

November 2002

### Presidents Report

Hi Windrush sailors Thank you to all the people that attended the AGM at our place. We were



blessed with a glorious sunny day and the food was sensational. We still need more help on the Committee. The secretaries position is still vacant, which places more workload on the rest of the committee.

The Winter series has come and gone once again. Thanks to the sailors that participated this year and hopefully you will be back next year to support this historical event.

All the clubs are well into their new sailing season and I wish you all the best and hope to sail at your club soon. The inter club challenge series is an ideal way to visit other clubs. Unfortunately the first heat was cancelled at JBSC, however, the second heat is at Whitfords Bay Sailing Club on Saturday the 16th of November 2002, followed by Safety Bay Yacht Club on Sunday the 8th of December 2002.

Seven boats from WA are attending this years National Titles at Chelsea Sailing Club, Melbourne Victoria, (myself included). If anyone else is interested, its never too late, the more the merrier. Regards

Cliff Rolfe

**The Windrush  
Nationals in Victoria  
2003 will be the  
28th year this event  
has been run**

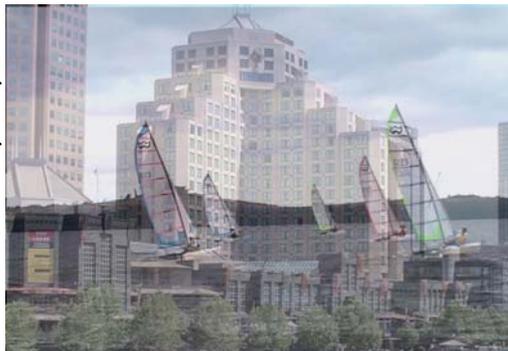
# Windrush Wavelengths

Newsletter of the Windrush Catamaran Assn of Western Australia



28th Windrush National Championship January 2 to January 10

Are you ready for the Nationals ? You still have time to organize yourself to go, you might be writing your own great adventure story in the next newsletter. The July newsletter gave you the dates and times of the races, if you need a copy of the Notice of race and the latest sailing instructions please phone Brian or Glennis on 93432546.



There are seven boats going from WA at the moment, they are mainly from the city. Where are the country sailors? Lets hear from you.

This will be a great experience on the water and off the water. I understand that most of the sailors will be leaving Perth the 28th of December, allowing plenty of time to get there. Melbourne has many attractions

to visit after the sailing is over. The development of the South bank where the casino is , especially the food halls, has made it a great tourist destination. The Victoria market is legendary with all the produce and crafts on sale , and the clothing factory outlets are an attraction for wives and girlfriends, just don't let them meet at the same place.

The Nationals venue is Chelsea YC on Port Phillip Bay just South of Melbourne and close to the main train line to the city and the freeway if traveling by car. The Accommodation at the local Blue Gums caravan park is close to the venue , only about five minute drive from the sailing I've sailed at Chelsea YC in a national title many years ago and it is a very professional club and they put on a great series. An excellent club house and a great viewing balcony upstairs..

to visit after the sailing is over. The development of the South bank where the casino is , especially the food



# Club Reports

## Safety Bay Yacht Club

Opening day we were lucky to hold it as programmed. The storm the week before cleared the build up of seaweed from the beach and the Rockingham Council also came to the party and cleared a track to the beach, its now a packed lunch to get to the water. The jetty can now be walked around at low tide. The cray boats based in the bay have now moved to Mandurah.



Yes that is the SB club house in the distance



This used to be the boat servicing jetty

Sailing. The weather has been good with mostly light winds, we have had 6-9 boats on the water. Welcome back Geoff Tomlinson a recycled Windrush sailor from way back, it also looks as if we might get a couple of new members as well.

Our Commodore (Ian Culling) has now decided he wants a hand to sail so his daughter Kelly is now his forward hand.

So far Mal Buzza is still the one to beat, with Anthony Saw giving his dad a hard time by beating him over the line.

*Noel Hardie*

## Campaign to remove seaweed



Help the Safety Bay YC with their seaweed problem by phoning Noel Hardie and getting a truck load delivered as compost for your garden

## Important phone numbers for interclub challenge

Ready to go to heat of the interclub challenge and the weather is a bit iffy, then phone the contact numbers below to make sure the sailing is still on.

Safety Bay YC  
9527 1946

Whitfords Bay SC  
Cliff Rolfe mobile  
0418913699

## Jervoise Bay Sailing Club

The mayor opened the new 2002-2003 sailing season on the 22nd September 2002. Unfortunately the weather wasn't on our side that day so the racing was cancelled.

We had a bit of a bad run with the weather at the start of the season with our first championship heat blown out, then to follow, JBSC hosted the first Windrush interclub Challenge on the 27th October 2002 only to be struck by bad weather once again. Since then we have had absolutely glorious weather at the club. The members are looking forward to hosting the Hobie State Titles on the labour day weekend next March, followed by the Windrush State Titles at Easter.

Our Xmas party is on the night of the 16th November 2002 which happens to be the same day as the next heat of the inter club challenge at Whitfords Bay Sailing Club. (Ill see you there). Some of the members attending the Xmas party will camp overnight ready for the sailing the following day. JBSC is a beautiful location to wake up and look out across the Bay, stretch your legs and cook up a hearty breakfast. Why don't you come down and join us sometime !!

Cliff Rolfe

## INTERCLUB CHALLENGE SCHEDULE

### The following dates are for the Windrush Interclub Challenge Series

Whitfords Bay SC 16-11-2002 2 pm start  
Safety Bay SC 8-12-2002 11 am and 2.00PM  
both races count 2nd race is the JBSC rerun  
Shelly SC Convict Bay Regatta 26-01-2003  
The 1st race counts  
Nedlands Y.C. HMAS Perth  
Regatta 23-02-2003 1.30pm  
Dowerin Salt Lake Sailors Labour Day regatta  
2-02-2003 The 1st race counts

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.

*Kevin Milligan sails his Windrush at Maylands YC. Cliff Rolfe and Brett Bassett went to the opening day regatta at Maylands YC in October and enjoyed themselves so much they want an invitation for us to have a race there one day*

# Club Reports

## Nedland YC

A new season, a new course, a new boat for me, can't wait to sail again after my first winter lay off in about 24 years. The Windrush fleet size sailing here is a bit of a worry as we have 8 boats but only 4 to 5 racing. Unfortunately Malcolm Irwin has sold his boat Jeronimo and left to work in Indonesia. We wish him well.

Opening day, October 7 for the 2002-2003 season was a blow out. The following weekend was a handicap race in more ways than one as our section had set a new course for this year and the only skipper who didn't get lost, and had the biggest smile was John McKechnie who was fastest, the handicap winner and anything else you can get for being the only finisher.

The following week was a big improvement, with excellent sailing conditions. Well we didn't get lost, which has to be a big improvement. We have made a few adjustments to the new course and the beat to the windward mark along the southern shoreline in flat water, no matter what the wind strength, it just gets better and better. Jaws

## Whitfords Bay SC

Well at least Whitfords Bay Sailing club has a perfect day for their opening day regatta on the 12th of October. There were 7 Windrush and a number of Hobies., a great showing for the Windrush fleet and this off the beach club continues to grow as the northern suburbs develop. Brett Bassett was a visitor from Shelley getting in some practice for the coming nationals. The winner on opening day was Rob Thompson. Super sloop, on Strawberry Wave. Well done.

Over the winter recess there was plenty to do, there was the AGM with most positions filled. A busy bee was held in the boat shed to check the equipment for the coming season.

The big race for 2002 is the interclub challenge on Saturday November 16. Briefing is at 1.30pm and the race starts 2.00 pm sharp. Don't forget to bring your lunch, as the nearest food is Hillary's boat harbor about 3 km down the track. If you haven't been to Whitfords before then you are in for a pleasant surprise, the sailing area is protected by reef and provides shelter from strong sea breezes.

Jaws

## Boats for sale

John Miners has 2 boats for sale. John retired from sailing some years ago and the boats have been sitting on the trailer for quite a while just waiting to get into the water again. Contact John by phoning 93418590



## At Coode Street

The winter series was a great success, light wind perhaps, but no nasty storms and the weather was quite warm for winter. The winter championship was a yardstick event with cats sailing against super sloops.

The winner Cliff Rolfe super sloop from Kevin Milligan cat and Warren Cummins cat third. Everybody had a great time at the presentations at Cliffs house on the Sunday afternoon a week after sailing had finished.



## Hot Gossip

Life member and Principal of Windrush, yachts, Graham Burvill has retired, handing the reigns to son Brett, and is contemplating a well earned holiday. Graham and Pam have been sighted looking at mobile homes for a trip around Australia. Graham has interests in house boats in South Australia on the Murray and will no doubt arrange a trip on the Murray as part of the journey.

**Happy retirement to Graham and Pam**

**Windrush  
Association  
membership Fees are  
now overdue Please  
pay now !  
Boats going to the  
nationals will not be  
elegant if fees are  
not paid**

*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](mailto:Brian.Norwood@SEMC.WA.EDU.GOV)*

# Brian and Glennis OUR ADVENTURE STORY

## Part 2

 ur big adventure to the Windrush nationals 2002 continues, and as we neared the end of this long arduous, tortuous journey along the Alpine way, aiming for the ski village of Thredbo we had a close encounter with an oncoming land cruiser as it cut short a tight blind bend that had been carved from the rocky face of the mountain, I flinched and waiting for the impact on the trailing catamaran, the vehicle swerved away, missing the boat by centimeters. I said a silent prayer as without hesitating we pressed on, and soon were rewarded with a view of the blue sky up ahead and emerged into a clearing at the top of the mountainous range. It was like heaven, the mountain peaks a crystal clear stream running along the hillside, which surely was the top of Australia, our highest peak Mt Kosciusko was visible nearby.



Ending our adventure on the Alpine Way

As we stopped for a well earned rest, Steve's Holden disgorged hot blackened oil from beneath the gearbox, dripping onto the road, the car groaned as in protest from the torturous journey. No doubt the gearbox seals had exploded. Steve had done a great job of keeping on the track as he was using a hand throttle control on his holden steering column.



After the vehicles had cooled down we decided to travel on and hope the gearbox held out, as the road for the short distance to Thredbo was quite good and not too hilly. The Alpine Way meanders along the hillside above the town and has only just been rebuilt after the tragic landslide of a few years ago. Camping is not allowed at Thredbo and the accommodations are only for the rich and famous of which we are non. When we arrived Thredbo village it was a hive of activity considering the snow season was finished. It was a surprisingly warm evening with an eerie stillness in the air as we sat on the balcony and devoured a pizza, and enjoyed the



view of the mountain in front of us with its silent sentinel like ski lift supports. The mountain streams were flowing quite rapidly, no doubt due to the melting snow. We traveled onto Jindabine a major part of the snowy mountain scheme, intent on staying at a tourist park for the night, this was full and by now it was quite dark, Glennis hailed a cop (who must have got a fright) out on patrol who guided us to another park at the edge of the lake, right next to the Jindabine sailing club.

The next morning, the last day of 2001, we inspected the sailing club, there was a range of catamarans from Windrush to Nacras.. We then set off for Cooma which was about 100 km away.. A strong squally wind had whipped up the waters of lake Jinderbine into a frenzy as we left the town.. The road to Cooma was very good, Here we were on a plateau high in the mountains with farms and grazing land, and

it was easy to forget where we were. The architecture of the farmhouses, was amazing, they were reinforced to combat the fierce snowy winters. By the time we reached Cooma, which is a large town at the crossroads to Canberra and the coastal region It was getting decidedly cold with increas-

ingly strong winds. I was relieved when we were heading off down into the coastal region. Away from the mountains. Leaving Cooma We traveled along the Monaro Highway to join the Snowy mountains highway heading to Bega. We stopped for lunch at Brown Mountain at the junction of these two highways and were treated to magnificent scenery from the viewing platforms, of the valley below. The highway down to the bottom was narrow, steep and winding, we had to use



View from Brown Mountain

low gear all the way down, and navigating some of the tight bends at walking pace, not daring to look at the sheer drop

into the tree tops below. A haze of smoke was filtering through the tall trees a reminder of the terrible bush fires that had erupted a few days earlier just south of Sydney and about 400 km to our north.

We reached the Princes Highway by mid afternoon and headed north in the direction of Sydney, only 200 km left to go to our destination. The country side was so green, a thick dense forest, and just as we were starting to enjoy the luxury of a wide open highway we came to the steepest mountain climb I have ever seen, here was this pristine highway which opened up into four lanes and we were struggling up this incline that was not only steep and winding but was at least three km long., it felt like the last straw as I had to put the auto gearbox into low gear and crawl up the mountain. We made it to the top, it must have taken us half an hour. But finally the road leveled and veered toward the coast. We pass through NSW coastal towns such as Narooma where the ocean views were truly magnificent. No boring sand dunes here but beautiful headlands with the dense bush ever so green, with its large shrubs and trees growing down almost to the waters edge.

We finally arrived at Tuross Head very late in the afternoon and drove down to the yacht club at the edge of Coila lake, it was much prettier than we expected, a nice green lawn to camp on and shady trees. Us West Australians were the first sailors there, only because as we found out that no one was supposed to be allowed at the venue until new years day. We hurried to erect our tents as it was just getting dark. It was a calm; still night, There was no sign of the freezing cold winds we had encountered in the mountains. We picked a nice spot just metres from the lake, behind, a thick grove of trees for shelter from any strong sea breezes. A few local club members arrived and gave us keys for the clubhouse for hot showers. And also told us about a big black snake that feeds off mice in the yacht club living in the creek just metres from our tent

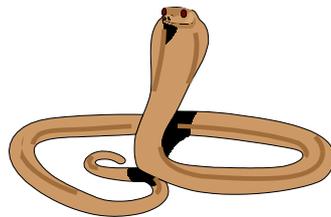
Then you wouldn't believe it, we had just sat down in front of our tents with a nice hot coffee, when Cliff Rolfes truck appeared out of the gathering gloom

towing the assn trailer loaded with boats, Its the rest of the WA contingent, Cliff Rolfe, Rob Thompson and Bret Bassett looking like three summa wrestlers hunched in the cabin. The chances of traveling all this way on different routes across the continent and arriving on new years eve within one hour of each other was amazing.

You would think that after all that traveling we would be ready for an early night, but the adrenalin was still pumping through our bodies and we stayed up until after midnight relaxing under the stars, enjoying a few drinks, nibbling on our cheesels and twisties, and telling yarns about the trip, and I thought to myself, what a journey; thank god we actually made it; and on time.

The dawn of a new year, 2002, sailors started arriving from all parts of the eastern states, a lot of the NSW people were Maricat sailors as this was a joint Maricat-Windrush regatta. we assembled out boats anxious to practice in the glorious conditions. Taking my boat off the trailer I noticed it was twisting more than usual and I discovered the cracking noise that I had heard during my last race at Nedlands YC was the front beam tearing from its mounting, just as well the racing was to be on a nice flat lake.

In the meantime while we were rigging our boats Glennis and daughter Annette went for a walk along



the lakes edge and encountered a big black snake sun baking on the beach and in their path, the snake angry at being disturbed slithered straight into the water, turned reared up, and eyeballed them. Glennis and Annette didn't hang

around to see what was going to happen next and took off like a rocket back to camp.

The bush fires to our north were getting closer and a total fire ban was imposed, that meant no fires of any kind in the camping area. The local people were marvelous, they opened the YC kitchen for everyone to use and set up portable barbecues on the veranda.. The aroma of fresh bacon and eggs being cooked each morning was tempting to everyone. The yacht club was kept open for the sailors all the time and we had a great time playing card games at night in the hall.



*Camping at Tuross Head NSW*

**I was amazed to read in the next days paper (the 2nd of January) that a cold snap had caused it to snow in the mountains including Jindabine and Thredbo, and the alpine way the day after we had passed through on the way to the nationals**

Frazer and Jan Watson from Whitfords bay Sailing club arrived as the racing started, after a detour to Sydney visiting their children to have a holiday and to watch the racing, they took some great photos as well.

Rob Thompson has already written a report on the racing in the February issue of Wavelengths so I will just touch on a few highlights that Rob may have missed.

With the Maricat super sloops starting in front of the Windrush cats and sloops it was like sailing an obstacle course as we caught up with them during the racing.

In the first cat fleet heat where Jaws somehow found itself leading, we came across a young Maricat sailor almost stalled trying to round the leeward mark in what was a very light breeze, and to avoid being balked had to use some judicious coaching to get his boat underway so I could also round the mark. Another time when we had caught up to the Maricat fleet, we had to suddenly take avoiding action to miss two Maricats that were trying to negotiate the infamous gate at the leeward mark.



*Brett Bassett in the cat championship*

During the supersloop championship title Brett Bassett was in a collision while minding his own business and the bow severely damaged. My boat was hit full bore on the deck area near the side stay by a port course boat, the force of the collision tearing off the bow of the other boat. There were other collisions during the course of the regatta and comment was made that this should be called the demolition nationals. At times the lawn in front of the clubhouse looked like a fiberglass repair shop.

The bush fires on the NSW coastal area over the xmas period also came close to our sailing venue. Some days smoke from nearby fires drifted across the water early in the morning until the sea breezes arrived and cleared it back into the mountains later in the day

. At times the smoke partially blocked out the sun and caused a red glow on the water, reflecting of the metal fittings and giving an effect of flames in the water. On one occasion ash from the fires drifted through the air onto the sails and settled on the trampolines.

Fires came as close at 17 km away and the town was on alert to evacuate if the flames kept coming our way.

The bush fires caused some Sydney sailors to be late for the sailing championships. Having to make long detours around blocked highways to avoid the fires. We heard that holiday villages on the water just North of us were destroyed and people had to be evacuated.



*Start of a sloop Championship race*



*Early morning start on Coila lake Turross*



*Rob Thompson 3rd in the Sloop Championship*

*Our daughter Annette Deegan actually sailed in the sloop championship with Warren Pheffer a NSW sailor. who had lived in WA for a short time. This was Annettes first sail for over 12 years and they came 5th in the Championship and third on handicap*



*Supersloops in a good breeze*

During the lay day between the national titles we did a tour of the coastal holiday villages, and this included old Mogo town and Moruya. Beautiful old towns and some of the best bush country and coastline we have ever seen.



*Ocean view at Turros Head*

Read the next newsletter for the conclusion to our great adventure, here is a taste of whats to come.



*If you log onto the internet and locate the Windrush Ass web page, you can see the newsletter in living colour and view some great snaps from other clubs and get the latest info on sailing. Address.*

[www.geocities.com/windrushassociation](http://www.geocities.com/windrushassociation)