

Sailing Report

29/10/11 Cruise to Rotto (see article by Russell Kingham).
5/11/11 North Coast series 1 (see article by Regatta Officer, Vince Rogers)
12/11/11 Flying Start Race B5. Trial of "Wine for First over Line" novelty competition.
Winner Ken Gardner, Safarri.
19/11/11 10 am Handicap Start Race B6. O.o.D. Ken Gardner.

Coming Events

10/12/11 10 am Handicap Start Race B8, O.o.D. Geoff James
12/12/11 Wednesday. The December Sailing Meeting has been cancelled.
17/12/11 10 am Flying Start Race B9, O.o.D. Glen Ford.

The Sailing Meeting in January is changed to Wednesday 18/01/12 at 1930 hours

Geoff James, Rear Commodore Sailing

Choices North Coast Series update for 2011...

It's on again, the North Coast series between two great clubs, Ocean Reef Sea Sports Club and Hillary's Yacht Club, a series of five windward, leeward course races sailed in Mullaloo waters. This year both clubs are extremely happy to acknowledge support from Warren Glen Wines from the Margaret River region and the renaming, Joondalup Carpet Choice North Coast Series Trophy to Choices North Coast Series Trophy.

Here is the update so far....

This year both clubs are anticipating fast and furious racing to hold the stakes on the Choices Perpetual trophy. The first meet was no disappointment. The first meet was held on Sat Nov 5, and started in 20 knot NW winds with choppy conditions, overcast and rainy at times which did not abate throughout the day. ORSSC was well represented this first meet with a fleet of eleven yachts.

I felt with these conditions that the exit from our marina was going to be a bit of a challenge to say the least. Some of us watched with trepidation as others went precariously out to sea, leaving our safe marina behind. I watched Petite Bateau disappear under the waves and pop back up again with what seemed like a large amount of sea spray around her. So I decided the only way that I was going to make it was to get a decent run up. So it was a matter of just reversing back a long way, revving up the outboard and just going for it. Pleased to say I made it without too much trouble. Did I say trouble? As soon as my crew hoisted the main, I heard an amazing bang and noticed no vang any more. I knew this was not good, but there was no time for a closer look as to why this happened, no time to analyse, just fix it. I can't stand not knowing exactly why, but two sister clips had straightened out and let go from the block. I quickly fixed this by replacing with a spare new one and lashings around just in case. A good piece of advice as you will see later.

Having got myself sorted and crew agreeing to continue, I looked down towards Mullaloo and saw everyone down there, so I thought I'd better radio to log on, but no answer. I then thought, 'Not the radio as well!' but after a few attempts, I heard the graceful tones of Geoff our Rear Commodore from Solitaire telling me that HYC race control was not responding. By this time I was glad because I was making good progress with a nice down wind run to our starting position.

I finally logged on and was evaluating the windy and choppy conditions. A few scary and amazing things happened unexpectedly. One was Paul's Farr 2 Sirius dropping a mast, the good work by the rescue boat and Paul's attention to safety as he regretfully retired from the race and limped home. Bad luck Paul. Another incident was the windward mark breaking loose and racing with Geoff back to shore. I recall Geoff radioing in to Race Control saying something like the mark is loose and not sitting on the sea bed. As I was pretty close to Geoff, I looked over and saw the massive

mark seemingly being pushed along in all its graces, catching Solitaire up. It looked very funny. A quick response from race control had it all fixed very soon.

This year presented no issue with gate finishing so well done everyone. A strong breeze home and a few bruises for me but we all got back safely. On return to the jetty, I must remember rule number 1- Do not go to wrong side of jetty when its windy, knowing that I won't be able to push her away on to the trailer into the breeze. After a few extra bridal lines from the transom and a few wet bodies, we successfully got her on the trailer and up the ramp. In de rigging back at the marina, I found that the lashings did their job because another sister clip had let go sometime during the race. Thank goodness for the invention of rope and not 3mm stainless steel.

Back at the clubrooms, everyone enjoyed platters of food and refreshments prepared by Paula from the galley, while Chris Kelly of HYC provided some feedback to skippers and crews on what he saw from the race control. The feedback was extremely welcomed.

Congratulations to all ORSSC place winners:

Race 1 DIV 1

FIRST PLACE - Frank Centa – Leda

DIV 2

FIRST PLACE - Allan Peacham – Offshore

SECOND PLACE - Derek Woodhouse – Petite Bateau

THIRD PLACE – Russell Kingham- Nautigerl

Race 2 DIV 1

No top 3 in this race

DIV 2

SECOND PLACE - Derek Woodhouse – Petite Bateau

THIRD PLACE – Allan Peacham – Offshore

Points so far:

Sum of Result			
Club	Date	Overall	Total
Hillarys Yacht Club	05-Nov-11	NCSdiv1	16
		NCSdiv2	78
	05-Nov-11 Total		
Hillarys Yacht Club Total			94
Ocean Reef Sea Sports Club	05-Nov-11	NCSdiv1	29
		NCSdiv2	40
	05-Nov-11 Total		
Ocean Reef Sea Sports Club Total			69
(blank)	(blank)	(blank)	
	(blank) Total		
(blank) Total			
Grand Total			163

Well done to everyone, skippers and crews.

Next race meet is Sunday November 27 hosted by HYC.
Hopefully we can sail as well next race to ensure a greater lead.

Happy Sailing,
See you on the water.

Vince
ORSSC Sailing Regatta Officer

Cruise to Rottnest Island

28th Oct - 30th Oct 2011

What had been touted as our biggest club cruise unfortunately fizzled to just three boats which was a real pity because it turned out to be such an enjoyable weekend. Rita and Geoff James on *Solitaire* and the Kingham family on *Nautigerl* departed from ORSSC Marina at 0900 on the 28th and were initially tempted to head out to Rottnest Island via the South leads but after receiving advice from more experienced club members hedged for the route around Centaur Reef and the South Cardinal Mark. The South Easter progressively slowed, so with Hillarys Marina abeam we decided to get a move on and fired up the iron sail. Once around Centaur we returned to serenity and reached towards Longreach Bay. However in no time the wind had swung around to the SW and the reach had turned into a bit of a beat. The crew of *Nautigerl* were itching for payback from handicap race B4 where they had been pipped to the line and now started to pull away from *Solitaire*. Truth be told the Rear-Commodore was not even racing but was having a relaxing time with the lovely Rita, who was avidly spotting whales.

Chris Wynyard and his wife Liana on *Pegasus* were already anchored in Longreach Bay and *Nautigerl*'s enthusiastic skipper had decided to ignore the channel markers and leads into the Bay and was motoring straight towards the 50ft width of reef which protects the bay. Chris almost dislocated his shoulder attempting to warn *Nautigerl* away from the dangers. Finally sanity prevailed and the order 'Hard to Starboard' was given and a sticky end on Longreach Bay reef was avoided. Unfortunately Geoff missed the warnings and slid onto the reef causing some damage to a kick-up pin on his rudder. Once we had pulled up onto the beach, Geoff fixed his rudder before his beer was warm.

Nautigerl and *Solitaire* moored bow to the beach with a stern anchor out and adjacent to the facilities. All crews adjourned to the Rear-Commodore's flagship for some much needed refreshment and nourishment after the six hour journey.

That night a stiff Easterly piped up and the skipper of *Nautigerl* received a rude lesson in anchoring skills at 2am when he woke to find *Nautigerl* dragging astern of



Solitaire (L) and Nautigerl in Longreach Bay



Solitaire playing on the beach at Longreach Bay.

Solitaire. The stern anchor was promptly swam out and submerged, and the bow anchor buried to a decent depth on the beach. At the time much thought was given to the big toothed fishies that are currently vacationing around Rotto but fortunately the skipper made it back to his cot in one piece.

The Rear-Commodore on the other hand had no problem with his bow anchor but was a bit negligent with his stern anchor, with the result that

Solitaire had swung around and beached herself high and dry –much to the amusement of the locals. Seeing as high tide was only at 8 pm on Saturday night there was no point worrying about refloating her so we all trooped off into town for a much need coffee and apple strudel at the local bakery. Everyone spent the afternoon either walking to Geordie Bay, soaking up sun on the beach or in my case catching up on some much needed shut-eye.

That night we decided to eat at the Lodge while listening to the dulcet tones of an acoustic band. Well the food and drink were good but the band was everything but... so we headed back to Longreach and hopefully a quieter night.

After a lovely night rocking in the cot we enjoyed a leisurely breakfast and started to pack up and waited for the Easterly had dropped a bit before heading off. Only once we started to negotiate through the flotilla did we encounter a few problems. Unfortunately on Nautigerl we had let the keel down by 6 inches on Friday and while beached a slurry of sand had got in between the keel and centre-case and caused it to jam. Then to compound matters our rudder lockdown had snapped so without steerage and with a light Easterly blowing, our manoeuvrability was somewhat hampered. There were some concerned stinkboat owners about when Nautigerl was heading sideways towards their million dollar palaces at a rate of knots. Just to further complicate matters, in our enthusiasm to rid the motor of weed we snapped off the aerial! Luckily that was the third wardrobe malfunction out of the way, so once we had fixed up the keel and rudder we headed off after Solitaire. You could almost hear the collective sigh of relief as we left Longreach Bay.



The sail back to ORSSC was magnificent with more whales and dolphins spotted, and a couple of the Gero – Freo boats racing past. An absolutely awesome weekend was had and I can't wait for the next cruise whether it's back to Rotto or down to Cockburn. Let's get behind Derek and support the cruising section.

Russell Kingham
Nautigerl