

September 2005



Windrush Wavelengths

Newsletter of the Windrush Catamaran Assn of Western Australia

FACTORY REPORT

Just a quick report from the factory to bring you up to date with Windrush Yachts.

As a few of you are aware we have had a problem with the supply of the aluminium from Capral for some of the extrusions on the Windrush 14. The most pressing problem has been the die for the trampoline sidetrack, which was destroyed by them after 3 years of inactivity without notice to us. This became a real problem due to the low volume of boats being produced and so the dies are used seldom as they are exclusive use dies. We believe that the problem has been solved in the short term and that side tracks will be available now for ever as we have had to have a new die cut and run a large quantity of metal that would be enough for the next 200 odd boats. The next die on the list to sort out will be the rear beam and while we could go to a plain extrusion with a Ronstan or similar track for the traveller this would add a large cost to the boats. This is not the path we want to go down, as the Windrush 14 has always been an inexpensive boat. Masts are safe as they are ordered on a more regular basis from Capral. The others extrusions we'll have to continue to negotiate with Capral on.

We have been advised by the sail makers that there will be a price rise - mains will be going up by approx \$110. The current price has been held for some 3 years so it's not an unexpected rise. He also advises that he has a grey mylar for the leech that would make the sails look nice if anyone is wanting a new one that looks different to all the sails made so far. We are up to sail #6314 and I am proud of the way the sails have made the great boat that we sail more even in performance across the fleet. The state titles were a great example with the racing being nice and close in all fleets. Well done to the organizers of the state titles, I enjoyed sailing sloop rigged with Liberty and the new total crew weight limit for sloops is a real leveller. The speed differences are so small that tactics and start line maneuvers have become really important. My new crew has just arrived and Sian and I are really excited as to what the future may hold with an extra member of the family along for the ride.

We have been making a steady number of 14's for the hire industry here and in the East and have made a few sets of race hulls as well. Windrush is also selling a lot of spare parts to the UK, Ireland, NZ and the USA. The Flying Fifteens that are built by Windrush recently came 1st in the world titles in New Zealand and 5 Windrush built boats were in the top 10. We have also been busy building 505's for the USA with a container load of 6 hulls going to Seattle earlier this year.

The order book is filling again for 1/2 boats to build for the months' ahead so don't leave it too long if you were thinking of new hulls soon.

Keep enjoying the sailing!

Brett and Sian Burvill

WINDRUSH ASSOCIATION

PRESIDENT	ANDREW HARCOURT	94 588 655
VICE PRESIDENT	PAUL TODD	94 473 884
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CLUB REPRESENTATIVES

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ORSSC (Ocean Reef)	ROB THOMPSON	95 745 464
SHELLEY	ANDREW HARCOURT	94 588 655
SAFETY BAY	NOEL HARDIE	93 102 716
<u>WEB SITE ADDRESS</u>	http://au.geocities.com/windrushassociation	
WEB SITE ADMINISTRATOR	Robin Holmes windrushassociation@yahoo.com.au	92 072 807

CLUB OPENING DAYS:

SHELLEY	9th OCTOBER 2005
ORSSC (Ocean Reef)	1st OCTOBER 2005
Nedlands YC	8th OCTOBER 2005 Pre-opening 15th OCTOBER2005 Opening Day

ASSOCIATION MEETING 17th OCTOBER 2005 at Glennis Norwood's residence

PRESIDENT'S REPORT

September 2005

Greetings fellow sailors,

The new season is fast upon us. Now is the time to dust off the tarps and fix those little things we swore we'd do through winter.

Thanks to Rob and Vicki for opening their home to the recent gathering of Windrush sailors, families and friends. Despite some of us being a tad late we had a great day.

Don't forget the national titles being held in Chelsea Victoria in January 2006. Please contact me on 94588655 or Rob Thomson 95745464 if you intend to go. We are looking at the possibility of taking the 6 boat trailer across if we get enough sailors.

At this stage we are organizing a club team challenge to be sailed on the long weekend in March 2006 at Dawesville. Camping is available at the club. If you've never sailed there before Dawesville is a fantastic location with smooth water and great winds. Details will be forthcoming.

The Easter 2006 state titles will be hosted by Nedlands Yacht Club. We are currently seeking some sponsorship. If you have any contacts who may be interested please let me know. The challenge still stands to get at least 30 boats on the water.

Good luck for the coming season and may the winds be with us.

Andrew Harcourt 94588655

COMING EVENTS

CAT CLASSIC, Nedlands YC – Sun 25th and Mon 26th September 2005
(10:30am start)

See page 6 for details and NOR

WINDRUSH NATIONALS 2006 – CHELSEA YC, VICTORIA

Saturday 31st December to Sunday 8th January 2006
Invitation Race 1 January at 13.30

ACCOMMODATION

All entrants will need to make their own arrangements, early bookings highly recommended!

Blue Gum Park at 29 Wells Road, Chelsea Heights is closest to CYC for camping and cabins
☎(03) 9772 8436

Twin Bridge Tourist Park , 370 Frankston Road Dandenong South Ph.;;
☎ (03) 9705 5492

Frankston Holiday Village, cnr Franston Road 7 Robinsons Road Frankston
☎: (03) 5971 2333.

Limited accommodation for single sailors will be available in the main hall of CYC for a nominal fee. NOTE, no privacy, bare wooden floor, bring your own sleeping bag.

HMAS PERTH MEMORIAL REGATTA

Nedlands YC - 19th FEBUARY 2006

PORT BOUVARDE SC - WINDRUSH 14+ REGATTA **Harvey Estuary, Dawesville**

Labour Day Long Weekend, Sat 4th and Sun 5th March 2006

Camping will be available on site.

(See panel on page 6 - Details to follow)

KOOMBANA BAY SC REGATTA, Bunbury

Labour Day Long Weekend, Sat 4th - Mon 5th March 2006

(Details to follow)

STATE TITLES

Will be held at *Nedlands YC Easter 2006*

Camping will be allowed on site.

31st National Windrush Catamaran Championships Victoria- 2006

ENTRY FORM

I hereby apply to participate in the 2006 – 31st National Windrush Championships to be held at Chelsea Yacht Club inc, Chelsea, Victoria, during the period from Saturday 31st December to Sunday 8th January.

Details of Entrant:

Helmsman: Surname: _____ Christian Name: _____

Crew: Surname: _____ Christian Name: _____

Boat Name: _____ **Sail Number** _____

Address: _____

City/Town: _____ **State** _____ **Postcode:** _____

Phone Number: _____ **Mob.:** _____ **Email:** _____

Boat Insurance	<input type="checkbox"/> 3 rd Party Liability	<input type="checkbox"/> Comprehensive	<input type="checkbox"/> \$A (1m)	<input type="checkbox"/> (\$ 5m)	<input type="checkbox"/> (\$10m)
(circle which applies)	Other – please specify: \$.....				
Company:	_____				
Policy No:	_____				

Series Competing in:

<input type="checkbox"/> Cat rigged	\$ 115 -	\$ _____
<input type="checkbox"/> Sloop 2 Up	\$ 125 -	\$ _____
<input type="checkbox"/> Super Sloop	\$ 115 -	\$ _____
<input type="checkbox"/> Cat Rigged plus Super Sloop	\$ 155-	\$ _____
<input type="checkbox"/> Sloop 2 Up plus Super Sloop	\$ 155-	\$ _____
Welcome BBQ p/P	\$ 8 -	\$ _____
Presentation Night Dinner p/P	\$ 25 -	\$ _____
	TOTAL	\$ _____

Note: One memento per skipper is included in the entry fee.

Social evening: Cheese and Biscuits will be provided; Drinks at bar prices.

This Entry form shall be lodged with the Secretary, Grant Roe, 7 Tarago Cr. Lysterfield VIC 3156 including cheque for the selected items above, NOT LATER THAN 1ST Dec. 2005
 Late Entries will be received up until 1700 hours on Sun 1st Jan 2006, for Cat Rigged and 2 Up Sloop classes and 1700 hour on Wed 4th Jan 2006, for the Super Sloop Class. Additional Fee \$ 25 -

Cheques should be made payable to – Windrush Catamaran Association of Victoria Inc.

*I agree to be bound by the Racing Rules of the ISAF the AYF and by all other rules that govern the event and the Windrush Class Rules, all modified by the Sailing Instructions with which I shall make myself familiar.
 I acknowledge that this entry and my participation in this series is accepted only on the basis that participation is entirely at my own risk and that the Chelsea Yacht Club Inc, the Australian Yachting Federation, the National Windrush Catamaran Association Inc., the Windrush Catamaran Association of Victoria Inc. and their officers, members and volunteers accept no liability for loss of life or property or personal injury or damage occurring during or arising from the 2006 National Windrush Catamaran Championships. All skippers / owners must carry third party liability insurance cover of not less than One Million \$A. Comprehensive Boat Insurance with racing cover strongly recommended. I also acknowledge that Rule 4 – Decision to Race, Racing Rules of the ISAF, places the sole responsibility on me for deciding whether or r. to start or to continue racing the boat.*

Signature: Helmsman: _____ **Date:** _____

Crew: _____ **Date:** _____

Note: All entrants under eighteen years of age require the written consent of a parent or guardian.
 I hereby consent to the above entry:

Signature: Parent/Guardian _____ **Date:** _____

CAT CLASSIC 2005

Note: The Cat Classic this year is on Sunday and Monday, this allows us more flexibility on the times of races as well as the usage of the river. We look forward to seeing you.

OFFICIAL NOTICE OF RACE - 2005 HOBIE CAT ASSOCIATION OF WESTERN AUSTRALIA CATAMARAN CLASSIC:

Venue & Dates:

NEDLANDS YACHT CLUB

Sunday 25 September and Monday 26 September 2005

The Hobie Cat Association of Western Australia invites all sailors of under 6.8m catamarans to sail in the annual Hobie Cat Association of Western Australia Catamaran Classic at the Nedlands Yacht Club, on Sunday September 25th and Monday September 26th 2005.

Entries

Entries will be accepted on the September 25th and 26th at the Nedlands Yacht Club between 8.30 and 9.30am.

Fees

Registration fees are non-refundable and are to be paid at time of entry.

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

Late registration fees will be accepted at the cost of \$8.00 per race sailed.

Schedule of races:

Sunday. September 25th

Heat 1	start not before 10.30am
Heat 2 + 3	TBA on day

Monday September 26th

Heat 4	start not before 10.30am
Heat 5	back to back

PORT BOUVARDE SC REGATTA LABOUR DAY LONG WEEKEND 4, 5 and 6 MARCH 2006

A Regatta to be held on the Harvey Estuary run from the southern side of the Dawesville Cut.

At this time we only have verbal confirmations, but we are confident it will go ahead.

So watch this space.

MORE FACTORY NEWS***Brett and Sian have produced more than a fibreglass boat***

It's now the month of August and Sian and the Baby (Zac born 25/5/05 2950 grams) going along well, weight going down and up as expected for the two of them. Nobody tells you that the Dad will stack on the weight too! I put on 5 kg in the first 5 weeks. Less work, more sitting around and just watching but the balloon has stopped getting bigger and hopefully will just reduce back to normal size soon. The factory continues to be busy with an order now for 4 or 5 Flying Fifteens and more bits going to the USA.

The mylar colour in the previous factory news was incorrect. The Grey is the sticky back colour and White mylar is available for the leech of the sails. This grey colour on pockets and luff of the sails looks very smooth and Warren Pfeffer from the East has a set waiting to go to him when the Jib is available from the sail maker.

It is good to hear that there is still a contingent making the annual trek across the country to the Nationals this year and we wish them well.

Good luck for the new season
Brett, Sian and Zac.



Sian with Zac



Brett and Zac

Nedlands Yacht Club Report**August 2005**

Well it's been a very cold winter hasn't it? But in another month we can get our boats out of moth balls and have a practice run at the Cat Classic and then a few weeks later the opening of the summer sailing season at your respective clubs. We at Nedlands YC wish you a happy start to the 2005-2006 sailing season. Our winter get together has been delayed due to illness and will be organized for early September.

A welcome event this winter was the open day at Rob and Vicky Thompson's property near Toodyay on Sunday the 14th August. After a dismal Saturday, the day turned out to be perfect with the sun beaming down to warm us up. It was nice to relax and chat around the barbecue while cooking our snaggers or steaks and enjoying a cold beer. For those Nedlands YC sailors who were unable to attend, you missed a great day. Vicky, sister Penny and their mum provided some tasty salads and the deserts were terrific. Thank you from the Nedlands Windrush section for a great day.

Two Nedlands YC sailors Mandy and Simon

Daddo managed to create their own excitement in June with the birth of Liv, a new crew for the coming years no doubt. Mother and daughter are in the best of health. Congratulations to you both.

Robin Holmes has been attending the Nedlands YC Winter series teaching his son Lawrence to sail on his spare Windrush. While the wind has been light Robin managed to win the first race against all comers on yardstick (it helps if the Hobies that finished in front had forgotten to sign on).

John McKechnie is reported to be getting a new sail for the coming season; I don't know why as his current sail is only 7 years old. I think we had better watch out, as John was no slouch last season.

Paul Todd will make a welcome return to sailing after a seasons absence while renovating his home.

I am working hard myself to get fit and ready for the coming season as I had a bit of tummy trouble all last year, making it difficult to trapeze at times. Advice from John McKechnie on our last race day, to change doctors and a subsequent trip to hospital sorted me out and made it an experience I would rather forget.

Ongoing treatment and the need to return to hospital in a few months is making a good start to the coming season quite a challenge for me and I had just bought a new sail before all this to try out at the winter racing series, which has caused me further frustration.

would like to give my sincere thanks to my fellow sailors who were able to visit me in hospital and at home, the cards, and to those who phoned us to see how Glennis and I were getting on. It brings some comfort to an otherwise dismal few months.

Happy sailing.

Jaws

Brian Norwood



Club day at Nedlands YC

OCEAN REEF SEA SPORTS CLUB REPORT

During the winter a change of name was voted on and passed at our sailing club.

We have gone from WBSC to WSSC and now ORSSC (Ocean Reef Sea Sports Club).

The 2004/05 windup and trophy night was held at ORSSC on Sat 14 May combined with the whole Sailing Section (trailer sailors, dinghies, catamarans), great menu at an affordable price and it was a very enjoyable night.

Thanks to everyone who helped throughout the season especially Bill Kantsler, the rescue boat operator, Kevin Talmage and other volunteers who assisted. All sailors are very grateful to them.

The Rescue Boat was cleaned and "bedded down" for winter by a small group on Saturday 16th May. Some repairs (eg welding of hairline cracks, corrosion proofing the trailer etc) will be necessary in Spring before next season.

Anyone interested in catamaran sailing from early October to late April can telephone Rob on 95745464, Mike on 0438 844050 or come down to the beach at Pin-

naroo Point any Saturday from about 11:00 am to 4:00 pm. Race start time is 2:00 pm. See Rob or Mike.



Rob Thompson -2005 Nationals

CHAMPIONSHIP SERIES

1 st	Robin Holmes	WSS	Push	14 points
2 nd	Rob Thompson	WSS	Strawberry Wave	15 points
3 rd	Fraser Watson	WSS	Double Time	17 points

HANDICAP SERIES

1 ST	Mike o'Neill & J Fitzpatrick	Hobie 16	The Dogg	34.8 points
2 nd	Greg Jennings	WSS	Wildcard	39 points
3rd	Robin Holmes	WSS	Push	42 points

BOAT SPEED ????

You quite often hear the question, "Why does one boat go faster than another?"

Is it Tuning, maintenance or practise?

I tend to think it is Maintenance and practice.

Ok, so we look at tuning, what is there?

Mast rake and Rig tension: -

So for mast rake, most boats will be around the centre hole on the side stay chain plate. Now you need to check mast rake at the side stay because there are a number of different ways the forestay is attached to the hounds. For light weather sailing it may pay to go up two holes on the side stay chain plate. So once the rake is set the next step is to tension the rig by adjusting the chain plate on the forestay. I use what I would term medium tension, that is pulling on the trapeze handle with one hand and I can connect the side stay with the other hand,. If you want a very tight rig then run the sail up the mast and use the mainsheet to tension down the side stay.

The one negative with a tight rig is the mast may not rotate when tacking in light weather. A plus is a little more power, as the mast will not lay off to leeward as much.

Conversely a loose rig spills power, plus you have forestay sag on the downwind legs which results in poor jib shape.

MAINTENANCE: -

The main sail, lay it out on the lawn to check the batten pockets at the bolt rope, check the stitching particularly in the two bottom panels and also remove the battens and give them a good flex.

Then also check that the leech telltales are still on the three upper panels.

WATER LEAKS: -

If the hulls take more than one cup of water each after a race you need to investigate where the wet stuff is getting in. If the gel coat is worn off the keel, small cracks will open up, or you could need new seals on the drain plugs.

THE RUDDERS

We all know how important it is for the rudders to

lock down first time, nothing worse than being on a reach, just catching the boat in front and the leeward rudder pops up. If you have these problems and the rudder system hasn't been apart lately it would pay to contact Brett at the Windrush factory and have him service the units.

Once the rudders are working efficiently again, after each sail it pays to flush the rudder tubes and castings with fresh water, then the next day when the boat is dry, spray all the pivot points and the two rollers with CRC or a similar product to prevent corrosion.

Always store the boat in a dry condition, if possible leave the hatch covers off when not in use. I see people turn up to sail and the first thing they do is drain last weeks water out of the hulls.

RUDDER ALIGNMENT:-

Is also crucial, you need 1-3 mm of toe in. That is the measurement at the front of the blades being narrowest.

OTHER ITEMS:-

Frayed ropes, pulleys that don't run smooth, cleats that don't lock. The traveller car may require a new set of wheels; it should run smoothly across the rear beam. Also check all the rivets in the mast, if in doubt drill them out and replace with MONEL rivets and Silastic the rivet before fitting them and a smear of Silastic over the rivet once it is in. **THE MAST MUST BE WATER TIGHT** (it can be checked by submerging in a swimming pool, then watching for tell tale air bubbles. All air leaks should be rectified).

Give the rigging the once over; any cables with broken strands should be replaced. I could go on about maintenance, these are just a few of the basics for keeping your pride and joy in a good sailing condition.

STRAWBERRY WAVE