

December 2005



Windrush Wavelengths

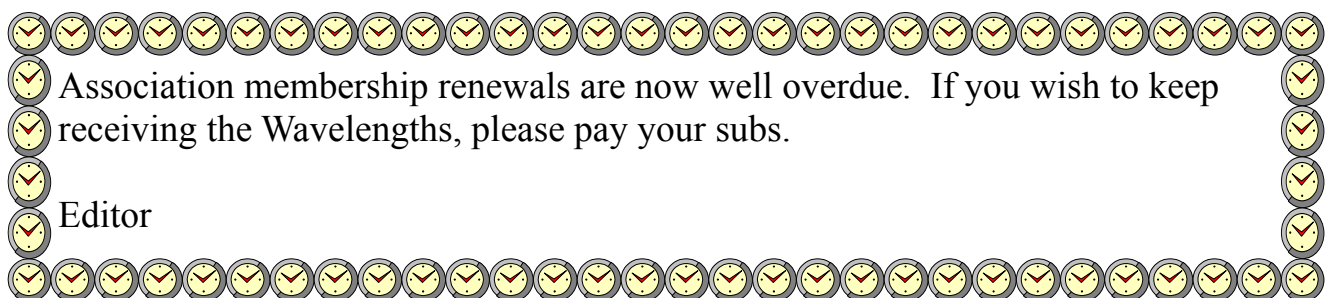
Newsletter of the Windrush Catamaran Assn of Western Australia



MERRY XMAS AND A VERY HAPPY NEW YEAR

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Thanks to Robin Holmes for supplying a good quality second hand lap top computer at a reasonable cost to the Association. This piece of equipment will make Glennis's job so much easier at forth coming State Titles



Article courtesy of the Rockingham local newspaper

Vale Ted Fisher, 61

ROCKINGHAM has lost one of its pioneer business, community and sporting identities with the death of Ted Fisher.

Fun-loving Mr Fisher, 61, was involved in many smash repairs businesses in the Dixon Road area.

He was born in East Fremantle in 1944, the only son of Walter and Nora Fisher, and brother to Noreen, Julie, Carol and Estelle.

In the 1950s his parents bought a property in Palm Beach and the family spent all of their holidays there for the next 40 years. After leaving school, he kept

business proprietors until he found an apprenticeship in South Perth.

Like most of the young people of Perth, he used to go to dances at Canterbury Court or The Embassy Ballroom in Perth each weekend and in 1964 he met his future wife Lorraine. They married in April 1967.

In 1968 he moved to Rockingham and took on a partnership with Rodney Bubb to run Len Pike's panel-beating business in Dixon Rd (now Tom's Tyres) and during those years Ted's three daughters were



The late Ted Fisher at his 60th birthday celebrations.

He joined Rockingham Rotary Club and served on various committees for several years.

He also became involved in sailing and racing Windrush surfcats at the Safety Bay Yacht Club.

In 1997 the Fisher family started up a children's play and party centre on Dixon Rd.

Around this time, Ted discovered a hidden talent for social dancing when the family began going to rock 'n' roll classes.

He sold Marriner Smash Repairs at the beginning of 2004, retiring early to enjoy life overlooking the estuary in Mandurah, but he soon began to feel tired and unfit and had to cut back on his dancing.

After a serious bout of pneumonia last November, he became progressively unwell and began the long drawn-out rounds of doctors and specialists, in the attempt to get a diagnosis.

In July, he and Lorraine moved back to Waikiki to be closer to their children and grandchildren.

The diagnosis of AL Amyloidosis wasn't officially made until last month and by that time the disease had progressed to the end stage.

Sadly he passed away at Rockingham Hospital on August 31, surrounded by his loving family.

EDITOR'S NOTE

In Ted's heyday he won the 1984 State Cat Championship held in Geraldton.

After retiring from Windrush sailing Ted dabbled in Land yachts.



COMING EVENTS

SAFTEY BAY YACHT CLUB

OPEN DAY SUNDAY 11TH DECEMBER START TIME 10am and 1pm

SBYC invites all Windrush sailors to a top day of sailing on beautiful Warnbro Sound.

Come on down and enjoy the hospitality of the SBYC. The Email I received claims the weather is always beautiful and there could be expensive prizes on offer.

WINDRUSH NATIONALS CYC VICTORIA

DECEMBER 31ST 2005—8TH JANUARY 2006

PORT BOUARDE SAILING CLUB REGATTA

LABOUR DAY LONG WEEKEND

4TH, 5TH 6TH MARCH 2006

WINDRUSH STATE TITLES

NYC EASTER 2006

INVITATION RACE GOOD FRIDAY

CHAMPIONSHIP HEATS SATUDAY AND SUNDAY

CAMPING IS AVAILABLE AT NYC.

REGATTA
LABOUR DAY LONG WEEKEND
4, 5 and 6 MARCH 2006

A Regatta to be held on the Harvey Estuary run from the southern side of the Dawesville Cut.

At this time we only have verbal conformations , but we are confident it will go ahead .
 So watch this space.

CAT CLASSIC 2005 NYC

Up early left home at 7 am to be at NYC for a 10.30 start, should have realized not a breath of Easterly in Toodyay, so much the same on the river sat and watched the Dolphins frolic near the shore, had a yarn to Brian and Glennis, was good to see Brian up and about but sailing is still some way off yet. Bob Kempin also arrived to see what was going on, still not much except the smell of BBQ lunch, so we tucked into hot dogs courtesy of the Hobie association.

Windrush numbers were better this year Greg Jennings, Robin Holmes John McKecknie, myself and Ryan Duffield who made the trip from Bunbury all sailing Super Sloop, also Mike Dean and his son Jasper sailing Sloop from NYC. Big fleet of Cats - 32 including, 4 Tornado Sports, 2 Hobie 17s, Hobie 16s, 1 Paper Tiger and the Windrush fleet.

Did two races back to back in the afternoon in a light Sou wester. The Tornado Sports soon cleared out, especially once they rounded the top mark and popped the huge kite, about 10 knots of breeze and the crew were on the trapeze going down wind.

Sunday night we were able to leave our boats and trailers locked in the compound. Monday morning was much the same no wind, except that by 10.30 little puffs of S.W. were coming in and by 11am had filled in nicely.

The start boat was already on the water when they announced the start to be SAP.

Nobody even had a wet suit on, plus we were furthest from the start line and consequently Robin and Ryan both missed the start by about 1 minute, Greg and I both had reasonable starts for once, probably due to less boats at the start.

Back to back races meant a late lunch!

Heat 5 was started about 3pm in 15-18 knots of S.W. and they finally moved the course out into the middle of the river away from the power boats, which also gave us a starboard lay line.

Couple of nice gusts came down the river, enough to catch a couple of 16's out and give them a swim. Another 16 had just rounded the top mark and decided to jibe immediately, also in gust of wind, and then it all went pear shaped, screwed around and ended up straddling the top mark. This trick was enough to earn the wooden spoon at Presentations, closely followed by a Paper Tiger which T-boned a Hobie 16 on the start line, trouble was the wooden Paper Tiger came off 2nd best.

All in all a well run regatta in perfect conditions, major sponsors were Hobie West and NYC, thanks to all the people who worked hard for the weekend, so we sailors could enjoy ourselves.

Strawberry Wave



Cat Classic 2005 - Nedlands YC

CAT CLASSIC RESULTS NYC 2005

Place	Sail No.	Boatname	Skipper	Crew	Class	Yard.	DROP	TOTAL
1	105293	Blew By You	Darren Smith	Natalie Hill	H16	81	6	7
2	5194	Strawberry Wave	Rob Thompson		WSS	87.5	6	15
3	AUS301	Time Off	Gerard Wilson	Ross Rilson	TorSpt	65	13	16
4	6310	Absence of Mind	Ryan Duffield		WSS	87.5	10	17
5	AUS213	Catapault	Paul Peterson	James Spencer	TorSpt	65	15	18
6	AUS287	Die Hard	Allan Gamble	Paul Raymond	TorSpt	65	28	21
7	107693	Habanero HeroP	eter Hancock	Emma Sturgeon	H16	81	15	23
8	104667	Double Diamond	Phil Smyth	Amber smyth	H16	81	14	24
9	108356	Hobie West	Jason Spencer	Kellie Davis	H16	81	15	37
10	108358	Blow Me	Chris Hancock	Alex Platt	H16	81	23	38
11	6278	Wildcard	Greg Jennings		WSS	87.5	19	39
12	104466	Doodad	Glenn Fairey	Lucinda Crisp	H16	81	21	44
13	108357	Cracknwood	Lance Wood	Anna Willlson	H16	81	22	45
14	108482	Beat Me II	Matthew Faulkner	B McCarthy	H16	81	17	48
15	5981	Hogs Breath Café	Barry Sanders		H17	82.5	32	50
16	101467	Sunday Session	Rob Smith	Miranda Dibdin	H16	81	18	53
17	6309	Push	Robin Holmes		WSS	87.5	32	56
18	105379	Sosumi	Godfrey Taylor	David Hinton	H16	81	18	56
19	2325	Tom Cat	Adam Rees		H17	82.5	32	60
20	6217	Stark Ravin Mad	John McKecknie		WSS	87.5	32	71
21	102807	Enterprise	Paul Davis	Philip Davis	H16	81	21	76
22	108469	Double Screamer	Mark Landwehr	Alex Landwehr	H16	81	24	83
23	102845	Concrete Boots	Alan De Jong	Mark Preedy	H16	81	25	84
24	104713	Blue Skies	Graham Cuckow	Faye Kyle	H16	81	25	84
25	102746	Budgie Smuggle	Trevor Hughes	Debbie Daffin	H16	81	28	96
26	104595	Wind Spirit	Ric Janssen	Tamara Harris	H16	81	29	101
27	105028	Sea Jay	Wayne Mitchell	Terry Quinlin	H16	81	32	111
28	AUS275	Magic Too	Ron Stokes	Paul May	TorSpt	65	32	114
29	104933	Kryponite	Joshua Kirk	Corey Kirk	H16	81	32	116
30	2001	Oddysey	Tom Secna		PaperTig	91.5	32	123
30	6166	Saltation	Mike Dean		WS	90.5	32	128



Rob Thompson and Ryan Duffield -Cat Classic

EDITOR'S NOTE:-

Firstly, on behalf of all Windrush sailors I wish Brian Norwood all the best with his ongoing fight with cancer. Brian, think of it as a boat race - you're two boat lengths in front, the finish is only 200 metres away, but you are also 2 boat lengths to leeward, so you will have to work hard to win. This cancer is no different, if it was a boat race you wouldn't give in, so think positive and don't give in. We are all sailing with you.

On reading the NYC report I see another injury from a metal trapeze dog bone.

There is a plastic coated unit available, which has a handle in the centre, much more user friendly.

These units can be purchased from Sail-Power Marine in Nedlands.

Strawberry Wave.

**OCEAN REEF SEA SPORTS CLUB
(ORSSC)**

We start this season with a new boat trailer which was kindly donated by an ORSSC member, which came about by the on going efforts of Greg Jennings, who co-ordinates the Sunday morning sail training from the marina.

Our pre opening day sailing was almost a non-event, with only 3 boats on one occasion and 5 the following week.

Seaweed was a serious problem on the shore and impossible to launch the rescue boat.

Opening Day Sunday the 16th October was also blown out with only a handful of hardy trailer sailers and some powerboats lining up for the traditional sail past. The Pinnaroo Cat sailors and families went for the comfort of the bar and watched proceedings from there.

October 29th was the 1st day we actually had enough staters for a race, a true westerly of 15 knots, so plenty of swell, which soon washed the cobwebs out.

Greg Jennings has taken the plunge and updated to a near new foam boat, so any body looking for a Windrush with Mylar sails contact Greg.

Strawberry wave



NEDLANDS YC WINDRUSH REPORT NOV 2005

Well fellow sailors, I hope your clubs had a better opening to the season than we had at Nedlands YC. We have had 5 races so far and only sailed in two, with a typical wintery start to the season with strong winds on opening day with only a few Hobies and trailer sailors and dinghies venturing out and mostly capsizing.

We had bad weather the following week with that race also blown out, but finally the weather came good for the consistency race on the 23rd October (the first day our boats finally got into the water) with a bright sunny day and a good breeze at the start, but unfortunately the breeze lightened off soon after the first triangle had been completed.

Robin Holmes got away well and won the race comfortably. John McKecknie was going well in second place until he broke his tiller extension and was forced to retire., Simon Daddo still recovering from his duties as a new dad came in second while Doug Hobson was third. Doug injured his eye while racing last year and endured a few operations to fix some bleeding behind the eye, so its good to see him on the water again and wearing a helmet to prevent further injury.



John McKecknie - NYC

Sunday the 6th of November was a beautiful day with perfect sailing conditions for a change with a good turn out of boats, the breeze held for the

whole race and the Windrush sailors all sailing super sloop enjoyed being out on the wire in sunny conditions for a change. First over the line was Robin Holmes, with Simon Daddo second and John McKecknie third.



Simon Daddo - NYC

Boat numbers in our class are very low at the moment, perhaps the wintery conditions are not helping, with Paul Todd deciding he still needs to work on his house and Jaws still unable to race, finding Chemo treatment for cancer quite debilitating. The doctor has called a halt to the chemo as it was not responding to the cancer as we had hoped and was making me sicker than the cancer itself, having to spend a few days in hospital from reactions to the chemo.

I will have further treatment at Mount Hospital at the end of November to have therapy using radio active spheres injected into the liver, so wish me luck.

I then have another operation early December to remove the stoma sticking out of my belly and fix a hernia caused by the stoma. All very tiring and I can't wait to get back into sailing. Tim Hodgson has offered to let me sail on his yacht in the club races to feel the salt air in my face, or is it to make the cups of tea. Lets hope that we can get some new boats along to this class soon. We have enough boats registered but they don't want to sail all the time.

JAWS - Brian Norwood.

FACTORY NEWS NOVEMBER 2005

*******NEWS FLASH*******

After 18 years in Stockdale Rd Windrush Yachts is moving!!!!

The good news is we aren't going far, in fact just around the corner to 8 Blamey Place, O'Connor. We have bitten the bullet and purchased a commercial property that will hopefully house Windrush for the next couple of decades.

What this has meant though is a period of significant disruption to the work environment as we take the month of November to gradually move the factory.. However, the best part of this move is the culling of 18 years worth of boat moulds and there paraphernalia. The hard part is fitting everything in the skip bin but those of you who have visited the factory will know that a good clean out will not hurt!!!

An interesting find though has been Windrush Association paperwork from the mid 80's and the original Coode St Winter Series notice board. There are several boxes waiting to be returned to the association or archived in the only way that Sian Knows how!!!!

However in terms of work completed the year has flown by with the last of a batch of 5 Flying Fifteens just about to leave the factory. Windrush 14 spare parts have been winging their way to the east coast and New Zealand and there seems

to be a resurgence of interest in small cat sailing in NSW from the number of calls taken.

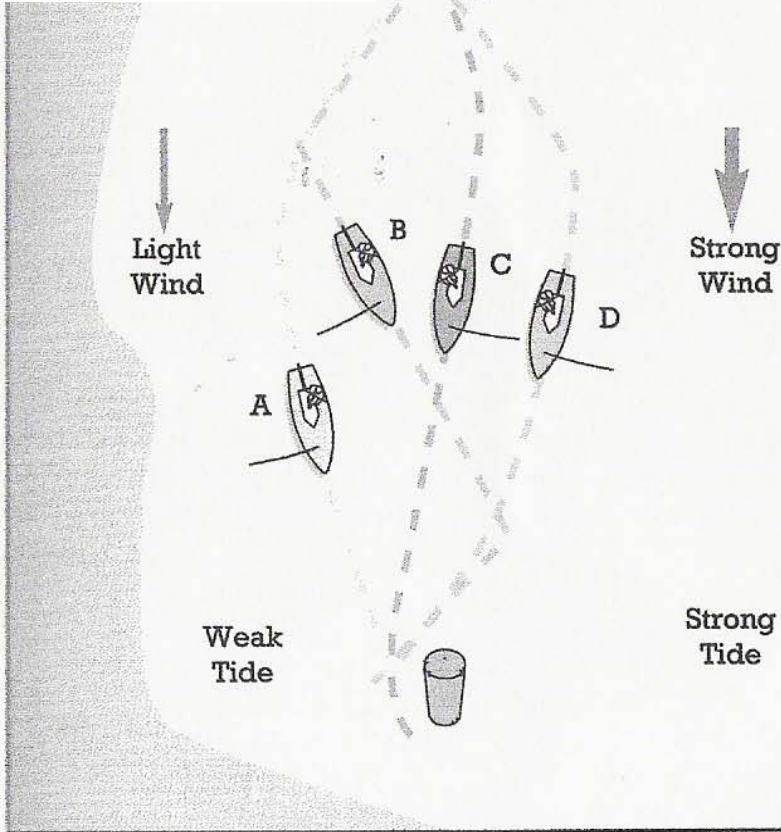
We will be in the new premises as of December 5 and invite you to drop in and say hi! Phone (9314 1317) and fax (9331 3255) numbers remain the same.

We would also like to wish everyone a Merry Christmas and for those making the trip east for the Nationals good sailing.

Brett, Sian and Zac Burvill

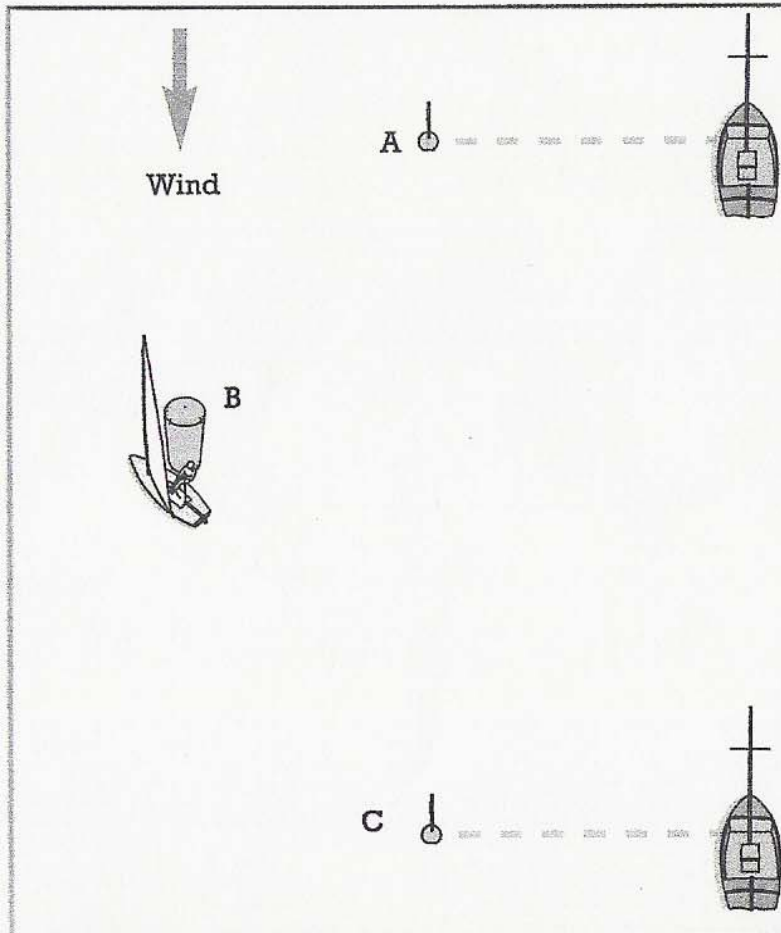


2005-2008
THE RULES IN PRACTICE
BY
BRYAN WILLIS



Proper course

When your proper course is being questioned, provided that you can establish a logical reason for it, and you sail it with some consistency, it is your decision as to what is your proper course. Any of these could be a 'proper course'. A has elected to sail in the weakest tide. B sails fastest downwind by broad reaching and gybing, C is sailing the rhumb line, while D chooses the windier side of the course. If 'playing the waves' makes a boat go faster, then the wiggly course she sails is her proper course. (Rule: Definition of proper course, ISAF Case 14)



Sailing the course

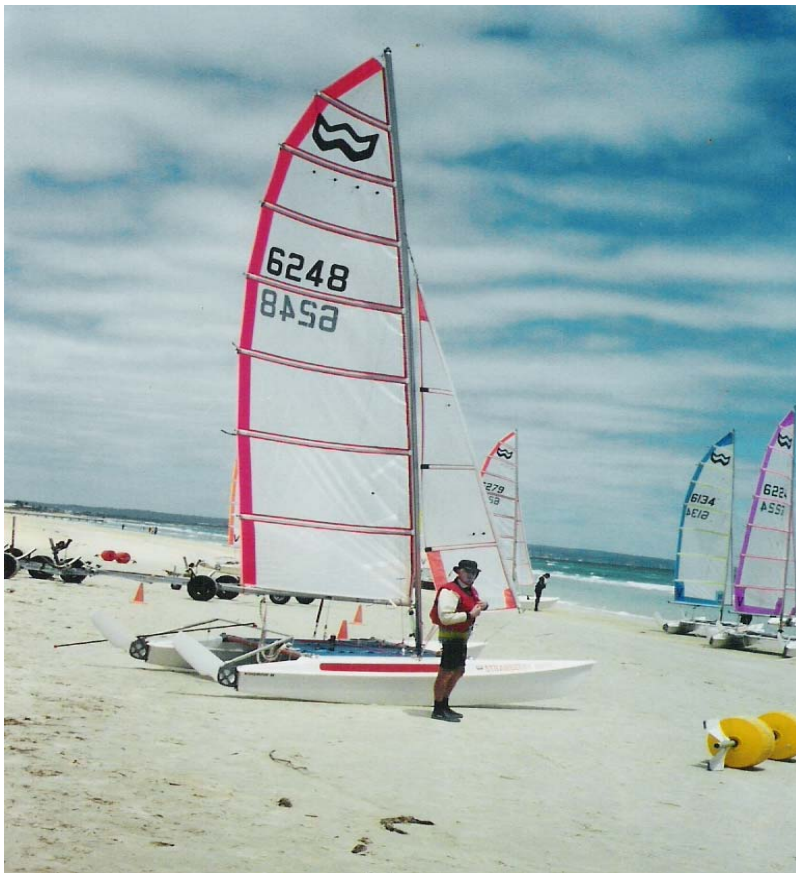
For this triangular course the sailing instructions read 'Course: mark A, round to port; mark B, round to port; mark C round to port, finish'. In this case it's OK to leave mark B to starboard (or to make contact with it) on the way from the start to mark A, because mark B is not a mark that 'begins, bounds or ends' the first leg. (Rule 31.1)

NATIONALS CHELSEA Y.C. 2006

Four boats are now making the trip East . Our President Andrew Harcourt and his family , Peter Hawley and his Father and the Thompsons are all driving across. While Robin Holmes and his son Lawrence are flying .

We wish them all a safe and successful trip.

Editor



EDITOR AT NATIONALS CHELSEA VIC.. 2003

NATIONALS CHELSEA

1985



**NATIONALS 1999
at
LAKE BONNIE
S.A.**

W.A. COMPETITORS



6222 Roy Parfitt

6227 John McKechnie

5194 Rob Thompson

6103 Greg & Jayden Mair

6232 Cliff Rolfe

6236 Graham Burvill

6182 Tim Hodgson

6234 Fraser watson

6107 Ian Culling