. Be aware of the racing rules regarding windward and leeward boats and whether you are clear ahead or clear astern. Proper course may also come into play. Boats sailing upwind may still have right of way over you, so be careful.

APPROACHING THE LEEWARD MARK

Plan your approach well ahead. Know your rights to buoy room but don't push your luck. Remember, a doubtful overlap as you approach two boat lengths from the mark is not strong grounds for room. Stay out of trouble. Sometimes it is even better to sail slower into the mark if you are able to gain a better position after the rounding.

IF THE ROUNDING INVOLVES A GYBE... make sure you are travelling as fast as you can before commencing the gybe and DON'T BE TENTATIVE! As the boom flies overhead, centre the tiller to get back on course. Remember... No guts no glory!

IF THE ROUNDING PROCEEDS A REACH... plan for clear air after your rounding. Protect your wind from boats trying to sail over the top of you. At every opportunity, in a gust, bear away to sail as low as you can.

IF THE ROUNDING PRECEDES A WINDWARD LEG... try to get your adjustments done prior to the mark. Plan for a smooth rounding so your exit from the mark does not give any room to boats attempting to get inside of you. Again clear your breeze as soon as possible after rounding the mark, should boats be in front of you.

AFTER ONE LAP

By this stage the race should have sorted itself out into some type of pecking order. You can now sail more tactically trying to loosely cover your closest opponent while also making an attempt to catch those ahead of you. Look well ahead for any signs of wind change that could be to your advantage.

ON THE LAST LAP

Here it is do or die. If in the lead, cover your opponent more closely. If behind, throw everything you can at your opponent. Smart sailing can bring you back into the race as people get tired or relax too much thinking of the beer awaiting back at the bar. Remember the race is not over until you cross the finishing line so never give up.

IN CONCLUSION

This has been a very basic introduction of how best to get around the racecourse. There are many other points that can be brought out. At the end of the day, whatever your placing, learn from your experiences, analyse your mistakes and remember your successes. Keep things in perspective and remember you are involved in the best sport on earth! No matter how experienced a sailor you are, you will never stop learning each time you venture out on the water.

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