

BLOWING IN THE WIND

NEWSLETTER FOR SAILING AND DINGHY SECTIONS OF CYC

15-1-19

Upcoming Events

Wednesday 16th January-Twilight

Saturday 19th January-"Australia Day" Race

Sunday 20th January-Consistency Race

KEELBOAT NEWS

The Sailing Program Booklet with the sailing instructions and courses is available at the Club or also on the CYC Website in the Keelboat section.

JANUARY

16-Jan-19 WED 1825 Twilight
19-Jan-19 SAT 1400 CLUB START "Australia Day Race"
23-Jan-19 WED 1825 "Australia Day " Theme Twilight
26-Jan-19 SUN 1400 NO RACING AT CYC
30-Jan-19 WED 1825 Twilight

Twilights

Please note, that if you are participating in a Twilight at CYC, you need to sign on in the Bar before the race and pay \$5. This money helps to buy prizes that are given out during the season.

FEEDBACK REQUIRED PLEASE

RCS Richie Boykett and the Sailing Committee discussed at the recent Sailing Committee, about maybe organising a Cruise in Company offshore either as a day trip or an overnight trip. Hopefully

there would also be CYC Power boats attending as well. So could you please talk to RCS Richie or any of the Sailing Committee members if you would be interested in this type of outing. It would probably be on a long weekend/non sailing weekend. Any suggestions would be gratefully received.

Reminders:

- **Can all skippers please fill out the Safety Form that they were given (by Wilma Poland) Opening Day and drop them into the Office ASAP.**
- **If you have any Club Place Pennants that you would like to re-cycle, please bring to the Club and give to either or Co-chief Starters, Robert and Wilma or any member of the Sailing Committee.**

Roster Reminders: Twilight Starter:

Wednesday 16th January: Robert Jeffery with rostered boat:

Wednesday 23rd January: Wilma Poland with rostered boat: "Hanover Girl"-Richard Reagan

Saturday 12th January

With several people still away on holiday for the Christmas/New Year Season only four boats took to the water. The breeze started building around 11.30am and by 2pm was in fine fettle. Course 8 was chosen as with the good breeze spinnakers could be flown but, for some reason these stayed in their bags. The three SS22s and Serana all enjoyed a great day with the SS22s finishing within a few minutes of one another. Arthur Poland had been down on Thursday to give "Beaujolois" "bum" a clean which lead to Chris from "Andalusia" to get into the water and give her "bum" a scrub also. Todd from "Paprika" had had her "bum" cleaned only a few weeks earlier so there was plenty of competition. You guessed it, that pesky "Beaujolois" lead for most of the way and cleared the line well ahead of Andalusia and Paprika. Kevin Kiddey, who is still in holiday mode, will surely have to check the handicaps of these yachts before the next race! Final results were: First: Paprika (Todd Whitfield); Second and Fastest: Beaujolois (Arthur Poland) and Third: Andalusia (Chris Cochran). Gossip has it that "Second Wind" is in need of a few motor repairs, so Kingsley if you need help with this, please give some or one of us a call. The same goes for "Kyzo Two", Colin don't be backward in coming forward, we hate to see you stuck in the pen because you didn't ask for some help.

My thanks today go to Rear Commodore Richie Boykett for putting the Burnside Buoys in place and retrieving them once everyone had passed. Also to Sarah Steinhardt for her help in the box and to Erin in the bar for some hot tea and coffee. Rear Commodore Richie Boykett could not sail today as he was "on call" for any bushfire that may have flared up but luckily the rest of his team were able to manage things without him.

Next Saturday is the "Australia Day Race" so come down and try to win the lovely trophy donated a few years back by Ann Caddick. There is no racing at CYC on the actual "Australia Day" weekend so you can go and enjoy the fireworks. Wednesday 23rd January will see an "Australia Day" Themed Twilight and as I will be in the start box I would like to see lots of yachts taking part in the race and staying for the Barbecue afterwards.

Cheers

Wilma Poland

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.

Thank You to our Duty Starters for :

Wednesday 9th January: Co-Chief Starter-Wilma Poland and rostered boat crew for manning the Start Box for the twilight.

Saturday 12th January: Co-Chief Starter- Wilma Poland and Sarah Steinhardt for manning the Start Box.

Thanks also go to RCS Richie, for putting out and retrieving the Burnside Buoys. Due to work commitments, he was unable to sail with his brother Rob and crew Carl on Serana, so he made himself useful as usual. Thanks Rich.

Without these kind members, giving up their time on Wednesdays, Saturdays and Sundays we would not be able to enjoy the racing and friendship and CYC.

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

DINGHY NEWS

Dinghy Program will be included in the Booklet which is available at the Club or on the Club Website in the Dinghy section.

JANUARY

20-Jan-19 SUN 1000 Consistency

27-Jan-19 SUN 1000 Consistency - AUSTRALIA DAY WEEKEND

Sail Training with Alvaro

We had our first session with Alvaro on Saturday. 3 hours on the water and 1 hour discussions on shore with video review. All who attended got something out of it. We started off with some drills (1) Boat handling skills – which involved sailing 360's around the coach boat, followed by sailing above and below the start line – signalling when “we” thought we crossed the line...and then Alvaro letting us know how close we were (or weren't). (2) A windward/leeward course was set, and we performed 3 x 3 minute start sequences – where we did “dummy runs” for the first two starts (just sailed for 20 seconds and returned back behind the line) and the 3rd sequence was an actual race. Then we had a de-brief onshore, where we got some pointers, and had a good discussion about how the vang, Cunningham and outhaul all work together. Then it was back on the water for some close racing. Four hours went by very quickly. He is thinking of taking one of the club boats out with us on a Sunday to have a look at how the fleet goes about its business. That will be interesting!

SUNDAY 13 January 2019

The morning began when Justin arrived with two new Mk2 full rig copy sails he had just imported from China. In no time at all, Nigels licensed sail was laid out on the lawn and a copy sail laid on it for comparison. The result was that nobody was able to see any differences. Even the window and patented mast sleeve had been faithfully reproduced. These sails appear to have been made by the same loft that made Andrew and Justins last sails, but these ones are even more detailed reproductions than the earlier models.

Justin has offered to order more of these sails from his contact in China and will send out an email in due course with details if anyone is interested to have one.

On to the sailing.

A strong southerly breeze saw 13 stalwarts take to the river for heats 4, 5 and 6 of our Windward series.

Race one

The boat end of the line was clearly favoured. This resulted in a crush of boats trying to get the dream start next to the officials.

Nigel was one of those trapped and with no place to go, Unfortunately he rammed your scribes stern after the start costing him a penalty that ultimately proved very expensive. The rules obliged him to take a 360 degree spin straight away and that would have proven challenging in the conditions. Instead he chose to exonerate himself and take the more expensive option by later retiring from the race.

The positioning of the leeward mark of the Windward/Leeward course offered the chance of a stable "by the lee course" downwind. This meant there were less unplanned douches on the running leg. Nigel was observed making excellent gains in both races by sailing angles downwind, a tactic that paid off well for him, but was not for the faint hearted, as it greatly increased the chances of an unwanted baptism.

This was not a day for Mal who had chosen to sail a full rig and later reported he found himself constantly overwhelmed by the bigger sail.

The short race evolved into a close tussle for line honours which Justin took, just pipping Nigel on the line, with your pen pusher arriving behind them.

Probably the greatest credit for this race should go to Wal, who in spite of several swimming lessons persevered heroically and ultimately completed the course.

Race Two

The second start was generally recalled when Justin tried to crash the line at high speed, only to find himself with nowhere to go but forwards. Inspired by this enthusiasm he dragged enough other early birds over with him, forcing the start team to call us back to try again.

The re-start was even more interesting, as most of the fleet was "gun shy" second time around and lagging a long way behind the start line when the siren blew.

Once again Nigel was at the fore, with Justin and with yours truly dogging his heels. Mal again was struggling, but the front runners we kept nervously looking for him expecting him to appear from nowhere on one of his signature cunning upwind legs, but it was not to be.

Meanwhile back in the fleet, there were reports of Dom grinning like a Cheshire cat. His recent training session was paying off big time, with him not only staying upright, but handing in a very respectable set of finishes to take out fourth on the day.

Dom only came unstuck on the way home after the race, when an unfortunate encounter with your scrivener (Who was upside down at the time), forced him to ditch to avoid a collision.

By the second leg Nigel had made a clean break and was way ahead and Justin looked a safe second until a sudden gust threw him overboard only two hundred metres from the line. Whilst he made a quick recovery, I was able to get inside him and thought I would take him out on the finish line. Unfortunately, for me he pushed Patrol Boat ahead of me across the finish by a mere metre relegating me to third place.

Race Three

The start team kindly felt we had taken enough punishment and decided to abandon a third trial. This was much to the collective relief of all and once again showed the wisdom of our wonderful starters, who again did a great job, for which we thank them.

A number of our regulars had chosen not to take to the waters due to injury, or ailment and the prospect of a breeze that showed every likelihood of building to a body bruising tempest. This proved a good decision, because by the end of the morning the start team reported a breeze that was southerly and gusting a robust twenty knots.

Of those who did start many took the precaution of using radial sails, or 4.7 metre sails which proved to be a very wise decision. Helen and Matt blitzed along in their 4.7 rigs proving the point.

Smaller sails turned their race from a quest for survival back into a competition for placings.

It was great to have Travis Lithgo return to the fleet, though his intervening time out of Lasers proved to be his undoing.

Lessons learned.

Changing down a sail size on a big day can be a very good move.

Sails wear out. Justins full rig sail now lacks shape and meant his upwind height and speed were poor due to a flapping stretched leech. The new one has arrived in the nick of time.

A viciously tight vang, outhaul and downhaul are your friends and a very good idea on radial cut sails that actually maintain a shape when pulled on hard for big breezes.

I must hike harder and try and keep my boat as flat as Nigel.

Next big day, allow time in the afternoon for a recovery nap. I sure needed it.

Ciao

RESULTS

First and fastest Full rig	Justin Rose
First and fastest radial and handicap.	Andrew Brockis
Second fastest handicap	Justin Rose
Third handicap	Helen Ramsay
Fourth handicap	Dom Papaluca
Fifth handicap	Matt Read
Sixth handicap	Graham Lithgo

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

OR membership@claremontyachtclub.org.au

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