Some recent CYAA news

March 31 2016

The Trillia Trust Classic Yacht Regatta and the Trans Tasman Trophy, Auckland.

After a stint on the helm and then providing tactical advice to both Tony Blake skipper of Thelma the Arch Logan Classic of 1896 and Iain Valentine skipper of the Arch Logan classic Francis of 1906 Jenny Mckenzie accumulated an unbeatable point score to take out the CYAA Trans Tasman Trophy for 2016 Trilliam Trust Classic Yacht Regatta. Doug Shields and Richard Macrae were some of the CYAA visitors that raced on some of the internationally recognised New Zealand Classic Yachts.
Waitangi 1st on countback Classic A Division Gaff 2016 Trillian Trust Regatta 2016
Photo Peter Costolloe

Frances 2nd Classic Division B Gaff Trillian Trust Regatta 2016 received help from David Mckenzie on the Saturday. On the Sunday Richard Macrae kept a “where’s the wind look out” on the stern and Jenny Mckenzie patiently waits on advice from Richard. Photo CYANZ Register and Iain Valentine.

Waitangi: interior and restoration plate. Photos David Mckenzie
CYAA Classics at the Geelong Wooden Boat Festival 2016

Christela takes home the Silver

CYAA members show support for the Geelong Wooden Boat Festival.

19 CYAA yachts with their skippers and crews enjoyed a welcome reception from the organisers of the Festival. First up event for the Classic’s was to make the 12 noon start of passage race from Portarlington to Geelong, organised and conducted by the Royal Geelong Yacht Club.

A 6.00am or thereabouts saw many Classic’s leaving their Port Phillip home clubs to make the Portarlington 12 noon start. Port Phillip was in a benign mood that time of day. A 5.5 knot tow of the unpowered Tumlaren Classics to Portarlington was the go. Bungoona took on Avian and Alwyn found the silhouette of Ettrick against the Beaconsfield Parade lights. Kingurra and Frances put their voyage to Portarlington Plan B into operation.

Dawn and Greg Clarke with the 2016 Geelong Wooden Boat Festival Best Overall Classic Yacht trophy.

Christela as seen from the RGYC Breakwater during the 2016 Geelong Wooden Boat Festival Ruth Plummer Sail past

Bungoona with Avian under tow  Photo Ross Clark-Martini

Alwyn emerging from the morning mist with Ettrick under tow. Photo Cameron Dorrough Bungoona
Martini, after directions from her Portarlington Pilot, went from motor to sailing mode 2/3rds of the way to the start line. Abeam at a distance, Trim and Christela from Sandringham were observed. As the early morning sea mist lifted more Classics were seen to be lead footing their way to the start line.

The RGYC race committee took to the radio to confirm the 3 division starting time sequence. No problems for most of the fleet. But there’s always someone. After her third attempt to start in her allocated division, a great cheer went up from the RGYC Race committee when tail end Charlie finally crossed the start line to begin a sandbank discovery voyage.

The race to Geelong looked set to be a fast one but the fresh breeze said no, I need to rest, so the fleet also rested. Didn’t matter, this was a big occasion, the Geelong Wooden Boat Festival passage race with a fleet of 30 yachts had been a much anticipated event.

Frances cleared out early with Windward II and Trim following. Smart tactics kept Anitra moving well outside the fleet line in clear air. Boambille was seen following her. Renene’s light air ghosting ability was in full swing. From the group that held back at the start, Christela began to emerge.

The Tumlaren fleet raced as a separate division, 10 minutes after the Classic division, soon picked up the Classic’s. After being worked over by Serifa the Tums, with Ettrick leading, proceeded to pick off the Classic’s one by one.

Frances took out the fleet line honours in a spectacular challenge from Kingurra. When results were announced a big congratulations cheer went up for Christela. With Greg Clark on her helm and his Finn dinghy wind picking racing tactics in full on mode Christela took out an emphatic first placing on corrected time. Close corrected times across the placings of Renene, Anitra, and Frances. Athena bought the Classic fleet home after Ron Caddy completed his inspection of some Point Wilson Channel debris.

Ettrick took the Tumlaren division line and one design honours.

After a tricky tidal rounding of the Wilson Spit Beacon, the wind picked the fleet up for a typical Corio Bay 7.5 knot romp to the Passage Race finish Line.

Alwyn and Serifa off Portarlington in glide mode after the Passage race start Photo Martini

Martini and her Portarlington Pilot. Photo courtesy of Martini’s Pilot
After all the stern tie up fun was over, the usual after race lies were celebrated with great effect across a Classic Fleet in full party mode. **Windward II** with Jim Woods presiding and ably assisted by **Warringa’s** skipper Tim Boucaut saw non-stop amber fluid flowing. Meantime, the Tum fleet, all tied up in their usual RGYC pond home were definitely not tongue tied as they yodelled far and wide as the evening wore on.

Frances with Peter Johns, with ever able neighbourly assistance from **Kingurra’s** Ian Macfarlane, needed a gate marshal as the visitor count went up.

Frances leading the fleet while approaching the Wilson Spit Beacon and on her way to Passage Race line honours. Photo Li-dong Cui Naval Architect Hong Kong from an RGYC Committee boat with Annina Varralla on board.

The 2016 Geelong Wooden Boat Festival Tumlaren fleet in their traditional RGYC home Photo by Tait

Daytime view of the Classic Fleet, rafted up and stern to the RGYC marina walk way Photo Martini

A night time scene of the 2016 Geelong Wooden Boat Festival with Storm Bay and Windward II in the foreground. Photo courtesy of Martini
As the evening wore on Renene slipped into full cooking mode and rent the balmy Geelong air with a strong chilli flavour. Beautiful.

As day follows night, the morning after slowly kicked into gear with a drifter of a Ruth Plummer sail past and then a long postponed start to the Festival’s Sunday race. Thanks to John Khoury the handicapper was able to view all the Sunday race action from the upper deck of Trevor Jowett’s 54 ton ex trawler Santa Barbara that’s on the Royal Brighton Yacht club register. This was the smart looking white hulled trawler anchored close to the RGYC Marina. Santa Barbara is converted Mclaren prawn trawler with a 2” iron bark hull out of Ballina. She was converted from trawler to passenger work by Col Wright of Brisbane.

Full note was taken of Windward II doing a Sunday carve up of the Classic fleet with a well trimmed asymmetrical. The Tumlaren Avian was also a noted for its well timed start under spinnaker. Close wasn’t the word it was well timed run by that great man Roger Dundas. Say no more.

Sometimes the fleet leaders are on the right side of a wind shift and sometimes they’re not. Such was the case for Windward II. After leading the fleet around the first two marks all Jim Woods could do is watch as the Classic fleet began to run a straight beat to the hard to find CB3 mark. Such is life.

This small detail allowed Kingurra, after her extra start line effort, to make up lost ground on Windward II and take line honours over her. Windward II was followed across the line by Boambillee and Trim. Again using Finn dinghy wind shift experience Greg Clark bought Christela home to a second on corrected time placing while tight corrected time placings between Trim, Anitra, Windward II and Kingurra were noted.

This Race 2 result gave Christela the best overall trophy for the 2016 GWBF Classic Division racing. A big event for Christela, a long time member of the CYAA register, ever since the CYAA inception days. Christela’s previous owner from those times, John Devers, was a happy man when the good news was relayed to him.

With the Tumlaren division. Ettrick took out Race 2 one design line honours,

The trophy presentation formalities at the 2016 Dinner saw Greg and Dawn receive their trophy on behalf of Christela from the GWBF Chairman Stuart Dickson.

The Tumlaren passage race trophy and $500 watch for best overall Tumlaren voucher went to Ettrick skippered by Gordon Tait.

It should be noted here that Ettrick’s top forward hand Dave Brodziak also had a special occasion for the 2016 GWBF. Dave’s dad, John flew over from Perth to crew on Ettrick for the festival. How good is that. The handicapper is still after Dave to have his mum tell us more about her Dad’s Tumlaren Var Flicka, (Our Girl) that her family sailed on Lake Erie in the US.
One other recognition award was announced during these formalities. The oldest boat at the Regatta. What a surprise, for the good ship **Alwyn**, launched in 1923, to be on the receiving end of this award. **Alwyn** is definitely not considered old by her skipper particularly when she’s doing her lee gunnel down 8.3 knots.

So after a stirring talk by Tim Jarvis on his re-enactment of the Ernest Shackleton epic voyage from Elephant Island to South Georgia Island and the traverse across the island to the whaling station, the 2016 GWBF was declared over and hello to 2018

One other big GWBF event was the meet up of the Royal Freshwater Bay Yacht Club people who attended the festival to compete in the St. Ayles rowing competition. In this group was the organiser of the equivalent to our Classic Yacht racing. The Swan River Retro Racing series, Manfred Speicher. Lot’s of items in common were discussed between Manfred and your handicapper.

Following the after dinner festivities the place shut down in preparation of the return sail to Melbourne.

**Alwyn** launched in Jan 1923 Won Royal Hobart Regatta Lipton Cup 1924 and 1926 Photo by Martini

The track of the Alwyn to Geelong via the Portarlington passage race and the return sail to Williamstown
With a benign Monday morning southerly, off went the fleet, up and through the Hopetoun channel, off to the Point Richards Pier, look out for the mussel farm, half way point is the Werribee Water tower, then forever it takes to pass Point Cook, don’t cut the Gellibrand Reef corner then around Williamstown Breakwater pier and back into the marina pen. Step off the boat time. Not likely. It’s clean up the boat and left over beer time.

**Geelong Wooden Boat Festival 2018. It’s all set to go.**

**Paynesville Classic Boat Rally. March 5-6**

Just when the clean up and sail fold up work on the Allyn is all about done it’s well look who it is. There she was, the H28 Shamrock with Rod Fuller returning from her voyage via Bass Strait and Lakes Entrance to Paynesville Classic Boat Rally. Magnificent sight to see her sailing back to her pen. With Shamrock now on the market, this voyage and her many others shows what a buy Shamrock will be to some lucky person. Rod will generate a story about Shamrocks voyage to Paynesville and the Classic Boat Rally for our CYAA Magazine.
Queenscliff Maritime Festival Weekend.

This event was conducted on the weekend following the Geelong Wooden Boat Festival. Unlike the fair weather for the Geelong Festival, Queenscliff festival was on the receiving end of what Port Phillip can dish out in an angry mood.

Thanks go to Jenny Mckenzie for helping the handicapper attend this Queenscliff Maritime Museum event. In spite of the hopeless weather conditions this annual event drew in a good crowd. Three talks were presented over the evening.

First up was Marten Syme of Port Fairy with his detailed analysis of how the Port Fairy life boat was saved and restored. The handicapper had a talk with Marten Syme to find out more about the Syme family yacht, Westwind. She was built by J J Savage at their Yarra River boat yard adjacent to the Church/Chapel Street bridge. Launched in December 1914 and described as the largest motor boat ever built in Australia. The floods of 1930’s forced the Savage people to move to Williamstown.

Next talk was an educational and entertaining presentation on the evolution of yacht club flags. Displays of the first ever yacht club flag from The Royal Cork Yacht Club plus other Irish yacht clubs was given. After an explanation of the correct definition of burgee’s and pennant a re-write of the Classic’s Sailing instructions will be necessary. During this presentation Port Phillip weather took over. The speaker, although assisted by microphone and amplifier was no match for the rain on a tin roof.

After the cups of tea, pies and excellent cakes interval, next up was the presentation by the Skipper/owner of Windward II, Jim Woods. Jim with the able assistance of his family is presently restoring the Cray boat Margaret Pearl behind the Queenscliff Maritime Museum shed. The story associated with this rebuild was left for the end of Jims presentation. What we heard was what sailing adventures Jim managed in his early days.

Such as a two year old busy discovering new lands with his trusty sailing ship made out of a wooden door cut to the shape of a ship by his dad.

Other voyages such as a 13 year old in a tinny and an outboard doing a single handed voyage from Sorrento to St. Kilda were incidentals on the way to owning and racing and chartering Ron of Argyle and now looking after Windward II. Jim pointed out that the single handed tinny voyage is not exactly true, as the cadence of his outboard was great singalong company.

Many out and back voyages through the Heads were everyday affaires for this 13 year old.
A survival story based on the Jim’s exploits of taking the Couta Boat to the Barrier Reef and how the Couta Boat Weeroona stood up to a serious storm and saved it’s crew was hair raising.

During the recount of his experiences during the 50th anniversary Sydney to Hobart race with the Ron of Argyle, a pin drop would have been heard as the audience were gripped by silence as they heard the story Jim gave about discovering that new land known as “responsibility”.

On a somewhat lighter side Jim’s story about the current rebuild of the Margaret Pearl was far easier to handle. Jim’s now into discovering new lands on a voyage known as rebuilding a much loved cray boat.
With the final words to his Fishy Tales audience “May the nautical force be with you” Jim with his ever able production assistant and protégé, Max, received a magnificent and well deserved ovation for a presentation of a life full of fun and hair raising escapes.

On the Saturday in fairer weather conditions Michael McTavish with Serifa completed his sail from Geelong to Queenscliff. He reported to the handicapper about the Queenscliff Cruising Yacht Club dinner he attended and his meeting up with key Festival and Royals people. All wanting to assist in an effort to have more Classic’s attended the Queenscliff Maritime Festival next year. Michael’s story of one of his previous efforts to sail to the Queenscliff Maritime Festival with his Couta Boat Ella is told in a CYAA Magazine.

**Classic 2016 Winter Series**

So with all this keep in mind the classic Winter Series starts up May 1. Not that far away. New courses are being set up for both Hobsons Bay YC and Royal Melbourne YC conducted races. First race is at HBYC and the second May 15 at RMYS. Entries are slow but tempus fugit is the word.

**SYC Centenary Trophy Regatta**

April 16 is the date with Classic Yacht division racing scheduled to begin at 1330. Entry is via the SYC on line entry process.

**A follow up to the Geelong Wooden Boat Festival.**

Every time the Alwyn goes to Geelong someone always drops by to recount a story about her. Alwyn was on the RGYC Register as an A Class yacht and was owned by Dick Collins for some years after her arrival from Hobart. This time at the 2016 GWBF a smart looking lady approached me and recounted her time at RYCV in 1948, Alwyn was on their Register as well. This marvellous lady provided the story as to when and why the Alwyn cabin roof was raised. I know it doesn’t sound good but I think I was visiting Frances when this story was told. So if any knows who this lady may be let’s know. I’m sure there’s more stories about Alwyn during her time on the RYCV Register

Apparently the chap who owned Alwyn at the time was a car salesman and very tall. Say no more but up went the cabin roof for head room and that’s when the Alwyn lost her traditional profile. Not long after this Alwyn was fully coppered to the water line by J J Savage in preparation for a voyage to far north Queensland. The then owner up and died and the next owner removed the copper. Today the coppering nail lines are still visible. An example of the copper work remains. It’s attached to the engine propeller shaft log. It’s still in excellent condition. How about that.

Regards to all

Peter Costolloe CYAA (Vic) Handicapper.