

# Mirror

June 2010

# Images



## Mirror Sailors Hillarys Yacht Club

### Inside this issue

Club Reports; who won the Travellers Championship; know your flags

Mirror Class Association of WA

## MIRROR CLASS ASSOCIATION OF WA

### Mirror Class Association Of Western Australia

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We need *your help* with this ....

### Sponsors Required for Worlds Charter Boats

MCAWA has contracted to purchase four new Mark 3 Mirrors for use in the Worlds and is seeking a sponsor for each boat. This is an ideal opportunity for businesses (especially those with international relationships) to support sailors from overseas whilst at the same time promoting their business.

Please contact me if you have any potential sponsorship leads as it is a significant financial commitment by the MCAWA.

Rik Thornton email [rik@wastationery.com.au](mailto:rik@wastationery.com.au) or phone 0419 912 475.

So you think winter sailing in Perth is a challenge. Click onto the Ontario Mirror Dinghy Association website [www.mirrorsailing.ca](http://www.mirrorsailing.ca) and see they have just started their northern summer with a small regatta at the Belwood Lake Sailing Club. The Saturday was described as a bit cold with rain and thunderstorms threatening so sailing was cancelled.

However on the Sunday it was light conditions and after an pancake breakfast they got some sailing in.

So far our Canadian friends have not registered to sail at Albany but we would like to extend a warm welcome to them. Come and join in some fun sailing in a summer with sunshine.

Albany can match the fantastic Canadian scenery and we rarely cancel sailing due to lack of wind.

mirror

images

## FROM THE PRESIDENT

# HELP SUPPORT THE MIRROR CLASS

Our Editor of Mirror Images is a demanding taskmaster. No sooner have I finished my scribbling for one issue then he is invading my email inbox insisting on something for the next issue. Now this is pretty easy during the sailing season when there is a lot happening but at this time of year I have to draw on all my literary talent and outrageous imagination to cobble something together (whew, that's filled one paragraph!).

So this issue I'm running with a single theme ....

### **HELP SUPPORT THE MIRROR CLASS!**

We all have different levels of resources (time, finance, etc) to commit to Mirrors and the association. The next 7 or 8 months could however prove to be pivotal to the future success of the Mirror in WA and it would be unwise (not to mention unfair) to just leave it to a few.

If everyone, MCAWA members, former members, former Mirror sailors, adults and children, could take it upon themselves to make a contribution of some kind to Mirror sailing it would mean a huge amount for our future.

Below is a list of things from which you can choose (one or many) to make a difference to the Mirror class in WA

- Approach potential charter boat sponsors (ask us for a copy of the proposal).
- Send names of potential sponsors for the association to approach.
- Write an article for Mirror Images or send some material to the Editor to publish.
- Sail in some winter series races at RFBYC, HYC, FSC and PRSC.
- Sail in events where there are other classes and non-Mirror clubs sailing eg Royal Perth Mini-series in November.
- Bring friends down to your club for a sail on a Mirror.
- Sign up other Mirror sailors as MCAWA members.
- Let former Mirror sailors know about the Worlds.
- Register for the Worlds.
- If you don't feel up to the Worlds then register for the parallel Worlds event.
- Register as a volunteer at the worlds.
- Suggest other ways we can get more people sailing Mirrors (email me any time).

It can really become a case of lots of small actions having a major impact. And remember there are lots of us happy to help you. So if there is something getting in the way of you having a go at any of the above please let me know and we'll try to help.

I appreciate it might mean going outside your comfort zone but this is the time to act.

Many thanks for your support of the Mirror class.

Rik

## AMERICAS CUP 2010

This year's Americas Cup was the latest and greatest in a long line of on water and court room battles by the richest sailors in the world.

The America's Cup is a trophy awarded to the winner of the America's Cup sailing regatta match, and the oldest active trophy in international sport.

Originally named the Royal Yacht Squadron Cup, it became known as the "America's Cup" after the first yacht to win the trophy, the schooner America. The trophy remained in the hands of the New York Yacht Club (NYYC) from 1857 (when the syndicate that won the Cup donated the trophy to the club) until 1983 when the Cup was won by Alan Bond with his yacht, Australia II, ending the long-est winning streak in the history of sport.

This year the third richest man in America, Lawrence Ellison, won the 33rd America's Cup. His BMW Oracle team, which he founded a decade ago, beat rival billionaire Ernesto Bertarelli and his Alinghi team sailing in the most bizarre high tech multihull yachts. It was also the first win for a U.S. team since 1992 when another billionaire Bill Koch's America3 successfully defended the cup in San Diego.

The race for the oldest trophy in international sport featured one of the biggest billionaire rivalries.

Lawrence Joseph "Larry" Ellison is an amazing self made man. He is the sixth richest person in the world with a personal wealth of US\$28 billion. He is the co-founder and chief executive officer of Oracle Corporation, a major software company.

Larry Ellison was the son of a 19 year old unwed Jewish mother. He was adopted by Lillian Spellman Ellison and Louis Ellison. Ellison did not learn the name of his mother or meet her until he was 48; the identity of his father is unknown.

Ellison grew up in a two-bedroom apartment in Chicago's South Shore middle-class Jewish neighborhood. His adopted father, was a modest government employee who had made a small fortune in Chicago real estate, only to lose it during the Great Depression.

Ellison was a bright but inattentive student. He left the University of Illinois at Urbana-Champaign at the end of his second year and moved into software design. He set up the Oracle company but had to file for bankruptcy in 1990. With amazing tenacity he rebuilt the company and his fortunes.

His rival Ernesto Bertarelli (born 22 September 1965) is a Swiss-Italian entrepreneur. He is of much more modest means having a personal wealth of only US\$8.2 billion and is ranked 52 of the world's wealthiest people.

He inherited the pharmaceutical firm Serono from his father in 1998 and built the business to finally form Merck-Serono. Today his business interests include an investment

management firm and a private equity fund.

Bertarelli's team defeated Oracle BMW Racing to win the Louis Vuitton Cup in 2003 and then went on to win the 31st America's Cup becoming the first European team to win in 152 years. It defended its title in 2007, beating out a New Zealand team by just a second. It was interesting that in this defence the Alinghi team was composed of nearly all non Swiss nationals.

Bertarelli picked a weak Spanish club as his next challenger prompting Ellison to sue. Fighting turned petty as Bertarelli's team mocked Ellison in cartoons posted on its Web site. In another twist, the winning CEO of Ellison's team was Russell Coutts, the New Zealand national who helped Bertarelli win the cup in 2003, only to be fired soon after.

It appears that Ellison got the win thanks to the superior technology of his 90-foot tri-hulled vessel, which shut out Bertarelli's catamaran in the best of three races. The BMW Oracle boat was a carbon composite trimaran 27m long with a 27m beam. The mast height was 55m and had a wing sail 68m high with a surface area of 650m<sup>2</sup>, a genoa: 620m<sup>2</sup> and a jennaker 780m<sup>2</sup>.

The wing sail was primarily constructed from carbon fibre and kevlar with a light, shrinkable aeronautical film material used as an overall skin over the frame. The ability to trim the wing sail easily is one of its big advantages over a soft sail. With a soft sail, it's so big, it's difficult to shape as you only have control over three points (head, tack, clew). You need massive tension to trim the soft sail," he says. "With a wing sail, you can get the shape you want much more easily."

The trimaran set up also let BMW Oracle move the mast step so as to improve the tune of the boat.

Alinghi was a catamaran of carbon composite construction again 27m long with a beam of 25m. Its mast height was 62m with a main sail of 560m<sup>2</sup>, a headsail of 370m<sup>2</sup> and a gennaker of 1,100m<sup>2</sup>. It was built in Villeneuve, Switzerland and airlifted by helicopter to the Mediterranean. A major feat transporting the boat high above the Alps.

The first race of the 2010 America's Cup took place on February 12, 2010. Alinghi 5 lost the race to the challenger, USA 17. Alinghi was ahead by 1:27 at the start, but was behind by 3:21 at the windward mark and by about 10 minutes at the finish. Its official finish time was 15:28 behind the winner because Alinghi had to perform a penalty turn, having failed to stay clear at the start.

On February 14, 2010, Alinghi also lost the second race, and thus the America's Cup. Even though it appeared to sail better upwind than on the first day, thanks to a fuller mainsail combined with a smaller jib. Most observers stated that BMW Oracles rigid wing sail had given it a decisive advantage.

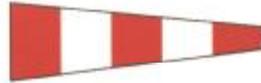
## RACE SIGNALS

The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑↓) means that a visual signal is displayed or removed. A dot (•) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, the signal applies only to that class.

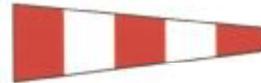
### Postponement Signals



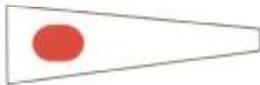
**AP** Races not started are *postponed*. The warning signal will be made 1 minute after removal unless at that time the race is *postponed* again or *abandoned*.



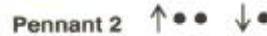
**AP over H** Races not started are *postponed*. Further signals ashore.



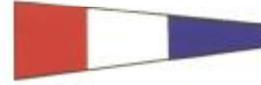
**AP over A** Races not started are *postponed*. No more racing today.



Pennant 1



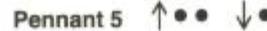
Pennant 2



Pennant 3



Pennant 4



Pennant 5



Pennant 6

**AP over a numeral pennant 1–6** Postponement of 1–6 hours from the scheduled starting time.

### Abandonment Signal



**N** All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.



**N over H** All races are *abandoned*. Further signals ashore.



**N over A** All races are *abandoned*. No more racing today.

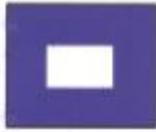
### How well do you know your flags?

The most important is the starting sequence. The usual start sequence goes like this. At five minutes before the start the Mirror class flag is raised. Four minutes before the start a preparatory flag being P, I, Z, Z with I or Black Flag is raised. At one minute before the start the preparatory flag is lowered. At the start the class (Mirror) flag is lowered and you are racing.

P flag indicates a normal start sequence. I flag means that if you are over the start line within one minute of the start you must return to the correct side of the start line by going around the end of the start line (not simply dipping as you can under the P flag), Z flag means there is a penalty for being the wrong side of the start line within the one minute period. Black flag means that you can be disqualified if part of your boat is over the start line within one minute of the start

# KNOW YOUR FLAGS

## Preparatory Signals



↑ • ↓ —  
**P** Preparatory signal.



↑ • ↓ —  
**I** Rule 30.1 is in effect.



↑ • ↓ —  
**Z** Rule 30.2 is in effect.



↑ • ↓ —  
**Black flag.** Rule 30.3 is in effect.

## Recall Signals



↑ •  
**X** Individual recall.



↑ • • ↓ •  
**First Substitute** General recall.  
 The warning signal will be made 1 minute after removal.

## Course Change Signals



↑ • •  
**S** The course has been shortened. Rule 32.2 is in effect.



— — — — —  
**C** The position of the next *mark* has been changed.

## Other Signals



↑ •  
**L** Ashore: A notice to competitors has been posted.  
 Afloat: Come within hail or follow this boat.



— — — — —  
**M** The object displaying this signal replaces a missing *mark*.



↑ •  
**Y** Wear personal buoyancy.



(no sound)  
**Blue flag** or shape. This race committee boat is in position at the finishing line.

### How well do you know your flags?

If the race committee signals it is shortening the course (it displays an S flag with two sounds) your new finishing line will be either

- (a) at a rounding mark, between the mark and a staff displaying flag S;
- (b) at a line boats are required to cross at the end of each lap, that line
- (c) at a gate, between the gate marks

**Go to your rule book and read PART 3, Rules 25 to 36. It is not much to learn and will help you when on the race course.**

## RFBYC REPORT

By Jessica Stout



Hi there, for those who don't know me, my name is Jess Stout, and I will be talking about the season I had in mirrors this year and last. Overall it was a good season with many new faces to the mirror family. So now an official welcome. The mirrors had many regattas this season, with great participation and efforts.

Firstly there was the Royal Perth Mini series on the 21<sup>st</sup> and 22<sup>nd</sup> of November. Place getters include 1<sup>st</sup> Vigilante 9, Geoff Wilson and Jonathon Cornwall, 2<sup>nd</sup> Transom Note, Rik and Scott/ Lucas Thornton, 3<sup>rd</sup> Looking Glass, Niko Strigea and Tom Gilmore.

Over Christmas and New Year there was the Mirror Nationals. Rex and Andrew Henderson represented RFBYC and received mid-fleet with a borrowed boat, in close to no wind. So a big well done to the Hendersons for being so committed! We soon had the Albany worlds challenge invitation regatta on the Australia day weekend- 23<sup>rd</sup> and 24<sup>th</sup> of January. It was won by Nick Davis and Johnny Collova, and closely behind was Liam Wilson and Jess Stout. Well done to the other 6 Freshie boats who competed and all did outstandingly well, making up majority of the fleet, proving that RFBYC is a strong, enthusiastic club.

Then there were the Mirror States in Mandurah on the 27<sup>th</sup> and 28<sup>th</sup> of February. There were 10 boats representing RFBYC, with results as follow: 1<sup>st</sup> and 3<sup>rd</sup> in open division- Nick Davis and Johnny Collova, then Liam Wilson and Jess Stout. For Silver Fleet in 1<sup>st</sup> we had Niko Strigea and Tom Gilmore, and also, for 2<sup>nd</sup> ladies skipper we had Angela Burvill and Claire Moran. For the Grandmaster trophy we had none other than Geoff Wilson, who is the master, with Jonathon Cornwall crewing. For the Old Salts award, Rex Henderson took that out (for obvious reasons) with his son Andy. Simon and Sidonia Barwood also won the Rookie trophy. Other pairs who represented Freshie and did well include Brad and James Stout, Brittany Henderson and Peter Spearman, and Rick Thornton with either Scott or Lucas (whoever got the shorter straw.)

Then held on the Saturday the 1<sup>st</sup> and Sunday the 2<sup>nd</sup> of March was my favourite regatta of the year, "The Pot of Gold." It was part of the mirrors' travelers' series, where we travel to different clubs to sail, and this time the host club was Hillarys. It was supposed to be sailed on the Saturday, but was cancelled because it was too unsafe to sail. There was too much wind, and thank

God for that! So it was moved to Sunday, and it was perfect sailing conditions, in my opinion. I ended up winning that event supported by Dad. Rex and Andy also represented Freshie and got 4<sup>th</sup> overall.

RFBYC's closing day was on Sunday the 18<sup>th</sup> of April, with mirrors having 3 teams of 9 pacers. The enthusiasm of mirrors is clearly demonstrated! The mirror class got 3<sup>rd</sup> overall with by far the biggest fleet.

Thanks to the following people for coming down and growing the mirror fleet. The more sailors participating, the more you learn, and the better experience there is. On Poseidon- Christian Stolz and Alexandria Maclean; on Full Turtle- Kelsey Pearce and Bec Charlwood; on Special Effects- Tim Mead and Jordan Meerwald; on Crescendo- Stuart Higgins and Josh Stiltyear; on Little Miss- Dene Steinberg and Ariella Steinberg; on Idunno- Lewis Stewart and Gordon Stewart; on Tackless- Nic Doig and Mick Mallawarchi; and on Somehow Confused- Matthew Salter and Geoff Salter.

This year the club championship positions are as follow:

- 1<sup>st</sup> Jess and Brad Stout
- 2<sup>nd</sup> Simon and Sidonia Barwood
- 3<sup>rd</sup> Rex and Andrew Henderson

Consistency resulted in:

- 1<sup>st</sup> Niko Strigea and Tom Gilmore
- 2<sup>nd</sup> Angela Burvill and Clare Moran
- 3<sup>rd</sup> Rex and Andrew Henderson

class for all ages.

Continued next page



## RFBYC REPORT (continued)

By Jessica Stout

### Continued from previous page

Mirrors now have a Gold and Silver fleet, which is thanks to the amount of new members we have who have joined the mirror family: Thanks to Simon and Sidonia Barwood, Mikayla and Clara Kelly and Family, Mark and Poppy Evans, the Higgins Family, the Lugg family, and the Yeldon family. These two fleets are resulting in huge numbers every week for club races, making mirrors a consistently growing class for all ages.

A big thank you from the whole mirror fleet to Geoff Wilson, the mirror fleet delegate at RFBYC who has been the driving force in the growing fleet. Also thank you to the support we've gained from the club via the Rear Commodore Simon Carroll, Yachting

Operations, Hamish McHaffi and Debbie Blaauw, and the volunteers on and off the water. Sailing wouldn't be possible without them. I want to say a big thank you to all the mirror sailors who sailed this season, a good effort, and hope to see you all again next season. Thank you.



## BEATING ABOUT THE BAY

Richard Usher



The 2009/10 sailing season has seen a return of Mirrors to Safety Bay and its been great to see the red sails beating around our Bay again. Three Mirrors joined the Club, although only two have been racing in a combined monohull fleet. And one won Club Championship this year!

Bill Osborn and his crews Chelsea and Harry (they take turns) sail in *Ossi 11*, and Richard Usher and his crew Harrison Thipthorp in *Buster* have enjoyed a huge variety of conditions on the Bay this season, from almost calm conditions to the full force of the sea breeze, and accompanying waves. The little boats can get very wet in those conditions, but are really lively and great fun. We really had good and

exhilarating sailing, and the two boats have been very competitive together.

*Ossi 11* and *Buster* often change places during a race, and seldom are far apart, giving the two skippers and crews great match practice. *Buster* however won the day and even managed to win the Club Championship for the combined monohull fleet. *Ossi 11* came in a very credible second in the handicap results.

We hope that now Mirrors have returned to Safety Bay more will follow. We can guarantee great sailing, good winds and crystal clear waters.

### BRAIN TEASER 1

Can you find the hidden countries? In each case, the letter indicates the first letter of the country in question, the number represents the number of letters in the country. For example, E7 would be England

Z6, L10, I9, E7, B6 J7

## Reflecting on our first season sailing a Mirror.

On a sunny Sunday afternoon in September 2009, on a family visit to the Royal Show we came across the Mirror Association stand. I vaguely knew what a Mirror was from my junior days sailing a Pelican at SoPYC but without the distinctive red sails it was only the hull shape that confirmed to me that this Bermuda rigged fibreglass dinghy on display; later identified as the Stout's new Vasco Mk3 boat, was in fact from the same class I distantly recalled. As an eight year old Mirrors seemed an intimidating class being bigger and with more sails than a Pelican. But, now at 43 years old (and six foot two) a Mirror looked manageable and the ideal boat for an introduction to sailing for my nine year old daughter and a return to sailing for me after more than 20 years. A discussion with our only friend recently involved with sailing, Toby Hodgson (at the time I was ignorant to the fact that he had been the class coach), led to an introduction to Geoff Wilson and an invitation to borrow a boat for a test sail at RFBYC.

Sidonia and I arrived at the yacht club bright and early on a Sunday morning with a fresh 25 knot breeze already blowing. I successfully hid my apprehension from Sidonia whose only previous sailing experience had been a few times surfcatting on Perth Water. Luckily she was blissfully unconcerned by the conditions! This started to change when she heard the loud flapping of the sails as we were launching and her demeanour deteriorated rapidly as we hit the water. Twenty minutes of crying and screaming "I don't like this!" and "take me back!" ensued. Only after repeated promises that nothing bad was going to happen did she calm down enough to only complain about being cold and wet. Luckily the boat remained upright and, relieved at having survived, Sidonia was coaxed back the following week to try again.

The next week, with only moderate winds, the hysteria was reduced to about ten minutes before Sidonia settled down. We did capsized that day but Sidonia took it in her stride and was warmer and happier in a wetsuit.

By this time we had found out about the World's to be held in Albany in fifteen months time and thought we could manage to meet the not too onerous entry criteria of a legal boat and sailing in the pre-Worlds.

An introduction to little John soon had us in a brand new Mk3 that Sidonia named 'Bulletproof' after her favourite song at the time.

So, now started the serious business of getting up to speed in club racing in preparation for the Worlds. Each week presented a new rigging challenge; jib sheets go inside the shrouds, a new rule to learn; don't sail through the start/finish line downwind, a new course to remember; how many sausages have we done?, new disasters to be avoided; stay well clear of Oppy sailors in Pacers, and new tactics to be learned; don't try to out-point Geoff Wilson!

Sidonia still lost it occasionally when things didn't go to plan but could be placated after a few minutes. I remember sailing downwind alongside Rik Thornton in one race as he kindly offered words of consolation and encouragement to my sobbing crew. He later commented, "sailing the boat was about the third thing you were doing".

By maintaining crew motivation and for the most part, avoiding repeating mistakes, we made progress and we gained skill and confidence. Sidonia was delighted when we started doing well enough to earn a pennant for our efforts and she started to enjoy the



## Reflecting on our first season sailing a Mirror. Continued from previous page

competitiveness “go faster Dad, they’re beating us!”.

The highlight of our season was competing in the State Championships held in Mandurah over a long weekend. Despite, for the first time, being outside our ‘river’, and ‘small fleet’ comfort zone and Sidonia’s apprehension; “Will there be sharks?” we had a great time with the whole family including, grandparents. There were still new mistakes to be made; it’s best to be moving forwards when the starting gun goes, but it was a thrill to lead the fleet around the first mark in one race even if it was more through luck than skill.

We have thoroughly enjoyed our first season sailing Mirrors. Thank you to everyone at RFBYC for making us so welcome, to John Collova for building us a fast boat and to all Mirror sailors for the competition and great fun. We’ll see you in Albany for the Worlds.

Simon Barwood  
AUS70599 “Bulletproof”

Ps...I’ve started preparing Sidonia’s three year old brother, Tyson, to be my next crew by taking him sailing when the winds are light. He’s good company but not much help with the sailing especially when he falls asleep mid-river! I had to wedge him between the tank and toe-strap for the half hour sail back to the rigging beach. Thankfully the lifejacket



provided good neck support and he slept soundly for another half hour on shore while I de-rigged the boat around him.

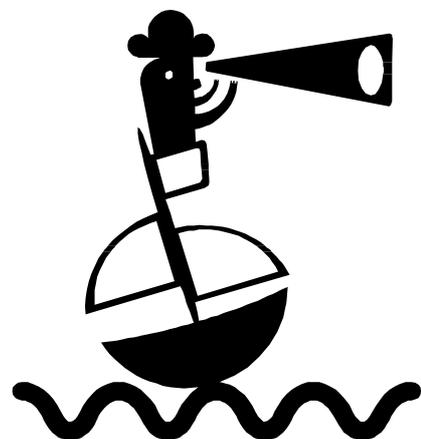
### ANSWER TO BRAIN TEASERS

1.

Adam wears a yellow hat and red clothes.  
Bob wears a blue hat and blue clothes  
Charlie wears a red hat and yellow clothes

2.

Zambia,  
Luxembourg,  
Indonesia,  
Ecuador,  
Brazil (or Belize)  
Jamaica



## MIRROR CLASS ASSOCIATION OF WA



**MONDAY 26TH APRIL 2010  
SUN CITY YACHT CLUB BECAME THE PROUD OWNERS OF THE MIRROR DINGHY DONATED  
THROUGH THE MIRROR DINGHY ASSOCIATION.**

**Geoff Wilson. Commodore Ann Santry and Rear Commodore Peter Todd.**

On behalf of the members I would like to offer our thanks to the Association for the generous donation and to Geoff Wilson who gave up his valuable time to deliver the dinghy, and spend time to offer valuable advice on rigging and the condition of our other Mirror Dinghy's.

The club is very much appreciative of the help offered as we venture into offering young people in the area the opportunity to join the club sailing program.

With the excellent facilities in the marina's protected waters it is possible to sail most of the year.

The dinghy was given its maiden trial by Aaron Todd and Bill Ausling two juniors who gave the boat their seal of approval finishing with a "capsize".

Concluding –

**A VERY" BIG" THANK YOU FROM SUN CITY YACHTCLUB.**

Commodore Ann Santry



mirror

images

## MCAWA PRESIDENT RIK THORNTON IS 2009 2010 TRAVELLERS CHAMPION

In any sailing it is consistency that counts. You have to be in it to win it. This year we had a total of 31 boats sail at least one heat but there were only two that sailed the required four races including one country race.

Congratulations to our President Rik Thornton who won this years event. In close second place was Rex Henderson. Rik sailed with his sons Scott and Lucas well done crew. Rex sailed with his son Andrew and sailed one race with James Stout.

Two heats were a total wash out. Not one Mirror sailed the Indian Ocean Regatta and similarly no-one traveled to Maylands.

Simon and Sidonia Barwood showed great form by winning two heats. The Mandurah heat and the RFBYC heat. An excellent result for sailors in their first year of Mirror sailing.

Nicko Striega also put in a great performance but was ineligible for the overall prize as he only completed three races.

### **Aim of the Travellers Championship**

To promote the International Mirror Class throughout the state of Western Australia

To promote participation and sailing excellence.

To promote fun and friendship between sailors, crews and their families and supporters

### **Ethics of the Travellers Championship**

Place safety and welfare of participants above all else

Encourage the participation of all Mirror sailors

The Championship is to be fair for all participants

Good sportsmanship is of the utmost importance for participants, supporters and spectators

To be eligible for the overall Travellers Championship a skipper must complete at least four races of

which one must be at a country location.

The skipper may change boats and crews throughout the series.

To be eligible for prizes the skipper and crew must be financial members of the MCAWA. At the discretion of the MCAWA non members may be allowed to enter Travellers Championship races but they will not be eligible for prizes.

To be eligible for prizes the boat must have a valid measurement certificate and comply with the Class rules. However the MCAWA Committee has the right to wave this rule for any Mirror dinghy if it deems that the non compliance with the class rule or lack of measurement certificate does not advantage the skipper in any way. (For clarity no sailor is to be excluded if they have a lesser quality Mirror dinghy)

The Travellers is a great way to meet other sailors, visit other clubs and improve your sailing. Make sure you join in the 2010-2011 series.



**Rik Thornton**  
Travellers Champ 2010



**Rex Henderson**  
Travellers  
Runner Up 2010



## MIRROR CLASS ASSOCIATION OF WA

### MANDURAH MIRRORS

Mandurah's Mirror sailors enjoyed their sailing season. Our numbers were a little up and down with an average of 4 boats racing throughout the summer. We lost last year's champions to the 420 fleet but we gained a few new faces as well.

The highlight of the year for us was definitely the state championships that were held at MOFSC. It was a great experience to race against the best crews in the state.

This years club results were:

2nd place: Scott Mann and Hamish Puttman in Scorpio

1st Place: Spencer and Holly Snell in Hi-Tech

Thanks to the Perth Mirror contingent who gave up their time to coach us on a Saturday morning during the season. It was great to get some extra help.

Regards

**Spencer Snell**



### MAYLANDS

The loss of sailors from Mirrors to Lasers and work commitments of Mirror stalwarts has resulted in the Maylands competitive Mirror fleet again falling by the wayside. With no encouragement and stewardship those that have done the sail training course in the last two years have not stayed on as our Mirror fleet.

The Club however still has a strong commitment to the Mirror, which is evident by the purchase of further Mirrors for the sail training courses. However Maylands does not appear to have adequate human resources to convert that into a permanent Mirror fleet. Those that formed our Mirror fleet of two years ago and still remain sailing (80%) of them are all now sailing Lasers. Some of them are doing very well in the Laser.

Lets hope Maylands can get a Mirror fleet back up and running this coming season. Maylands is an interesting place to sail and very good experience for sailors looking for experience in different wind conditions

### MEASURERS REPORT

Although there has been plenty to do with National issues and some international problems. I get the strangest feeling it is the calm before the storm as we get closer to the Worlds.

Arrived this month was the latest release from Dinghy Sports. And new set of sails from Hill. The boat arrived un-measured and you guessed it, 4 items did not measure in. Luckily 2 of these were easily rectified. The 3<sup>rd</sup> if I have my way with the World body will be cleared up soon and the 4<sup>th</sup> a lot more challenging as involved a hull measurement.

This took a week to resolve with many emails. The Mirror rules are in the process of being re-written to a common ISAF rules format which will take away many unnecessary rules we presently have and simplify measuring GRP hulls.

Also arrived this month was the latest build from Vasco, with a set of North sails. Sorry to say I have not had a chance to measure these as yet.

The proposal to the World body to allow sleeved 50ml mast will have been submitted by the time this goes to print. It was pleasing to see all states were united in wanting this and no objections were received which made the submission so much easier. Also on the changes proposed was to allow a window in the main sail.

We now have a Mast, Boom, spinnaker pole measuring Jig, a template for the mainsheet attachments points and gauge for the centerplate projection ready for the Worlds. To come is some tools to measure the blade thicknesses and the rudder length, and hopefully a set of Mylar sheets foe sail measuring. I am chasing the National body to fund this.

Till next report.

**Measurer - Geoff Wilson**



## HILLARYS YACHT CLUB WELCOMES SAILORS TO ITS WINTER TOWARD THE WORLDS SERIES

Hillarys Mirrors have struggled again this summer season however the winter series is showing a revival.

Six Mirrors competed during the summer series but only two completed enough races to be considered for trophies. Well done Mark Pitt and Michael Burbidge in Taking Off and Martin and Brad Thomas in Looking Glass.

The HYC dinghy presentation night was a great success with over one hundred sailors and friends turning up. Lots of trophies, the slide show of our sailors in action and an excellent buffet.

The winter series with its Towards the Worlds program has started more strongly. The first day was terrible weather with an ominous forecast for high winds. Five HYC Mirrors entered the race but disappointingly no Mirrors from other clubs.

Julie and Scott Olsen gave some excellent coaching under very trying conditions.

Hillarys Yacht Club training officer Chris Kelly is training a mark laying crew for the ISAF worlds next year. With this in mind Chris took the fleet south of the Marina rather than north where we normally shelter behind the reef closer to the launching area when there are strong winds expected.

The mark laying crew did an excellent job and the race started on time. Julie and Scott worked hard in the coach boat with the rain and waves. They rounded up the Mirrors and the fleet got off to a good start. They then gave help with vang and out-haul settings and where to sit in the boat.

The Mirrors had nearly completed the course when a gust of over 30 knots was recorded on the start boat. Now this is when sailing on the south side can really become fun for experienced crews as the waves build and surfing down wind is at its best. However not knowing if conditions were going to improve the Race Officer did the only thing possible and abandoned racing.

By the time we returned to shore the wind had dropped and the rain had almost gone away. Julie and Scott gave some excellent coaching tips to the tired and cold Mirror Sailors. In particular they emphasized the need to mark setting on sheet ropes and the centre board.

Julie pointed out that by marking the spinnaker guy rope with the cleating position of the pole fully back for direct downwind and fully forward for a beam reach you can have your pole in the right position when your hoist the spinnaker thus getting it to work faster and easier.

Julie and Scott also suggested that we get some number label strips and place them on the boom so as to have definite setting for the out haul and be able to do comparisons with other boats.

Julie and Scott then explained the effect of changing the height of the jib and the need for tell tails on the leach. Many thanks to Julie and Scott for their excellent help.

Remember the HYC winter series is open to all Mirror sailors and we have a fantastic group of coaches lined up.

### BRAIN TEASER 2

Adam, Bob and Charlie are wearing clothes and hats of three colors: red, yellow and blue. From clues below, figure out the color of the hat and clothes each eman is wearing.

1. Adam doesn't wear a red hat, and Bob doesn't wear a yellow hat
2. The person who wears a red hat doesn't wear blue clothes
3. The person who wears a yellow hat wears red clothes.
4. Bob doesn't wear yellow clothes

SEE ANSWER LATER IN THIS IMAGES

## TRADING POST NEW & USED

### LOCATION – PERTH

#### **Neptune** – 69292 \$1250.00

International wood boat. Ready to sail.

Has full set of sails. Gaff rig. Needs a little tlc

Contact Robert 9286 3386 [rlarb@iinet.net.au](mailto:rlarb@iinet.net.au)

#### **Vigilante 10** – 70610

International Mk3 Mirror by Vasco Boats (John Collova)

If you want the worlds best

call John on 0407 472 077

#### **Loushing** — 70588 \$6500

Built 2009 Dinghy Sports Australia. MK 3 boat.

Comes with launching trolley, blades, and cover.

Near new boat, ready for the Worlds in Dec.

Contact Chris 0459 196 333

## JOHN COLLOVA IS REDUCING HIS FACTORY STOCK

There will be some bargains.

John will continue to provide specialized Vasco GRP dinghy hulls. Fit out, masts and sails will be negotiable.

John is also capable of doing repair jobs on all types of dinghies

John is a licenced wooden Mirror kit manufacturer. Wooden kit parts are available.

John requires orders for two or more kits to justify the importation of specialized plywood for hulls.

### FOR SALE

Masts second hand and new are available

Booms second hand and new are available

Spinnaker poles—new types coming

Secondhand and new sails

One wooden mirror Mk3 style (subject IMCA ruling)

One GRP Mk3 Mirror Vigilante X

One set gaff style set up

For inquiries ring John on 0407 472 077

## NEWS FROM SOUTH AFRICA

Courtesy IMCASA

### 2010 South African National Championships

The Mirror fleet mustered a total of 25 boats for the 2010 National Championships, with visitors from Natal (1), Northvaal and E. Cape.

Sailed over Easter at Theewaters, together with Fireballs and Stadt23's, only 6 races could be completed over 4 days. On Friday the wind was light- 2 windward / leeward races were completed (by those who could make the time limit). On Saturday morning, there was again no wind, but it filled in in the afternoon, becoming quite strong. 2 more races were completed (triangles this time!)

Two races were sailed on Sunday morning, also in a fresh SE. The dinghies went in for lunch, while the Stadts sailed 2 more races. The dinghies went out again after lunch, but were sent back to shore, as the wind was gusting over 30 knots.

An early start was scheduled for Monday, but the wind had blown all night and was still strong at the starting time. An hour later, racing was abandoned. As it often happens, the wind then eased. Some of the top Mirrors then went out to practice and to allow promotional photos to be taken.

The front end of the fleet was once again dominated by the Robinsons. They got most of the 1sts and 2nds, leaving scant pickings for the rest. There was a tie on points for 1st place, broken in favour of the new National Champions - Brennan & Michaela Robinson. Ryan & Ricky Robinson had to be satisfied with the silver medals. Third place went to the team of Fuad Jacobs and Tashreeq Abrahams.



**Brennan and Michaela Robinson 2010 Champions**

### IMCASA Call For Tenders



The International Mirror Class Association of South Africa is calling for tenders to build the MK3 Mirror Dinghy in glass fibre in SA. Famous designers, Phil Morrison and Derek Clark are digitising the fastest boat shape, to produce a milling file which will be made available. The SA Mirror Team, who will be going to the Mirror Worlds in Australia in January 2010, would like to take glass boats in which to sail.

Please contact CTBi on (021) 447 6541 or [info@ctbi.co.za](mailto:info@ctbi.co.za) to acquire the tender documents.

### SOUTH AFRICANS TO PRODUCE Mk3 MIRRORS.

The South African Association ran this advertisement in the May edition of "Launch", the Cape Town Boat Builders news letter.

They appear very serious about having good boats for Albany.

## PRINCESS ROYAL SAILING CLUB MIRROR NEWS

Another season has come to an end at Princess Royal Sailing Club and it has been a very interesting season with 4 new Mark 3 boats making their debut at the club. The development of the younger sailors at the club continues with the Saturday morning Mirror Development Squad. Interest has also been building for the Mirror National & World Championships to be held at the Club from 26 December 2010 to 8 January 2011.

On that front a General Meeting of the Club was held recently to approve over \$200,000 worth of Infrastructure Projects at the Club. I am very pleased to report that the motion was supported by the Members of the Club and that work has already commenced on a couple of the projects with the two larger projects, connecting to the Deep Sewerage and Lower Deck Extensions, commencing shortly. The Club will be a hive of activity over the winter months.

The Club recently held its Trophy Presentation night a couple of weeks ago and it was pleasing to see the trophies shared around a bit but the big winners on the night were Nathaniel & Ethan Brough, who won the Club Championship and Consistency trophies plus a number of other trophies. The keys to Nathaniel & Ethan's success was sailing as often as they could and staying in the same boat.



Congratulations to Nathaniel & Ethan for their Consistent Season of Sailing.

Another successful combination for the season who took home a number of trophies won during the Autumn Series was Peron Pearse & Jade Waters. It's great to see the development of these two sailors and being their first season together means its onwards

and upwards from here. We just need to get Jade reading some sailing books and then they'll become unbeatable J



Congratulations to Peron & Jade

Congratulations to all other trophy winners on the night.

We've also been holding a few races on Saturdays since the end of the official season whilst the keel-boats conduct their Winter Series to keep us all in practice during the winter layoff period. Conditions on each of the 4 Saturdays of racing have been ideal to date with relatively light winds enabling those out sailing to practice their light weather skills. The young ones have still got a bit to learn about sailing in light winds with yours truly and Sara beating them regularly.

**BODYCARE**  
health club

With the Worlds only 7 months away everyone needs to get into shape and thanks to Body Care Health Club all aspiring PRSC competitors will be joining in a fitness program to get them prepared for the rigours of racing up to 27 races in a 10 day period for the Nationals and the Worlds. Will you be in shape?

Till next time have a great winter but make sure you get out on your boat and learn all you can before it's too late.

Paul Terry

## UPWIND TACTICS

When you are on Port tack you must give way to boats on Starboard. When approaching an oncoming Starboard tack boat you need to decide whether you have room to cross in front of them or need to give way and change course..

Most mirror sailors when on Port tack give way to a Starboard tack boat simply by ducking behind its stern and continuing on Port tack or else tacking on to Starboard early. However there is another possibility, Lee Bow them.

Diagram 1 the shows two areas of bad wind effect by a boat sailing to windward. On the leeward side there is a zone of blanketing (dark hatched zone) where the wind is simply stopped from getting through. A boat caught in this zone will soon fall behind the windward boat. However not so readily recognized is the much large area of disturbed wind on the windward side (lighter shaded area). A boat caught in this area will soon loose boat speed and fall behind the leading boat. See diagram 2.

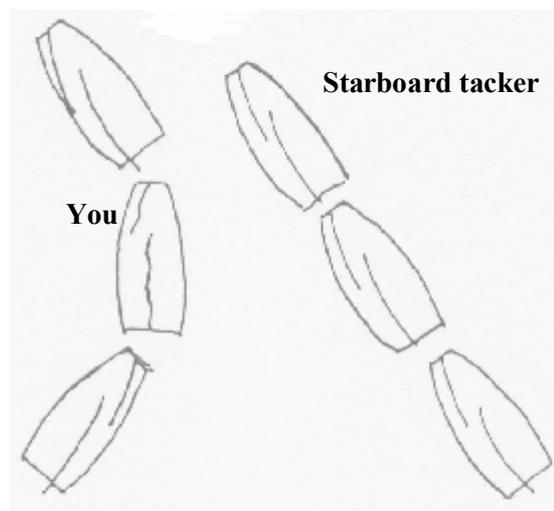
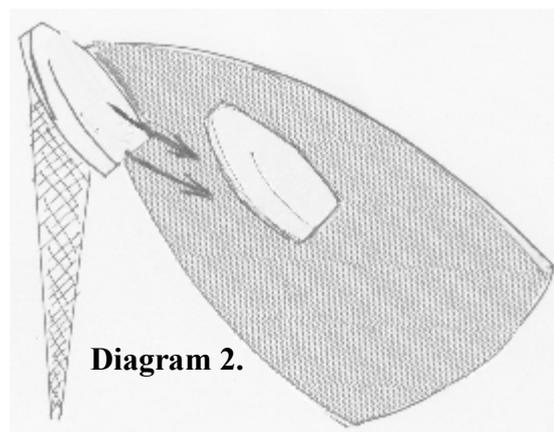
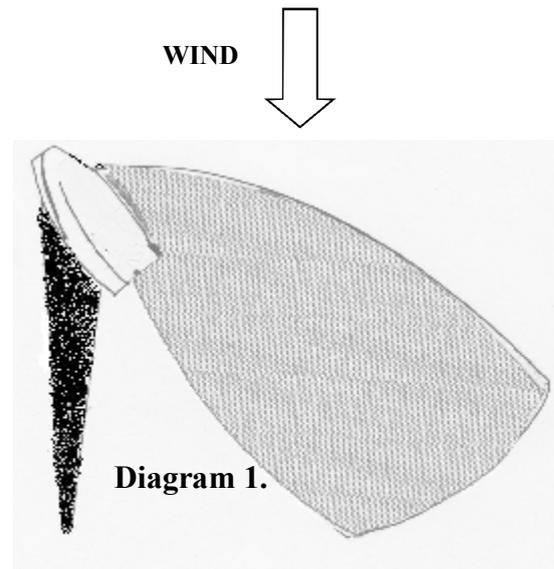
**Question** - How do you make use of this?

**Answer – Lee Bow them.** Force the Starboard boat into the disturbed wind on the windward side

To Lee Bow a boat you simply tack slightly ahead of them and onto their leeward side. This is shown in the diagrams below. If you have enough speed, you can feed the windward boat bad air, this of course means you must execute an excellent take and come out of it with good boat speed. However be careful because if you are moving too slowly the starboard tacker will simply sail over you.

If you want to make a Lee Bow work you must always be ahead of the approaching Starboard boat. The distance you need to be ahead depends on a number of factors including the skill of your crew, wind velocity and wave conditions. A rough guide is that you require about half a boat length in front of the other boat. In other words if you were in the position where if you kept going straight the Starboard boat would hit you amidships or further aft.

Practise this maneuver it really can work well.



We need *your help* with this ....

## Sponsors Required for Worlds Charter Boats

MCAWA has contracted to purchase four new Mark 3 Mirrors for use in the Worlds and is seeking a sponsor for each boat. This is an ideal opportunity for businesses (especially those with international relationships) to support sailors from overseas whilst at the same time promoting their business.

Please contact me if you have any potential sponsorship leads as it is a significant financial commitment by the MCAWA.

Rik Thornton email [rik@wastationery.com.au](mailto:rik@wastationery.com.au) or phone 0419 912 475.



Americas Cup 2010 BMW Oracle above left



# MIRROR CLASS ASSOCIATION OF WA



## TOWARDS THE WORLDS HILLARYS YACHT CLUB



With the Mirror World Championships here in Western Australia and only eight months away it is time to get in some training. Hillarys Yacht Club has arranged a short winter program of six races as a **TOWARDS THE WORLDS** event.

Hillarys has arranged for expert Mirror sailors to be on the water and on the hard stand before and after the races to give sailors help and sailing hints.

**Come and get advice from the best Mirror sailors in Western Australia. Our team of experts include;**

### **Tessa Parkinson**

Tessa sailed her first World Championship in her beautiful wooden Mirror Crescendo at Howth Ireland in 2001. Since then Tessa has gone on to win many World Championships and of course the 470s Gold Medal in the 2008 Olympics

### **Justin Mann**

Justin sailed his first World Championship in South Africa in 1999. In 2000 he won the Mirror National Championship. Since then he has done match and offshore racing

### **Julie and Scott Olsen**

At short notice Julie and Scott have agreed to help out with coaching. Julie is an experienced Mirror sailor having competed in her first Mirror Worlds in 1997. Julie is also the author of a guide for Mirror sailors. Scott is an experienced Mirror sailor with a number of top trophies to his name.

### **Tim Castles**

Sailed his first World Championship at Howth Ireland in 2001 and was WA State Mirror Champion in 2002. Since then he has gone on to win many prestigious events. He was WA State Laser Champion four years in a row.

### **Sailing Dates Are**

Date	Briefing	Race start
22-May-10	8.30	9.45
12-Jun-10	8.30	9.45
26-Jun-10	8.30	9.45
10-Jul-10	8.30	9.45
24-Jul-10	8.30	9.45
7-Aug-10	8.30	9.45

Yes races are all on Saturday mornings so they do not clash with other clubs.

All Mirror sailors are welcome.



**Tessa Parkinson sailing Crescendo in 2000**

