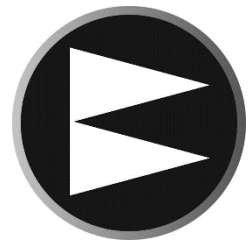


# 125 Newsletter

February 2017



# President's News

Happy New Year to all 125ers. The past couple of months have flown by and we are now on the count down to Easter and the 36th State Championships at the Esperance Bay Yacht Club. If you have not already organised yourself for that event don't delay. There is still accommodation options and the ability to get on a boat if you haven't arranged one already. We will of course be running the Wooden Boat and JAM Bandit Championships again so there really is no excuse not to get on the water.

Since my last report the 40th Australian Championships were held in Victoria by the Altona YC. I am pleased to say our two boats Going Gonzo (Nic and Alex) and Summerdayz (Felix & Cally) did us proud. Nic and Alex were in the hunt for the win until the penultimate day and showed our fleet has the speed to match it at the top. Felix & Cally despite some bad luck showed their stuff and I am sure created some memories that will last forever. Well done to you both.

National attention now shifts to the 41st Australian Championship which will be hosted by the NSW Division at the Gosford Sailing Club. Dates will be 28th December 2017 to 6th January 2018

125s in the Metro area have a busy calendar with the "Rumble in the Reach", HMAS Perth Regatta, "Pot of Gold", "Three of a Kind" and Applecross Cup all on the to do lists. In amongst that we also have the Walpole "Regatta in the Trees" where for the first time we will see travellers from Esperance join us to make us one of the largest fleets at the event. This is a fantastic outcome and hopefully we can continue this in future yours to bridge the divide in distance between the Esperance fleet and Perth.... who knows, maybe some other clubs may get the message too!

Finally, I would like to thank all our volunteers who have, and are, working away to make this season and the next successful and fun for our sailors across WA. We have some exciting times ahead and need all the help we can get. If you would like to be part of the committee or volunteer your skills you have the opportunity at the Annual General Meeting which will be held on Saturday 15th April at Esperance Bay Yacht Club. This is also the forum for your ideas and feedback and I encourage our Junior/Intermediate aged group sailors to have their say too.

Kind Regards

Andrew Tailor  
National 125 WA Association President & Life Member



# Nedlands Yacht Club

Things are looking up at Nedlands despite the heavy conditions that seem to keep boats off the water on some of our scheduled Sunday racing.

The Rumble in the Reach in January provided some close and interesting sailing in confines of the waters in front of East Fremantle YC and saw Chunky Custard and Flash 3 with a few bunch up of boats at the bottom mark. Local knowledge paid off for the EFYC sailors with other boats needing the first 1 or 2 races to work things out.

Congratulations go to our travelling pair of Nick and Alex in Going Gonzo, who drove across the Nullarbor to compete in the 40<sup>th</sup> National Championships at Altona Yacht Club in Victoria from December 28<sup>th</sup> to January 3<sup>rd</sup>. In very testing and windy conditions, rain and close racing they came home with a second place behind local Victorian champion and 125 boat builder Jim Scott. Well done boys.

A change of boats has occurred at Nedlands with Stephen and Kevin Seaton now owning a plastic boat after many years sailing the competitive wooden boat Chunky Custard which continues to be reliable and fun to sail. We are getting used to the different handling of the fibreglass hull, with a capsized in our first sail as Stephen was fiddling with the mainsail controls. We are looking forward to sail her over the coming months.

After a cancellation of the first three races the Short Course Regatta due to strong winds in November at NYC the second day of racing was held on 5<sup>th</sup> February. There was almost a complete reversal of conditions with light and shifty easterly winds. A large fleet of 53 boats comprising cruisers, Hobie cats, invited Pelicans and 5 125's competed. This led to many tight rounding's with cruisers, cats and dinghies coming from all directions. Overall it was a good days racing.

As part of the traveller series we saw ten 125's competing in this year's HMAS Perth Memorial Regatta. This year the regatta was held as part of the 125's Rob Webb traveller series and also marked the 75<sup>th</sup> Anniversary of the loss of the HMAS Perth. Traditionally, this race has been held under strong winds, however this year conditions were a little different with a gusty Northwesterly. A close battle for 1<sup>st</sup> took place with close sailing and gusts catching a few boats, including us, making for a scramble to re trim the spinnaker on the reaches.

Looking forward to the rest of the season and competing with our 125 sailors.

Kevin and Stephen Seaton

# Nedlands Yacht Club



Rumble in the reach on 21<sup>st</sup> January at EFYC



Short course regatta on 5<sup>th</sup> February at NYC

# Hillarys



Hi All,

On Saturday, 25 February, Hillarys is hosting its annual event, Pot of Gold.

The Pot of Gold Race at Hillarys commenced in 1994 and was an event created by HYC to encourage sailors throughout WA compete in a Regatta in Offshore, Inshore and Dinghies on the same day with a presentation and celebration in the Clubhouse afterwards. The prizes are presented in gold coins and over its lifetime over \$100,000 has been distributed!

Registration is online and the fees are \$30.00 for multi crew boats. It would be great to get as many boats there as possible, as it is a part of the Rob Webb Traveller's Series!

Notice of Race and information on how to register and pre-order lunches can be found at the link below:

<http://www.hillarysyachtclub.com.au/sections/pot-of-gold-2017.html>

Hope to see you there!



Pot of Gold 2016



# East Fremantle Yacht Club

East Fremantle Yacht Club hosted “Rumble in the Reach” on Saturday 21<sup>st</sup> January. The event showcased 125’s, Sabres and Pelicans, who competed in three short morning races, directly in front of the clubhouse.

125 race results were:

## **Race 1:**

1<sup>st</sup>: Ruckus Bus - Richard Howell & Julia Watts  
2<sup>nd</sup>: Bite the Bullet - Kevin Robson & Taylah Robson  
3<sup>rd</sup>: One Too Many - Andrew Tailor & Chloe Back

## **Race 2:**

1<sup>st</sup>: Trouble Maker - Scott Fallows & Grant Fox  
2<sup>nd</sup>: One Too Many - Andrew Tailor & Chloe Back  
3<sup>rd</sup>: Ruckus Bus - Richard Howell & Julia Watts

## **Race 3:**

1<sup>st</sup>: One Too Many - Andrew Tailor & Chloe Back  
2<sup>nd</sup>: Bite the Bullet - Kevin Robson & Taylah Robson  
3<sup>rd</sup>: Black Magic - Simon Stone & Mitch Stone

## **Overall Results:**

1<sup>st</sup> One Too Many - Andrew Tailor & Chloe Back  
2<sup>nd</sup>: Ruckus Bus - Richard Howell & Julia Watts  
3<sup>rd</sup>: Bite the Bullet - Kevin Robson & Taylah Robson

The afternoon was an absolute spectacle of Sport Boat racing. It was riveting viewing from the balcony at EFYC. All races were commented by Sports Radio and the atmosphere was amazing. Well worth putting that day aside on the calendar to come down and watch next year.

## **EFYC Club Heat 4**

Windy day gusting 29 knots. Four boats started, one boat finished.

1<sup>st</sup>: The Pest – Connor Deaville & Kadin Anketell Walker

## **EFYC Club Heat 5**

Hot day with very little wind. Four 125’s and one pacer started and two boats finished in the allocated race time. Zoie and Tessa only scraping in with five seconds to spare.

1<sup>st</sup>: One Too Many – Andrew Tailor & Chloe Back  
2<sup>nd</sup>: Boogie Nights – Zoie Shiner & Tessa Canci



# A Note from the Measurer

With the State Championships just around the corner, I would like to remind everyone that you will need to have any new sails measured beforehand. You will also need the measurement certificate for your boat.

Please let me know if you need anything measured so that we can organise to have this done (by either myself or your club measurer) before States. There will only be very limited time before racing, so best to get everything measured beforehand.

I would also like to bring a couple of the class rules to your attention. Rule 1(f) states that “if significant changes are made to the boat or rigging after a class certificate of measurement has been issued the owner must arrange appropriate re measuring to maintain the validity of the certificate.”

This rule covers obvious changes to the boat but also includes changes such as new spars, re fairing of the hull and changes to the location of some fittings such as the jib track location. Please let me know if you have made any changes to your boat or rigging to ensure that your certificate is kept valid.

Some further rules that might be of interest (especially before States) are below:

## 3.3 JIB FAIRLEADS

Jib fairleads may be fixed or adjustable on a single track. The point of entry of the jib sheet(s) to the control system shall not allow the clew of the jib to be closer than 350mm to the centreline of the hull. The position of the clew shall be measured by taking a straight line between the bow and the jib sheet(s) control system and measuring along this line to a point 1740mm from the bow. Barber hauler type devices are not allowed.

## 3.20 JIB LUFF TENSIONER

Jib luff tension may be readily adjusted whilst sailing, but only by a control line from the jib tack corner.

## 3.22 TOWING FAIRLEAD

A ring or fairlead, constructed of solid stainless steel of minimum thickness 4mm and not less than 38mm internal diameter shall be secured to the bow on the centreline, by which the yacht may be towed or through which a towline may be passed to the thwart.

## 3.23 NAVIGATIONAL AIDS

The use of ‘on board’ electronic and or solar powered navigational aids such as Tacktick and GPS systems is NOT permitted. Conventional rotating compasses and time keeping devices are permitted.

## 4.1 SPARS

(e) Sail limit bands on the mast and boom shall not be less than 20mm wide and shall be permanently painted on. The bands shall be clearly discernible whilst sailing. Bands on the mast shall measure 710mm minimum from the lower end of the extrusion to the inner edge of the band and 5570mm maximum to the inner edge of the upper band. The upper edge of the full boom section shall not be set lower than the upper edge of the band. Whilst racing, the mainsail shall be set within the limit of these bands.

(f) The mast section shall be sealed against the ingress of water except for a 3mm diameter drain hole in the base.

Feel free to contact me with any measurement queries.

Tom Ainge  
State Measurer  
tomainge@gmail.com

# National 125 Australian Championships

2016/2017

Altona Yacht Club  
Victoria





# Nationals Report from Nic Mariani

The 2016-17 National Titles was held at Altona Yacht club in Melbourne. There was a turnout of eighteen boats with two boats travelling across from WA (Summerdaze 3137 & Going Gonzo 3195). Overall, racing at the pointy end of the fleet was as close as it always has been, with some great competition.

The regatta was one of picking shifts and sailing smart instead raw speed. The storms that passed over the country led to erratic weather which made it hard for the wind to stick to a direction, making it hard to set a true course. There were even some big shifts mid race which also favoured the more observant sailors.

Races one through five were light to moderate wind with a large amount of chop favouring the lighter end of the fleet. After some praying to Huey the wind kicked on the 3rd day to a constant 13kn -17kn gusting 22kn at times, opening up the field to some of the heavier crew combinations.

In the end, the Regatta was won by Screaming Goats, sailed by Jim and Alecia Scott who sailed a very consistent regatta with no result outside of the top three. Felix and Cally also had a great regatta, unfortunately a forgetfulness (not signing on) and a very unfortunate gear failure in race seven (while they were in fourth place) led to them being pushed back to 9th overall, congratulations is due all the same.

The top 6 results and their points are as follows.

Screaming Goats (3191): 2, 1, 3, 1, 2, 1, 3, 2 = 9

Going Gonzo (3195): 3, 2, 1, 2, 6, 2, 2, 8 = 12

Bullet Steel (3158): 1 4 5 8 1 4 19(DNF) 1 = 16

Carnivore (3139): 4 3 6 4 3 3 1 3 = 17

Inside Joke (3125V): 5 6 4 7 5 17 6 5 = 31

Beyond expectations (3176): 8 7 8 6 8 10 5 7 = 41

# Upcoming Events



## FEBRUARY

Saturday 25th

Pot of Gold

Hillarys Yacht Club

Sunday 26th

Three of a Kind

Mounts Bay Sailing Club

## MARCH

Saturday 4th - Sunday 5th

Walpole Regatta

Walpole Yacht Club

Saturday 18th - Sunday 19th

Applecross Cup

South of Perth Yacht Club

## APRIL

Friday 14th - Sunday 16th

36th State Championships

Esperance Bay Yacht Club

## JUNE

Saturday 3rd - Sunday 4th

Batavia Regatta

Geraldton Yacht Club

# Rumble in The Reach

Well...we Rumbled and....

And what an excellent event it was.

Eleven 125s taking on the flukey west/southwesterly with an incoming tide threw up three different race winners. We shared the close confined race course with Pelis and Sabres. Being the first to the top mark seemed to be no advantage as the winners all worked their way through from different positions.

Race 1: Richard and Julia chalking up their first 125 race win on 3069 Ruckus Bus followed by Robbo on 3185 Bite the Bullet and a fast recovering 3196 One Too Many.

Race 2: Scott Fallows and Grant Box took out their first 125 race win on 3084 Sky Drive after lifting over One Too Many 50 meters from home. Ruckus Bus proved heat one was no fluke by slipping into 3rd.

Race 3: Starting at the jetty end of the line paid handsomely for Robbo and Tayla along with Stoney and Prof on 3194 Black Magic.

One Too Many made their move on the second upwind and held on for the win over Bite The Bullet and Black Magic.

## **Overall Results:**

1st One Too Many (Andrew & Chloe)

2nd: Bite The Bullet (Kevin & Tayla)

3rd: Ruckus Bus (Richard & Julia)

A good day for the mixed teams.

Thanks to everyone who took part and to the Volunteers and staff at EFYC for running this unique event which we hope was improved by the involvement of dinghy sailors from all age groups.

Hopefully we get invited back again.

- Snodge



# Q&A with Jamie Thomson

*Jamie Thomson has won 8 National Championships in 125s, his first being in 1985/86 in Tasmania and his most recent in 2015/16 in WA. During that time he has passed on his knowledge to countless 125ers along with building championship winning sails for 125s and many other classes. His 3072 "Madcow" spawned numerous moulds and copies which helped spur on the class during the transition years from Plywood to GRP. There would be few who have contributed more to the class as a competitor, supplier administrator and voice of reason.*

**Being a sailmaker, do you have some sail-care tips that you could share with us?**

Number 1 thing to do that will prolong the life of your sails is to minimise the flapping your sails get. Every flap is flexing the fibres, especially around hard spots like batten ends, and this weakens and eventually will break the fibres. It also breaks down the resin that is found in racing cloths. The resin helps the cloth retain it's shape, especially on the bias. When this goes, your sails stretch out of shape easily. So what this means is you should leave your jib furled until you are in the water and ready to go, and then furling it again as soon as you come back in. Hoist your mainsail only when you are ready to go and drop it as soon as you can once you return to shore. This also saves them from excess UV damage as well which also makes the sailcloth brittle.

I don't find it that necessary to wash sails that much, unless they are really salty. The main thing the salt does is corrode the eyelets (and the jib luff wire if that stays in the sail) so they are the only areas you really need to rinse in fresh water. At the end of the season, or before a long break I would rinse the whole sail in fresh water, but only lightly..don't beat it with the water pressure.

Also make sure you always have slight tension on your battens. Even when the sail is stored I prefer to keep just a slight tension on the battens. I have found that when people leave the battens too loose the pockets can get little vertical creases in the pockets that are very hard to get rid of without excess tension on the pockets.



### **Why do you prefer to use a hot-knifed leach on your jibs?**

What I've found is that both hot-knifed leeches and folded leeches stretch and there's not a lot in the time frame of when they do, but when they start to flutter the folded leech will make more noise and be more annoying, when I'd rather be concentrating on the race. I also prefer the clean exit to the sail with no curling that you can sometimes get with the fold. At the end of the day it might make negligible difference to boat speed though, it's just my preference, but it feels faster.

### **How did you become involved in the 125 class?**

They were sailing at my local club and I wanted something a bit more exciting to sail than the Pacer, plus several of my friends had moved in to them. I built one from a template set that my uncle had bought years earlier, a project that he never got around to. That first boat was a disaster. Built outdoors during a damp winter, just about everything that could break (or un-glue!) did break including the side of the centreboard case peeling off one day and later on the whole transom. I learnt a lot from that build!

It took all season to get up to speed in that boat. I used to try to hang on to the leaders as long as I could but we'd eventually drop off. Finally we got the hang of it at the last regatta of the year. I still think it's not a bad technique, if you're trying to get up to speed, to try to hang with the leading boats rather than just go off on your own. It helps to have the 'carrot' there in front of you, plus you can observe their technique better.

### **What is your most memorable 125 experience?**

There are so many to choose from.

One of my favourites was when I sailed with Katie Gill in Mad Cow at the Nationals at Sunshine in NSW. It was very tight going into the last race and any of the top three boats could have won. It was basically whoever finished ahead of the other two. First mark and we are all in a line 1,2,3 with a boat length between each boat. It stayed tight the whole race. When we were passed down the last reach it was not looking good but going up the last beat a rain squall came through, but we were flying and took the lead again. I just remember being drenched with rain and spray, and the exhilaration of an exciting race.

But perhaps a more memorable one was from the same regatta, but on the rest day. Everyone was camped by the lakeside and the day started bright and peaceful. Most of the others were off sight seeing but Katie and I wanted to go for a short sail to see what was around the other side of the island in front of us. So we set off, rounded the island, and then we wanted to see around the next point. A fair while later we ended up at Belmont, right up the other end of the lake! After a little break we decided to head back. By now the Nor-Easter had kicked in and was building. We set the kite for a nice reach. Flat water, sunshine, plenty of breeze, it was a great ride. Only problem was that our rudder lock pin had broken and the rudder was slowly working it's way up. Now the breeze had really picked up and we were hammering along. The breeze kept blowing harder and harder and we kept going faster and faster! It was a thrilling ride but we eventually bought it and had a massive spill. The force of the crash bent one spreader in to a shape we were able to call the cow horn.



### **Why do you enjoy sailing the 125?**

I enjoy it because the boat always feels good to me. The sensation is far better than a bigger boat, especially one with a keel. Sure, there are plenty of other dinghies but you get a lot of bang for your buck with the 125. A nice simple boat that you don't have to spend a fortune on yet still have a great ride. The racing can be top class and, usually conducted with a great spirit of sportsmanship. And to top it off the people in and around the class are great.

### **Are you in a position to confirm or deny rumours that you might be attending the upcoming WA State Titles in Esperance?**

Can't confirm at the moment but certainly tempted to attend. Esperance is a fantastic place to sail, not just for the waters but also the hospitality. I've sailed there a couple of times in the Flying 15s but never in the 125.

### **When you sailed at the 2015/16 Nationals in WA, did you notice any difference in typical boat setup compared to the 125s being sailed in Victoria?**

Hmm, not really. Many boats in the West are set up like the rest of the Victorians with end-boom sheeting. Only difference I could see was that everyone seems to like to rig up on their sides (and why wouldn't you with all that grass and plenty of space) whereas we rig standing upright.

Our boat continues to be one of the only ones with mid-boom sheeting and using a traveller. We are also one of the only boats I imagine without a mast stiffener.

So I guess the typical WA boat is like a typical Vic boat, but neither are like ours.

If I might say something about what I observed from the Nationals is that close observation of all the photos can reveal much. (great work by the photographers) One of the main things to note is the boat trim of the leading boats compared to the rest of the fleet. Just take a look at the trim of Nic and Evelyn on Going Gonzo, or Felix and Alex on Green Out for instance.. fantastic, beautiful trim nearly all of the time. Now that's fast.

### **What is the most valuable thing you have learnt through sailing 125s?**

Hmm, tough question. I've learnt a lot and am always learning. I guess what I know now that I didn't know when I started, is that if you just get a good boat set up right, with good gear (and by that I mean stuff that works well, not necessarily expensive gear), and keep it simple, you can be competitive for a very long time over a wide range of conditions, even as trends come and go.





# From the Treasurer...

## **NEW ONLINE MEMBERSHIP AND REGISTRATION SYSTEM**

As from tonight, the Association will move to the “SportsTG” on-line membership and registration system. If you haven’t yet registered your 2016/17 membership with the Association, you will need to do it through this system and not the superseded manual paper system. Through this new system, you will register your Association membership as well as register for any of our future events like the 2017 WA State Championships. All you need to do is click on the following weblink 2016/17 WA National 125 Association registration to process and register with the Association.

If you intend to register for the Esperance Bay Yacht Club 2017 WA State Championships, this STG online association registration will be a prerequisite to register for this event. The Notice of Race for the State Championships will be available shortly.

It is intended that this registration should be completed by the skipper, and you will need:

1. Your Australian Sailing My Sailor log in email address and password details – if you can’t remember your password, you can reset it;
2. Boat owners details if you are not the owner (Name, email address and mobile phone number);
3. Boat insurance policy details (insurance company and policy number);
4. Your crew’s details:
  - AS number;
  - Given and Surname;
  - Date of Birth;
  - Gender;
  - Email address;
  - Post code of residence
  - Mobile phone number
  - Crew’s emergency contact details (Name, relationship to crew, phone number and email address)
5. Contact details of Parent/Guardian for skipper and/or crews under 18 years of age.

Please register as “1 Adult”.

We thank you in advance for your cooperation on completing your online registration, but if you have any queries about this registration, please contact me on 0419411088 or [gavin@piermonts.com.au](mailto:gavin@piermonts.com.au).

Gavin Jones  
Treasurer

# For Sale

- 3173 Flash...Back: \$8500
- 3189 Firefly: \$4700
- 3056 Slippery Lizard: \$4500
- 3151 Vigilant: \$3000
- 2672 Chunky Custard: \$2000
- 3098 Blown Budget \$POA
- 3057 Perrentie \$ POA
- 3081 Little Dashie \$ POA
- 3185 Bite the Bullet \$ POA

Please contact Kate Jones at [katejones1994@gmail.com](mailto:katejones1994@gmail.com) for further information.

New Hulls available from Formula Sailcraft or MCQ Marine: Contact the Association or the Website  
Classified Page: [www.125assoc.com](http://www.125assoc.com)

If you have or know of a boat for sale or one that is currently dormant in a garage/club shed etc. please contact the association via your club delegate or Andrew Tailor on 0437652035.



