

NSW at the Nationals, 2015

Mandurah, WA

7-15th January, 2015



Well, they came from all and asunder.

Road and flight.

Some rushing in at the last moment

Tossing the love of their life in to the circular pond ready for the first start,

And others came early...

Tried the Margaret River nectar and the local brews

Plus first hand contact with the famous WA lifestyle; crays and BBQs alike.

Surely it was the bare foot lawn bowls,

The afternoon watering hole,

The chats under the tents with old friends

And our esteemed overseas visitors that were the highlights.

The racing seemed just an excuse for a gathering of the clan.



Twas a fun event, hats off to our WA colleagues.

A remarkable and memorable event.

Images: Moby, Selwyn

Selwyn Holland

*Gathering and editing:
Selwyn Holland*



Following is an almost random gathering of words and impressions from some of the NSW team at the Nationals. It should be noted that the Marblehead Nationals will be on in March in SA, so watch for that as it emerges.

The team included:

Owen Jarvis (10R, IOM)

Garry Bromley (A-Class, 10R)

Phil Page (10R and big help as Mr Incognito on the course boat with the IOMs)

Scott Backhouse (IOM)

Ross Spencer (IOM)

Paul Jones (IOM)

Greg Torpy (IOM)

Scott Condie (10R, IOM)

Lindsay Walker (IOM, we claim him from the Queenslanders because he actually lives in NSW and is a member of Kogarah Bay RYC in Sydney)

Tim Brown (IOM)

Selwyn Holland (A-Class, 10R, IOM)



2015 Nationals WA

10 Rater



Five NSW skippers from four different clubs sailed in the regatta. Scott Condie and Owen Jarvis from Kogarah Bay RYC, Phil Page from the Northern Mariners, Selwyn Holland from Wollongong MYC and Garry Bromley from Koonawarra Bay SC. Selwyn and Garry were backing up after sailing the A Class. The fleet was extremely competitive and included top UK skipper Graham Bantock, the “Mexicans” Andrew Reid and David Thomas, Lisa Blackwood from Tassie and a fleet of very capable sailors from WA.

After waiting for the breeze to settle racing got underway in two fleets using a windward and return course of almost three and a half laps. The finish was at the top marks between the windward mark and a clearance mark. There was a gate at the bottom and choosing which mark to go round was crucial for success. With the breeze swinging 30



degrees or more it was very easy to end up on a knock when you thought you were going to get a lift. Therefore even the best skippers had trips to B fleet. The first day and a half C rig was used then most changed up to B rig. The third day most used A rig changing down to A- or B for the afternoon. Graham Bantock was able to carry a bigger rig than everyone else and still keep up his winning form. I suspect he had a heavier bulb than most. Graham was a true gentleman throughout the regatta and offered help and tuning tips to most of the fleet over the three days.



So, after 23 races congratulations to Graham for the win and to Scott Condie and Phil Page for second and third.

IOMs

Nine NSW skippers sailed from four different clubs, Scott Backhouse, Scott Condie, Ross Spencer, Lindsay Walker and Owen Jarvis from Kogarah Bay RYC, Paul Jones and Greg Torpy from Lake Macquarie RYC, Selwyn Holland from Wollongong MYC and Tim Brown who is from NSW but sails at the Paradise RYC. Tim Brown built Graham Bantock the "Fractal 2" he sailed very consistently to take out the championship.



Similar courses were set to those used for the 10Rs, but with wildly fluctuating wind directions and strengths there was a delay starting every day and numerous course changes through each day. Glad I wasn't PRO, it would have been very frustrating for him. Again if you picked the wrong bottom mark it was possible to lose many places.

With places for the world championships up for grabs the competition was always going to be hot. The regatta was sailed in three fleets with six boats up and down. That means in theory it was easier to get from C Fleet to B and from B to A, but was also easier to go from A to B and B to C. Many a top skipper found himself in C fleet and had a difficult time getting out. The promised #3 rig conditions never eventuated but the last three races were sailed in #2 rig.



After 21 races consistency paid off. Congratulations to Graham Bantock for the win, Ross Bennett from WA for second and our own Scott Backhouse for third. Next placed NSW Skippers were Paul Jones in seventh and Scott Condie in eleventh.

The organisation of the Nationals was first class with plenty of helpers from the WA guys and Phil Page helping with the IOMs. The Organisers also arranged social events after sailing that were well attended. Glenn Dawson, Moby and all the WA guys were fantastic hosts and made everyone feel welcome.

We look forward to the 2016 Nationals in SA. It's NSW's turn in 2017.

Owen Jarvis



It was hot, good guys won as usual, event was well run and hospitality was second to none.

Bomber (alias Scott backhouse)



A Class...

The Stately Yachts for Gentlemen and Englishmen Only.

A small but hotly contested fleet fought it out over two days. Consistent Easterlies prevailed and not a “Doctor” in sight. It was fast and furious with everyone on the water for every race, no multiple fleets, just fun racing around and around.

It turned out to be NSW versus WA with some British thrown in to stir up the pot.

Hands off to Graham Bantock from England, he showed us the way with consistency and experience forging through to a solid win.

The locals capitalised on their hard work in building a solid local fleet and managed to claim the other two podium positions. A campaign well played and the rewards came through, well done guys. The best NSW result was Selwyn Holland in 4th.

1st Graham Bantock 39 GB
2nd Glenn Dawson 76 WA
3rd Jeff Green 95 WA



Both Selwyn Holland and Garry Bromley had braved the Nullarbor to get their big boats over to the west. Garry also brought Brian Dill's Sword for Graham to borrow. This was an excellent effort with a loaned yacht.

Selwyn Holland

The Nationals as seen through the eyes of Phil Page

Well my time started the day prior to flying out to the West, where myself and the good lady travelled by train (free of course)(*because of your age, Phil?... editor*) to Nth Sydney where we spent the night in the Harbour View on the 10th floor. Overlooking the harbour bridge, Luna Park a glimpse of Fort Denison and up the harbour to Gladesville.



As this was my first journey to WA I was excited. So awoke at 0430am for a 0600 breakfast then onto a train (free of course) to the airport. On arrival at the airport met up with Owen and Scott who assisted me in getting booked in as this was all new to me, being a seasoned flyer last time I flew was home from the 10r Nat' in Adelaide when Martin Roberts attended (*many, many years ago... editor*). Anyway arrived in Perth and gained a couple hours or so that meant I had to wait them hours again by bed time I felt like I had been hit by a bus.

A free beer at Kogarah Bay SC is waiting for the person who can identify this infamous NSW identity... author.

Arrived at the pond on the last day of the A Class to have a bit of a look and a chat, first impressions of the pond was gee that's small but certainly not when walking beside it and had some nice breeze. It was good to put a face to the name meeting GB and some of the Perth guys and reacquainting with the ones I already knew. That night the presentation was on so the NSW guys and the Mexican went to the pub for tea and a bit of mingling at the presentation. One thing I did find, not being a big drinker and no schooners in the west... \$14 for 2 beers it would be a great place to go to get off the booze, with them prices it would be easy.





Next morning the start of the 10r's and right from the word go it was C rig or B rig. I think the wind came from the west, only trouble it swung a fair bit and the right way round the course changed from lap to lap, something I just never caught up with. However, it was good racing and you could be up the back one lap and 2nd the next which went on for the next two days. The 3rd day was a bit lighter so 90% of the fleet went to A rig. I didn't put A on cause I thought it would come back a bit, so I thought why not stay a bit smaller than the others just in case. All in all, it was very competitive racing amongst the high standard of skippers and I enjoyed the event very much.

As I said last year, it is always great to renew old friends and make new ones, it was especially nice to meet Graham and his wife Lorna. Graham gave us a lesson in sailing. Very hard to find two nicer people as well the guys from Perth that I had not met before. Weather wise, it was hot and the local guys put a lot of effort into making the event a success and to arrange different activities throughout the Championships. Well done guys on a well-run event. I should also mention my travelling buddies Scott, OJ, the Mexican... a great week of laughter and good times thanks. Also to my boat transporter Garry Bromley, thanks mate you are a legend.



Constructive Criticism

A couple of things that I thought a bit how ya going was

- 1) Price of the bloody BEER.
- 2) I thought the race starts were drawn out a bit too long waiting for the perfect breeze as much of the time there was enough breeze to start racing.
- 3) That Bloody Moby and his camera (well done mate)
- 4) That bloody red eye from Perth.

Regards

Phil Page AUS 50



This was stolen from an email Owen sent around...

The Australian Radio Yachting Association (ARYA) Annual General Meeting

In case you haven't heard this is what happened at the AGM. All positions were filled as per the NSW nominations except Garry Bromley will be replaced as A Class coordinator by Brian Dill because Garry is now the VP. Sean Wallis from Qld is the new President and Ross Bennett from WA is the new Secretary.

The 2016 Nationals will be hosted by SA at a venue to be decided. No dates were given

Owen

For more detail from the National Site, go to:

<http://nats2015.rsawa.asn.au/>

