

Presidents Report

Hi Windrush sailors

For most sailors it is a quiet time of the year, except if you have been a regular down at Coode St, South Perth for the Windrush Winter Series. Approximately 8-10 boats have enjoyed some beautiful weather and pleasant sailing. I would like to thank Brett Bassett for his efforts as our Race Officer during the series. If any other sailors wish to join us at Coode Street, the next race is Saturday Aug 17, I look forward to seeing you there !!

Your committee has set the dates for the next Inter-club Challenge. These dates will be forwarded to the clubs for their sailing calendar. I hope everyone will support this event.

The A.G.M. And Winter Series windup will be on Sunday 8th September at our house, 9 Matlock St, Mount Hawthorn. I ask that all members please make a serious effort to attend as the committee needs more help (as usual).

Approximately six years ago Norm Snell took over as president for two years, then Roy Parfitt took the helm for two years also. During this time I was a committee member and after Roy, have taken on the role as President for the last two years. I will consider remaining President for another One year if we have support for the committee, I.E. We need a secretary.

Windrush Wavelengths

Newsletter of the Windrush Catamaran Assn of Western Australia

Club News

The National Titles for 2003 are approaching at a rapid rate. At this point in time we have six boats from Western Australia attending. They are Rob Thompson, Ian and Coral Culling, Steve Blackburn, Brett Bassett, Paul Todd and myself. If anyone is thinking of taking part in a great adventure across the Nullarbor to Chelsea Yacht Club in Melbourne, Victoria, it is not too late to join us.. The more the merrier !

See you all at the AGM.

Regards

Cliff Rolfe

JervoiseBay SC

The AGM held in May 2002 was a great success with all positions on the committee filled with people contesting for positions. The enthusiasm and support for the club is terrific. JBSC like most clubs are cleaning up ready for the new season. We have a busy bee on Sunday 21st July The next event on our calendar is Xmas in July being held on Saturday 27th July. Should be a great night. Our sailing calendar for the forthcoming season will be printed shortly. Look forward to Windrush members visiting JBSC at the inter-club Challenge series in late October

Shelly SC

Champion sailors for the 2001—2002 Shelly Sailing Club summer sailing season are 14' open catamarans, Tony Smith. In the consistency 14' open catamaran Brett Bassett. Junior champion 14' catamaran for the 2001-2002 season is Brendan Smith.

Safety Bay SC

Safety Bay results from last season, and the winners are :-

Club Championship

1st Beeze Neez Mal Buzza. 2nd Wendy B Keith Saw. 3rd Gorgeous Noel Hardy.

Consistency

1st Spindrift Ian Culling. 2nd Yee Ha Martin Hewitt. 3rd Wind Jammer Michael Flynn.

Boss of the bay

Individual: - Steve Blackburn.

Fleet :- Windrush.

The lucky winners were presented with their trophies at our AGM which was held in June. A new committee was also elected on the same night, with Windrush sailors taking or continuing in the following positions.



Cliff Rolfe: Trophy winner at NSW Nationals

**The Windrush Assn
A.G.M and Winter
Series presentation
Sunday 8th
September 1.30pm at
Cliff and Lorraine's
home 9 Matlock St Mt
Hawthorn please
phone them on
94433970 to arrange
what food to bring
for a late lunch**

Cont.

Safety Bay SC Report cont..

Commodore:- Ian Culling
 Vice Commodore:- Martin Hewitt
 Rear Commodores:- Anthony Saw
 and Michael Flynn.

The change of seasons has certainly changed the beach at Safety Bay, we now have a metre high seaweed barrier on the beach and you would be battling to find much sand in front of the club, but we must look forward to next season with our opening day being tentatively booked for Sunday October 13, with the commodore's comment "just hope we can find some beach under all the weed by then" We will keep the Wavelengths informed of any changes.

Noel Hardy

Nedlands YC Report

The 2001-02 summer sailing series at Nedlands was very competitive with Jaws Brian Norwood winning the 14 ft cat championship on count-back from Happiness Is, Paul Todd., with Nacr'D Lindsay Long 3rd. Raven, John and Ailsa McKechnie were fourth, with Jeronimo, Malcom Irwin 5th and Footloose, Craig Parnell 6th. Consistency was Jaws 1st, Nacr'D 2nd, Jeronimo 3rd, Happiness Is 4th, Ravin 5th and Footloose 6th.

Next season the 14 foot section will introduce a new south westerly course to make it harder for us oldies to see the marks, after only just working out what landmarks to look for to find our way around our current course.

Notice of Race Windrush National Championships Victoria 2003

The Windrush Catamaran Association of Victoria Inc. invites entries for the 2003 Australian Championships for Windrush 14 Classes to be held on Port Phillip Bay, hosted by Chelsea Yacht Club. Thursday 2nd January 1000-1500 Registration & weighing Friday 3rd January Invitation race

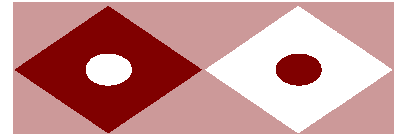
Welcome BBQ Saturday 4th January Series 1 Cat and Sloop Info session, Ht1, Ht 2 & Ht 3 Sunday 5th January Ht 4, Ht5, Ht6 Monday 6th January Ht 7, Resail or Nat Council meeting, social evening at club. Tuesday 7th January lay day.

Wednesday 8th January Series 2 Super Sloops

Information session Ht 1, Ht 2, Ht 3. Thursday 9th January Ht 4, Ht 5, Ht 6 Friday 10th January Ht 7, resail if necessary Presentation dinner at the club rooms. Note Full program can be seen on the assn web page

Sailing Faster by the Rules Day a Big Success

Thank you to Rob and Vickie Thompson for hosting the rules day at their property at Toodyay. We all had a great time. The weather was perfect, the barbecue was great, The lecture was very informative, but we forgot to take our oldtimers pills and can't remember a thing. Next time someone bring a tape recorder.



From the 2002 NSW Windrush Nationals

At the briefing for first race it was announced that we must pass through a gate at the leeward mark. Most sailors were a bit concerned about this, So Rob Tutt the NSW organizer got up and used shoes as props on the floor to give a lengthy demonstration to everyone to show how easy it was to pass through the gate the correct way. However during the first championship race, it was Rob Tutt, who was sailing sloop who went through the gate the wrong way and had to retire from the race.

INTERCLUB CHALLENGE

The following dates are for the Windrush Interclub Challenge Series

Jervois Bay SC 27-10-2002 1.30pm
 Whitfords Bay SC 16-11-2002 1.30pm
 Safety Bay SC 8-12-2002 1.30PM
 Shelly SC Convict Bay Regatta 26-01-2003 1st race
 Nedlands YC HMAS Perth Regatta 23-02-2003 1.30pm
 Dowerin Salt Lake Sailors Labour Day regatta 2-02-2003 1st race

NOTE: The times listed above may be for the briefing, not the start of the race. So if you are ready to race at the times listed you won't miss out.

Log onto our Assn web page to get this newsletter in living colour and see some great snaps. Appearing soon will be photos of the 2001 Queensland Nationals courtesy of Mark Seddon the Queensland Assn Secretary

WWW.GEOCITIES.COM/WINDRUSHASSOCIATION

Winter

At Coode Street

Thanks to Malcolm Irwin, or was it Anne, for the photo's you see here from Coode Street 2002. While the weather has been great I could not help thinking they would rather be sailing in a warmer climate and in



the photo above I have pictured them on a tropical island, eat your heart out guys. Cliff Rolfe is still winning the races on his super sloop at Coode St. Kevin Milligan and Warren Cummins, both cat rigged, are keeping him honest on yardstick. Paul Todd managed to have a fortnights holiday in Malaysia without missing a race.

Why is a holden monaro pictured in a sailing newsletter?

Well it appears that the boys were rigging their boats at Coode st recently, when they where admiring this super brand spanking new Holden Monaro in the car park and joked about making sure not to drop a mast on it. A few jaws dropped when Graham Burvill, principal of the Windrush factory appeared, and remarked Oh that's my new car.

**WINDRUSH ASSN ANNUAL
GENERAL MEETING &
WINTER SERIES WINDUP
Sept 8 1.30pm 9 Matlock St
Mt Hawthorn**



CAT CLASSIC 2002

Regatta information for 2002 Hobie Cat Association of Western Australia Catamaran Classic

Venue : Nedlands YC

Dates: 28 September 29 September 2002

Eligibility: The regatta s open to all catamarans under 6.8m and invited monohulls

Entries: Entries will be accepted on September 29 at the Nedlands YC between 8.00 and 9.30am

Fees: Two person yacht \$40.00
One person yacht \$ 35.00

Schedule of races:

Saturday Sept 28

Heat 1 Start not before 10.00 am

Heat 2 back to back

Sunday Sept 29

Heat 3 Start not before 9.00 am

Heat 4 + 5 TBA on the day

Social events : There will be an AFL Grand final barbecue lunch and party for Saturday at the NYC. A barbecue after presentations on Sunday afternoon is planned

Your club not mentioned in this newsletter? Then how about sending your news to the editor, Brian Norwood 1 Teano Place Marangaroo 6064 or Email me Brian.Norwood@SEMC.WA.EDU.GOV

Brian and Glennis OUR ADVENTURE STORY

Our journey began on boxing day 2001, when we left Perth at dawn, towing "Jaws", and with the trailer, fully laden with our camping gear and spare fuel. Our mission, to drive across the Nullarbor to Melbourne, to visit our daughter Annette and her husband Steve, and then to travel together to Tuross Head in New South Wales for the Windrush Nationals, commencing January 2. This being our 8th Nullarbor crossing to Windrush National Championships. Annette and I won the Sloop title in 1983 in Sydney NSW at Kurnell on Botany bay. Driving across the Nullarbor can be quite an experience. Dodging enormous wedge tail eagles, attempting to fly off as you approach after a feeding on kangaroo carcasses on the road and just missing your windscreen. The thrill of traveling the longest straight stretch of road in Australia, between Balladonia and Caiguna a distance of 146 kms. And the heat, In the old days cars were not air conditioned and the heat was at times almost unbearable. But this time we had air conditioning and we also had some cloud cover. This first day, the highway was almost deserted, and thankfully a cool sea breeze blowing all the way up from Esperance. Arriving at Caiguna roadhouse just before dusk, the wind coming off the desert was chilly, we decided to have tea and continue on. It was now dark, and as we drove into the night, toward Madura Pass, the kangaroos were so thick in numbers on the roadside, we had to reduce our speed to a crawl, and blow our car horn to clear them from our path.



We were woken by the chill of the morning air, still dark, it was so cold we packed up, deciding to have breakfast along the highway,. No one else was up, so we got away with free camping. Once you get to Eucla you are at the ocean on the Great Australian Bight. We pulled up at one of the scenic stops just a few hundred meters off the highway and enjoyed the view from the cliff tops. We were traveling like a rocket, Glennis had never driven with a trailer in tow before and had been a bit apprehensive, but she had the wind in her hair, the accelerator pedal through the floor

Very tired, we arrived at Madura Pass roadhouse at 11.pm, having traveled 1200km in one day. The place was in darkness, every body had gone to bed, so we drove down to the camping area behind the motel and pitched our small traveling tent and had some sleep.

and sat on 110 KPH and faster, with no stopping her. We also gained an extra few hours daylight saving time. when we finally reached Ceduna in South Australia in mid afternoon, The end of the main Nullarbor trek.

We continued on in an effort to reach Port Augusta for the night, . The highway to Port Augusta runs inland away from the ocean and gets a bit hotter in this mainly wheat growing country. Late in the afternoon we reached Iron Knob, about 70 km before Port Augusta, A mountain of iron ore glowing red in the setting sun, with the highway snaking through its shadow, it had diminished greatly in size from our first trip many years ago. It was with relief from our tiredness and after a relatively boring section of road that we arrived at Port Augusta "dubbed the crossroads of Australia" for the night, and the end of our second days drive from Perth.

Our only problem crossing the Nullarbor had been trying to thaw out the frozen TV dinners including the stew and the pasta dishes Glennis had prepared for meals on the journey, as usually the weather is quite hot. and the food thaws easily. It is hard to eat stew ice blocks as they keep sliding through your fingers.



Great Australian Bight

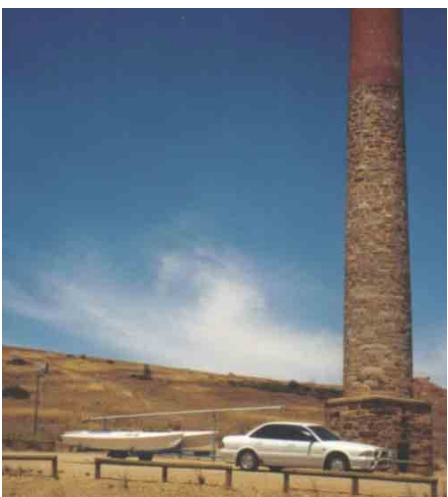
The 90 mile straight from Balladonia to Caiguna on the Eyre Highway is the longest straight stretch of road in Australia, possibly the world

Leaving Port Augusta we turned off the main Adelaide road and took the Horrocks pass scenic route up into the lower Flinders Ranges. This is a short cut to the Sturt highway heading for Melbourne. Wilmington was our first stop where we spent some time looking through a terrific toy museum in the towns main street, where I was able to reminisce with the shop owner about the dinky toys, pedal cars, and models built from mechanno sets in our childhood.



Our next stop was at Petersborough, which is a historic railway town, one of only two in the world where 3 rail gauges meet. Leaving town we missed the turn off to join the highway to go to Burra, our only error on the trip, and were on the Barrier highway heading for lake Eyre in the centre of Australia, a friendly cop (the only one we had seen since leaving Perth) pointed us in the right direction.

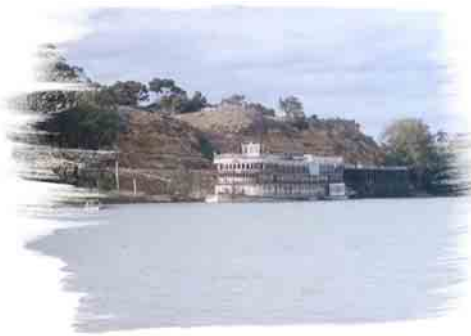
We had been looking forward to seeing the old Copper mining town of Burra as it had featured on a travel show on TV earlier in the year and it looked quite interesting. Mining had finished years ago but the buildings have been restored to their past glory, and is well worth a visit.



Chimney stack at Burra

From Burra we had a 121 Kilometer drive to Morgan on the Murray River which we did in under one hour due to Glennis leadfoot driving at over 120 KPH ,(after all the trailer only had 10 inch mini wheels), but I must admit it was one of the best stretches of road we have ever driven on. The countryside left much to be desired though as there was only mulga scrub, and salt ravished land to look at.

We had a late lunch at Morgan at a scenic lookout overlooking the Murray River, watching the ferry and other river craft. Morgan is a historical river port with a great looking old pub. Morgan had its glory days in a time when paddle steamers carried goods along the mighty Murray. We crossed the river at this point on the car ferry



Paddle steamer on he Murray River at Morgan

which must be the only service left in Australia which doesn't charge a fee. Our plan was to follow the shortest course from Port Augusta to Melbourne with as few turns as possible to Loxton SA, across the border into Victoria at Pinaroo and then, Ouyen, Bendigo and finally Melbourne.

Driving through the town center of Loxton, a fruit growing area, in mid afternoon, the local cop pulls us up in the main street for a breathalyzer test. I hardly had enough breath left in me to blow into the bag. I guess I passed because he let us go on. After driving through Pinnaroo toward Ouyen it was getting on dusk , and as we crested a hill we came upon a farm tractor that had accidentally dropped a load of tires from its trailer in our path,

and we just stopped in time as the farm workers frantically dragged the tires off the road.

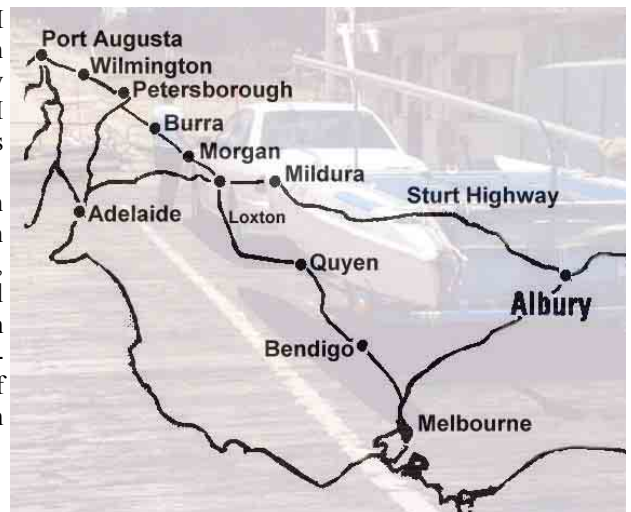
It was dark when we arrived at Ouyen in Victoria for tea which was a hamburger with the lot, and I mean the lot, there was enough grease in them to smear the pig for a greasy pig competition. The burgers had everything imaginable in them, and totally destroyed our taste buds. Glennis and I have sworn off hamburgers now.

This was Friday night and we had obviously turned up at the local youths hangout, but we survived to travel on. As this was getting toward the end of our third day on the road, we were getting a bit tired, but listening to the car radio helped wile the time away, we were treated to a radio talk back show about sausages, the various types, how they were made, how

to cook them properly. Don't prick them, they lose their flavour. Listeners gave their stories on what was in them, and one guy rang to say he had worked in a sausage factory and nothing of the animal was wasted when making these sausages, leaving nothing to the imagination. We both have

now sworn off sausages as well as hamburgers. We arrived at Bendigo late at night to complete our third days travel, and only 120 km from Melbourne. Bendigo is a beautiful old city with restored historical sites, vintage trams and of course its famous pottery.

Cont. next page



Brian & Glennis adventure story cont.

The morning of the fourth day after a night in the local caravan park we had a tour of Bendigo, mainly because we got lost, and then started the last leg of our journey to Melbourne. Annette and Steves home is just off the Hume highway which is the main road to Sydney, and is in the country out of Melbourne.

Soon after joining the Hume highway to Melbourne we narrowly missed being flattened by a landscape utility that entered the highway at excessive speed causing its load of rocks to shift to one side and sway and tilt, and almost roll the vehicle onto us. "Welcome to Melbourne traffic".



Before the makeover

We finally arrived at our destination about 11am and were greeted by Annette and her husband Steve, It was great to see the kids, they had been through a rough period, they had only had the town house a short time. While the house was being built. Steve was critically injured while traveling to see the Australian motor cycle grand prix at Phillip Island. His motor cycle was hit head on by a car that had crossed onto his side the road at high speed. Steve also suffered severe leg injuries and later had to have the leg amputated.



After the Backyard Blitz makeover

We had been looking forward to seeing their home (which was beautiful) and also their rear yard, as it had been landscaped by the team from the television series "BACKYARD BLITZ" and was shown on channel 9 in Perth about a year ago. The show operates from Sydney and. This was the first and only home to date to have a makeover out of NSW. Annette and Steve were flown to Sydney to relax and cruise the harbor while the landscaping was being carried out, and you can see by the before and after snaps what a wonderful job they did.

The temperature was about 34 degrees when we reached Melbourne, but true to legend for this place, the weather quickly changed and a southerly soon hit us with its freezing cold wind, we went from wearing shorts and T shirts to jumper and coats.

The next day was Sunday Dec 30. With two days to the new year, We wanted to get to Tuross Head by new years eve, Annette and Steve were traveling in their holden ute We headed North along the Hume Highway toward Albury Wodonga on the NSW border. Just after leaving Melbourne the ute developed a mysterious fault by continuously losing power..

by driving along the Alpine Way to Thredbo, then to Jindabine, to Cooma and down the other side of the Snowy's to Bega on the Princes Highway, leaving only a short, few hundred km run to Tuross Head.

Leaving Wodonga and traveling east on the Murray valley Highway, We eventually arrived at the turn off to the Alpine way, a sign told us it was unsuitable for caravans and articulated vehicles whatever that means, But nothing about boats on trailers. The sign also said it would take over 3 hours to travel the 110 Km, (that can't be right), so on we went.

Malcom and Anne Irwin from our sailing club had recently moved from Victoria to Perth and assured us that the Alpine way would be a piece of cake to drive along with the trailer. We soon found out that the Alpine Way was like a roller coaster, only just wide enough for the boat and a small car to pass, and as winding as the coil on a spring. There were sheer granite walls on either side with heavy steel mesh hanging precociously to prevent rock falls. It was only mid afternoon, There was an eerie darkness, the sun almost obliterated by the giant snow gums and mountains. The tires squealed in protest as our vehicle rounded hairpin bends and suddenly drop to low gear to climb steep gradients that appeared out of the gloom, twisting, spearing into the heavens.. We stopped to rest at a Hydro electric power station . Will we survive and get to the Nationals in one piece, or succumb to the Snowy mountains highway ?

To be continued

