



BLOWING IN THE WIND

CYC Keelboat and Dinghy newsletter
23rd March 2021

Wednesday 24th March-6.25pm-Twilight-Keelboats

Saturday 27th March-2pm-Club Start-Keelboats

Sunday 28th March-2pm-Handicap-Race 2-Dinghies

Big thank you to all Starters from Sunday

Robert Jeffery, Wilma Poland, Andrew Caddick, Sarah Steinhardt, Alan and Joan Austin and Dom Papaluca-for driving rescue boat.Thanks Guys and Girls

Important Notices for Sailors

Sailing Committee Meeting: Monday 12th April

Crew Sign On Sheet

It is the responsibility for ALL Skippers and crew to sign on before EVERY race. Before the Saturday race, the Chief Starter will have the file in the bar area and then will take it to the Start Box. We MUST keep these details not only for COVID purposes but also for a requirement from Australian Sailing.

If skippers do not sign on we may need to go down the path of disqualification!! So do the right thing and sign on before heading out to your boat.

KEELBOAT NEWS

Sunday 21st Marc-Commodore's Cup Race

Commodores Cup, a proud tradition started up on Claremont Yacht Club's Centenary in 2005. Our premier invitational yacht race with a great reputation around the Swan River. Fifty-Two (52) entrants clocked in for racing this Sunday. Regular participants, the Farr 9.2 Association had eight(8) yachts, the SS22 Association had eleven(11) members racing a Championship Heat on the day. A mix of Claremont, Nedlands and East Fremantle boats participated in two mixed cruiser fleets. The best from the Div 1&2 fleet was "Tiger" from Nedlands and a Claremont boat "The Beagle" took out the Div 3&4 race. The overall winner of the Commodores Cup was "Tiger". A great time of sailing fellowship was had before and after the racing in the Deep Dene room at Claremont. Our Commodore Darren experienced the race aboard "Kyzo Too" and presented the original Commodore's Cup from 1905 to the winner.

Robert Jeffery-Chief Starter

CLAREMONT YACHT CLUB: COMMODORE'S CUP 2021

FARR9.2 Assoc. Frenzy (M. Rowe)1; Elusive (R. Brisbane-Cohen) 2 & Fastest; Seahawk (P. Jones) 3. **SS22 Assoc.** By Hook or By Crook (M. Hasse) 1; Seamist VI (C. Feakes) 2; Mele Bilo III (D. Mickle) 3. Crossroads (P. Lewis) Fastest. **Div 1&2.** Tiger (G. Taylor) 1t & Fastest; Tinta Madera (D. Feldman) 2; Childs Play (R. Fairey) 3. **Div 3&4.** Beagle (Boykett Clan) 1; Dale 2 (O. Marshall) 2; Accordando (P. Heydenrych) 3; Beyond Belief (C. Scott) Fastest. **OVERALL WINNER COMMODORE'S CUP 2021** – Tiger (G. Taylor). **DEEPDENE TROPHY;** Beagle (Boykett Clan) 1; Theseus (K. Kiddey) 2; Beaujolais (A. Poland) 3; Andalusia (C. Cochrane) Fastest.

Roster reminder:

Twilight Start Box: Wednesday 24th March-Robert Jeffery with Ross Campbell (Unfinished Business) assisting.

Wednesday 31st March-Wilma Poland with Jai and Dylan (Vagabond) assisting.

MARCH

27-Mar-21 SAT 1400 *CLUB START

31-Mar-21 WED 1825 Twilight "Easter"

APRIL

03-Apr-21 SAT 1400 NO SAILING AT CYC- Easter Weekend
07-Apr-21 WED 1825 Twilight
10-Apr-21 SAT 1400 *CLUB START
14-Apr-21 WED 1825 Twilight
17-Apr-21 SAT 1400 *CLUB START- CLOSING DAY
25-Apr-21 SUN 1600 ANZAC DAY TWILIGHT RACE

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.**

**A huge thank you to our wonderful Starters for
Wednesday 17th March: Wilma Poland.
Sunday 27th March: Robert Jeffery, Wilma Poland, Andrew Caddick,
Sarah Steinhardt, Alan & Joan Austin**

DINGHY NEWS

Sunday 21st Marc-Commodore's Cup

Allo, allo,

Here is Peter French's race report. You missed a beautiful day on the Swan. We sail the original Opening Day course sailed by Claremont Yacht Club in March 1905...and not only that...we still have the original Commodore's Cup from that day to present to the winner. Peter French got the chocolates on handicap...Colin blitzed the fleet. In fact, I felt that the Lasers were faster than any cruiser under 30ft except for the racing boats (Elliot 7, Farr, etc). The "mystery boat" that Peter refers to is a RFBYC sailor who lives just up the road. I forgot his name now (it wasn't David Joyce...somebody else...Ian...?) – so we had 9 CYC Lasers and 1 RFBYC Laser. I was on the Lloyd Anderson, and Mark Edwards was on the Whaly (I'm beginning to think we should just call that thing "Wally" after Wally Giles...we only need to remove an "H" and add an "L" ☺). Here's Peter's report:

Sunday 21st March, Commodore's Cup, a day of prime import in the CYC calendar.

Having been away the last two weeks I gleaned this little gem of information by looking up the club website at 8pm Saturday night.

An afternoon race, surely not! 2pm start, oops! A quick email to Dom to confirm, a few plans changed. Not quite believing the website I still planned to be at the club at 0830, just in case. Dom's email confirmation came through in time to prevent me from making that trip.

I arrived at midday, Colin was there first, (a theme here), thankfully all appeared well. I had fixed all the equipment issues with boat in past weeks, set up a full rig with a proper sail, Cunningham done, Vang working, pin in the tiller, top batten shaved so it would actually go into the pocket; all good to go. Determined not to be late for the start I left the beach. Forty minutes later everyone else joined me.

I spent the time sailing up to the first two marks and milling about with the big yachts. It was interesting to note that many did not seem to acknowledge the Laser as an actual sailboat that might have right of way; as a big boat sailor it was a different perspective but 'might has right' so I did not push the issue.

Gun by gun the big boats started and it was our turn. The breeze was five to ten knots out of the West – WSW so a running start. The pin end was favoured and all ten of us started there with about 30 seconds between first and last (me?).

I think it was Colin first then Don at College. Tightening up from broad reach, the fleet was heading high of the mark and with such dirty air I decided to go low; straight line as the saying goes. Sneaked a couple of places there. Ahead Colin tightened up after Parker and soon tacked. The fleet split. "Follow Colin" was my mantra for the day but after rounding Parker the boat felt good and lifted a little, then some more, and some more. Getting nervous that my strategic leader was heading away I tacked. Hmmm, this is not too bad. Knocking a little I tacked back. Nervous again I tacked towards the west. The tiller went very light, the boat rounded up, and in sudden realisation that the tiller extension had parted ways with the tiller I managed to complete the 'autotack' without swimming. Another realisation that a Laser does not sail well sitting aft helming upwind and heaving the main in and I thought the race was over and I should head back. Looking around I realised I was actually third (or fourth) in the Commodore Cup, no giving up here, so with a foot on the tiller and a sort of lying hiking position to keep the nose down Marinina sailed on.

What was happening with the rest of the fleet? I had no idea. Colin was in front, Don was second, Matt was nearby, I was not sure if he was ahead or not, Wal was not far behind either, and Helen. I heard later that there was a 'port/starboard/ mark' thingy happening between three lasers. Surprisingly there seemed to be little to report on big boat / laser interactions.

So back to the race. The fleet was tacking from Parker to Mosman. After crossing behind Colin and Don I finally followed my mantra and the two ahead. We were on the left passing Pt Walter spit. The leaders tacked over towards Mosman. That makes sense, cross the big boats get on the windward side to round the mark in the clear, so I sailed on, staying left until my left leg tired and I tacked. Lifting into the mark I rounded third. Colin and Don rounded Suicide and took off. Matt was right behind me. We might have closed on FBYC a little too much and suffered in the lee. By the time we cleared the point Colin was a speck in the distance. We ran on passing Scotch, gybing round Burnside and gradually tightening up around Karrakatta, Cornish, and Black and then had to work over to Middle. I tacked toward Middle and was having to pinch. Matt had gone further South. In my efforts to see where he was my foot slipped and Marinina auto-tacked. Recovering, I crossed behind him. 'Bother!', I said to myself. I over laid and was able to foot slightly to Middle spit beacon and Matt had to employ the double- shoot method in 8 knots of breeze to get round the beacon and not leave his sail behind on the big green monster. An impressive effort; I was most pleased to have a front row seat as I slid by. Matt recovered well and we commenced a reaching duel towards Scotch. After a bit of an effort I realised that entering into a reaching duel whilst steering with my foot was tempting disaster so I reverted to the straight line principle and Matt slipped away. With Helen closing fast I had to comply with the 'might has right rule' for a big blue boat under spinnaker before gybing around Burnside and crossing the line.

A wonderful day was ended with our own little results ceremony on the balcony whilst music played and the club celebrated another successful Commodore Cup. A mystery remains though; who was the tenth boat and why did they not finish?

Thanks to the starters and safety boat crews, in particular Mark Edwards in the rib. (and the handicapper)

Fastest – Full Rig – Colin Dibb

Fastest - Radial Rig – Helen Ramsay

Handicap

1st – Peter French

2nd – Walter Reeves

3rd – Helen Ramsay

4th – Don Page

5th – Matt Read

6th – Alex Hughes

March

28th March Handicap Race 2

April

4th April NO RACING-EASTER SATURDAY

11th April Club Race

18th April Dinghy Closing Day-Trapezoid-2

Please send any articles to: annandrew@iinet.net.au by 7pm
Mondays. Or to membership@claremontyachtclub.org.au