

BLOWING IN THE WIND

NEWLETTER FOR SAILING AND DINGHY SECTIONS OF CYC

29-11-16

Upcoming Events

Twilight-Wednesday 30th November starting at 6.25pm

Sunday 4th December-Club Start -Keelboats

Sunday 4th December-Club Championship Race 2-Dinghies

KEELBOATS

Please note that the Sailing Program booklet will not be available for Opening Day and so here is something to keep you informed about what is happening until they are available. The program is available on the Club website.

**Reminder to Wednesday Duty Start Box Crew, this week 30th November is:
Theseus-Kevin Kiddey**

NOVEMBER

30-Nov-16 WED 1825 Twilight

DECEMBER

04-Dec-16 SUN 1400 CLUB START

07-Dec-16 WED 1825 Twilight

10-Dec-16 SAT 1400 RIVER START
SS27 Heat CYC

14-Dec-16 WED 1825 Twilight

17-Dec-16 SAT 1400 CLUB START

21-Dec-16 WED "Christmas" Twilight

25-Dec-16 SAT NO RACING AT CYC

28-Dec-16 WED NO RACING AT CYC

31-Dec-16 SAT NO RACING AT CYC

Swan River closed until 7-1-17

DINGHIES

Please note that the Sailing Program booklet will not be available for Opening Day and so here is something to keep you informed about what is happening until they are available. The program is available on the Club website.

DECEMBER

04-Dec-16 SUN 1000 Consistency

11-Dec-16 SUN 1000 Club Championship-Race 3

18-Dec-16 SUN 1000 Consistency

21-Dec-16 WED 1825 "Christmas Twilight"

25-Dec-16 SUN NO RACING AT CYC-CHRISTMAS

THANK YOU



Without our volunteers we would not be able to go out and enjoy the sport that we love. So it is important to thank these people.

For the Twilight on 23rd November, Wilma Poland was in charge of the start box, with the assistance of Aeolian-Chris Barber.

Thank you to Wilma Poland and Margaret & Colin Cook for manning the start box on Sunday 19th November.

Thank you very much for the time that you put in at CYC to enable us to go sailing.

KEELBOAT NEWS

Saturday 19th November

RULES! RULES! RULES!

We have rules for when at home, rules for being on the road and rules for SAILING.

SHORTENED COURSES - these are identified during races by the start crew flying a shortened course flag. This is a white flag with a blue square in the centre and is generally flown from the start box. Our flag is a bit bigger than the standard size so that it is more easily seen. It is also flown from two halyards in the transverse position, again so, hopefully, more easily seen. There are also two sound signals made for EACH BOAT as they sail from Burnside spit past the start box. The crew from Beaujolais suggested/recommended that when passing the fuel jetty a crew member looks across to the start box for a clearer view to see if shortened course is flying. Starters can choose when to fly this flag for any reason. For example, the weather turns bad and there is a safety issue or perhaps the boats are so spread out some will finish after dark. Just because your skipper thinks everything is going well the starters are the ones who run the race and skippers and crew need to be aware of this and not do their own thing.

If boats can make it a standard practice to look at the start box after rounding Burnside Spit, no matter

what the weather or time of day, to see if a shortened course flag is flying then you won't have to do the extra run to Mosman/suicide or just around the posts and be back in the bar for a drink a bit earlier. Starters have to consider lots of things before make the decision to shorten a course. How many boat there are and how fast or slow they may be. What time of day will the slowest one finish as starters have a life too and do not want to be waiting until 17.30 or later to finish the last boat. What sort of other committments both sailors and starters have for the rest of the evening. If sailors are having a great time, then obey the race management instruction, finish the race and then go round one more time if you wish. The shortened course flag remains up until the last boat has finished.

Where do sailors find the instructions about Shortened Courses - look in the little white book you should have kept from last year as it has our courses and sailing instructions. Pages 24 and 25 refer and in particular 5.2.3 and 5.2.4. As sailors you know, or should know, that if you start in a Westerly direction you finish in a Westerly direction. Also on Page 23 you will see 3.6 - "lines in use" where it states that a boat only sails through a start/finsh line when starting or finishing when the "orange on station" flag is flying. It may be the shortest, for direct line to a mark to sail through a start/finish line but with the "on station" flag flying the starters have the right to disqualify that boat.

The handicap start went well with eight boats competing. Kiwi Expresss, Georgie, Kyzo Two, Panache, Second Wind, Theseus, Serana and Beaujolais taking to the windy wet conditions. First time handicap starter Kyzo Two did an excellent start with only being 17 seconds after the fall of her number. Congratulations!! Excellent work guys!. Everyone else was good as well. Theseus was first, Georgie second and fastest and Second Wind was third.

Please remember when it is a handicap start, start time/number sheets are generally available "on-line" or from the bar and skippers/crew should make sure they get one. If you cannot find a sheet then find Robert Jeffery or myself and we can tell you your number and remember it is on the FALL of that number is when you start. That is the FALL is 41 then when 40 appears is when you start. There is another handicap start in February sailing for the Harry & Laurie Trophy and we hope to see more boats taking part.

My thanks go to Joan Austin and Robert Jeffery for their assistance in the start box and to Robert for producing the result sheet.
Regards Wilma Poland.

Sunday 27th November

After a very hot Saturday it was great that nine boats took to the waters on a much cooler though windy Sunday. Sunday races are the first and the last Sunday of each month with the other races being on Saturdays. Check the web site for more details and dates. All afternoon races start at 14.00hrs.

Welcome again Kyzo Too, looks like they are becoming "regulars" and great to see. Also good to see Andalusia again along with Outward Bound and the regulars of Panache, Flight, Theseus, Serana, Second Wind and of course that pesky little red boat Beaujolais.

For a change and also because with no one to drive the rescue boat and put out the Burnside Buoys an Easterly start was signaled. Most got away on time but Outward Bound must have been chatting amongst themselves and started a few minutes after the others. Beaujolais had a new crew member on board, Luke aged 10, who found the going a little stressful as the wind was very strong at times and Beaujolais returned to the pen after only 45 minutes. No one wants to frighten new, young crew but hopefully Luke will be back and perhaps Twilights are more his style at this stage. All the rest appeared to have a good sail except for Outward Bound who broke a pulley on the back stay which resulted in the mast sitting at a very "strange" angle. No one was hurt only a damaged sail and a pulley to fix. Fortunately, Fremantle Volunteer Sea Rescue were in the vicinity when it happened and escorted

Outward Bound from Point Walter all the way back to the Club. Our thanks go to these guys for their patience and assistance.

My thanks to Colin and Margaret Cook for their assistance in the start box. If anyone would like to assist in the start box please contact Rear Commodore Rob Boykett, Robert Jeffery or myself. Each week one of us is there to guide you through the procedures, so if you have a spare Saturday or Sunday afternoon give the club a call and get a contact number or simply just turn up. It is the start that needs the most help so even an hour would make our day less stressful.

Happy sailing

Wilma Poland 0407 089 016.

[DINGHY NEWS](#)

Race 7 Consistency 20/11/16

There were a few blows before the start, with some white-caps making some of us question does it look like fun. Easy answer it's always fun.

How lucky we are to spend our Sunday morning sailing around the marks in a most pleasant part of the Swan River.

The start went pretty well for most, as far as I could see and at the first mark I had not had time to look around but the great thing was I could not see anyone in front of me. But Andy Brockis chasing me and managed to steel my wind and happily sail strait past me grrrrr that just made me fight harder on the up wind, to beat him to the next mark and on the last triangle I got a big gust on the reach and took off giving me a safe lead as Nigel got through Andy and was going to catch me too if the race did not finish soon.

I saw Travis doing something near the top mark only to find out later he was making his boom point at the front of the boat and letting all the main sheet out of the blocks.

Nigel was very focussed to sail back up to the lead boats and managed to finish just in front of Andrew.

Rod Stone was the fastest radial today, good to see him have a great day.

Full rigs over the line 3rd Andrew Brockis 2nd Nigel Paul 1st winner Justin Rose

Radial rigs over the line 3rd Walter Reeves 2nd Gaye Ryan 1st Rod Stone

I think my handicap will not be so good now...

And then we can't thank enough the team on the start boat, organising and executing it all so efficiently, and Bob for laying the marks and being there to rescue or support. A great nice short start line and the marks set perfectly for the day

Justin Rose (Patrol Boat)

Dinghy Report

Race 8 27 Nov 2016 Club Championship Heat 2

Perfect conditions of just over 10 knots greeted us for today's race with a fleet of 21 Lasers sailing. Having sailed at the club for over 15 years it's great to have the Laser fleet sailing in such strong numbers.

Firstly thanks to our start crew for setting a great course and well positioned start line. The start appeared to go well for all with no re-start required and most people hugging the start boat end of the line.

Thanks also goes to Dom Papaluca for kindly forgoing sailing his laser today and taking charge of the rescue tinnie. Dom managed to give us stadium style sailing by setting the bottom mark close to the beach, with the first tack guiding us almost into the marina facility. I found out later, that the reason for it being so close to shore was that Dom did not realise the buoys had different lengths of anchor rope, therefore the bottom mark floated closer to shore before the start. However, it made for some great tactical sailing and everyone seemed to enjoy it.

I had a great battle with John Ryan all race with Walter also progressively closing on us as the race progressed. I managed to stay in front of John by only a few metres almost all race until the last mark where he tacked on a wind shift and managed to get in front when it counted and finished just ahead, however managed to keep Walter behind.

Great to see some father and son sailing with Mark Simpson taking out his son on the Laser.

After many years that was my first win in the Laser at CYC, thanks to my rather generous handicap and also thanks to everyone for their advice last week after most people saw my numerous capsizes in last week's heavier conditions. I took that advice on board and it certainly made a difference today with much better settings, thanks.

Well done to John Fussell on being the fastest full rig and Scott Francis as the fastest radial. Also congratulations to Tim O'Callaghan who mentioned that it was the first race he had finished, we are looking forward to seeing many more.

Matt Read

"Das Boot"

Link to Dinghy Results on Website is <http://www.claremontyachtclub.org.au/page.aspx?ID=350>

Please send articles to: annandrew@inet.net.au

OR membership@claremontyachtclub.org.au

Please note articles need to reach Ann Caddick by Sunday evening for your article to be included in that weeks BIW. If you are sending them to the Office please try to do it by Monday otherwise send straight to AC. Thanks