

CAVALCADE

SPRING 2011

Less than a few days to go before the start of our racing season for 2011/12 and as always I am gobsmacked that winter has come and gone, half a year nearly has passed and it just seems like yesterday that we were sailing in the last few races of our pointscore for 2010/11.

Our racing program for 2011/2012 provides us with 13 races, which is a good number with eight races in the spring series and five in the summer series. Most of the races will be on alternate weekends but there are a few (September, December and March) that are on consecutive weekends. There is of course, our State Championships run in conjunction with the Audi Regatta which will be held over two days in March. All in all a well organised and manageable program. A special thanks to Cec Williams for his work with the SASC in organising the program for us.

Having done this task for the last 17 consecutive seasons I will share with you my checklist of things to do to have your boat ready to go and yourself mentally prepared to face the starter on the first race of the season.

1. Re-read and re-familiarise yourself with the current rules book – preferably the Twiname/Wills edition (the one with the nice, easy to follow diagrams). You will find it will come in handy when you are in close company at a crowded mark.
2. De-clutter the boat. It is amazing how much clutter you accumulate over a 6 month period doing lazy cruises around the harbour. Keep on board only the sails you are permitted to carry.
3. Buy a new SASC Burgee if your existing one is falling apart or has been thrown out in the de-cluttering process.
4. Ensure that your crew list contact details, email addresses etc is up to date.
5. Have the courses as set out in the SASC handbook reproduced onto clearly typewritten laminated sheets to be held in a waterproof folder with the various marks fully translated together with appropriate starting and finishing line positions and course code flag signals.
6. Ensure your financial membership of the Cavalier 28 Association is current.
7. Engine serviced.
8. Masthead check carried out.
9. Deck hardware inspected and checked and winches serviced.
10. Sails inspected and checked and repaired if need be particularly spreader patches.
11. Underwater sections inspected and re-anti fouled if appropriate.

12. Standing rigging checked for compliance with 7 year rule.
13. CAT 7 Certificate obtained and lodged with SASC.
14. Insurance policy renewed.
15. Finally, as gently and as persuasively and tactfully as you can, suggest to your wife/partner that it would be a good idea if social events on Friday/Saturday nights could be reduced to a minimum and weddings, christenings and weekends away in the country be kept to a minimum if not avoided entirely for the September/April period – good luck.

Perhaps if I have omitted something one of our eager members will advise me accordingly so that I can add that suggestion to the must do list for next year.

At this stage we have only a relatively modest number of definite starters for our racing season (7 yachts entered so far with the possibility that we may have another 2 or 3 join us at the last moment). Recent years have seen the loss of regular competitors over the years Marabou and Quambi.

Your committee's concern is that if our numbers drop below a critical mass we will probably lose our separate division status with the SASC.

I am more than aware that racing is not for everyone and I know there are many keen yachtsmen who for a variety of reasons do not race their boats, which is a pity as I know there are a number of highly competitive Cav 28's in the local area that would no doubt perform extremely well if raced. As I have done regularly over the years I can only attempt to entice just a few more boats to join the racing fleet which would make a big difference to our regular alternate weekend racing calendar. On the other hand, whilst our regular Saturday racing fleet numbers are down we have had over the last few years quite a healthy turnout in our State championship event with 12/13 regularly competing. I recall 5 or 6 years ago we had a fleet of 16 enter the State championships.

From personal experience I can assure you that racing your boat around the harbour on a Saturday afternoon is an extremely rewarding experience, enabling you to feel that you have actually achieved something and at the same time your boat handling and yachting skills have been improved.

BALMAIN REGATTA

The Balmain Sailing Club has staged an annual regatta in October for the last few years and the Association been asked to join in. The event this year is being held on Sunday 30th October. In the last few years the Balmain Regatta Day has been held on a Sunday after one of our regular race days and as a result there has been little interest however this year there is no race on Saturday the 29th and accordingly Sunday the 30th would appear to be an excellent day for a sail. In order to make the day more appealing to the Association generally not just to those who race regularly the Committee has decided to agree to participate on the day as a non spinnaker class.

The organisers of the Regatta have previously indicated to us that if we can attract a sufficient number of entrants we will be accommodated as a separate division on the day. Your committee feels that having our group sail in a non spinnaker race will make it very much easier for boats to sail shorthanded or those that do not regularly race should have little difficulty in attracting sufficient crew to participate in a non spinnaker race around the upper part of the harbour. Sailing conditions in the upper part of the harbour are quite different from the down harbour area with the water usually very much flatter and less traffic, a recipe for a very enjoyable sail.

Sailing instructions have not as yet issued however at this stage I would be grateful if anyone interested could contact me by email at soh@whitebarnes.com.au and let me know if you are interested in participating and if we can attract sufficient numbers then I will advise the regatta organisers to list us as a separate division (no extras) and I will then provide appropriate details in due course. I think the day could be a lot of fun and would be certainly something different to what we are normally used to.

Finally, something that I feel I should share with you. For some years now, myself and my co-owners and friends have **made time** to take the boat out for an hour or two mid-week in the evening. During winter, this has to be more like mid-afternoon so as to be back before dark, however from now until next autumn there is plenty of daylight for a sail around the harbour for an hour or two with friends. We usually pick a day when there is no harbour racing/twilight and as a result, you would be amazed about how little traffic there is on the harbour. It sounds an exaggeration, however on many occasions BJ has been the only boat visible on the entire lower part of the harbour. The breeze is usually gentle, the sea conditions flat and the Cav 28 gets along just fine under a headsail only, leaving many hands free to serve drinks, antipasto and associated nibbles. It just a joy to be on the harbour with a few friends on a nice afternoon/evening, without having to be constantly ducking and weaving through the heavy traffic one often gets on weekends – you do not need a great deal of time; usually we find an hour and a half/two hours more than plenty. Often the breeze suits a reach up to the Heads and a reach back. A genuine bit of mid-week tonic to lift the spirits. If you are not doing it and it is at all possible to do, you should be doing it. Put the time aside and prioritise your life's agenda.

On that feelgood note, I conclude this spring edition of Cavalcade and wish all members and their families and crew a happy and safe boating season for 2011/2012.

Stephen O'Halloran
Secretary
Cavalier 28 Association.