

March 2008



Windrush Wavelengths

Newsletter of the Windrush Catamaran Assn of Western Australia

Michael and Warren Pfeiffer Clean Up National Titles at Lake Macquarie



Warren and Michael Pfeiffer

Windrush National Titles 2008

[Wangi R.S.L.A.S.C](#)

Wangi Amateur Sailing Club hosted the Windrush Catamaran Association national championships from the 30th December to January 6th. The success of the week resulted from the efforts of a few people in particular. I'd like to acknowledge Carol and Ross Wylde-Brown who each day produced the race results. Ross also helped on the water on several days as well. Without Helen Mayo and Sally Summons the sailors would not have fared so well. They kept the canteen open and organised lunches, BBQ, and a pizza night as well.



Bianca on Bluestone

Phil Mayo was our RO for the titles. He started work long before December, producing the notice of race, and sailing instructions. Then organised and managed the boat crews all week. The courses, start lines were well set all week and Phil even fitted in two races in front of the club, which was a great for those on shore. Numerous club members gave up their time to man the support boat over the week, which was essential to the success of the titles and their efforts were very much appreciated.

Sailors from West Australia, Victoria and NSW attended the championships. The racing was great, with four past national champions competing and several skippers new to Windrush. Grant Coyley from Wangi skippered a Windrush for the first time in the Invitation race. He was quick off the mark as the photo below shows him leading past cat-rig national champion, Jack Kroek, around the course.

After the Invitation race, sailors spent three days competing in the Cat-rig division (skipper with one sail) or in the sloop division (two sails and a crew of two), followed by a lay day and then three days racing in super sloop (two sails, skipper with trapeze). Four of Wangi's young Sabot or "learn to sail" sailors Drew Coyley, Angus and Callum Roberts and Kimberly Russell paired off with skippers to ensure there were sufficient boats to run the sloop division. These young sailors had a great time and learned



R.O. Phil ready for action

plenty. However, after experiencing the speed of the Windrush they may be reluctant to go back to sabots. The seven races for cat rig and sloop series were held in a range of wind conditions from light to 15-18



Grant Colyer leading Jack Kroek

knots. Racing was very close in the cat rig division between Michael Pfeffer on Rush and Rob Thomson on Strawberry Wave. One tack several boat lengths from Strawberry Wave into stronger breeze allowed Michael to pass and win the fifth race. This made the difference with Michael winning with four firsts and three second places to Robert's three firsts, two seconds and two thirds.

After winning the invitation race, Warren Pfeffer and Kimberly Russell on Hot Pepper won three heats on day one in the sloops. On day two the visitors started to get acquainted with Lake Macquarie conditions with Allen Miller and Angus Roberts on Ali Cat and Ben Dei Giudici and Anthony Talbot on Bluestone each winning a heat. However, the cat was out of the bag with Warren and Kimberly winning with four firsts and three seconds, leaving Ali Cat to come in second, and Bluestone



Rush & Strawberry Wave battling for lead.

third.

On the lay day, several visiting sailors and their families joined the minibus tour of the Hunter Valley vineyards. Sampling wine, chocolates, cheese and ice creams and visiting the rose gardens all proved very popular. Robin enjoyed the day so much he wanted to share some Hunter Valley chocolates with a friend in Germany. I hope you posted them before the 40-degree day's we've just had.

Returning to the lake on Friday the super sloop series commenced in moderate winds with fresh winds in front of showers. Conditions deteriorated over night with heats four to six sailed in fresh winds with rain patches. As the buoys disappeared in the rain, Yellow Peril found Lake Macquarie is quiet large. Especially when you've sailed past the mark. Ben Dei Giudici took to super sloop for the first time, like a duck to water, by winning the second heat. However as the breeze increased he found he didn't have a crew to help keep him the boat upright.

Going into day three Michael Pfeffer on Rush and Warren Pfeffer on Hot Pepper were well ahead of the fleet with Michael ahead by one point. In the light conditions the lead changed numerous times with Allen



Super Sloop heat 7 start

Miller winning the seventh heat and Michael holding out Warren, to win the series. (You would think he'd let dad win after all the that he's done for him.) Meanwhile, Rob

Flemming on Impact covered Strawberry Wave through out the race to ensure he came in third in the super sloops.



Close racing in light conditions

The presentation dinner was held at the Wangi RSL club, next to the sailing club. With an outlook over the water, there was plenty of socialising and sailing stories being told. After presentation of the trophies and reminiscing of the more comical moments of the regatta, the NSW Windrush Association recognised Allen Miller's 25 years of support, awarding him with a life membership. Allen raced in his first Windrush nationals in 1983 at Kurnell in Sydney.

After a successful nationals, we look forward to the next year, and where the venue is still to be determined.

NOTES FOR AGM

(to be held during State Titles at Jervis Bay at Easter)

POSITIONS VACANT Treasurer and President

These positions only require a few hours per year. Usually 3 or 4 meetings.

NATIONALS 2009 VICTORIA

The Victorian Association is in disarray at this moment, so as of now there is no venue set for the 2009 Nationals.

The Vics are conducting their State Titles from Safety Beach Yacht Club which is down on the Mornington Peninsular on March 15th & 16th. This could be a possible venue for the Nationals; also Yarrawonga was suggested at the Wangi Nationals and was favourable with the NSW sailors.

So we will keep you posted as more information becomes available.

It has been discussed by the committee that next time WA conducts a Nationals Title Series, in that year there will be no State Titles conducted as most sailors attend the Nationals, in favour of the States so numbers are usually down come Easter, especially if the State Titles are in the country.

33rd Windrush National Championships - Jan 2008, Wangi RSL Amateur Sailing Club results

Series Results [Mixed Class YS] for Windrush14Cat up to Race 7 (Drops = 1)

Place	Sail No	Boat Name	Skipper	Crew	From	Total	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1	6270	Rush	M Pfeffer		WASC	8	2	1	1	2	1	1	[2.00]
2	6323	Strawberry Wave	R Thompson		ORSSC, WA	10	1	2	2	1	3	[3.00]	1
3	6306	Jackpot	J Kroek		Port Kembla	17	[6.00]	3	4	3	2	2	3
4	6184	Grundig	G Colyer		WASC	26	3	4	3	6	6	[6.00]	4
5	6298	Seachange	A Blakey		Port Kembla	28	4	[8.00F]	6	4	5	4	5
6	6161	The Yellow Peril	G Barnetson		Carnarvon	30	[7.00]	5	5	5	4	5	6
7	6264	Yabbie	R Fyfe		Port Kembla	45	5	8.00C	8.00C	8.00C	8.00C	8.00C	[8.00C]

Series Results [Mixed Class YS] for Windrush14Sloop up to Race 7 (Drops = 1)

Place	Sail No	Boat Name	Skipper	Crew	From	Total	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1	6314	Hot Pepper	W Pfeffer	K Russell	WASC	8	2	2	1	[2.00]	1	1	1
2	6223	Ali Cat	A Miller	A Roberts	Coffs Harbour	12	1	3	3	1	2	2	[3.00]
3	6300	Bluestone	B Dei Giudici	A Talbot	Carnarvon	16	4	1	2	3	3	3	[4.00]
4	6319	Push	R Holmes	C Roberts	Nedlands YC	21	3	4	4	4	4	[4.00]	2
5	6214	Little Bandicoot	R Mayo	A Russell	WASC	30	5	5	5	5	5	5	[5.00]
6	490	Mustard Custard	M Miller	D Colyer	WASC	39	6	7.00F	6	6	7.00F	7.00F	[7.00F]

Series Results [Mixed Class YS] for Windrush14SuperSloop up to Race 7 (Drops = 1)

1	6270	Rush	M Pfeffer		WASC	11	2	1	1	1	1	[8.00]	5
2	6314	Hot Pepper	W Pfeffer		WASC	13	3	2	2	[4.00]	3	2	1
3	6177	Impact	R Fleming		Chelsey YC	22	4	5	5	[9.00]	2	4	2
4	6323	Strawberry Wave	R Thompson		ORSSC, WA	29	6	6	3	3	[17.00F]	3	8
5	6306	Jackpot	J Kroek		Port Kembla	31	5	4	7	6	6	[9.00]	3
6	6300	Bluestone	B Dei Giudici		Carnarvon	33	7	[13.00]	4	8	4	1	9
7	6279	Summersalt	P Fleming		Chelsey YC	35	8	3	6	[12.00]	5	7	6
8	6223	Ali Cat	A Miller		Coffs Harbour	38	1	10	[17.00F]	10	7	6	4
9	6319	Push	R Holmes		Nedlands YC	47	11	8	8	[11.00]	8	5	7
10	6264	Yabbie	R Fyfe		Port Kembla	51	[13.00]	7	10	2	9	12	11
11	6328	Full Tilt	D Schmidt		Port Kembla	64	9	17.00O	11	5	[17.00S]	10	12
12	6247	Pussy Power	B Weidner		Chelsey YC	75	14	9	17.00S	14	10	11	[17.00F]
13	6161	The Yellow Peril	G Barnetson		Carnarvon	75	10	11	13	[16.00]	13	15	13
14	6298	Seachange	A Blakey		Port Kembla	77	12	17.00F	9	13	12	14	[17.00C]
15	6308	Rugcutter	T Sanderson		Port Kembla	77	[17.00C]	12	12	15	11	13	14
16	6214	Little Bandicoot	R Mayo		WASC	85	17.00C	17.00C	17.00F	7	17.00C	[17.00F]	10

(Ties: S=Score R=Race B= Bettered. Penalties: A=ARB B=BFD C=DNC D=DNE E=ESP F=DNF G=RDG L=Late Entrant M=DGM

N=ENP O=OCS P=Protest Q=DSQ R=RAF S=DNS U=DUT V=AVG X=EXC Z=ZFP Y=SCP #=NoData [x.y]=Discarded)

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From December 1st 2005 WINDRUSH will be located at

8 Blamey Place, O'Connor. 6163 Western Australia.

Only a stones throw from where we have been for almost 20 years.

Phone numbers remain the same Ph: (08) 9314 1317 Fax: (08) 9331 3255

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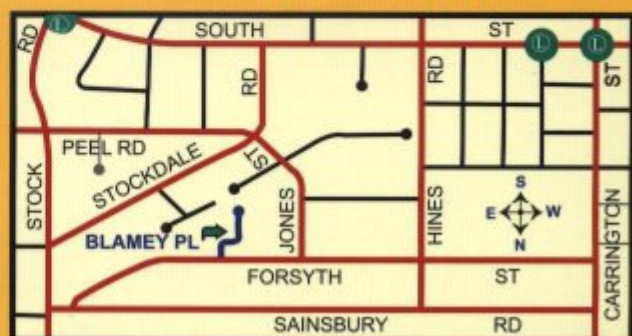
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Trip East To Windrush National Titles 2008

CHAPTER 1

Left Perth Friday the 22 December and reached Caiguna on the first night in cold and wet conditions, managed to grab the last room in the motel.

We drove on the next day and reached Kimba where once again it was so cold, slept in the trailer and had to have two sleeping bags to try and keep warm. We were the last to enter the caravan park and managed not to break our record, as we were the last to leave in the morning.

Sunday drove on to Lake Cullulleraine, Victoria for Christmas tea where my brother Ken is the Commodore and of course Mum was also there waiting.

Stayed in Mildura for Christmas and then headed off across the Hay Plains towards the Hume Highway then on to Yass where we stayed in a lovely motel, which also had a great restaurant.

Next day was Friday of the New Year Long Weekend which until we hit the traffic north of Sydney we had not given much thought to. We continued up the M7 Toll way until we hit Pennant Hills Road which was 3 & 4 lanes of bedlam. Of course being the good and careful drivers that we Western Australians are, we kept to the left, not realising that we had to turn right after going through 6 sets of lights trying to get on to the F3 to take us to Newcastle. Anyway, on goes the right hand blinker and with a lot of praying the Sydneyites let us move over. Once on the F3 we crawled along for the next 20 minutes until the traffic started to flow once more. Stopped for a picnic just before our exit to Lake Macquarie, then on with the GPS (nick named U-Turn) which directed us straight to Phil & Helen Mayo's place. Their home was right on the lake and you looked over the beautiful lake and could see the yacht club, which was 10 minutes by boat or 20 minutes by car.

Once we settled into our boat shed accommodation which was at the bottom of the Mayo's home and only 4 metres from the water, we went to the main house for drinks on the balcony and waited for Robin Holmes phone call announcing his arrival into Sydney. Robin's call finally came and he said that he was catching the train and should arrive about 10pm. Then another two calls came and announced that he had to catch a train & two coaches as they were repairing the line and ETA



Trailer repairs at the boatshed

was now midnight at Morisset about 12 kms away. So we set the GPS, only it didn't pick up a signal, so we got helplessly lost. Finally drove back to Phil's place, dragged him out of bed and set off again to find Robin sitting on his swag in front of the station. By now it was about 1 am.

George Barneston & Benny Dei Giudici's boats had already arrived at Phil's place so the next morning Phil towed that trailer around to the Y C and we followed and found that the Millers had already set up camp. Then George & Benny plus families arrived in their hired people mover, so all boats were unpacked and

reassembled.

That night we had one of the many “Happy Hours” on the Mayo’s balcony over looking the lake watching the sun sink into the west.

Chapter 2 Sailing

Cat & Sloop Series were the same both days with 2 small fleets, back to back races in the afternoon light winds in the morning and two races after lunch in a sea breeze coming from the North East. The course was in an area about 1 km from the club house, so about a 15 minute sail to the start, but unfortunately for the spectators it was around a point so unless you were willing to walk, watching was impossible.

Michael Pfeffer was dominating the Cats while his father Warren was showing the Sloop fleet how it was done.

Heat 7 was postponed due to lack of wind, until a light south east came and the course was set in front of the club house. The breeze filled in around 10-12 knots, so Heat 7 got under way with some close racing in the sloops.

Michael Pfeffer and I led the Cat fleet until I got away from Michael and won Heat 7. Michael won 4 races to take the Cat Title with Strawberry Wave 2nd and Warren went on to win the Sloops from Allen Miller from NSW 2nd, with Bluestone sailed by Ben Dei Guidici and Anthony Talbot taking 3rd.



On lawn in front of clubhouse

Chapter 3 Lay day

On the lay day Warren and Sally organised a 12 seater mini bus and took us on a tour of the Hunter Valley Wineries which included visits to some Chocolate factories, Cheese shops and a Champagne House, all of the Western Australians took up the offer, with Phil and Helen also coming along, we had an excellent tour through some very scenic county.

Champagne and cheese was provided along the way and some port tasting at an old pub on the way home.

Chapter 4 Super Sloop Series

The Victorians only came for the Super Sloops so they were fresher than the rest of us who already had 8 races under the belt.

Friday and Saturday weather forecast was for 20-30 knots, along with some serious rain on the Saturday. It was seriously heavy you could not see the top mark or any other mark for that matter, so the racing was very hectic with a number of capsizes, including yours truly. Also two boats had to be pointed in the right direc-

tion by the rescue boat as they were way of course.

Father and son, Warren and Michael Pfeffer where fighting for the crown with only one point separating them in the 6 races. Heat 7 on Sunday Morning was going to be sailed in a light westerly of 2 – 10 knots of breeze and huge shifts in direction and strength in front of the club house. By the end of the 1st triangle a group of 6 boats had got away from the pack which included the 2 Pfeffer's and the lead was changing on a regular basis with Alan Miller finally wining H7 with Michael second, giving him the overall lowest score making him the Super Sloop winner, followed closely by Warren Pfeffer and Rob Fleming from Victoria hanging onto 3rd overall.

Chapter 5 Packing up

After lunch it was the dreaded task of dismantling boats in some very humid conditions, before retreating to our air conditioned boat shed to rest up and take in the views of beautiful Lake Macquarie for the last time. The Presentation dinner was held at the RSL Club, in Wangi which was right next door to the YC. Warren and Sally went to a great deal of trouble with the Presentations recognising all the volunteers and the four young sailors who crewed in the Sloops. Alan Miller was given Life Membership to the NSW Association for 25 years of Windrush sailing.

Left Wangi on Monday morning in misty rain and headed south to Sydney, we quickly left the rain behind which allowed fantastic views of the Hawkesbury River and the mountains around Gosford. We entered the new M7 Expressway which saves hours going across Sydney. Back to Mildura via the Blue Mountains, stopping overnight in Cowra. Next morning on arriving at West Wylong found out that the direct route along the highway was closed due to a fuel tanker roll over, so we had to detour 130 km to Narrandera before heading again towards Hay, arriving in Mildura at 7 pm.

Had a week of lazing around, was to hot most days, Viki made a few donations to the local poker machines while we enjoyed the occasional meal over the river at the Coomella Club. Sunday was sailing at Lake Cul- lulleraine, overcast and windy, 8 boats turned out, Lasers, Paper Tigers and a brand new Taipan. The racing was keen, although the lasers spent some time upside down on the down wind legs.

My sister Janet arrived from Adelaide mid afternoon, which was quite a surprise, had Mum in tears but she soon recovered. We all stayed for tea, watched the sun set over the lake before making the 57 km trip back to Mildura. Janet went back to S.A. on Monday and we packed up for a Wednesday morning departure.

The trip home was almost uneventful. Spent the first night at Ceduna, pulling into the local caravan park and slept in the car and trailer.

The next afternoon we were cruising along and Viki was driving and we had been staring at the white line for a day and a half . Somewhere past Mundrabilla and there was a sign for drinking water 800 meters to the left, then I looked back at the road and there was a flock of emus wandering across, a loud shout of "STOP" (I think that's what I said). Anyway Viki managed to avoid all the birds, they were the only animals that we saw for the whole trip and neither of us had eyes on the road.

Cruising into Norseman about 2100 hours that evening we were treated to a massive electrical sky show, plus it looked as if the heavens were going to open up, so went for a motel room, as the weather had warmed up considerably on went the air conditioner which rattled its heart out all night, the room looked like it had gone 5 rounds with a punch drunk boxer, there was a new panel in one wall and a fist mark in the door. But nothing stopped us from sleeping well that night.

Next day was an easy drive back to Toodyay. The bush fire between Southern Cross and Coolgardie must have been very intense as the bush was just black and the bitumen was all melted where the two road trains had been burnt, what a mess.

The trip East and the National Titles were a great experience and I would suggest it to any sailor to give it try.

Strawberry Wave

CLUB REPORTS

ORSSC REPORT

January was fairly quite, some of us were still away, while Robin Holmes was back in WA, his boat was still on holiday in Mildura.

Jan 18th was a scheduled Coastal race. There were light winds and only 3 boats, 1 Windrush and 2 Hobie 16's and no rescue boat crew, so the 3 boats decided to sail up to Ocean Reef Sea Sports Club about 4 km's. They sailed up there ok doing circles in front of the Marina and then Mike O'Neil's 16 decided to drop its rig in the ocean. Luckily some guys in a tinnie came to the rescue and towed the Hobie into the Marina; Mike then hitched a ride with Keith Sales on his Windrush back to Pinnaroo Point.

Feb 2nd had a 40 degree day, light winds and 2 visitors, Rob and Tim Lowther from Safety Bay, so I set an Easterly course as we had south east one side and north east the other side of the point. Brett Bassett also came to visit but unfortunately was too late for the start.

Held a mass start with a down wind run to the leeward mark, Rob Lowther was 1st around and we never saw him again, sailing off in his own little breeze, then just as we were finishing the sea breeze started to fill in and cooled things down.

Feb 9th we had a 2nd visit from Brett Bassett this time in time to start the race.

Had a handicap start in a howling South Easterly, probably gusting up to 25 knots at times, forecast was for it to lighten off but that didn't happen. Keith Sales lost his mast early in the race; Brett Bassett had a grin from ear to ear as he strapped his battered Windrush down and disappeared in a spray of white water, handling the conditions well to be 1st home, followed by Robin Holmes.

The ORSSC Regatta is on Sunday 2nd March.

10 a.m. start with 3 races, followed by a sausage sizzle in the grassed area by the car park. There will be a \$10 entry fee which covers the racing and sausage sizzle.

We would love to see a good turn out of boats.

Strawberry Wave

THANK YOU

I would like to take this opportunity to thank my wife Viki and Robin Holmes for all their help in putting this magazine together for the past twelve months. I would also like to thank those who have contributed articles, they are much appreciated.

The clubs who never send anything, surely can appoint somebody to write a report occasionally, as we would all like to know what's happening in the "World of Windrush Sailing".

Editor

NEDLANDS REPORT

Fourteen foot cats remain in need of an infusion of new blood. Just 4 members regularly competing. Come on down if you've got a boat (or if you haven't). We can help make the transition to racing.

9th December 2007

An Easterly course set, with handicapped/club start. A gusty, changeable warm easterly breeze of about 12-15 knot, gusting to 18. Doug, Mike and John sailing. Between them they chose 29, 28 and 27 min-

utes respectively as handicaps. With 30 minutes showing Doug was sailing away from the line, so by the time he got started, he and Mike more or less started together. This was the day with the sunken H28 sail and jib forming a navigation hazard en route to Foam spit. Mike got ahead on the way to Foam spit and didn't give up the lead all day, despite some good duels on some of the legs. John load tested the trapeze rivet he had recently re-riveted. The load test was by way of trapezing during one leg of the race. The rivet proceeded to pull out of the mast leaving a big hole. John took a swim and created a nice shepherds hook out of his tiller extension and lost the trapeze wire and hardware. Boat over and mast full of water. More repairs due for Stark Ravin I'm afraid.

16th December 2007

The NYC Christmas breakfast, but no 14 foot cat sailors out sailing that day. Christmas/New Year Break Robin Holmes travelled to the Windrush 14 Nationals held at Wangi RSL Amateur Sailing Club on Lake Macquarie, NSW.



Tom's Paper Tiger PT 2001.

Word has it that Tom (the Bosun's) Paper Tiger is finished its restoration and has been out on the water. Congratulations Tom. Perhaps you could give sailing Tornado's away for a week or two and sail with the 14 foot cats to show us what she can do!

13th January 2008

No 14 foot cats sailing as far as I know. Robin still waiting on getting his boat back from the Nationals. Mike and Doug not back from holiday.

20th January 2008

Just Robin and Mike sailing. A lazy and warmish Easterly. Beautiful day. Doug still in France and John as OOD. Robin's boat had only just arrived back from the Nationals and needed reassembly. Robin was half way through this at the 10 minute gun. With the hooter having already started the race Robin was still on the beach. Mike waited for him, then eventually they both got underway. Three trips round Foam spit made it a long warmish day, with the wind coming and going, steady at around 7 knots but gusting to 15 knots. Robin lead Mike all the way around the course, though variously they came back together. Mike misread the path of the big blue ferry and nearly got run down. Robin's first time to Foam needed a second

rounding as he exited the tack and suddenly found a large spit post about to make two canoes out of his catamaran. He just avoided this fate but ducked under the mark needing a second go at rounding. Third time around Mike tried to remove the mussels off the spitpost ladder with a scraping alongside which also necessitated a second rounding (or a 360 anyway). The two boats finished closely so it was a good battle all day, but the better sailor clearly won out.

27th January 2008

No sailing due to Australia Day Long Weekend.

3rd February 2008

Five 14 foot cats sailing, four Windrushes and Tom's Paper Tiger in a Championship event. A record attendance for a little while at the club. The day started stifling hot around midday with no breeze. A half hour postponement saw the breeze appear from the south-west, it then blew for the whole race at 15-20 knots in beautiful sailing conditions. Due to the late start we sailed Course 2 (Short SW). Three of us made a good start, Doug and Tom weren't really in the frame at the start signal. Robin blitzed us on the first leg. Mike tacked off to get out of Robin's wake and lost a few spots doing so. Doug stormed through despite his latish start and sailed fast to round the top mark in second, followed by John, Mike then Tom. We sailed this way for most of the race. Robin and Doug had quite a good battle with Doug sailing quickly and occasionally taking some ground out of Robin, but never quite enough. Mike got past John about half way, but only because John

wasn't on the wire (still suffering the mental scars of relying on the trapeze wire and going for a swim when a rivet pulled out). Tom was left well behind but the PT was seen throwing up a fair bit of spray as it negotiated the course and wasn't going slowly, but the Windrush Super sloop yardstick advantage certainly showed. On the last circuit some confusion ensued as Robin and Doug seemed to go the long way round to find Hall Mark 41A (which they did though via a scenic route towards Foam Spit). This allowed the last three to close up to a more respectable gap. Finishing order: Robin, Doug, Mike, John, Tom.

10th February 2008

Short course regatta. Robin, Doug and John sailing. Mike making the weak 'work' excuse again. Finishing positions: ??? TBA (scribe not sailing), though word has it that Doug won one of the races. Doug has been sailing faster and faster and swimming less and less this season, showing himself as the great improver of season 2007-08. Well done to Doug.

17th February 2008

A moderately breezy day, following a late dying easterly. Course 2 set (short SW). We had to refresh ourselves on this course – since we don't sail it too often. Robin, Doug, John and Mike sailing. John opted for the cat rigged approach, claiming some fatigue from a hard night at a cocktail party the night before. It must have been the lime juice or perhaps the strawberries in the daiquiris that slowed him down. Doug had a timid start but the other three were close on the line at the gun. Robin lead off, Mike and John got clobbered with a shift to the south. Doug stormed up the centre of the course – apparently sailing with his own private sou'wester (continuing his improving trend and showing us all how to sail fast). We divided into two pairs of boats; Robin and Doug who had a good tussle all race, and Mike and John. Both pairs sailed reasonably closely all race. John did very respectably for sailing without jib. The reach from Bond to Bartlett was exhilarating (breeze about 15-18kn), and in typical W14 fashion was done in a range of conditions including spray making visibility poor, being half submerged in the back of the next wave (you know you sail a Windrush when you see small fish flipping on the trampoline after a big wave), flying a hull and lurching off waves and crashing down again. I think legs like that are the main reason we sail these boats. Finish order; Robin, Doug, Mike and John.

24th February 2008

HMAS Perth Regatta. A special day to remember those who answered the call of duty, those who perished and those who suffered – all for our freedom. Our ability to sail in the conditions we do – is in some ways linked to the sacrifices made by those people. So it was a special day alright. Hopefully this regatta can grow in years to come to show our appreciation. Unfortunately just three 14 foot cats sailing in Division 4 (USS Houston trophy) with Bob Lowther (defending holder) not present. Robin, Doug and Mike started in the weak easterly, with a shortened Easterly course set (Foam-Robbins-Bartlett-Foam Robbins-Day Buoy). Robin clobbered us on the first work to Foam. When will we finally learn that the left hand side or middle doesn't work on an easterly course (I reckon only another 2 or 3 years based on progress to date)? Robin got on over to the right and was rewarded with the big lift that comes over the shore on that side. He never even looked likely to be challenged through the whole race. Mike lead Doug for the race through to second time at Foam, when the wind stopped and we both bobbed around for a while going in small circles. Doug got past by Robbins (having made big catch up) and only had to get to the finish line ahead to take second, but the wind had different ideas and stopped again. Mike drifted out to the left to catch the dying puffs of the breeze, all the way out to PFS, tacked onto starboard and drifted towards the day buoy with almost enough breeze to rouse the video tape tell tales. Unfortunately half of the boats on course were drifting straight downwind to the mark and rounding the mark the boats were about 8 wide, with 125s, Hobies, trailer sailors etc all rubbing sides, tangling booms in sheets etc turning in a big wide wagon wheel. Doug tried to enter the fray at the mark on port and was told none too politely by the mass of boats drifting around the mark that his chance of getting water at the mark was NIL, so he had to tack off and go around again, allowing Mike to sneak by and take second place (sorry Doug). It was a long slow and warmish afternoon, with us getting to the beach by 4:30pm. So finish order Robin, Mike, Doug. Well done to Robin.

Any queries on 14 foot cat sailing at Nedlands, call Mike 0448 103 028.

AOM 6310.