



Heidi Pfeiffer

THE season is well under way and so far we have been lucky with the weather, except for our ‘Women on the Water’ who had their first two races cancelled due to the unfavourable conditions.

Prior to the start of the season we held our popular Coaching Series. Thirty novice sailors participated and learnt to sail on the Club’s racing yachts, with the assistance of skippers and their crews who trained them in sailing

Measuring the Sydney-Hobart Contenders

By William Strangways

Accredited International Rating Certificate/Offshore Racing Council International measurer by Australian Sailing (formerly Yachting Australia) and the Australian Measurement System Regional Manager in SA.

ONE of the very important safety factors that all entrants in the Sydney-Hobart race must comply with is a minimum positive stability angle of 115 degrees. This means that if the yacht is flattened, it should eventually right itself. In order to save their owners some hard earned cash, I recently arranged to incline two yachts on the same day: *Aikin*, an entrant in the upcoming 2016 Sydney-Hobart race, and *Clockwork*, which is being prepared for the 2017 Sydney-Hobart event.

I picked up my friend, John Duffin (who is also an accredited IRC/ORC measurer and an accredited AMS measurer in Victoria), with all the electronics required for the job, from the airport on 3 November at about 0800 hrs. We arrived at the RSAYS at 0845 hrs. Perfect conditions prevailed, with about 2 kts from the north and not a ripple in the basin. We set up the electronics on the northern maintenance pontoon and started the process at about 0930 hrs. Apart from numerous measurements, some obtained from the current IRC & AMS certificates, the key to the process is attaching spinnaker poles (of approximately similar length) to

skills. It is always a great way to showcase our Club and introduce new people to the sport of sailing and everyone seemed to enjoy themselves. But, like all sailors, they wished there had been a little more breeze!

Twilight races have again proven to be popular this season with over 25 boats taking part each week. We have been very busy in the office encouraging new people to join our sailing programmes, so we are seeing a few new faces this season. In a popular move, these newcomers have been trying out a different boat each week. We are hoping to help boost crew numbers with many boats looking to increase their crew.

The Tri Series is running again this year between the CYCSA, PASC and the Squadron. The Port Adelaide Sailing Club is joining us in the results and we will see who comes first at the end of the season. The results are derived from a cumulative score of all Club series races based on the three fastest of each Club.

The first offshore race for the season saw eight boats compete in the Tapley Shoal Race with *Aikin* taking a win in both AMS

and PHS. The Haystack Island Race was held on a weekend when all other Club racing was cancelled due to winds of over 25 kts. This was disappointing for those wishing to take part, but good practice for boats entering the Sydney to Hobart Race this year. The Haystack is a qualifying race to be able to compete in the Sydney to Hobart Race. First place in AMS was *Aikin* and on PHS was *Enchantress*.

This year we have two boats from the Club racing from Sydney to Hobart – *Enchantress* (John Willoughby) and *Aikin* (Caillin Howard and David Oliver). We wish all skippers and crew the best of luck and hope they have a safe and successful race. *Enchantress* is entering her fourth race in the Sydney to Hobart and *Aikin* will be competing in her first race.

We are hosting the 9’ers Nationals from 2 to 8 January this coming year. The 9’ers include the 29’ers, 49’ers and 49’erFX and we are expecting over 70 boats from all over Australia to be racing on two courses. If you would like to be involved in the event to assist on the water, or on support or spectator boats, please let me know.



Wreck Buoy Re-instated

THE ‘Wreck Buoy’ is a mark placed by the Squadron near the wreck of the *Norma* and approximately 3 nm west of the Semaphore Jetty. It is often used as a course mark for racing by both the RSAYS and the CYCSA.

Just prior to the start of the 2016 winter season, it was snagged by a fishing vessel, cut loose and allowed to drift. It was eventually retrieved from the shore at West Beach.

The racing fraternity is grateful to Kingsley Haskett for repair work done to the buoy and its ground tackle over the winter months. The buoy was replaced by Bones, Jeff Hunt and Peter Ewens on Friday 25 November and we extend our thanks to them as well.

The location of the mark has changed slightly from that shown in the Year Book It is now situated at:
34° 49.346’S 138° 24.949’E



Taking *Aikin* to Hobart

By Caillin Howard



AFTER years of doing it the easy way – on someone else’s boat and account! (*Renegade, various Secret Men’s Businesses, a couple of Victoires and Primitive Cool*) – both David and I have committed to taking ‘the team’ down south this Christmas to enable the local crew who have supported the various boats both of us have competed on (*Bottom Line, Kaltara, Zaphod, Six Fish and Stretch*) to experience the highs, lows and in-betweens of a Sydney to Hobart Race.

There’s a bit to do and, when winter set in, the required anxiety didn’t dislodge our calmness until just before the beginning of this season. Since then, however, it’s been a hectic time. We’ve been organising the paper work, crew qualifications, boat

certification from the other side of the world, incline testing, rig die testing, upgrading of the boat for Category 1, and then of course thinking through the combined 15 Hobart Race experiences (plus three overall wins) to make the boat actually ‘livable’ for nine crew over four to four-and-a-half days. Things also to be considered include the required communication, as well as additional connections and access to data from Bass Strait, extra hand holds, storage and better secured locations for gear and people. It’s the same list as always, but there’s a galvanizing reason to sort it all out now rather than slowly work through it.

Putting all the logistics aside (not an easy thing to do), the team is always the most important ingredient. The aim of this race is to keep it local and amateur focused. However, with the need to have 50% of the team Hobart veterans, we’ve solicited a little extra help from some of our national and international sailing mates collected along the way, who were obviously enticed by some Musto stock that fell off the back of the delivery truck!

The need to find the balance of ‘drivers and thinkers’ (who think they’re really important but take up valuable bunk space, are rarely seen when there’s a problem and require the carriage of substantial extra food and water), the ‘speed trim’ team (who are actually useful but can be a little temperamental born from the fact they’re not quite drivers, but are also not quite real men from the foredeck – let’s say slightly emasculated), and then there are the ‘mechanics’ (the team up the front beyond

the mast who get wet, do all the tough jobs and suffer in silence when they know the boat is going in the wrong direction)!

This year *Aikin’s* team is made up of:

The Drivers and Thinkers

Caillin Howard (7 Syd-Hob)
Billy van Riet
Nico Berenger (Fastnets & Figaro)

The Speed Trim team

David Oliver (7 Syd-Hob)
Andrew Puglisi
Steve Dunn

The Mechanics

Duncan Mcloud (18 Syd-Hob)
Carlos Ravell
Mitch Mead (1 Syd-Hob)

It’s a good team and we’re looking forward to the adventure. *Enchantress* will also be representing the Squadron. Five boats will make up the contingent representing South Australia on Boxing Day this year.

A big thanks to fellow Club members who have helped us out, especially the Meads with their metal-working and powder-coating expertise, Colin Fraser for the loan of a High Frequency radio and other bits and pieces, and Bob Francis for a rudder and box. We’ll give you a wave from the start line, if the cameras come off the maxis for a couple of seconds!



Enchantress enters the Sydney-Hobart

By John Willoughby



ENCHANTRESS has previously competed in three major races: the Melbourne-Hobart in 2010 and the Sydney-Hobart in 2014 and 2015. Each year skipper John Willoughby chooses to take four new crew members, together with four who have done the race previously.

Enchantress has been placed in the top 15% previously and John is hoping she’ll do the same again, if not better!

Experienced Crew:

John Willoughby
Michael Lane
Noel Swan
Greg Pearce

First Timers:

Tim Pearce
Daniel Turner
John Smith
Robert Stewart

