

The Canberra Yachtsman

JOURNAL OF THE CANBERRA YACHT CLUB



MARCH 1986 ISSUE

Yes! At last! An edition of the Yachtsman - which could be the last in this format as the Executive has decided that Members needs could be best met by a quarterly magazine version of the Yachtsman.

Putting this decision into effect has proven a little more difficult than envisaged so this interim version is to inform and enlist your assistance in achieving a more comprehensive form of regular communication.

The success of the quarterly Yachtsman will depend upon the quality of contributions and underwriting advertisements. To this end we would like to make contact with any potential advertisers, large or small, and would be grateful if any suggestions could be passed to the Office.

Similarly, we need regular correspondents from all sections of the Club's activities; volunteers or names of likely candidates, please.

As in all Club endeavours, the greater the input and involvement, the better the result.

Jill Logan
Rear-Commodore (House)

SAILING DATES TO REMEMBER IN 1986

SATURDAY 21 JUNE

PRESENTATION DINNER

SATURDAY/SUNDAY 27/28 SEPTEMBER

OPENING OF SEASON BALL AND

OPENING REGATTA

NOTE FOR SAILORS

A revised list of Sailing Committee members and their responsibilities follows:

| | |
|--|----------------------------|
| Rear-Commodore (Sailing) Peter Russell (Flying 15 Representative) | (B) 46 5492 (H) 86 3501 |
| Peter Forster (Y.A. of NSW - Southern Zone Rep) | (B) 71 7733 (H) 81 1124 |
| Peter Fullager (Dinghy (2 person), 505, Mirror, NS14, 125, Seafly, Sharpie, Tasar Rep) | (B) 41 1211 (H) 81 4808 |
| Peter Harvey (Sailboard Rep) | (B) 72 5549 (H) 95 9914 |
| Robert Redfern (Catamaran Rep) | (B) 70 2584 |
| John Verhuel (Dinghy (1 person), Laser, Moth O.K., Rep) | (B) 43 8223 (H) 41 7110 |
| Garry White (Trailable Yacht Rep - Equipment) | (B) 64 3121 (H) 58 6803 |
| John White (Regattas, Championships and Protests) | (B) 49 9362 (H) 81 3471 |

LOVENOTES

(This is the other part of the 'Loveboat' column)

Heard coming from a large red Compass 22 at the end of a recent twilight race - an assertive female voice, 'I don't want to see that bloody spinnaker ever again!'

Skipper to crew, 'Are we clear to starboard?'

Crew thinks, 'Now let's see, 'No more red port left in the bottle' - red port, that's it, port is red, port is left, therefore starboard is right". Crew looks right - "Bloody hell, there's a catamaran coming on the right". Skipper, as he takes violent evasive action, "Thanks crew, good show". (All skippers are mild mannered, reasonable gentle folk) - (Like hell! - No. 1).

A LOVELETTER FROM 'LOVEBOAT'

I was standing in the Club the other Friday night, talking to my old Air Force mate Maddox, feeling pleasantly p....peaceful and enjoying an end-of-week 'session'; UP STRODE REAR-COMMODORE LOGAN; 'OK MADDOX, I WANT YOU TO WRITE YACHTING TIPS FOR THE CLUB'S MAGAZINE UNDER THE NOM DE PLUME 'STIRRER', AND YOU BREEN, YOU WRITE SOME YACHTING STORIES AND ANECDOTES, RIGHT?!!!' 'YES SIR-MADAM-REAR-COMMODORE' SAID WE, STANDING STIFFLY AT ATTENTION. (You notice that when speaking of (or to) a Rear-Commodore, you must speak in CAPITAL LETTERS!) Well, as directed, here it is.

What's in a Name

The scene: Doctor's surgery at a Canberra health centre, medical type sitting behind desk. In walks frail, pasty faced female. 'Yes, Mrs Breen, what seems to be the trouble?' says Medico in professional voice. 'Doctor, I've got a wog and I want you to give me something to make me right for the weekend' says frail female. 'Oh yes' says the Medico, plunging a spatula down the throat of frail female, and peering intently at whatever it is they peer intently at, 'and why do you need to get right for the weekend?' 'Aah-ah-ug' gasps frail female, Medico withdraws spatula. 'Hubby and I are sailing in the Marley Point Yacht Race this weekend', says frail female. 'Oh yes' says Medico in half interested way, 'and what is the name of your yacht?' Silence..... 'I said what is the name of your boat' repeats Medico..... 'Well, er, actually its called, er, "Loveboat" whispers frail female, her pale countenance becoming rosy pink with embarrassment. Medico's interest perceptibly becomes more than just professional, one eyebrow raises and he takes a different look at frail female. 'Why Loveboat?' he says slowly. 'Well, that's a long story' says frail female, snatching the prescription and sliding out the door. Yes, it is a long story

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A very interesting subject - yacht names. Have you ever stopped to think about it? Boat names in many ways reflect the personality of their owners. You could write a Ph.D. Thesis on it. I have pondered the matter for some time, and concluded that yacht names can be classified in seven general categories, that is, Surnames, Class names, Birds, Military, Idyllic, Musical, Macho, the Inscrutable and Weirdos.

The 'Surname category' includes boats such as Pellywinks - Peter and Sheila Pell (last yacht was Pelican), Rustler - Peter Russell and Cannonball - John Cannon. These people definitely have a subconscious need to perpetuate the family name in ways other than by the traditional method.

The 'Class names' category includes names like Bounty Hunter (Hunter 19), Farrout, Farrfetch, Too Farr (Farr Class), Shoofly, Firefly (Seafly), and Witchcraft, Bewitched, Witchery, Hecate (Red Witch). People who name their boats in this way have a need to associate, belong and identify with a group, team or yacht class. Don't we all?!

Birds - a popular category. Here we see Tern, Petrel, Seagull, Brolga, Skylark, The Dove, Curlew and Wild Bird (or is it named for an old girlfriend?!) Not sure what these owners needs are perhaps they are just featherbrained!

Military types feel the need to carry on the military role into their leisure time; it's an identity need. Examples of military type names are Gunner's Mate, Mirage, Cordite, Soldier Blue, Sabre and Blue Orchid (hands up all those who know what the last name means).

The 'Idyllic' people are whimsical, daydreaming types (or perhaps they may be creative, poetical, philosophical types!!) - often out of touch with reality. They choose names like Lacy Days, Spellbound, Lotus, Spindrift, Serene, Summerwind, Impetuous and Idlewice. (This opinion is definitely not shared by Loveboat's No. 1 crew, grr!!)

Music seems a popular theme in Canberra and names in this category are often chosen for Sonata Class Yachts. Allegro, Harmony, Rhapsody, Symphony, Vivo and Madrigal have musical origins.

The 'Macho' boys go for names like Liquidator, Lightning, Blow Torch, Black and Blue, Shezagoer, Bullet and Exterminator. These conjure up visions of muscley, hard-bodied young warriors charging on regardless of wind or sea conditions. Guts Country!

Then there are those with a guilt complex - what Freud might describe as having an overactive super ego. Examples of the 'Guilt' category are Indulgence, Extravagance, Overdraft, Mistress and My Sin (or is that a perfume?)

Do you belong to the Inscrutable or Weirdo class? Wackydoo, Nustad (Datsun backwards?), Stirrer, Dingbats or perhaps even Loveboat!

And why Loveboat? Well, when I bought the Red Witch, I decided it must be a family project. Gone were the days of small dinghies when half the family sat on the beach while the other half sailed. (grr!! - Crew No 1). As a starting point I decided the name should be selected by the whole family, by consensus of opinion. (don't laugh). What a disaster! Who said a camel is a horse designed by a committee?

We decided all name suggestions would be placed on a list stuck on the fridge. Day by day the list grew; of course the good names were mine, all the impractical and nonsensical ones came from the rest of the family. No one could agree and we reached a deadlock. The boat was entered in races as 'No Name'.

One day while cruising LBG with good friends, a beautiful day and an adequate application of pleasant plonk, I was overcome by the euphoric nature of the occasion. 'I LOVE YOU BOAT!' 'I LOVE YOU PEOPLE!' I shouted. From then on, it was 'Loveboat'.

What's in a name? Behind all those other yacht names there are similar stories.

YACHTING ASSOCIATION OF NSW - SOUTHERN ZONE COMMITTEE (YASZC)

22nd CANBERRA REGATTA
22nd and 23rd MARCH 1986

NOTICE OF RACE

VENUE

Races will be conducted by the CANBERRA YACHT CLUB on behalf of the Southern Zone Committee on Lake Burley Griffin on Saturday and Sunday the 22nd and 23rd of March 1986.

PROGRAMME

Classes and Divisions will be started in groups and the starting time for the first group will be approximately as follows

Saturday 22 March 1986 - Trailable Yachts 11.00am others 2.00pm
Sunday 23 March 1986 - 1.00pm

RULES

Races will be conducted under the current Rules of the I.Y.R.U. and the prescriptions and safety regulations of the A.Y.F., except as modified in the Sailing Instructions. All yachts taking part in Class Races must also comply with the relevant Class Rules.

CLASSES AND DIVISIONS

Class races will be conducted for any class with six or more entries and races will be conducted for the following divisions -

Trailable Yachts (Mono and Multihull)
Dinghies with WYC yardstick 115 and above
Dinghies with WYC yardstick 100 and above and below 115
Dinghies with WYC yardstick less than 100
Catamarans
Sailboards.

SAILING INSTRUCTIONS

Sailing Instructions will be available at the Canberra Yacht Club, Lotus Bay from 9.30am on Saturday 22nd March 1986.

ENTRIES

Entries will be accepted at the Canberra Yacht Club between 9.30am and 1.30pm on Saturday 22nd March 1986. Entry fee is \$10 for seniors and \$4 for juniors.

SCORING SYSTEM

Points shall be scored and any ties resolved in accordance with A.Y.F. Addendum A.Z. "Alternative Scoring System", both races to count.

PRIZES

Prizes will be presented for 1st in each Class and Division where more than 5 entries have been received. Additional prizes may be awarded at the discretion of the Race Committee depending on the number of entries. The presentation will be held at the Canberra Yacht Club as soon as possible after the conclusion of racing on Sunday 23rd March.

SCHOOLS COMPETITION

The John Graeber Memorial Trophy will be awarded to the best performing school team based on participation and placings and trophies will be awarded to the best performing primary, high school and college teams based on participation and placings. For further information please contact: Don Stodart on 815004.

SOCIAL

Barbeque facilities will be available at the Canberra Yacht Club and meat and salad can be purchased from Pier 21 at the CYC.

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THE CANBERRA YACHTSMAN

Canberra Yacht Club,
Lotus Bay, Yarralumla, A.C.T. 2600

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| Postage Paid Canberra A.C.T., Aust. 2600 |
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J.H. MCMICHAEL
244 LAPEROUSE STREET
RED HILL ACT

2603

The Canberra Yachtsman

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MAY 1986 ISSUE

FROM THE COMMODORE

There have been a number of significant happenings at the Club since the last issue of the Yachtsman. As most Members will know, our Secretary/Manager for the last 18 months, Ken Monte, resigned from 20 April, to go into business for himself at Albury. We wish Ken every success in his new endeavours, and thank him for his work for the Club. At about the same time, Office Manager, Carolyn Noad, accepted the position of Secretary/Manager at the Burns Club. Needless to say, we were all pleased for Carolyn and wished her well, but somewhat dismayed at losing our two senior staff simultaneously. Fortunately, Jan Bainbridge, who had been with us long enough to know the office procedures, was willing to "hold the fort" and has done splendidly during the last month. Thank you, Jan, for a job well done.

I am happy to announce that, following advertisement and interview of a number of applicants, Mr Laurie Richens has been appointed as Secretary/Manager from 26 May 1986. Older members may remember Laurie as Chief Steward at the Club from 1972-1974. Since then he has

NOTICE

**The May Quarterly General Meeting
will be held at the Club on**

26 May 1986

8.00pm

All members are invited to attend this meeting and to have an opportunity to discuss all aspects of the Club's operations

Bar Manager at the Commonwealth Club where he has been involved as well in dining room management and club operations generally. We welcome him to the Club and look forward to a happy working relationship with him.

The Executive also found it necessary to terminate the licence agreement under which Mr Peter Zimmerman has been providing catering services to the Club. We are working actively to put new arrangements in place at the earliest opportunity, so that the Club's reputation as a lunching and dining venue is not diminished.

Meanwhile, the 1985/86 summer sailing season has come to an end and the results of the various class competitions are included with this Newsletter. Don't forget that the Presentation night Dinner is to be held on 21 June and a big turnout is expected. Class Associations are encouraged to book tables and enjoy the sailing night of the year. We hope to have an outstanding guest speaker for the occasion.

The Winter (Frostbite) Series commenced on 18 May with some 22 hardy crews out for what is always most enjoyable sailing.

The Club's financial year is nearly concluded, and preliminary indications are that we have not done too badly this year. A full account will be provided in the July issue of the Yachtsman for discussion at the Annual General Meeting on 4 August. Meanwhile, in the belief that the Club's future is best assured by retaining our existing members and attracting new ones, the Executive has decided to keep all 1986/87 fees and charges at the same level as they were in 1985/86. Renewal notices are going out now and subscriptions are payable on 1 June 1986. Please help your Club by renewing your subscription promptly.

I am approaching the end of my second year as Commodore, and, after being involved in management of the Club for five out of the last six years I have decided that I will not be standing for re-election this year. It has been a pleasure and a privilege to serve the Club to the best of my ability over this period, but I think it is time for someone else to take over the reins.

It is possible that some of the other Flag Officers may also not seek re-election, so now is the time to identify candidates for the 1986/87 Executive. Please give this serious thought and try to ensure that the Club's office bearers are both the best qualified people available, and willing and able to give the Club the time and effort it deserves. If you feel that you are interested in any of the Flag Officer positions please let it be known around the Club so that Members can have an opportunity to choose from among a good range of candidates.

Don McMichael

SKYRIDING HIGH - OUR FIRST YEAR

With some fear and trepidation we began CYC's first Skyrider course on a cold Saturday afternoon in October '85. We have now run two 10-session courses for a total of 48 kids (and some parents) and Sailaway Inc. has used the Skyriders during three of their 5-day classes for juniors. Sailaway also ran some Wednesday Twilight races for sailors who have completed their 5-day courses.

Has it been a success? Absolutely! We have taught 7 year olds through to 14 year olds, some who had never been in a boat of any type and one or two who had sailed once or twice with a parent or friend, to sail solo in a small yacht in winds up to 15 knots. We have given over 80 kids an excellent start in learning the art of sailing. Give them a chance as crew next season, they are keen, lightweight and house trained.

We employed Club junior members as assistant instructors and although the financial rewards were not great, these eight or so juniors have all learned something about teaching sailing which hopefully will serve the Club well in the years to come when they become qualified instructors.

To keep the cost of the CYC 10-session Saturday afternoon courses to a nominal \$20.00, all the adult instructors gave their time voluntarily, and the Club has a debt of gratitude to Dai Thomas, Richard Hinder and Mac Story for rowing, wading, shouting and occasionally reassuring very wet and tired kids, and to Don Matthews, Paul Black and John Jackson on the power boat. The Club staff have also helped with kindness, consideration and patience in dealing with the kids and their parents, and in keeping their serenity and sanity when all around was chaos!

Where do we go from here? Next season we hope to repeat the dose; two CYC 10-session courses and three Sailaway 5-day courses, all for beginners. But we need to provide Skyrider free-sailing (can't call it cruising!), probably on Sundays and races during the twilight season on Wednesdays for the competitively minded kids. And as our Junior Instructors go into Year 10 or Year 12 they will find that they don't have the time to help us, and we will need more juniors to help with the instruction, administration and races. Sounds like we are almost ready for a Junior Captain and a Junior Committee, doesn't it.

To all those parents who helped, to my long suffering senior instructors and boat drivers, to the CYC staff, and especially to Annette, Claudia, Ian, Indra, Michelle, Michael, Rohan and Sarah and anyone I've forgotten to mention, many, many thanks. It's a great feeling, isn't it.

To those who would like to help next season; give your name and phone number to Jan in the Office. Sailing is fun, and teaching is even funnier! Remember, get one now for next season's crew.

Tim Holt

FROM THE REAR-COMMODORE (HOUSE)

With the onset of Autumn, the House Committee intends to maintain a regular program of activities and, coupled with a progressive improvement of facilities, to provide a warm and attractive haven from the dropping temperatures.

Please don't forget our New Member's Nights, usually the last Friday of each month when all members are encouraged to share a glass with the newest of our flock; it doesn't take long, and first impressions are so important.

All Friday nights now have Gery Scott singing from 8-12pm with her jazz accompaniment for all to enjoy the wine, dine and dance atmosphere.

Our quest for a new caterer is underway and I am confident that we will be able to make satisfactory new arrangements very soon.

Please use the provided calendar for coming functions.

Jill Logan
Rear-Commodore (House)

ADVANCE NOTICE

ANNUAL GENERAL MEETING

The Annual General Meeting of
The Canberra Yacht Club
will be held at the Club at **8.00pm** on

MONDAY 4 AUGUST 1986

Business will include the Annual Reports of Flag Officers
and Election of Office Bearers 1986/87

Please now in your Diary reserve this date

TAA AND THE AMERICA'S CUP

TAA have for some years now been supporters of Canberra Yacht Club through their sponsorship of the Winter (Frostbite) Series, when they have combined with Greyhound and Whitsunday Rent-a-Yacht to offer substantial prizes to the lucky participants.

TAA have been significant sponsors of yacht racing in other parts of Australia, and are proud to be identified as major sponsors of the America's Cup Defence.

Recently, by courtesy of TAA, a privileged group of Canberra people including 1985 Yachtsman of the Year, Teki Dalton and Commodore Don McMichael, were given the opportunity of a day out on the tender "Black Swan" off Fremantle, W.A. watching "Australia II" and "Australia III" trialling against each other, using a variety of sail combinations.

It was a splendid, sparkling day which began at 8.00am at the America's Cup Defence 1987 syndicate headquarters at Fremantle. The crews of Australia II and Australia III were already there and ready to go. "Black Swan" took both boats in tow and headed out to the America's Cup course area between Rottnest Island and the mainland, north west of Fremantle. Soon both boats hoisted sails and were put through a rigorous series of tests, all monitored by computers on board "Black Swan" and in constant radio telephone communication with each other.

During the day, the two New Zealand 12 metres sailed by looking as alike as two peas in a pod, while on the horizon, "Southern Cross" and the British boat, "Crusader" were practising together. Under binoculars "Southern Cross" looked different and we learned that she had been painted red to resemble "Liberty" for a film being made about the 1983 series.

After about five hours sailing with various sail combinations (broken only by a brief pause for a healthy salad roll and a glass of water) the breeze dropped to about five knots and it was time to head back to base.

Afterwards, the opportunity was taken to chat to some of the crew and to have a close look at both boats (but not Australia III's keel). They are beautiful racing machines, superficially identifiable from each other only by the colour and position of the sheer stripe at the bow.

TAA will be offering some excellent packages for yachtsmen interested in visiting Perth during both the Defender and Challenger selection series, and during the Cup races themselves. Why not plan a visit to the West this Summer and see the yachting event of a lifetime!

Don McMichael

18th YEAR OF MARLEY MADNESS

by Mac Story

Canberra crews were there in good numbers again this year with 19 or so making the eight hour drive to join in the pilgrimage. Congratulations to Bob Breen in Love Boat (loves doing well) for a third in Division One. Third out of ninety is a tremendous effort! The rest of us didn't get a score on the scoresheet but as always we scored just by being there soaking up the experience, looking at the boats and the people and enjoying that peculiar experience of going for fifteen miles in a steady breeze on one tack.

To do a Marlay is regarded by many as the culmination of a career in yachting but just before this year's event one lady was actually launched on a career of mime. This was a theatrical sort of endeavour which occasionally shows out in boating circles. The lady was unwittingly launched from a submerged trailer and the boat, which became her stage, was swept across the water by a fifty knot gust. Her calls for help (and other more subtle comments) failed to travel against the strong winds but any scholar of mime or lip reading could tell she was in distress. After her rescue by a local power boat she was able to transfer some of her distress to her sheepish looking male companion.

Another story emerged about an out of control navigation pylon, which also lacked the appropriate lights, taking a sideswipe at one of our boats and breaking its boom. For two years in a row, we have almost been hit by one of these pylons and I cringe when I think of what it would do if it struck our multi in the vital cross beams between the floats.

A few of us were foolishly caught out in a maelstrom stirred up in the broad and shallow Lake Wellington by the same storm and had to resort to survival tactics in a brown and lumpy sea. One boat suffered a huge tear in the mainsail and things looked glum for even getting to the start line. With a small boy's trouser belt, sewn down the leech and a lot of handiwork by an expert crew, the boat made the start and the finish in fine style - That's Marlay!

One of the great joys of Marlay is the friendship across the water - Imagine being 600 kilometres from home on a large southern lake in the middle of a pitch black night with 600 boats all out to race you yet every hour or so a friendly voice urges you on or ribs you for being slow. We had John Church's crew rib us for trying to start half an hour early at the line, the Bruces Bartondale urge us on, Kevin Westacott's crew Martin lament he wasn't on a multihull and Geoff Onions smilingly glide by in the straits. John White was claiming his rights in a log jam and in the blackness the Breen Boat called out from absolutely nowhere.

Toward the finish Aurora Maddox was looking uncomfortable on a big mono but had counted the tall multis in front so he could stir us on to greater efforts.

John Marsh, Roger Rose and Peter Taylor were all tired smiles near the finish but they would willingly start all over again after one hours sleep.

Pink Panther was sighted as she passed us in the narrows but never seen again. We want Garry White to run lessons on how to get down that impossible tube, he does it so well!

Marlay isn't just a race, it's a compulsory once a year pilgrimage. Don't miss it next year!!

PRESENTATION DINNER

The 1986 Presentation Dinner will be held at

**The Canberra Yacht Club
on 21 June 1986
at 7.00 for 7.30pm**

Cost: \$20.00 per person (juice, beer or wine included)
\$10.00 for juniors (under 18 years)

Come and congratulate the winners in Club racing during the 1985/86 Summer Series, and discover who have been chosen as recipients of the Club's special awards for 1986.

Check with your Class Association and form a table with your friends, crew and competitors.

Bookings to Jan at the Club Office, accompanied by payment in full, by **16 JUNE** at the latest please

RACING RESULTS - 1985/86 SUMMER SERIES

There were over 900 entrants in the 19 races for this series, an average of about 55 for each race (allowing for duty class, etc). This is again down on the previous year and is due to a number of factors, such as high costs of boats, crew problems, lack of competition, changed lifestyle etc. Please let me know if you have any views on how we may improve racing in 1986-87.

Peter Russell
Rear-Commodore (Sailing)

GENERAL DIVISION I (Average 8.9 entrants per race)

CHAMPIONSHIP

| | | | |
|-----|-------|--------------|--------------|
| 1 | 10pts | ANALUA | C. Jones |
| 2 | 14.7 | MICRO | D. Lovie |
| 3 | 26 | PINK PANTHER | G. White |
| 4 | 36.1 | KATRINA II | G. Nason |
| 5 | 45 | EDRA | B. Worth |
| 6 | 53 | CORDITE | G. White |
| 7 | 53.4 | SANDGROPER | R. Thompson |
| 8 | 65.7 | CALYPSO | J. White |
| 9 | 77.7 | RINGO | J. Church |
| 10 | 78 | DEUCE | W. Barner |
| 11 | 80 | POSH JUNK | A. Houstone |
| 12) | 88 | CANE TRAIN | T. Digman |
|) | | SAGITARITUS | M. McIlhenny |
|) | | SEADRIFT | B. Evans |

DIVISION I POINTSCORE

| | | | |
|----|----|--------------|-------------|
| 1 | 80 | PINK PANTHER | G. White |
| 2 | 79 | SANDGROPER | R. Thompson |
| 3 | 73 | MICRO | D. Lovie |
| 4 | 63 | EDRA | B. Worth |
| 5 | 55 | COLD DUCK | G. Onions |
| 6 | 54 | CORDITE | G. White |
| 7 | 48 | ANALUA | C. Jones |
| 8 | 42 | KATRINA II | G. Nason |
| 9 | 40 | THE DOVE | H. Mattner |
| 10 | 24 | WILD BIRD | P. Fairburn |
| 11 | 19 | CALYPSO | J. White |
| 12 | 18 | POSH JUNK | A. Houstone |
| 13 | 13 | PATH FINDER | P. Taylor |
| 14 | 12 | SAN MARIE | |
| 15 | 11 | RINGO | J. Church |
| 16 | 6 | CURLEW | M. Story |
| 17 | 5 | DELICE | W. BARNES |

DIVISION 2 (Average 8.0 entrants per race)

CHAMPIONSHIP

| | | | |
|----|------|-----------------|--------------|
| 1 | 3pts | PETREL | P. Taylor |
| 2 | 6 | BOUNTY HUNTER | J. Henty |
| 3 | 20.4 | IMPETUOUS | R. Rose |
| 4 | 54 | SEA EAGLE | C. Cameron |
| 5 | 57.7 | SABRE | D. Menzies |
| 6 | 58.7 | SANDY B | S. Barralet |
| 7 | 60 | MISTRESS | B. Lutterell |
| 8 | 62.7 | LOVE BOAT | R. Breen |
| 9 | 64.7 | CHERRY COCKTAIL | P. Ingham |
| 10 | 67 | SYMPHONY | D. Stanmore |
| 11 | 68.7 | WACKY DO | L. Johnson |
| 12 | 72 | FLYING CIRCUS | M. Wilson |
| 13 | 73.7 | PELLY WINKS | P. Pell |
| 14 | 80 | SERENE II | D. McMichael |

POINTSCORE

| | | | |
|-----|-------|-----------------|--------------|
| 1 | 77pts | IMPETUOUS | R. Rose |
| 2 | 73 | BOUNTY HUNTER | J. Henty |
| 3 | 65 | PETREL | P. Taylor |
| 4 | 64 | CALYPSO | G. Gillett |
| 5 | 58 | SABRE | D. Menzies |
| 6 | 54 | MISTRESS | B. Lutterell |
| 7 | 44 | RHAPSODY | L. Cathcart |
| 8 | 40 | SERENE II | D. McMichael |
| 9 | 39 | SYMPHONY | D. Stanmore |
| 10 | 37 | SEA EAGLE | C. Cameron |
| 11 | 31 | CHERRY COCKTAIL | P. Ingham |
| 12) | 11 | SOLDIER BLUE 2 | D. Hoban |
|) | | WACKY DO | L. Johnson |
| 14 | 10 | PELLY WINKS | P. Pell |
| 15 | 7 | SANDY B | S. Barralet |
| 16 | 5 | LOVE BOAT | R. Breen |
| 17 | 4 | SANS SOUCI | J. Kennedy |
| 18 | 3 | FLYING CIRCUS | M. Wilson |
| 19 | 2 | DAISY MAY | |

DIVISION III (average 2.4 entrants per race)

POINTSCORE

| | | | |
|-----|-------|--------------|--------------|
| 1st | 39pts | SLIPPERY | D. Farrow |
| 2 | 38 | SKUA | T. Hill |
| 3) | 31 | ARCHILLES | A. Parkinson |
|) | | 3198 | A. Parkinson |
| 5 | 28 | CUSTARD | M. Barton |
| 6) | 20 | TRICKY | T. Lee |
|) | | HELM HO | R. Campbell |
| 8) | 10 | LEPID | T. Webster |
|) | | TARA | G. Seeley |
| 10 | 9 | HEDGEHOG | B. Muysken |
| 11) | 8 | SWAMPWATER | D. Wood |
|) | | SPINDRIFT | G. Reenes |
|) | | HIGH VOLTAGE | D. Freney |
|) | | 303 | A. Black |
| 15) | 7 | GREAT ESCAPE | P. Knight |
|) | | VIVO | McDermott |

SEAFLY (Average 3.3 entrants per race)

CHAMPIONSHIP

| | | | |
|----|--------|----------------|-------------|
| 1 | 8.7pts | GADFLY | P. Fullagar |
| 2 | 17.7 | DUYFKEN | G. Sawyer |
| 3 | 33.4 | IBTA | R. Powell |
| 4 | 37 | BUNYIP | P. Junger |
| 5 | 45.4 | MRS FRANKHURST | J. Jambrich |
| 6 | 56.8 | FIRE FLY | J. Lowe |
| 7) | 62.4 | ANYWAY | S. Hargrave |
|) | | TOO-II | A. Hicks |
| 9) | 68.1 | BULARA 5 | J. Hamon |
|) | | SHOOFLY | F. Johnson |

POINTSCORE

| | | | |
|-----|-------|---------------|-------------|
| 1st | 97pts | BUNYIP | J. Unger |
| 2 | 69 | DUYFKEN | G. Sawyer |
| 3 | 68 | MRS PANKHURST | J. Jambrich |
| 4 | 42 | FIRE FLY | J. Lowe |
| 5 | 41 | GAD FLY | P. Fullagar |
| 6 | 31 | BULARA 5 | J. Hamon |
| 7 | 28 | IOTA | R. Powell |
| 8 | 25 | SHOO FLY | F. Johnson |
| 9 | 14 | TOO-II | A. Hicks |
| 10 | 9 | ANYWAY | S. Hargrave |

CATAMARANS

POINTSCORE

| | | | |
|-----|--------|----------------|----------------|
| 1st | 94 pts | HOBIE 18 | B. Colman |
| 2 | 85 | BLOWTORCH | M. Hobson |
| 3 | 55 | BLACK n BLUE | R. Redfern |
| 4 | 50 | ONE UP | D. Young |
| 5 | 42 | UNTRAINED SEAL | J. Kirkpatrick |
| 6 | 41 | BOEING | E. Kruck |
| 7 | 40 | BODYLINE | Z. Hindley |
| 8 | 38 | | M. Hayes |
| 9 | 36 | DRAMBUI | P. Mitchell |
| 10 | 23 | NIMBUS | R. Ortner |
| 11 | 20 | | P. Mawley |
| 12 | 18 | INCOGNITO | F. Kasparek |
| 13) | 16 | AC-TC | G. Badgery |
|) | 16 | BLACK n WHITE | R. Burley |
| 15 | 15 | BLACK n WHITE | N. Black |
| 16 | 12 | SWEET 16 | P. Ryan |
| 17 | 5 | 2-BEUTS | C. Tucker |
| 18 | 2 | | T. Challender |
| 19 | 1 | HOBIE 14 | I. Irlam |
| | 1 | | P. Hopkins |

SAILBOARDS (Average 1.5 entrants per race)

POINTSCORE

| | | |
|-----|-------|--------------|
| 1st | 76pts | P. Harvey |
| 2 | 46 | S. Wild |
| 3) | 19 | N. Lockett |
|) | | D. Todd |
| 5) | 10 | D. Pitchford |
|) | | D. McHesney |
| 7) | 9 | D. Ingles |
|) | | S. Tilley |
|) | | J. Chesney |
| 10) | 1 | N. Vance |
|) | | B. Todd |
|) | | C. Sinclair |

CHAMPIONSHIP

| | | |
|-----|---------|--------------|
| 1st | 16.7pts | P. Harvey |
| 2) | 41.7 | S. Wild |
|) | | D. Todd |
| 4 | 52.7 | D. Pitchford |
| 5 | 53.7 | J. Chesney |
| 6. | 54.7 | B. Todd |
| 7 | 55.4 | D. McHesney |
| 8 | 63.7 | N. Vance |

TASARS (Average 3.2 entrants per race)

CHAMPIONSHIP

| | | | |
|-----|-------|--------------|---------------|
| 1st | 0 pts | AGAMEMNON | C. Parkinson |
| 2 | 15 | MALTASAR | I. McDougall |
| 3 | 44.1 | GOLDEN GOOSE | K. Alexander |
| 4 | 44.7 | FLYBOW | P. Ingram |
| 5 | 55 | NAVY | R. Longbottom |
| 6 | 58 | 2019 | B. Payne |
| 7 | 69 | MILLEWA | J. Ryan |

POINTSCORE

| | | | |
|-----|----|----------------|---------------|
| 1st | 97 | AGAMEMNON | C. Parkinson |
| 2 | 90 | MALTASAR | I. McDougall |
| 3 | 75 | GOLDEN GOOSE | K. Alexander |
| 4 | 41 | FLYBOW | P. Ingram |
| 5 | 27 | NAVY | R. Longbottom |
| 6 | 19 | TRUE BLUE | R. Peake |
| 7) | 17 | MILLEWA | J. Ryan |
|) | | 2019 | B. Payne |
| 9 | 7 | WHITE COCKATOO | P. Hopkins |

LASER (Average 6.7 entrants per race)

CHAMPIONSHIP

| | | | |
|-----|-------|--------------------|-------------|
| 1st | 3 pts | MISTIES FOOL | J. Ryan |
| 2 | 25.8 | FLAG DOG | N. Lockett |
| 3 | 38.7 | SUCCESS FOI | G. Cassidy |
| 4 | 45 | HOME JAMES | J. Simpson |
| 5 | 47.7 | REMAE | J. Beamer |
| 6 | 48.4 | TORQUIL | N. Campbell |
| 7 | 53.7 | LOOSE GOOSE | J. Verheul |
| 8 | 62.4 | PLASMA | T. Overheu |
| 9 | 64.4 | HOBO | A. Lloyd |
| 10 | 66.4 | BRUMBY | D. Smith |
| 11 | 71.4 | BACCHANTE | P. Kelly |
| 12) | 74.4 | 121053 | G. Cassidy |
|) | | LEMON MERINGUE PIE | P. Hopkins |
| 14 | 77.1 | GUNNER'S MATE | D. Gregyin |
| 15 | 82.4 | BURNOUT | R. Beattie |
| 16) | 85.4 | RIPPLE CRIPPLE | M. McMahon |
|) | | SABRE | R. Boot |
| 18) | 87.4 | 103671 | P. Jess |
|) | | APRIL | D. Pfanner |

LASER

POINTSCORE

| | | | |
|-----|--------|--------------------|-------------|
| 1st | 92 pts | MISTIES FOOL | J. Ryan |
| 2 | 87 | HOME JAMES | J. Simpson |
| 3 | 76 | TORQUIL | N. Campbell |
| 4 | 55 | LOOSE GOOSE | J. Verheul |
| 5 | 48 | SUCCESS FOI | G. Cassidy |
| 6 | 45 | FLAG DOG | N. Lockett |
| 7) | 43 | BRUMBY | D. Smith |
|) | | REMAE | J. Eamer |
| 9 | 32 | HOBO | A. Lloyd |
| 10 | 20 | BACCHANTE | P. Kelly |
| 11 | 19 | RIPPLE CRIPPLE | M. McMahon |
| 12 | 17 | BURN OUT | R. Beattie |
| 13 | 16 | GUNNER'S MATE | D. Gregyin |
| 15 | 8 | 121053 | G. Cassidy |
| 16 | 6 | LEMON MERINGUE PIE | P. Hopkins |
| 17 | 4 | BUCCANEER | McKenna |
| 18) | 2 | APRIL | D. Pfanner |
|) | | BIG BANANA | N. Gillett |
| 20 | 1 | 103671 | P. Jess |

CATAMARANS (Average 5.2 entrants per race)

CHAMPIONSHIP

| | | | |
|-----|------|----------------|----------------|
| 1st | 20.1 | HOBIE 18 | B. Colman |
| 2 | 26.7 | BLOWTORCH | M. Hobson |
| 3 | 33 | BLACKnBLUE | R. Redfern |
| 4 | 35.7 | ONE UP | D. Young |
| 5 | 53 | DRAMBUI | P. Mitchell |
| 6 | 56 | BLACKnWHITE | N. Black |
| 7 | 58.7 | | Z. Hindley |
| 8 | 60 | INCONGNITO | F. Kasperek |
| 9 | 64 | NIMBUS | R. Ortner |
| 10 | 64 | UNTRAINED SEAL | J. Kirkpatrick |
| 11 | 68 | BLACK n WHITE | R. Burley |
| 12 | 69 | BOEING | E. Kruck |
| 13 | 71.7 | SWEET 16 | P. Ryan |
| 14) | 76 | 2-BEUTS | C. Tucker |
|) | 76 | AC-TC | G. Badgery |

MIRROR (Average 5.0 entrants per race)

CHAMPIONSHIP

| | | | |
|-----|-------|-----------------|--------------|
| 1st | 0 pts | PAKAM 3 | P. Forster |
| 2 | 15 | RED RED WINE | A. Forster |
| 3 | 37.4 | ROTUND OWL | S. Kennedy |
| 4 | 44.7 | LE DUCK | E. Zarka |
| 5 | 52 | GREEN WITH ENVY | C. Stuparich |
| 6 | 59.7 | SIRRAH | A. Harris |
| 7 | 64.4 | SIMPLY LIVING | J. Allen |
| 8. | 65.7 | TAWARRI | C. Hughes |
| 9 | 67.1 | | L. Torrance |
| 10 | 68.5 | ALDRUDO | R. Townsend |
| 11 | 68.7 | REBUS | I. Ferguson |
| 12 | 76.1 | BLUE FLYER | A. Watson |
| 13) | 79.4 | ZAP | D. Crawford |
| 13) | 79.4 | SWEET PEA | R. Tuisk |
| 15 | 79.7 | MIRARE | G. McAdoo |

POINTSCORE

| | | | |
|-----|----|-----------------|--------------|
| 1st | 78 | PAKAM 3 | P. Forster |
| 2 | 77 | RED RED WINE | A. Forster |
| 3 | 67 | LE DUCK | S. Zarka |
| 4 | 59 | REBUS | I. Ferguson |
| 5 | 55 | ROTUND OWL | S. Kennedy |
| 6 | 50 | GREEN WITH ENVY | C. Stuparich |
| 7 | 32 | SIRRAH | A. Harris |
| 8 | 28 | SIMPLY LIVING | J. Allen |
| 9 | 26 | ALDRUDO | R. Townsend |
| 10 | 18 | TAWARRI | C. Hughes |
| 11 | 9) | BLUE FLYER | A. Watson |
| 11 | 9) | | L. Torrance |
| 13 | 5 | MIRARE | G. McAdoo |
| 14 | 2 | SWEET PEA | R. Tuisk |
| 15 | 1 | ZAP | D. Crawford |

505/SHARPIE (Average 3.3 entrants per race)

POINTSCORE

| | | | |
|-----|--------|-------------------|-------------|
| 1st | 93 pts | Z | C. Ablett |
| 2 | 79 | GINGER ROGERS | K. Lockwood |
| 3 | 53 | HONKY TONK | R. Badgery |
| 4 | 51 | HIGH ROLLER | J. Roos |
| 5 | 42 | | T. Legg |
| 6 | 33 | YOT | P. Harding |
| 7 | 21 | YOT | P. Ottensen |
| 8 | 18 | PAYNE IN THE BERM | B. Payne |
| 9 | 9 | TRUSSED ME | R. Klug |

CHAMPIONSHIP

| | | | |
|-----|------|-------------------|-------------|
| 1st | 19.4 | Z | C. Ablett |
| 2 | 24 | | T. Legg |
| 3 | 32 | HONKY TONK | R. Badgery |
| 4 | 39.7 | GINGER ROGERS | K. Lockwood |
| 5 | 47 | HIGH ROLLER | J. Roos |
| 6 | 48 | PAYNE IN THE BERM | B. Payne |
| 7 | 51 | TRUSSED ME | R. Klug |
| 8 | 53.7 | YOT | P. Harding |

NS14 (Average 2.9 entrants per race)

CHAMPIONSHIP

| | | | |
|-----|-------|------------------|-------------|
| 1st | 0 pts | ARJUNA | P. Smith |
| 2 | 38 | DUCK'S GUTS | D. Riding |
| 3. | 41.4 | FAST GLASS | M. Walsh |
| 4 | 41.8 | DRIBBLES | R. Wyers |
| 5 | 47 | SGT. PEPPER | B. Duck |
| 6 | 53 | TEAM TIFFANY | B. Weston |
| 7 | 58 | SZEL A VISEN | R. Thompson |
| 8 | 66 | NO FIXED ADDRESS | A. Davis |
| 9 | 68 | 1286 | |
| 10 | 69 | SPOOKY SPECTRE | A. Wrobel |
| 11 | 70 | SWIFT | Goyen |
| 12) | 70 | KAJEA | G. Johnson |
|) | 71 | ONYX | G. Moore |
| 14 | 79 | ZION II | H. Haalebus |

POINTSCORE

| | | | |
|-----|-------|------------------|-------------|
| 1st | 94pts | ARJUNA | P. Smith |
| 2 | 60 | DRIBBLES | R. Wyers |
| 3 | 44 | FAST GLASS | M. Walsh |
| 4 | 39 | DUCK'S GUTS | D. Riding |
| 5 | 20 | SPOOKY SPECTRE | A. Wrobel |
| 6 | 17 | SGT. PEPPER | B. Duck |
| 7 | 13 | SZEL A VISEN | R. Thompson |
| 8) | 10 | TEAM TIFFANY | B. Weston |
|) | | SWIFT | Goyen |
| 10 | 9 | ONYX | G. Moore |
| 11 | 8 | NO FIXED ADDRESS | A. Davis |
| 12 | 7 | ZION II | H. Haalabos |
| 13 | 4 | KAJEA | G. Johnson |

FLYING 15 (Average 7.6 entrants per race)

CHAMPIONSHIP

| | | | |
|-----|-------|---------------|---------------|
| 1st | 6 pts | RUSTLER | P. Russell |
| 2 | 14.4 | ROLLINGSTONE | I. Kalnins |
| 3 | 22.4 | SNABB FISK | C. Brown |
| 4 | 25.7 | NO 2ND PRIZE | P. Cohen |
| 5 | 45.4 | CHICITA | P. Marcusson |
| 6 | 53 | LOTUS | J. Hosking |
| 7 | 55.7 | BARNACLE BILL | B. Causebrook |
| 8 | 56 | CALYPSO 3 | V. Shevchenko |
| 9 | 60 | AMALFFI | P. Lipscombe |
| 10 | 64.1 | SHALOM | B. Binning |
| 11 | 76 | LIGHTNING | R. Goodwin |
| 12 | 81.7 | KOTARE | R. Mills |
| 13 | 82.7 | TORSTEN | P. Mahony |
| 14 | 83.7 | ONDINE | P. Dalton |
| 15 | 88.7 | VINGILOT | S. Pover |

POINTSCORE

| | | | |
|-----|-------|---------------|---------------|
| 1st | 85pts | BARNACLE BILL | B. Causebrook |
| 2 | 83 | AMALFFI | P. Lipscombe |
| 3 | 80 | ROLLINGSTONE | I. Kalnins |
| 4 | 73 | CALYPSO 3 | V. Shevchenko |
| 5 | 64 | NO 2ND PRIZE | P. Cohen |
| 6 | 61 | RUSTLER | P. Russell |
| 7 | 53 | SNABB FISK | C. Brown |
| 8 | 57 | SHALOM | B. Binning |
| 9 | 42 | CHICITA | P. Marcusson |
| 10 | 35 | ONDINE | P. Dalton |
| | | LIGHTNING | R. Goodwin |
| 12 | 28 | LOTUS | J. Hosking |
| 13 | 10 | TORSTEN | P. Mahony |
| 14 | 7 | VINGILOT | S. Pover |
| 15 | 3 | KOTARE | R. Mills |

REGISTERED BY AUSTRALIA POST PUBLICATION NO: NEH0850

THE CANBERRA YACHTSMAN

Canberra Yacht Club,

Lotus Bay, Yarralumla, A.C.T. 2600

Postage
Paid
Canberra
A.C.T., Aust.
2600

**YOUR DIARY DATES FOR CLUB SOCIAL ACTIVITIES FOR
MAY-AUGUST 1986**

EVERY FRIDAY NIGHT IS MEMBERS NIGHT! FOR YOU AND YOUR FRIENDS - ENJOY THE MUSIC, RAFFLES, BAR MEALS OR A LA CARTE!

MAY

| | | |
|-----------|-----------------|---|
| Friday 23 | 8pm - 12pm | Gery Scotts Jazz - Dine & Dance |
| Sunday 25 | 3pm - 6pm | Jazz on Sunday |
| Monday 26 | 8pm | Quarterly General Meeting - Participate in running your Club |
| Friday 30 | 6.30pm - 7.30pm | New Members Drinks |
| Friday 30 | 8.00pm - 12 pm | Gery Scotts Jazz - Dine & Dance |

JUNE

| | | |
|-----------------|--------------------|---|
| Sunday 1 | 3pm - 6pm | Jazz on Sunday |
| Friday 6 | 8pm - 12 pm | Gery Scotts Jazz - Dine & Dance |
| Sunday 8 | 3pm - 6pm | Jazz on Sunday |
| Monday 9 | CLUB CLOSED | Queen's Birthday Holiday |
| Friday 13 | 8pm - 12 pm | Gery Scotts Jazz - Dine & Dance |
| Sunday 15 | 3pm - 6pm | Jazz on Sunday |
| Friday 20 | 8pm - 12 pm | Gery Scotts Jazz - Dine & Dance |
| Saturday 21 | 7.30pm | Presentation Night - All details elsewhere in this issue |
| Sunday 22 | 3pm - 6pm | Jazz on Sunday |
| Friday 27 | 6.30pm - 7.30pm | New Members Drinks |
| Friday 27 | 8pm - 12 pm | Gery Scotts Jazz - Dine & Dance |

JULY

| | | |
|-----------|-----------------|---|
| Friday 4 | 7.30pm | Independence Day Fire Display - Family Night |
| Sunday 6 | 3pm - 6pm | Jazz on Sunday |
| Friday 11 | 8pm - 12pm | Gery Scotts Jazz - Dine & Dance |
| Sunday 13 | 3pm - 6pm | Jazz on Sunday |
| Friday 18 | 8pm - 12pm | Gery Scotts Jazz - Dine & Dance |
| Sunday 20 | 3pm - 6pm | Jazz on Sunday |
| Friday 25 | 6.30pm - 7.30pm | New Members Drinks |
| Friday 25 | 8pm - 12 pm | Gery Scotts Jazz - Dine & Dance |
| Sunday 27 | 3pm - 6pm | Jazz on Sunday |

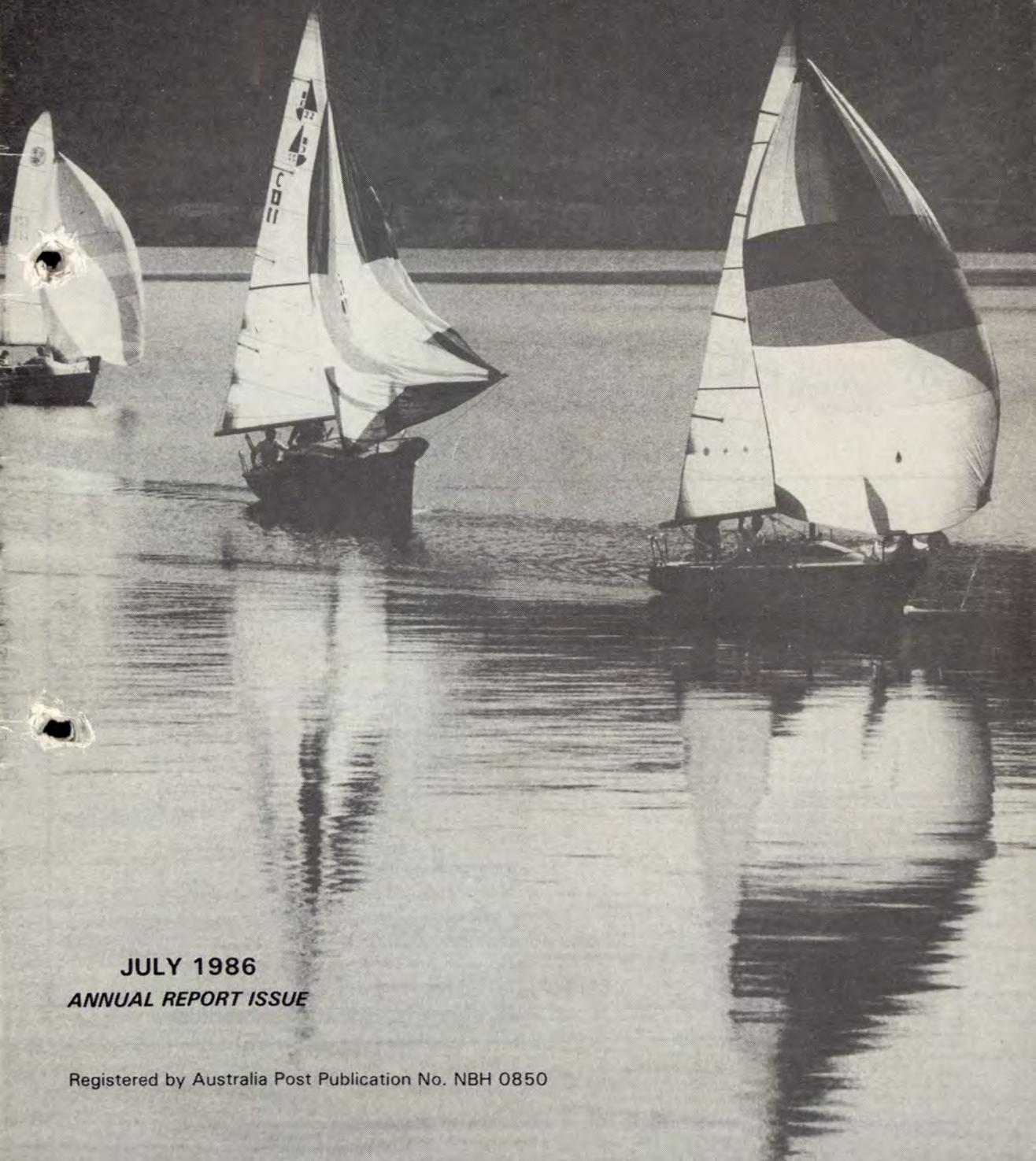
AUGUST

| | | |
|----------|-------------|---|
| Friday 1 | 8pm - 12 pm | Gery Scotts Jazz - Dine & Dance |
| Sunday 3 | 3pm - 6pm | Jazz on Sunday |
| Monday 4 | 8pm | ANNUAL GENERAL MEETING & ELECTIONS |

The Canberra

YACHTSMAN

The Journal of the Canberra Yacht Club



JULY 1986

ANNUAL REPORT ISSUE

Registered by Australia Post Publication No. NBH 0850

Aurora Boats

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RUN BY SAILORS FOR SAILORS, WE PROVIDE A COMPLETE YACHTING SERVICE FOR CANBERRA AND DISTRICT

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- FIBREGLASS and RESIN from our bulk supplies.
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CANBERRA YACHT CLUB

Mariner Place, Lotus Bay
Yarralumla ACT 2600
Tel: 73 1784 or 73 2984

Commodore: Don McMichael
Secretary/Manager: Laurie Richens

NOTICE OF 27th ANNUAL GENERAL MEETING

Members are advised that the 27th Annual General Meeting of the Canberra Yacht Club will be held on the Club premises on **Monday 18 August 1986**, commencing at **8.00pm**. All members are welcome to attend. Those attending are reminded that only Members with voting rights (Ordinary, Intermediate, Country, Life Members) and who have paid their dues for 1986/87 are entitled to vote.

AGENDA

1. Apologies
2. Confirmation of the Minutes of the 1985 Annual General Meeting
3. Matters arising from the Minutes
4. Flag Officers' Reports
5. General Business

a) Matters about which Notice has been given

(i) Moved by G.R. Hewson

"That the Club Executive revert to that of former years - with the exclusion of additional members - as adhered to by most recognised Clubs all over the world, the Executive to consist of:

| | |
|----------------|--------------|
| Commodore | Flag Officer |
| Vice-Commodore | Flag Officer |
| Rear-Commodore | Flag Officer |
| Captain | Flag Officer |
| Treasurer | |
| Secretary | |

(ii) Moved by G.R. Hewson

"That all adornments worn by Club members be the 'Porte-Cullis' as worn on the Club Flag and Burgee".

b) Other Business

6. Appointment of Club Auditor for 1986/87
7. Election of Office Bearers for 1986/87

EDITORIAL

There is no doubt that the true test of a sailor is the one design class (Laser, Mirror, Flying Dutchman etc). Equally, there is no doubt that our future yachts are shaped from the development classes. On Lake Burley Griffin, the dramatic changes in this type of yacht are evident in the Moth and Trailer Sailer classes. The Moths are now sprouting wings and vertical bows, and the newer trailer sailers are adopting the sophisticated rig and sail technology developed by the latest JOG and $\frac{1}{4}$ ton racing yachts.

As with any large Club, the CYC's sailors are divided in their loyalties to one design and development classes. This is not to be discouraged, as friendly rivalry and freedom of choice are the products of a democratic society. And so it is in the running of this Yacht Club, and in the election of its office bearers which this Annual Report Issue traditionally advertises. Nominees for appointment to the general committee should have a platform on which to run for election. It is in your interests as a Club Member to determine those platforms, and to vote for the nominees who, in your opinion, will best suit the needs of the Club. The thrill of close competition and the testing personal environment that one design classes provide, or the world of continued research, refinement and change offered by development classes? You choose.

Colonial Galleries Cook Shop and Cooking School

COOKING CLASSES FOR JULY, AUGUST, SEPTEMBER

"JAPANESE COOKING DEMONSTRATION"
with Visiting Chef

DATES
& TIMES : 24th - 6.30pm; 26th - 1.00pm
COST : \$30.00

AUGUST - "MICROWAVE COOKING & ASIAN CURRIES"

SEPTEMBER - "JAPANESE COOKING" - 4-week series

DATES : 9th, 16th, 23rd, 30th

TIME : 6.30pm

COST : \$160.00

Bookings on 95 0517 between 9.30am - 4.30pm

Shop 21, Green Square
Kingston A.C.T. 2604

THE CANBERRA YACHT CLUB

thanks most sincerely the following sponsors
who have generously assisted its activities
during the 1985/86 season:

Sponsorship of the Twilight Series

- . TAA
- . Whitsunday Rentayacht
- . Greyhound

Sponsorship of the Skyrider Training Fleet

- . Canberra Building Society
- . OTIS Elevators

Purchase of Life Jackets for Junior Training

- . Digital Computers

NOTICE TO MEMBERS

**NOMINATIONS FOR ELECTION TO
FLAG OFFICER AND COMMITTEE POSITIONS OF
THE CANBERRA YACHT CLUB**

Received by the Secretary/Manager on or before Monday 28 July 1986
[Candidates are listed by position, in alphabetical order of surname]

| <u>POSITION</u> | <u>NOMINEE</u> | <u>NOMINATOR</u> |
|--------------------------------|-------------------|------------------|
| COMMODORE | Frank DOWNING | R.M.CAMPBELL |
| | Patrick KEILY | C. GOYNE |
| | Jill LOGAN | G. R. HEWSON |
| VICE-COMMODORE | Patrick KEILY | M. HOPKINS |
| | Phillip SPRADBURY | G. R. HEWSON |
| | Garry WHITE | P. Taylor |
| REAR-COMMODORE (SAILING) | John JACKSON | G. R. HEWSON |
| | Peter RUSSELL | P. MARCUSSON |
| REAR-COMMODORE (HOUSE) | Brian WORTH | G.R. HEWSON |
| REAR-COMMODORE (OPERATIONS) | Robert EVANS | G.R. HEWSON |
| | Len JOHNSON | G.R. HEWSON |
| | Peter TAYLOR | F. DOWNING |
| | Garry WHITE | P. TAYLOR |
| REAR-COMMODORE (FINANCE) | Graham CAMAGE | G.R. HEWSON |
| SAILING COMMITTEE | Robert REDFERN | P. RUSSELL |
| | Peter TAYLOR | W. MacMILLAN |
| HOUSE COMMITTEE | Mrs Terrie EBRILL | Fay HASKINS |
| | Peter FAIRBURN | G. HEWSON |
| | Len JOHNSON | G. HEWSON |
| OPERATIONS COMMITTEE | Harvey GRIGOR | P. TAYLOR |
| | Ian HAMILTON | P. TAYLOR |
| FINANCE COMMITTEE | Geoff GARNHAM | F. DOWNING |

I hereby confirm that all persons listed above are appropriately qualified
In accordance with the Constitution for the positions for which they have
been nominated.

L. Richens
Secretary/Manager

FLAG OFFICER NOMINEES 1986/87

Note: Nominees were asked to provide their own short supporting statement.

COMMODORE

FRANK DOWNING

A sailor, Member for 10 years, former member of General Committee and Vice-Commodore for past two years. I have been an architect of the recent revival of the Club and instrumental in such Club achievements as corporate sponsorship for sailing, and development of twilight series and junior training. The Club must be managed as a business but without forfeiting its identity, role and responsibility to members as Canberra's premier yacht club.



PATRICK KEILY

Continually supported CYC since joining in 1981; active sailor; Married with three children; public servant in Dept. Industry, Technology & Commerce; Secretary of Canberra Cruising Yacht Association (CCYA) - the CYC's largest class association - 1981-82; Vice-President CCYA 1983-86; head, CYC Mooring Sub-committee 1982-86; Member CYC Operations Committee 1985-86; Represented CYC, CCYA and Southern Zone of Yachting Association of NSW on several occasions.



JILL LOGAN

I believe I can achieve more for the Yacht Club this year as Commodore, with the past year's experience as Rear-Commodore (House), together with the knowledge and understanding required for financial success and how it is derived. I would appreciate this opportunity to contribute with a team of determined members to seek stability in a capable manner, on your behalf.



VICE-COMMODORE

PATRICK KEILY

Continually supported CYC since joining in 1981; active sailor; Married with three children; public servant in Dept. Industry, Technology & Commerce; Secretary of Canberra Cruising Yacht Association (CCYA) - the CYC's largest class association - 1981-82; Vice-President CCYA 1983-86; head, CYC Mooring Sub-committee 1982-86; Member CYC Operations Committee 1985-86; Represented CYC, CCYA and Southern Zone of Yachting Association of NSW on several occasions.



PHILIP SPRADBERY

Senior Principal Research Scientist with CSIRO. Commodore of R.P.Y.C. 1985/76 and 1985; Vice-Commodore 1983/84, Rear-Commodore 1974; R.P.Y.C. Yachtsman of Year in 1985; Represented P.N.G. in Southern Cross Cup 1975, World 1/2 Ton Cup 1977;



Platform: Stimulate racing fleets, improve racing facilities and back-up, promote sailing in ACT and the Club throughout Australia. Co-ordinate aquatic activities with CYC as focal point. Develop facilities for boat owners - a marina for Lake Burley Griffin?

GARRY WHITE

Active sailor, owner of 'Pink Panther'; Current member of Sailing Committee; Canberra Yacht Club Yachtsman of the Year; ACT Trailable Yacht Champion.



REAR-COMMODORE (SAILING)

JOHN JACKSON

I am a Quantity Surveyor by profession and have been employed in the Construction Industry in Canberra for the past twenty three years.

My interest in sailing has been life long with local involvement in both CYC and YMCA, as crew and boat owner. I currently sail in trailer sailers and am a Life Member of this Club. I am running for the position of Rear Commodore (Sailing) as a member of a team.

PETER RUSSELL

Currently Rear-Commodore (Sailing); Sails Flying Fifteen "Rustler", one of many boats he has owned; Has won numerous Club, ACT and State Championships; Has been a member and executive on many Clubs, Class and Yachting Association committees.

Next year would like to:

- encourage expansion of weaker classes;
- help new sailors, particularly juniors, find crew positions;
- speed race results, perhaps through computerization.

REAR-COMMODORE (HOUSE)

BRIAN EDMUND WORTH

Solicitor in sole practice. Resident Canberra since 1956; Married, three children; Past President, Secretary, Club Captain in various associations; Former Treasurer ACT Law Society; Former Chairman and Director Capital City Broadcasters P/L, licensee of 2CC from inception to 1983, Member of CARD Council. Clubs: Federal Golf Club, ACTP Ski Club, Canberra Club, Commonwealth Club. Owner: Trailer-sailer.



REAR-COMMODORE (OPERATIONS)

ROBERT EVANS

In excess of 10 years successful Club administration at senior level. Ex-sailor CYC. Active in all aspects of Club life.



LEN JOHNSON

Sails trailer-sailer "Wackeydoo" and regularly participates in Club racing. Has been a full member of Club for six years and has served on House and Membership Committees.



PETER TAYLOR

I have been a member of the Club Executive for three years and Rear-Commodore (Operations) for two of these and have participated in the team that has produced the best financial result over the past 8 years. I am an active sailing member, sailing 'Pathfinder' an Adams 21. I would look forward to continuing to work with the team that has achieved this financial renaissance.

GARRY WHITE

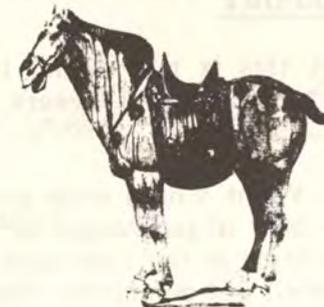
Active sailor, owner of 'Pink Panther'; Current member of Sailing Committee; Canberra Yacht Club Yachtsman of the Year; ACT Trailable Yacht Champion.



REAR-COMMODORE (FINANCE)

GRAHAM CAMAGE

Born in Queanbeyan, resident of Canberra since 1960. Member of Yacht Club 4 years; Proprietor of Local Air Conditioning Company since 1976 and has interests in local and interstate electrical wholesale company; Councillor of Canberra Branch of Aust. Small Business Association.



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SECRETARY/MANAGER'S REPORT

Many of you will know that this is my second term of duty aboard the Canberra Yacht Club, and I return after 10 years with the Commonwealth Club.

In my opinion, the Canberra Yacht Club's main problem is much the same as it was twelve years ago - lack of patronage by members. Did you know that if each member had one drink in the Club once a week it would amount to \$78,000 in a year - so let's all get behind our Club and use it more often. When someone at work suggests drinks after work or a lunch out for a special occasion, suggest the Yacht Club. It's a great Club with the best position in the A.C.T. and no parking worries. What more could you want?

The new caterers are providing excellent food for lunch and dinner and are most anxious to provide for you seven days a week. The luncheon trade is steadily picking up and one Friday in July saw 120 lunches served and 270 people catered for that same night.

If you have anything to say, be it critical, helpful, a new idea or whatever, talk to me - let me know your feelings. I'm a very easy person to get on with, and if I can improve the Club for you, rest assured I will!

As you increase your patronage of the Club so it follows that turnover and profit will increase and more will be spent on improving the Club for members and their guests. Don't forget - persuade your friends to join the Club as this can only make us stronger. If we can build membership to around 3,000 (why stop there?), your Yacht Club will become the top spot in Canberra. So let's all unite this financial year and really use the Club to its fullest and help it fulfil the potential which we all know it has.

Finally, for those of you who have not been officially introduced to her, I have pleasure in introducing Jan Bainbridge, the young lady who greets you from the reception desk.

Laurie Richens
Secretary/Manager

ONLY A RUMOUR

Big Jim Simpson has purchased a second Laser for his son, Little Jim Simpson. Problem: Little Jim is now bigger than Big Jim. Big Jim better let Little Jim win.

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WELCOME

To the new owners of Aurora Boats, Lindsay and Joanne Hackett. Lindsay has been a keen sailor for many years (sailed in the Sydney to Hobart last year) and like Kev Maddox, is ex RAAF.

Goodluck and farewell to Kevin and Margaret from Aurora, too. Sorry to see them both leave, but as you other entrepreneurs understand, 10 years in a business is a long time.

We should all remember when we peruse the mail order catalogues for boat bits that Bartondale, Aurora and other local suppliers are there when we need them. By patronising them, they will continue to be.

SOME IMPORTANT DATES

The 1986/87 season commences for our Cruising Division on **14 September**, the Opening Regatta is on **28 September**, and the first pointscore and championship races fall on **12 October**, just in case this magazine precedes the sailing program.

**Sorry if we've missed a class association or divisional contribution
Please contact David Lovie on 497094 (h) or 482381 (w) and let him know!**

COMMODORE'S REPORT

The year under review, covering the period from 1 June 1985 to 30 May 1986, was once again eventful. My fellow Flag Officers will each deal with their particular areas of responsibility and I don't intend to cover the same ground, except to say that it has been a year of achievement in many ways - and especially in financial terms. I think that we can feel proud of the fact that we have turned the Club's finances around since the latter part of 1984, though we are still not able to say that the Club is making a profit.

Your Executive has worked very hard again this year. We met officially on fifteen occasions during the year, and on a number of other occasions informally as well as at the five General Meetings of the Club held this year. Each Flag Officer has been responsible for one of the Club's Standing Committees, and has had those meetings to organize and attend. I would like to thank all the other Flag Officers who have worked so diligently for the Club during these last twelve months, and the Committee Members in particular, not to forget all those other helpers who, while not part of the formal management structure of the Club, have given so freely of their time and energy to make it a successful year.

The highlights of the year were:

- . the decision to introduce the new category of Social Member;
- . the changes in caterer, first in July 1985 and again in May 1986;
- . the resignation of our Secretary/Manager, Mr Ken Monte and our Office Manager, Mrs Carolyn Noad, in April, followed by the recruitment of Mr Laurie Richens, ably assisted by Ms Jan Bainbridge as their successors;
- . the addition of rowing to the Club's aquatic activity;
- . the continued close cooperation with Class Associations, and with the Canberra Cruising Yacht Association in particular;
- . the success of our new Sail Training program, thanks especially to Canberra Building Society, Otis Elevators and Digital Computers;
- . the computerisation of our Membership Records and Register of Yachts, thanks to ACI Computer Services;
- . the popularity of Jazz on Sundays during the summer months, as one of the main attractions to our 400+ social members.

Of these, I think the only one that deserves special mention is the decision to introduce the new category of Social Member. Older members will recall that, for many years, the Club had two basic categories of membership, Ordinary (Full) Members and Associate Members. The latter category was restricted to females, and was essentially to cater for

the wives of the predominantly male sailors. The few women sailors in those days were admitted to Full Membership. Some years ago in line with changing social attitudes, the category of Associate Membership was redefined to include males - either the spouses of women sailors, or those men who wanted to join the Club essentially for social reasons.

In its wisdom in 1984 the Club felt that the category of Associate Member meant that a large group of club members were disenfranchised and could take no effective part in Club affairs. Consequently the category was abolished when the Constitution was amended. However the net result was that a large number of former Associates left the Club - they were not prepared to pay the higher price of Ordinary Membership, and did not care particularly about voting rights.

After twelve months, it was realised that this decision had been a mistake, and that there was a place in the Club for those who, while willing to pay a modest annual membership fee, were not interested in sailing, or in voting rights, or in participating in Club management. Consequently, at the Special General Meeting in August, the Constitution was amended to introduce the category of Social Member.

The need for this is evident from the fact that over 400 persons were admitted as Social Members between September 1985 and May 1986. It can be expected that some of last year's Ordinary Members will revert to the cheaper Social Membership this year but the increased revenue from both additional trading and new subscriptions will more than make up the loss.

Despite the attraction of all these new members to the Club, there is no room for complacency. We still need more members - both for their subscriptions, for their spending in the Club and for their enthusiasm and energy, which go to make the Club a lively and interesting place. I urge all members to continue with their efforts to introduce new members to the Club - in whatever category, and of course to use the Club more frequently, since our trading activities remain critical to our future success.

Finally, I would like to say as I come to the end of two years as your Commodore, and some six years in Club management, that I have both enjoyed the opportunity to participate in this way, and feel privileged to have had your confidence and support. I thank all of you who have helped me and especially our loyal staff over the years. To Laurie Richens and his staff I extend my best wishes for future success. To my successor as Commodore I say, Good Luck.

Don McMichael
Commodore

VICE-COMMODORE'S REPORT

Canberra Yacht Club, over the past year, has taken a number of steps along the road to recovery. Among them are the growth resulting from the introduction of a Social Membership category, an active social program, more systematic and responsive financial management and the introduction of a junior training program. On the debit side, sailing fleets have again been smaller than we would have wished, and various facets of Club activity have not always moved in unison.

The past season has seen an expansion of corporate sponsorship of Club sailing activities. In 1984/85 TAA, Whitsunday Rentayacht and Greyhound generously sponsored the twilight series making this one of the highlights of the year's calendar. In the past season they have once more sponsored the series and again over 100 yachts, dinghies and sailboards entered and fleets of up to 50 turned out.

Canberra Building Society and Otis sponsored a fleet of 10 Skyrider dinghies to establish the Club's first junior training fleet. Digital Computer assisted with the purchase of life jackets. Through the generosity of these firms we have been able to fill a gap in sailing activities provided by the Club and now have an opportunity to begin rebuilding our sailing fleets and sailing membership. Under the guidance of Tim Holt, junior training programs have been a hit and over 40 youngsters have set off on the path to becoming competent sailors and, perhaps, future champions.

On behalf of the Club I sincerely thank these six firms for assisting us so generously. The Club has continued its links with Sailaway and over the past year has undertaken the administration of training courses conducted by Sailaway for the Club. These included weekend courses conducted throughout the season and Skyrider junior courses conducted during the Christmas holidays. A total of 94 enrolled for these courses.

We must not lose sight of the fact that we are, first and foremost, a sailing Club. Promoting the sport of sailing is a principal objective of the Club. An important aspect of meeting this objective and rebuilding sailing fleets will be the making of opportunities for those completing sail training courses to graduate into dinghy classes or to crew on trailable yachts. A section of the Sailing notice board is now reserved for "crew available" notices. I recommend that anyone looking for crew peruse the notice board and invite novices to join them. The Club has also approached the Mirror Association to seek their help in promoting the Mirror as a novice and junior class. A significant gap among the Club's fleets, which must be addressed in the coming year, is an intermediate class.

Publicity over the past year has been haphazard. Many members have expressed concern about a lack of communication within the Club; classes have generally not been forthcoming with articles on their activities; the Canberra Yachtsman has been in search of a home. I am glad to report that David Lovie has agreed to edit the Canberra Yachtsman

and has put forward some interesting ideas to make this a readable and informative publication. The ultimate success of the Canberra Yachtsman naturally will depend on the contributions and assistance David receives.

The past two years have been a challenging but interesting time to be a member of the Canberra Yacht Club Executive. I hope that the progress we have made in strengthening the Club's operations will provide a solid foundation for the work of future Executives.

Good sailing.

Frank Downing
Vice-Commodore

The logo for 'ejs' is written in a stylized, lowercase, serif font. The 'e' and 'j' are connected at the bottom, and the 's' is separate. The letters are black and set against a white background.

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REAR-COMMODORE (SAILING) REPORT

The 1985/86 sailing season (except for the remaining races in the Winter Series) closed with a very successful Presentation Dinner on June 21.

Actually sailing is conducted by the Club throughout the year.

- . The championship and pointscore series consists of some 21 races.
- . Twilight races during daylight saving is offered over 15 races.
- . The Cruising Division (14 races) during the summer period provides a different kind of racing for trailable yachts.
- . Finally the winter series of 6 races caters for those who wish to sail competitively during the colder part of our year.

In all, the Club provides races on about 50 occasions during the year not a bad return for a \$75 Sailing Membership fee which also includes YA of NSW Registration for your yacht.

The Club's premier sailing awards were as follows:

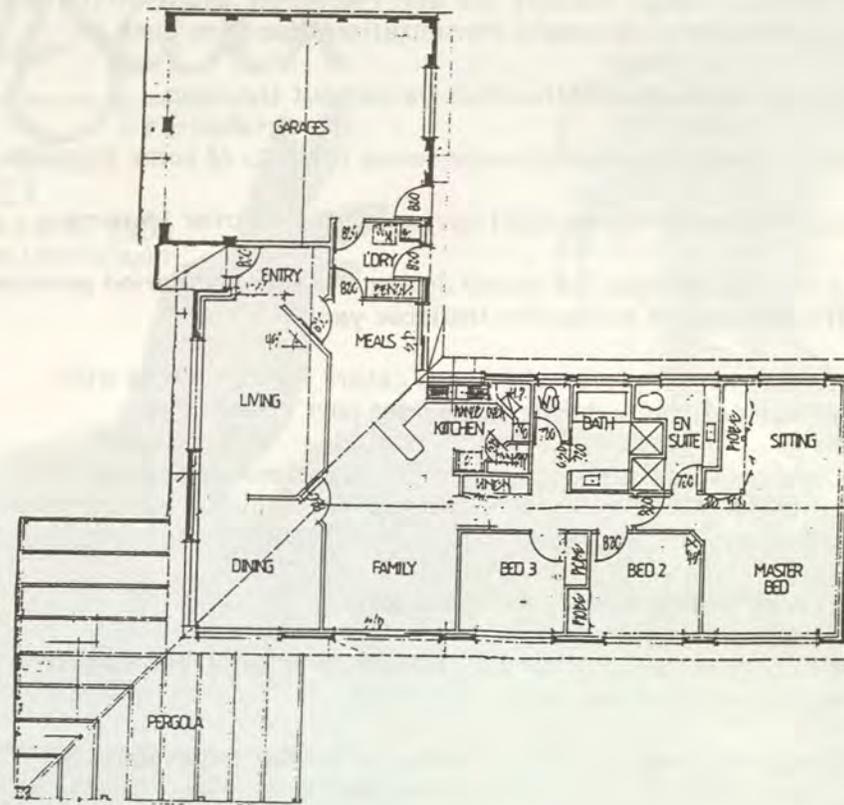
- . Most Improved Junior - Michael Hobson, who sails "Blowtorch" in the catamaran fleet.
- . Most Improved Senior - Roger Rose, who sails "Impetuous" in the General Division 2 fleet in a Hartley 18.
- . Crewman of the Year - Brian Colman who is "Bounty Hunter's" crew in General Division 2.
- . Yachtswoman of the Year - Brigitte Causebrook, crew on the Flying 15 - "Barnacle Bill".
- . Yachtsman of the Year - Gary White of "Pink Panther" fame.

At this Dinner we were privileged to have as guest speaker, John Byrne - Mastman on "Australia III" who gave an entertaining address on the trials, tribulations and joys of America's Cup campaigning.

The pointscore series started with a most impressive Opening Regatta with racing, food stalls and entertainment throughout the day. An average of 55 boats participated in each race with about 900 entries altogether during the series. During the year the weekly pointscore trophies were increased in an attempt to attract more boats in the smaller classes. Now trophies are given for every three boats participating. Major classes were GD1 and GD2, Flying 15, Laser, Catamarans and Mirrors. I hope that some of the other classes will be able to attract more boats to the weekly races.

Peter Russell
Rear-Commodore (Sailing)

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REAR-COMMODORE (HOUSE) REPORT

In my policy statement one year ago I outlined my aims and ambitions to rectify, or at least modify, the Club's financial and attitudinal problems, and (if elected) intended initiatives in regard to broadening the base of Club support, sponsorship, attractive functions and catering service development.

There are pluses which have been achieved by an inordinate amount of hard work. To put not too fine a point on it, without the dedication and higher vision of my House Committee including those inimitable Boadiceas of the Social Advisory Group and identifiable staff members, there would not be a Canberra Yacht Club as we know and enjoy it today.

We, the aforementioned, have to a degree lesser than I would have hoped, but nonetheless sufficiently, achieved my stated objectives.

Combined with the influx of hundreds of new social members who contribute significantly to our survival, the rejuvenated involvement of the former Associate Members has been critical.

In addition to the indomitable spirit and contribution of a previously alluded too select few members, my tenure has been greatly assisted by former and current staff members, Ken Monte, Carolyn Noad and Jan Bainbridge. They embraced the Club's problems and, without a clear policy of rectification, applied their own. I enjoyed their enthusiasm and support and marvelled at their adopted loyalties. Whilst I firmly believe that our staffing should be commensurate with our circumstances and that we have been overstaffed over the past year, the individual contributions have been critical to our survival.

The publicity and direct cost benefit, gained by the Club through Radio 2CA's and, in particular, Gerry Hallahan's support of our activities has been considerable. Other major sponsors who have collectively contributed thousands of dollars to our functions are Expressions, Swan Brewery, Schweppes and Wee Jasper General Store. Others including EJ's Restaurant, Hiscocks and the Diplomat International have been there when asked. The support of these sponsors has been largely a personal effort and I am therefore particularly grateful for the response.

We, the Club, are walking a narrow path and there are few who have a proper appreciation of the workload and skills involved in running a Club during this critical period in its existence.

The Canberra Yacht Club is a viable entity. However there will need to be a high level of management skills and accepted responsibilities given to a competent team within the executive to remain so.

I have completed a short overseas tour including visits to several yacht clubs with direct comparable situations to our own. Most have endured crisis of support and management. The one significant feature of their recoveries and continued survival, however, was the reinforcement, or re-establishment, of rigid lines of accountability through stated, accepted and clearly defined responsibilities of Flag Officers and staff.

Jill Logan
Rear-Commodore (House)

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REAR-COMMODORE (OPERATIONS) REPORT

This year has seen some significant activities at the Club with the provision of some new facilities and with some new systems to provide Club members with a better service.

Boat Lifting Device

The boat lifting device that was provided as a joint venture by the Canberra Cruising Yacht Association and Bartondale Sailing of Phillip is now operational. The lifting device has now been tested many times and has proved to be a successful project and a very useful Club facility. The device now stands as a monument to a group of members who support the Club with their enthusiasm and Club spirit; thanks to all those involved in the project. For those members who wish to use the device arrangements can be made at the Club office.

Australian Institute of Sport Rowing

This year also saw the introduction of a rowing shed beneath the Club. The area that housed our diminishing 505 fleet was for economic reasons leased to the Australian Institute of Sport to use as their rowing shed from which our future Olympic champions will train. In order to accomplish this we modified our other shed to cater for the 505's that were housed in what is now known as the rowing shed. We believe that these new racks will adequately cater for the selection of dinghies that Club members now have. We hope that the allocation will settle down very soon and this would be helped greatly if we could ensure that boats aren't illegally left there, and if the people who use the shed do their part in keeping it in a tidy and useable condition.

Club Mooring Facility

Recently the Club installed a mooring, additional to those required by the Race Support Unit boats. The purpose of this is to provide a service to members (members only) who may have a requirement to use a mooring for a short period. There will be a small charge for the use of this mooring which is mainly to discourage long stays on it, hence making it more readily available to needy members. We also hope that this will discourage the invasion of other peoples moorings which in some circumstances has caused some level of annoyance.

Mooring Barge

Also with regard to moorings, both the mooring lifting device and a group of members have been very active in renovating and relaying moorings in Lotus Bay. A solid mooring assures that your boat won't go wandering and do damage. If you are unsure of your mooring's condition or have a gault complex, then it may be time to action a peek into the murky depths.

New Jetty

Plans have been drawn up for a new jetty in the position the mooring barge now occupies. The plans were done by the Department of Housing and Construction after a comprehensive survey and discussions with the Club and other lake users including the Captain of one of our ferry boats. Unfortunately there were insufficient funds available in the Department of Territories budget for the jetty's construction this year, but it is hoped that it will be included in the program in the not too distant future.

Boats Left on Crown Land

During the past twelve months the Department has had a crack down on boats left illegally on Crown land. This has usually lead to their confiscation and some embarrassment to those concerned.

Boat Storage Renewals

We currently have a rather long waiting list for boat storage in the trailer park both in the Club lease area and also in the red gravel boat park area.

The shortage of boat storage in the trailer parks, coupled with the long waiting lists for these areas have been a prompt to making a complete review of Club policy in allocating these scarce spaces. In short there will be a priority allocation system designed to favour members who participate in the Club's sailing activities. We are also keen to ensure that juniors who sail in Club events are adequately catered for.

The new priority system came into effect from 1 June 1986. The details are as follows:

Prerequisite

Due to the shortage of spaces there shall be a limit of one boat park space per member. The exception is that a holder of a space in the dinghy rack may have a bay in the trailer park.

Priority Allocation

There shall be a grandfather clause which shall apply to members holding boat parking spaces at the end of the 1985/86 financial year. Details of this provision appear later.

SUBJECT TO THE PROVISIONS OF THE CROWN LEASE AND THE GRANDFATHER CLAUSE THE EXECUTIVE WILL ALLOCATE OPEN AND UNDERCOVER BOAT STORAGE AS FOLLOWS:

FIRSTLY to financial members who regularly race in the Club's Sunday competitions and who pay the new seasons membership, parking fees and race entry fee by the due date. Also included in this priority are those Club members who have regularly raced in either or all of the Club's twilight series, the winter series or with the cruising division of the Club and who pay their fees by the due date.

SECONDLY to financial Club members who have raced intermittently in the past and indicate their intention to continue in this fashion in the coming season.

THIRDLY to financial Club members (excluding social members) who do not take part in any sailing competitions at the Club.

FOURTHLY to non Club members who are members of Yacht Clubs which are affiliated with the YA of NSW.

GRANDFATHER CLAUSE

A Club member who held a boat parking space at the completion of the 1985/86 financial year and pays the membership fee and boat storage fee by the due date shall have the right to maintain the storage space for the new season.

DAMAGE TO BOATS

The Club will not accept any responsibility for any damage to members boats; however care will be exercised at all times when officers of the Club have a need to move boats for a particular reason. If relocation of a boat is required the owner will be contacted, if possible, to assist.

Peter Taylor
Rear-Commodore (Operations)

ONLY A RUMOUR

Bob Cranse, in the July 'Australian Sailing', reports that Harold Cudmore, skipper of British America's Cup Challenge Crusader, during an invitation steer of South Australia chided the not too attentive crew 'You bastards are not fit to step aboard Australia II in the museum!' Rumour has it that McMichael and a couple of local skippers have already made arrangements with a taxidermist to have their crews appropriately prepared for permanent display on Australia II in the Museum.

REAR-COMMODORE (FINANCE) REPORT

The Treasurer's report contained in last year's Annual Report forecast an operational loss for this year of between \$40,000 and \$50,000 and a detailed cash flow budget drawn up by me shortly thereafter indicated that this would in fact be realised unless trading improved substantially. It goes without saying that following upon losses of \$40,000 in 1984/85 and \$30,000 in 1983/84 and similarly for several preceding years, that a result of that order would have had dire consequences for the Club. In that context it is encouraging, although short of pleasing, to report of loss of \$20,000. The result is, however, rendered more reasonable considering that a substantial profit would have been derived but for additional unavoidable costs incurred this year which were not incurred in previous years. Land Rent, increased Bank Interest, increased Depreciation, increased Office Salaries and Maintenance together accounted for costs of \$40,000 in excess of the previous year.

The most pleasing aspect of the year's operations has been the increased bar trading of \$44,000 resulting in a bar net profit of \$33,000, an increase of \$24,000 over the previous year's profit. This is of course indicative of greater patronage of the Club by members, a welcome trend reversal brought about through initiatives taken by your Executive in attracting more persons to the Club, through changes in membership structure and a more active social program. It is essential that this trend continue, to provide the Club with much needed revenue to cover its increasing essential costs.

I shall now briefly comment on each aspect of the financial report:

Bar Trading

Whilst the increased trading is encouraging, bar sales are still far below that of other clubs with similar membership numbers and still some \$16,000 below our 1984 turnover. It was with the enthusiastic assistance, behind the bar of our office staff that bar wages were contained at last year's level and the Club is grateful for their help. There are many occasions, however, when the bar is necessarily staffed by paid personnel and sales made are insufficient to cover wages, let alone other costs.

In the absence of greater patronage consideration may need to be given to curtailing bar hours.

Poker Machines

Poker machine revenue for the year approximated that of the previous year and again is well below that of other A.C.T. clubs. Two machines were de-licenced during the year resulting in an increased depreciation write off of \$4,000 but which will lower future operational costs with no projected revenue loss. With loans also being finalised during the year, I believe next year should see increased profitability from this source.

Dining Room

Net profit from the Dining Room shows an increase of \$20,000 over the previous year's net profit. This was due to the leasing out of the dining room for the full 12 months compared with 8 months of the previous year. The profit also includes non-cash income of \$5,500 being the estimated value of furniture and fittings taken over in May 1986 from the outgoing restauranteur. A new licence has now been entered which will provide a fixed annual rental income.

Sailing

The Sailing Account indicates a net profit of \$9,000 which is mostly represented by the value of Skyrider boats donated to the Club during the year.

Subscriptions

From September 1985 a new class of Social Membership was introduced and this effort appears to be well justified in terms of an increase of \$7,000 in Subscription revenue and is favourably reflected in the other revenue areas.

Administration Costs

Costs associated with the conduct and administration of the Club rose by \$50,000 during the year to \$205,000 due principally to the following increased costs:

| | |
|-----------------------|-----------------------|
| Bank Loan Interest | increased by \$13,000 |
| Entertainment | increased by \$ 7,000 |
| Land Rent | new cost of \$ 7,000 |
| Repairs & Maintenance | increased by \$ 5,000 |
| Staff Salaries | increased by \$12,000 |

A brief explanation of each of the above items is warranted:

Bank Loan Interest - due to unavoidable increased interest rates on the Club's outstanding loan (and all other Bank client loans). The Club is currently renegotiating the loan on more favourable terms and this should see a drop of approximately \$7,000 in 1986/87 charges.

Entertainment - due to an increased social program particularly Friday evening and Sunday afternoon live music. This has resulted in a substantial contribution to Bar and Poker Machine profits.

Land Rent - a new and unavoidable annual impost by Department of Territories as a condition of our acquiring a renewal of the land lease.

Repairs and Maintenance - regular maintenance costs of the Club and grounds. It is expected that such costs will continue with the ageing of the Club and facilities.

Staff Salaries - the appointment of an additional staff member, together with the impact of a full year of salaries paid to the Secretary/Manager and Office Secretary and termination entitlements caused salaries to rise by \$12,000. 1986/87 salaries are expected to be some \$5,000 below this level.

The Future

The future of the Club is clearly dependent upon its financial stability. I believe that with the innovations introduced during the year in the membership structure and revitalised social program and with continued profitable bar, poker machine and dining room trading a course may have been laid to carry the Club beyond the financial problems which have beset it in recent years. Whilst it has been said in many past reports, it demands repeating, that the Club can only survive if the Members patronise its facilities and enthusiastically support the incoming Executive in their efforts to guide the Club through a difficult period.

Geoff Garnham

 * IN THE INTEREST OF: *
 * *
 * THE YACHT CLUB *
 * *
 * WE PLACE THIS ADVERTISEMENT *
 * Good accountants don't need to advertise and we must admit this *
 * is the first time we have advertised. *
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 * Our work comes by referral. We do a job and the result - we *
 * are recommended. *
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 * OUR FIELD OF EXPERTISE COVERS THE FOLLOWING: *
 * Taxation Accounting Audit Insolvency *
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 * Companys Financial Accounts Clubs Bankruptcy *
 * Trust Budgets Semi-Govt Part X - *
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INTERNATIONAL MODEL NOW IN CANBERRA



THE LIZZIE WAGNER ACADEMY AND CASTING AGENCY

Lizzie Wagner is now conducting Grooming and Department Finishing Schools, complete Modelling Courses, Hair, Make-up and Wardrobe Techniques for Males, Females and Children.

Her staff include Top Manequin Models, Make-up artists, Fashion Co-ordinators, Beauty Specialists, Script Writers, Promotion Consultants and Photographers.

The courses will cover:

MODELLING COURSES INCLUDE: Catwalk
 Photographic and
 Television Techniques
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GROOMING AND DEPARTMENT COURSES INCLUDE: Posture Analysis
 Health and Fitness
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 The Art of Make-up & Skin Care
 Haircarr & Styling
 Manicure & Pedicure
 Speech & Etiquette
 Self Motivation
 The Power of Positive Thinking
 Job Presentation & Successful Application

● **MODEL WORKSHOPS** for part-time and professional models featuring the latest catwalk, photographic, make-up and hair techniques

● **LIZZIE** will also be casting students and models to work within the Academy

If you would like the look and poise of a model, or the confidence and beauty of a well-groomed lady,

PHONE: The Lizzie Wagner Academy on 73 2942

OPENING DAY REGATTA

PROGRAM OUTLINE

SUNDAY SEPTEMBER 28, 1986

- 10.45am : Members of public board ferry before race.
11.00am : Great Ferry Race starts at Canberra Yacht Club.
12.15pm : Champagne brunch in Clubhouse.
1.30pm : Blessing of the racing fleet by Naval Chaplain, Rev. Justin Barwick.
2.00pm : Chief of Naval Staff, Vice Admiral M.W. Hudson, fires gun to signal start of first race of the season.

(Asian Village food stall, other food stalls, 2CA bus jazz band and other attractions throughout the day)

CLUB MEMBER OF THE YEAR

Mrs Terrie Ebrill was named Club Member of the Year at the Annual Presentation Dinner on 21 June 1986 by Commodore Don McMichael.

Most members will know Terrie as a tireless worker for the Club and a member of the House Committee especially its Social Advisory Group and those who don't know her will probably have seen her at any one of the many functions held during the year, always elegantly gowned and being her usual charming self, whereas a few hours previously she would have been in jeans and jumper working hard at setting up tables and helping with arrangements.

Previously, and reflecting the times in which it was instituted, this award was known as Clubman of the Year. The Executive had separately decided to change the name to Club Member of the Year, and it was therefore a matter of satisfaction and delight to all concerned that the recipient in 1986 was a woman. Congratulations and thanks Terrie from us all.

VALENTINE'S

IN THE CITY

When you're in the City, Valentines invites you down to inspect the unique establishment.

- A Restaurant catering to the discerning palate.
- For Lunch and Dinner we have a tantalizing atmosphere with classical piano played by Maureen Ayre.
- Valentines bar offers a large range of beer, spirits and cocktails in a comfortable setting.
- Our coffees are deliciously smooth.
- HAPPY HOUR from 5.30pm-6.30pm Monday-Friday.



SHOWTIME DINE-OVER

Please come and ask us about this unique offer. It's something that's completely NEW!

HOURS

Monday to Saturday

RESTAURANT

LUNCH: 12.00-3.00pm

DINNER: 6.00-10.30pm

SUPPER: From 10.30pm Mon. to Sat.

COFFEE SHOP and

COCKTAIL BAR

10.00am-12.00mn*

* Extended hours Friday and Saturday.

Una Porter Centre
131 City Walk, Canberra City
(Opposite Grace Bros)

48 9696

WE ARE MUCH MORE THAN A RESTAURANT

VALENTINES

AT THE YACHT CLUB

Our restaurant offers modern international cuisine and affordable prices, glorious views, excellent food and great company make Valentines by the lake a very attractive proposition (for business or romance).

Whether booking a large or small function, we have the place for you. Valentines style and service will keep you coming back for more.

HOURS

We're open 7 days a week for Lunch and Dinner. Take advantage of our special lunch from 11.00 a.m. and the live jazz on Sunday, the perfect way to spend Sunday in Canberra.

Coronation Drive

Yarralumla

Ph: 73 1339

Members and Guests are welcome.

**THE PLACE TO VIEW & TASTE CANBERRAS
FOUR SEASONS**

CAP'N BARFLY

Poor old Cap'n Barfly is in a right state! His essential life supply (as Lois Lane to Superman) has all but run dry. Be assured that this is a most unfortunate situation as he will be forced to his dark laboratory to invent this necessary ingredient should it not become available by normal means. We are, of course, talking about GOSSIP!

Fortunately, even on the quietest of occasions, there are those stalwarts of the Club (regrettably too few) who cannot help but generate gossip and humour by their very presence.

A recent example was the arrangement of not just a few to see a titled personage, who normally dresses fairly conservatively, staggering around the Club one recent Friday evening in a tartan skirt. He blamed it all on his breakfast that day. The mind boggles.

Then there was the first Club stalwart, the Admiral, who was seen recently assaulting a very senior lady Parliamentary Officer. Had it not been for the ready assistance of some toughs from the Corrective Services Borstal they would have ended in a tangle on the floor. We still can't figure out why they were giggling so much and were prepared to repeat the performance.

Would you believe that another regular, whose ethnic background forces him to secrete his wealth in a small sporran, who insisted that Rear-Commodore (House) obtain a larger sporran for him while in Scotland on her recent world tour. It has been, rather cruelly, said that the resident moths have grown too large to live comfortably in the old one.

Another notable, religious by nature (he climbs the Hill daily, to pray?) who is so enraptured by the cooing and clucking in his hilltop shrine that he brings the lovely generator of such warblings to its Club to lubricate the delicate vocal chords. This is highly recommended as it greatly enhances the atmosphere, and decibel level, in the Club.

The Club gourmet appreciator, Gordon Bleu, is most upset at the moment as his favourite winter beverage, Bullshot (no misspelling - trust me) which has normally been supplied to jazz enthusiasts on Sunday afternoons is no longer available. This has to be fixed. For those who have never savoured the brew let me describe it as an alcoholic cup-o-soup. This is also highly recommended.

By the way it has been noticed, with concern, that there have been no Naughty people around the Club lately. It seems that the very young have taken precedence. Welcome, soon to be, new member Jennifer, and congrats to those responsible. Where are you?

Please help build some fun and humour around the place by sending contributions for his column to Cap'n Barfly, C/- the Reception or Bar. Remember well that Old Barfly will survive even if he, or is it she, has to invent his own bull. Help!

CANBERRA YACHT CLUB

MINUTES OF THE 26th ANNUAL GENERAL MEETING

Held at the Canberra Yacht Club
Monday 5 August 1985 at 8.00pm

Present: 88 Members

Apologies: K. Maddox, R. & J. Campbell, G. & J. Jones, D. Whitrow, M. Vickery, R. Krastins, H. McMichael, A. McDonald, P. Andrew, J. Breed, I. Macdougall, D. Owens, P. Fairburn

Minutes: The minutes of the 25th Annual General Meeting were confirmed as a correct record.

Moved: G. Hewson, Seconded: P. Harvey

CARRIED

Clubman of the Year: The Commodore presented the award for 1984/85 to Mr Gordon Reid, to acclaim from the meeting.

Flag Officers Reports

Commodore: Don McMichael referred members to his report which had been published in the Canberra Yachtsman, and drew attention to the article about the Future of the Yacht Club which he proposed should be discussed under General Business. He advised members that the first draft of a new lease for the Club's premises had been received from the Department of Territories, and had been referred to the Club's Honorary Solicitors for advice. It contained a new provision which would allow the Club to run a Ship's Chandlery. The new rental would be \$6000 per year, which was based on 4% of the assessed value of the land. This would be subject to review every three years.

Vice-Commodore: Frank Downing referred members to his report as published in the Canberra Yachtsman.

Rear-Commodore (House): Berry Nyman updated his published report by referring to:

- a) the high cost of heating the Club during recent weeks, noting that the new gas-fired heating system was about to be installed;
- b) the introduction of meals served from the bar on Friday and Saturday evening;
- c) the commencement of the Club's "Ferry Service" which provided a modest subsidy to members wishing to take a taxi home.

Rear-Commodore (Sailing): Mac Storey referred members to his report as published in the Canberra Yachtsman.

Rear-Commodore (Operations): Peter Taylor also referred members to his report as published in the Canberra Yachtsman.

2.

Rear-Commodore (Finance): Eric Adriaanse drew members attention to his report, and to the Balance Sheet and Profit and Loss Account for the year ended 31 May 1985 and the Auditor's Report dated 18 July 1985, and suggested that members might wish to discuss the matters contained therein when considering the future of the Yacht Club.

General Discussion of Flag Officers' Reports:

One member considered it inappropriate that the Rear-Commodore (House) had referred in his report, to "an attempt by some members to destabilize the (restaurant) venture". He asked that his views be recorded.

A question was asked about the transfer of the Restaurant License from Mr Michael McMenamin to Mr Peter Zimmerman, and whether the Club had received any financial benefit from it. The Commodore explained that any consideration paid by Mr Zimmerman for the business was a matter between him and Mr McMenamin. However it was a fact that the license gave the licensee no proprietary rights in the Club and that renewal or non-renewal of the license when it expired in due course was a matter for the Club to determine. He pointed out that assent by the Executive to the assignment of the license to "an experienced, reasonable and respectable assignee" could not be unreasonably withheld.

Peter Harvey commended the moves which are being made to recruit sailboard sailors to the Club. Discussion followed about the potential conflict between the interests of sailboards and larger yachts, with particular reference to safety. There was a general feeling that it made sense to get sailboarders involved in the Yacht Club to influence them to be more safety conscious.

A general discussion followed about aspects of the Club's sailing program. Among the points that we made were:

- . the need to get more juniors sailing with the Club;
- . the desirability of encouraging use of Lake Burley Griffin for regattas and championships;
- . the opposition of the Southern Zone Committee to the Club holding championships in Canberra for classes which do not regularly race here;
- . the inadequacy of the Club's racing arrangements for catamarans;
- . the advantages of establishing close links with the Australian Defence Force Academy;
- . the desirability or otherwise of varying the rules relating to the use of motors on the lake.

The Rear-Commodore (Sailing) said that all the points raised were important and would be referred to the incoming Sailing Committee for consideration.

General Business:

a) Mr Gerry Hewson moved the first motion standing in his name, viz:

"That the Club re-introduce Life Membership, limited to 100 members on the basis of a notional 10 years subscription with adjustment for age and years of membership"

stating that this could raise a substantial sum of money to help the Club out of its present difficulties.

The Commodore pointed out that there was no need to "reintroduce" Life Membership. The Constitution already provided for it. What was necessary was to decide whether to make a special effort to attract Life Members and if so, how many and at what price.

Captain Geoff Hood seconded the motion, noting that he was not sure what adjustment should be made for age and years of membership, and suggested an actuarial study be undertaken.

Various members spoke generally in favour of the motion, but differed as to how many life members should be sought and what the rate of subscription should be. Others opposed the motion on the grounds that it would be borrowing against future income to pay present debts. After considerable discussion Peter Forster moved, seconded Peter Harvey, the following amendment:

"That all words after subscriptions be deleted, and replaced with the words 'at the 1985/86 ordinary member rate'".

After further discussion, the Commodore put the amendment which was carried. He then put the motion as amended, which was carried 47 votes in favour to 19 against. Messrs John Henty and John Kennedy asked that their opposition to the motion be recorded.

b) Mr Gerry Hewson moved the second motion standing in his name, viz:

"That the Club Executive revert to that of the following -
1. Commodore, 2. Vice-Commodore, 3. Rear-Commodore, 4. Club Captain,
5. Treasurer, 6. Seven Elected Members, as in previous years"

saying that this was the traditional pattern of Flag Officer titles in Yacht Clubs and it should be retained. Mr Norm Henderson seconded the motion.

Discussion followed, most speakers expressing the view that the current arrangements were satisfactory, even if not traditional, and should not be disturbed. The motion was put and lost on the voices.

c) Discussion of the Future of the Club.

Don McMichael opened discussion by referring to the article he had prepared which was printed in the Canberra Yachtsman, in which several options were presented to enable the Club to overcome its continuing financial difficulties. He referred to advice from the Auditor, Mr M. Dawson, that the Club had been trading unprofitably for several years now and that this situation could not be allowed to continue. He also invited members to bear in mind the reports of the Rear-Commodore (Finance) and the Rear-Commodore (House) which had a direct bearing on the subject. He emphasised that no particular motion was before the meeting, but that the new Executive would undoubtedly be guided by the outcome of this discussion.

A wide ranging discussion took place, during which the following views were expressed by one or more members:

- . the name Canberra Yacht Club should be retained;
- . the general character of the Club should, if possible, be retained;
- . the main problem was the cost of servicing the bank loan and every effort should be directed towards reducing and, if possible, eliminating it;
- . debentures were one way of raising funds to reduce capital debt;
- . life membership subscriptions should be allocated to debt reduction;
- . the Club house was a valuable asset which could be leased if need be, in whole or in part, to ensure the Club's survival;
- . there was an urgent need to increase the level of trading in the Club, and this required a larger, more active membership;
- . there were a number of aquatic sports groups (fishing, rowing) and others who used the lake foreshores who should be actively recruited;
- . the reinstatement of a form of associate membership to attract non-sailors, and those who were not interested in participating in club management was needed;
- . there should be incentives or rewards for members who were successful in recruiting new members;
- . expenditure should be very carefully controlled, commensurate with available income;
- . more use should be made of voluntary help from members of the Club;
- . various proposals were made as to the nature of the social or associate membership category, and concerning the level of subscription that should be charged.

Don McMichael thanked all members who had contributed to what had been a most constructive discussion, and assured the meeting that the newly elected Executive would take whatever action was necessary to follow up the general consensus arrived at concerning the Club's affairs.

Appointment of Club Auditors for 1985/86. The Commodore, Don McMichael moved, seconded Eric Adriaanse, "that Messrs Dawson and Di Bartolo be appointed Auditors of the Canberra Yacht Club for 1985/86". **CARRIED**

The meeting resolved that the Club's thanks should be conveyed to Mr Mike Dawson of Dawson and Di Bartolo for his work as Auditor in 1984/85.

Election of Office Bearers for 1985/86

The Vice-Commodore, Frank Downing, took the chair and advised that there had been only one nomination for Commodore for 1985/86, and declared Don McMichael elected for a second term.

Dr McMichael resumed the chair and thanked members for their confidence in him and their support. He then declared the following candidates elected to the positions indicated, there being no other candidate in each case.

| | |
|----------------|--------------------------------|
| Frank Downing | Vice-Commodore |
| Peter Russell | Rear-Commodore (Sailing) |
| Peter Taylor | Rear-Commodore (Operations) |
| Peter Harvey | Member of Sailing Committee |
| John White | Member of Sailing Committee |
| Pat Keily | Member of Operations Committee |
| John Henty | Member of Operations Committee |
| Eric Adriaanse | Member of Finance Committee |
| Graeme Jones | Member of Finance Committee |
| Robert Evans | Member of House Committee |
| Robert Chilman | Member of House Committee |

No candidate had been nominated or proposed from the floor for the position of Rear-Commodore (Finance) and the position remained unfilled.

Two candidates had nominated for the position of Rear-Commodore (House) - Ms Jill Logan and Mr Wilson MacMillan. An election was therefore held, Messrs Eric Adriaanse and Mac Storey being appointed as scrutineers. At the conclusion of the counting of votes, the Commodore announced that Ms Logan had been elected, and congratulated her, in particular for being the first woman Flag Officer in the Club's history. He presented the newly elected Flag Officers with their Bugees, and thanked the retiring Officers for their energetic work and support during the previous year.

There being no further business, Dr McMichael thanked the members for attending and for contributing so constructively to the debate, and closed the meeting at 12.00 midnight.

ONLY A RUMOUR

Peter Harvey, CYC sailboard fleet, is going for an even bigger sail this year. He is determined to beat himself around the buoys next season (but see his article on sailboards!)

 **QANTAS**
THE AUSTRALIAN AIRLINE

MIRROR CLASS NEWS

The Mirror Dinghy celebrates its 25th anniversary in Australia at its National titles in Perth this coming Christmas/New Year - and with the usual 100 or more entries it is likely to be a more spectacular and closely fought series than that other series that is due at about the same time! The Class does not go back quite that far in Canberra, with the summer of 1967 seeing the start of the Class. On that basis the Class is one of the longest established classes in the Club and continues to attract new owners and a regular racing fleet.

At the AGM in June the members of the Association re-elected Peter Forster as President and Bob Townsend and Alan Harris as Secretary and Treasurer. Stuart Allen, Bruce Ferguson, Andrew Forster and Robert Hughes were elected as Committee members. One of the objectives set by the Committee for the year is to take positive steps to encourage those Mirror owners who are not already members of the Association to pay the bargain price of \$15 to become members and to participate in Association activities. Regular sailors on the Lake will know that there are usually as many Mirrors pottering about on the Lake as there are Mirrors racing, and it would be to the mutual advantage of both groups to have at least some joint activities.

The Mirror is an exceptionally versatile vessel being suitable for a wide range of ages, interests and skills, without a high capital cost. The Association and the CYC are currently discussing how those advantages can be captured for the benefit of the graduates from the Club's training program. Class contact: Peter Forster, Ph: 81 1124 (h).

LASERS

With the Australian, World and World Master (over 35) Titles being held in Melbourne in January 1987, the forthcoming season should be a big one for Lasers. In fact the Laser class is unique in this standard of competition.

On the local scene it is hoped that numbers will return to those of previous years after taking a slight dip last season. All regular sailors from last year will be sailing again plus some new ones. It still remains the strongest class on the Lake.

Ex 505 sailors, Phil Henty and Richard Norris are prospective buyers of Lasers and one rumour has it that Peter Harvey is planning a return to the class - but P.H. apparently denying this. Jim Simpson has bought another Laser and handed the old one on to his son Jim Jnr. Dad hopes Jim didn't learn too much sailing with David Lovie in Division 1 last season.

Reports from the YMSC suggest that race numbers will increase on last season's strong fields with numbers being swelled by defectors from Sailboard ranks - perhaps lending some truth to the old bumper sticker "boned Board Sailors sail Lasers".

DEFENCE ACADEMY SEAMANSHIP CENTRE

The Defence Academy has as part of its Physical and Recreational Training (P & RT) Section a fully operational Seamanship Centre equipped with the following craft:

| | |
|----|--|
| 2 | Endeavour 24 yachts |
| 20 | Tasar dinghies |
| 3 | 16' Hobie catamarans |
| 10 | Windsurfers |
| 1 | 8's Rowing shell |
| 3 | 4's Rowing shells |
| 3 | pairs rowing shells |
| 1 | double rowing shell |
| 3 | single sculls |
| 1 | 17'6" Leg L1 utility power boat |
| 2 | 13' Stacer aluminium dinghies |
| 6 | TK2 racing kayaks |
| 3 | TK1 racing kayaks |
| 3 | Racing kayaks |
| 6 | Wobbiegong open Canadian canoes |
| 6 | Doubtful origin fibreglass Canadian canoes |

The Centre is manned by a Chief Petty Officer, a Leading Seaman and an Army Private, all of whom hold sailing qualifications as instructors.

The Rowing shells are under the control of the Rowing Supervising Officer, Flight Lieutenant Peter Hayes and rowing will become an all year round sport for Officer Cadets not involved in Winer Sports teams. Summer rowing will be open to all personnel.

Use of racing kayaks, Wobbiegongs and fibreglass Open Canadian Canoes will be controlled by the Canoeing Supervising officer, Captain Doug Frazer. Activities have been suspended for the winter months but will recommence in August.

The power boats will be used as rescue boats for sailing and coaching boats for rowing.

Anyone wishing to use either the dinghies or the Endeavour yachts for recreational sailing must hold the AYF's TL1 and TL4 (Inshore Day skippers Certificate) qualifications.

Windsurfers may be used in the summer months within a training area until competence is demonstrated, when boards may be used for recreational activities as arranged with the Seamanship Centre Staff.

The Seamanship Centre is an accredited teaching school for AYF TL1, TL2, TL3 and TL4 qualifications and courses for TL1 will commence in mid August for groups of thirty Officer Cadets. Volunteers to attend courses will be called for later in the year.

Holders of TL1 qualifications may enter the dinghies and catamarans in sailing conditions run by the Sailing Supervising Officer, Flight Lieutenant Robyn Williams or in conjunction with the YMCA Sailing Club and the Canberra Yacht Club. A challenge is also expected from the ACT Inter-Services Sailing Committee, and crews will no doubt participate in the fortnightly Wednesday afternoon races run by that committee.

The Canberra Yacht Club welcomes the competition from ADFA's sailors, and an opportunity to exchange experiences over a drink at the club.

THOUGHTS OF A FF TRAVELLER

The International Flying Fifteen Canberra fleet had mixed success during the 1985/86 sailing season. Whilst the numbers racing in Club events had not changed greatly compared to previous years, the introduction of some new members over the season should see some closer racing next season. A few boats have changed hands and we welcome them into the fleet.

My editor said that I must say something humorous. As everyone should know, sailing is definitely a participant rather than a spectator sport and what could be more participative than a husband-wife team. Speaking from experience, it is exceptionally difficult to be impartial. If looks and thoughts could kill, my long suffering wife-cum jib sheet hand could leave Geller for dead.

Brigitte has been known to take a book to read in between the numerous recalls in national events. And she has been known to scare the living daylight out of the hotshots at State events. A perfect wife-cum-jib-sheet hand should be able to perform miracles like instantly remove spinnakers wrapped around the keel.

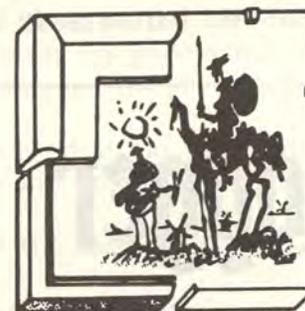
The most remarkable thing about the past sailing season is that we didn't hit anyone. I put that down to my wife calling any boat that is more than 200 yards away. The only damage that I have suffered was a set of fractured ribs falling off the boat in the car park during the nationals. Being thoroughly strapped, I was virtually lowered into the boat via the boat hoist! Any sane person would have curled up in bed with the latest copy of "Sailing". I really think we earned the "Encouragement Award" during the Nationals. Any boat trying to do spectacular gybes in 23½ knot winds with a spinnaker up and who has a wife who has pronounced RSI trying to swing the pole deserves the ultimate accolade, "They enjoy their sailing".

BARNACLE BILL

**DOES ANY OTHER YACHT CLUB IN AUSTRALIA HAVE
MEMBERS IN EDINBURGH FOR THE COMMONWEALTH GAMES?
OUR ROWERS!**

EXPRESSION

Canberra's art print and poster galleries



Creative picture framing

Custom Framing — Wood, Aluminium including
Tapestries. Block Mounting: Clip-It Frames. Framed
Pictures, Conservation Framing. Aluminium —
Frame-It-Yourself Kits — Contract Framing

At Fyshwick Only — While You Wait Framing —
D.I.Y. & Chop Service Available

Special Discount for Artists, Students & Exhibitions
Large Selection of Imported & Australian Posters &
Fine Art Reproductions Always Available

ASK ABOUT OUR 24-HOUR FRAMING SERVICE

WODEN SHOPPING SQUARE
Arts & Crafts Bridge

81 2127
Open 7 Days

CANBERRA CITY
Canberra Arc, Alinga St.,

47 0515

FYSHWICK
8 Lyell St.,

80 5328
Open Saturday Morn

ANOTHER SUCCESSFUL YEAR FOR OUR BLUE-WATER SAILORS

Members of the Canberra Ocean Racing Club are looking forward to another successful season racing their Farr 40, Nadia IV.

Over the last 2 years with Mercedes IV and Nadia IV, the Club have won every pointscore trophy for long races conducted by the Cruising Yacht Club of Australia, except the Sydney/Hobart race. Maybe this will be the year!

Starting as pre-race favourite for the Sydney/Vanuatu race in May this year, Nadia IV suffered a broken mast 50 miles off-shore. The replacement mast will be stepped and tuned in time for the inaugural Sydney/Southport race and Bayview series starting on August 16. Nadia IV will return from Queensland by 28 August in time to get ready for the tough Sydney off-shore season which includes the Montague race on the October long weekend.

There are a few vacancies for membership in the Club - if anybody is interested then contact George Snow on 47 4333 or Teki Dalton on 49 1844.

Boot & Flogger

Camouflaged by the magnificent London Plane Tree which dominates Green Square, is the upstairs restaurant and bar of the Boot & Flogger, seating up to 60 people and providing Blackboard menus and steaks at affordable prices. Friday Night — is "Jazz at the Boot", 9pm-midnight.

Two smaller rooms are available for private parties. The Banquet Room containing an antique table seating up to 18 people, is ideal for the smaller party. The Bung-hole Bar, with its annex is a super place for parties up to 30. Upstairs is ideal for private parties and weddings.

Meals are served Monday thru Saturday from Midday onwards, with Brunch on Sunday — between 10.30am and 2.30pm.

Kingston residents using their "local" can avoid the "nightmare" of the Booze Bus.

For further information please phone 95 8425.

SNOOKER

When the Club was built in 1965-66 a Billiards/Snooker room was incorporated.

The consensus of opinion was that it was designed by a person who had never played, because the room was so small we had to use a sawn-off cue in one corner of the table. This cue was known as the "fluking stick" so many people miscued with it.

This disability did not stop us from having some very good Snooker Tournaments, in which many people took part.

Since the alterations in 1981, when the Snooker Room was made full-size, we have tried to run tournaments without success. We get entries, but as the tournament progresses players seem to lose the incentive in trying to tee up a playing time with their opponent.

We even used to play in the inter-Club Competitions, which were good fun and built up good Club relationships. So how about seeing if we can get the game off the ground again.

I am prepared to do the basics and get things going. "Let's give it a go". Both men and women are eligible.

See me or the Bar Steward for details in the near future.

Notices will be posted.

Gerry Hewson

CREW AVAILABLE

There are several 'crew available' ads on the Club's notice board. I wonder if anyone ever contacts the advertisers? (see also Vice-Commodore's reference to this). These people are a valuable potential asset to the Club and it would be in the interests of each association/class/division to formally contact these applicants immediately and entice them with enthusiasm into their group. Advice for these potential crew; don't wait for a response or an invitation, but go directly to a Club committee member and ask for help!

ARE YOUR 1986/87 ANNUAL SUBSCRIPTIONS OVERDUE?

Club Membership in March 1985 was 1100.

In May 1986 it was over 1700!

ROWING

Rowing is a sport that is new to the Yacht Club. Unlike sailors, rowers hope for smooth waters and no wind! Currently the Canberra Yacht Club is housing some of the boats that belong to the Australian Institute of Sport, as they do not yet have their own storage facilities. They have also been housing the boats used by some rowers who are participating in the Commonwealth Games. These scullers, Richard Powell, Paul Reedy and Brenton Terrell, have a good chance of bringing home a Gold Medal.

Once the Institute gains their own storage space, Eastern Suburbs Rowing Club is hopeful of taking up residence there with some of their boats. Easts is a small Club but it has produced some fine oarsmen and women, including several Australian Champions and Australian representatives.

Overall, rowing in the A.C.T. is not a well known sport, but it is starting to grow, especially with the introduction of rowing to the Institute. Although small in numbers, Canberra rowing is fairly strong on the national scene. A.C.T., as a combined Rowing Club, finished in the top 15 clubs around Australia, in the pointscore. A few rowers also gained selection in top Australian crews.

It is hoped that rowing and the Yacht Club can continue to carry on in harmony and that the two can help one another and grow together.

Peter Ash
Boat/Club Captain
Eastern Suburbs Rowing Club

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CAPITAL CRUISING WITH THE CANBERRA CRUISING YACHT ASSOCIATION

Canberra, the nation's capital, offers a lot to people with an interest in sport, but it is an unlikely place to find a very active group of cruising yachtsmen. Lake Burley Griffin is the home base for the Canberra Cruising Yacht Association, now in its 17th year of providing trailer sailer owners with the opportunity of enjoying sailing and racing on the lake and trailing their craft to coastal and inland waters to enjoy together the delights of cruising.

The Association has a membership of 120 and is possibly the largest group of trailer sailer owners in the country. It had its origins in the late 60's with the introduction of keel boats to the capital's lake. Owners were looking for a way of sharing their interests and the Association was born in 1970 and took its title as a means of signifying an appropriate identity for the group. The names trailer sailer and trailable yacht were not then in common use.

The name selected described one of the essential elements of the design of these yachts - namely that of accommodation largely for overnighting. The lack of cruising grounds relatively close to Canberra did not deter members who soon got together to cruise in small groups. The Association's annual report for 1985/86 listed no less than 18 cruising grounds visited by members during that year. Members have been encouraged to submit a report of a cruise and the facilities available in the area for the benefit of other members. The reports are a regular feature of the Association's monthly magazine Cruising Yachtsman. There have been many articles on cruising grounds in the 42 issues of the magazine. Popular cruising locations include Mallacoota, Lake Eucumbene, Lake Wallaga, Wyangala Dam, Bateman's Bay, St. George's Basis, Sydney Harbour, Pittwater, the Myall Lakes and the Whitsunday Passage.

The Association exists to provide sailors with the opportunity to meet, form friendships and share a common interest in sailing. Its social program has been highlighted by several popular activities - guest speaker dinners and fireside chats.

Speakers at the dinners have included Rolly Tasker, Peter Green and Ann Gash and other notable sailing identities.

The fireside chats are based on the UK Cruising Association series of winter talks and enable members to meet socially, listen to a topical chat and join in further discussion over supper. Fireside chats held recently have included talks on a cruise from the UK to Australian in a 22-footer, and laying-up techniques.

Members race together each Sunday with the Canberra Yacht Club in General Divisions 1 and 2 and in a special 20 race series for the Cruising Division. This series adds variety by sailing courses that do not include traditional around the buoys racing, but make use of the islands in the lake as marks.

The Association conducts, in conjunction with the CYC, the annual three race series known as the ACT Cruising Yacht Championship. The series attracted 66 entries this year including 25 interstaters. Night races are also popular regular events and have been included in the championship series since 1979.

There are 40 different types of trailable yachts on the register - popular classes include Timpennys, Careels, Farris, Boomaroos, RL24s, Sonatas, South Coast 22s and many others including multihulls.

Trailable yacht owners visiting Canberra are welcome to make contact with the Association. They can do so by contacting President Pat Keily (062) 81 2972 or Secretary Catherine Evans (062) 88 1224.



'JAZZ ON SUNDAYS' — a very popular pastime!

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LEARNING TO SAIL

Over 140 people from seven year olds to grandparents received instruction in sailing in courses conducted by the Club during the past season. For some it was another of life's experiences, but for many it will be the introduction to a life-long interest in sailing whether for sport or recreation. Many people receive, at some time in their lives, an invitation to go sailing; understanding the basics will add to the experience and add an element of safety, simply by knowing what to do. Courses were conducted on the Club's training fleet of Skyrider dinghies and by Sailaway, a training school run by several Club members.

Those of you who took part in last year's courses will soon receive a letter from the Mirror Association inviting you to continue sailing in Mirror dinghies under their guidance. The Club notice board contains a "crew available" column which you are encouraged to use.

Courses for Next Season

Training courses for next season will be advertised in the Canberra Times, the next Canberra Yachtsman and on the Club notice board when the program is finalised. The program will consist of:

- two Skyrider courses of approximately 10 Saturday afternoons each beginning in October and January for 7 to 13 year olds;
- several Sailaway courses to Australian Yachting Federation (AYF) TL1 introductory standard comprising two consecutive Saturdays and Tuesday to Thursday evenings between for teenagers to grandparents. These courses are conducted on dinghies and trailer sailers;
- three Christmas holiday courses for school aged children over 7 years using the combined resources of the Skyrider School and Sailaway.

Training Officer, Di Thomas, (Ph: 805029 - mornings, 488083 - other times) will welcome assistance from parents and junior instructors. There will also be opportunities for juniors to train as AYF Junior Instructors (contact Di Thomas) and for adults to participate in more advanced AYF courses such as inshore day skipper, coastal skipper (contact: Des Ireland, Ph: 824341 ah).

ONLY A RUMOUR

It is doubtful that Bruce Coleman, the greedy greedy Hobie 18 pilot who took out both pointscore and championship this past season, will be as successful a second time. There are no women left to take up his kind invitation to crew. Looks like he'll have to keep his trapeze to himself.

WHAT ABOUT A SKYRIDERS RACE FOR LAST SEASON'S DIVISIONAL CHAMPIONS?



The Skyrider junior training fleet.

Alibi

PAOLINI

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KATE MADEN

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Australian Designer Labels exclusive to Alibi
FOR SOMETHING A LITTLE DIFFERENT



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HOBIE NEWS

The 1985/86 Sailing Season saw good representation of Hobies, both during the Sunday sailing series and during the Wednesday night Twilight Series with Hobie sailor Peter Manley winning the Twilight series draw for a holiday to the Whitsundays. It was also encouraging to see that one of our active Junior members, Michael Hobson, received the Junior Sailor of the Year at the recent CYC presentation dinner. The Hobie Association also awarded Michael most improved skipper for his efforts and performance during the 1985/86 sailing season.

A new committee has been elected for the 1986/87 sailing season, and any enquiries can be directed to any of our committee members:

| | | |
|-------------------|--|----------------------------|
| President | Nikki Redfern | Ph: 951744(w) 883706(h) |
| Vice-President | Peter Manley | Ph: 545459(h) |
| Secretary | Janet Donoghoe | Ph: 545459(h) |
| Treasurer | Bruce Cameron | Ph: 662582(w) 540139(h) |
| Committee Members | James Kirkpatrick Owen Sargent Richard Ortner Robert Redfern Derek Young | |

Two of our Hobie sailors will be shortly competing in the Hobie Cat 16 World Championships in August 1986 to be held in Fiji. James Kirkpatrick as Skipper and Peter Manley as crew will join a good representation from Australia and attempt to qualify for the championship round. We wish them luck and look forward to the sailing stories when they return.

A winter social night for Hobie sailors and friends will be held on Saturday August 23 at Valentines at the Yacht Club. All are welcome, please RSVP to Nikki Redfern (Ph: 951744 (w), 883706 (h) or Peter Manley (Ph: 545459 (h)).

Janet Donoghue
Secretary (Hobie Cat Association)

Engagement Rings

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Dimitries Jewellers are Canberra's largest private and locally owned jewellery group.

SAILBOARDS - DO THEY HAVE A FUTURE IN THE CLUB?

For some months I have been pondering the question of whether sailboards and their users and friends can fit into the Club and its sailing activities.

Few sailors would disagree that sailboarding is a major growth area in yachting locally and world wide. Why is it then that so few sailboarders appear to be interested in participating in the Club's social and sailing activities?

Various incentives were directed towards encouraging sailboarders in the first half of last season which resulted in an insignificant increase in membership and sailing entries.

One can only assume that other factors apart from the costs associated with joining the Club and racing appear to be relevant. I have concluded that the attitude of other sailors towards sailboards on and off the water may be a factor which discourages boardsailors, particularly beginners, from competing with clubs.

I base this on my experiences last season. As a recent convert to sailboarding after 20 years racing dinghies and keel boats.

Early in the season it became apparent that many sailors seemed to resent sailboards, and had difficulty accepting them as 'real' yachts. This attitude was confirmed by experiences on the water.

Having frequently raced with the Club I considered I had a good knowledge of the racing rules and that I need only enter races and concentrate on improving my sailboarding skills. I was wrong!

Many sailors were aggressive towards sailboards failing to acknowledge a board's right of way when it was claimed or simply bluffing right of way when it suited. Few allowed for any margin of error on the part of the sailboarder in close manoeuvring situations such as rounding buoys. There were times when I thought I was participating in a contact sport!

Whilst human error is possible it seemed to me that few traditional sailors appreciated the vulnerability of sailboards and windshifts, gusts and windshadows and that sailboards have no rudder. Sailing downwind became an endurance event made more difficult wondering who was literally going to run you down, many skippers failing to monitor the situation in front of them or looking for individuals in the water.

Sailboards and their equipment are vulnerable to injury (and exhaustion) and serious damage. Few sailboarders wish to place themselves or their boards at risk deliberately.

Maybe sailboards, racing yachts and dinghies don't mix though I believe there is room for all within the existing rules and sailing framework.

If there are any lessons to be learnt perhaps they are these. If the Club and its sailors want sailboards to participate in club activities, other sailors must appreciate the difficulties being faced by beginners on sailboards (or any other boat) often racing for the first time. Give them a go, give them some manoeuvring room and consider the implications of the board dropping its rig in front of you. A bit of give and take will make everyone's afternoon more enjoyable and sail numbers will grow.

The alternative is that sailboards will stay outside the control and structure of organised sailing and beyond the recognised rules and regulations to the long term detriment of the Club and sailing generally.

Give it a thought next time you see a sailboard (or junior) struggling to complete the course.

Peter Harvey



Tim Holt — to whom many of our new sailors owe so much!

HOTBAKE wishes to announce
that their yummy, crumby, fresh
bread is available at the

Erindale Centre
Farmers Market Bakers
Hawker Shops
Kippax Shops
Belconnen Fruit Market

seven days a week

*As a special treat for hungry
sailors, just mention this ad
and we'll sell you an extra
loaf!*

*For cruising yacht crews, we
have large loaves, ready sliced
to have with your wine and caviar
whilst racing.*

P.S. The Club buys our bread!!!

LETTER FROM LOVEBOAT

My tiller arm ached and despite several layers of clothing, the early morning chill of the Gippsland Lakes seeped into my bones. On the other side of the cockpit Joan fought briefly with the spinnaker sheet to bring the big sail under control. She turned to me and said "Happy Anniversary Darling". I thought about that for a moment and replied "Yeah". What the hell were we doing out there amongst all those other fools rushing along lemming-like perhaps to some distant watery precipice in the gloom ahead? Why weren't we at home in our nice warm bed looking forward to celebrating twenty odd years of marriage in a more conventional way? Why indeed?

What is it about the Marlay Point Overnight Race that brings people back year after year to participate in this unique event? This year the 18th MPONR had a record 657 entries, 609 starters and 594 finishers. The race has become the Sydney/Hobart for trailer sailers and is a must for all self-respecting TS owners. It is billed as the biggest trailer yacht race in the world and TS manufacturers ignore it at their peril.

I suspect a primary reason the race continues to attract huge fleets is its novelty and uniqueness. Even the most jaded around-the-buoys sailer couldn't help be excited by the proposition of starting in the evening of one day and racing through the night, three lakes and a strait to finish some 75 kilometers from the start.

There is no other race open to trailer sailers that I know of, that comes anywhere near the MPONR for atmosphere. Most sailing regattas are primarily competitive events; the Marlay has a carnival atmosphere, the racing being of secondary importance. Although most skippers hope to do well and improve on last year's performance, the main objective is to participate and be part of the 'happening'. The marquees and stalls at Marlay Point and the significant numbers of yachts which party all the way through the race make it a fun event for most participants.

There is no doubt the Marlay is a challenge. And it's not just the race itself, it's the getting there and back, the launching and retrieving, the planning and provision and the knowledge that, no matter how carefully you plan or prepare, you are likely to have to cope with the unexpected. The launching ramp that damages your trailer, the broken centre plate cable, the launched yacht which is swept away with a 'concerned' wife aboard, the son who cuts his foot and needs stitches, are typical of events with which you may have to cope. And how will you handle one of those 50 knot fronts which may arrive during the race, or the grounding in the middle of the night on some obscure mud bank? Ah yes, it's a challenge alright!

And what about the spectacle of 100 yachts starting at night under the eerie light of a parachute flare, or the galaxy of navigation lights spread across the lake with a full moon rising in the east, or the log jamb in the straits, or the sight of hundreds of spinnakers running down Lake Victoria in the morning sunlight. All scenes never to be forgotten and sure to create a desire to come back next year.

There is another factor which influences the yachties decision to make the trek to Gippsland once again. It's the peculiar trait of the human brain which tends to make people remember only the pleasurable aspects of experiences and minimise the traumas. After a while the fun and joys of the race are the aspects most readily remembered and the hassle of the launching ramp, the discomfort of the freezing night and the welder who ripped you off become less important.

So off we go next year, like Moslems to Mecca, full of hope and high expectations, probably to wonder at some time during the race, what the hell we are doing spending our wedding anniversary like this.

Rob Breen

LOVENOTES

The Marlay attracts skippers with varying levels of experience. Heard on Channel 91 at the start of the race "Control, Control, this is Marmaduke, boats near me keep shouting "starboard" at me. What does that mean?

Name on the official Status Slipstream entry: 'STOP ME AND BUY ONE'.

RACE SUPPORT UNIT

One activity within the CYC that newer members may not be familiar with is the Race Support Unit, which runs the three power boats, SARACEN, ELEM and LIONHEART, owned by the Club. The boats are used to provide 'on-lake' administrative backup required for sailing days, such as start boat, laying and retrieving marks and providing assistance to boats and persons in trouble.

The Race Support Unit is always looking for new members, and previous power boat experience is not necessary. Persons interested should contact Frank Burt (H) 54 5045, (W) 65 3704, Lance Halvorson (H) 88 5997, (W) 46 6411 or Jan at the Club on 73 1784 for further details.

ONLY A RUMOUR

Wilson McMillan is in training somewhere on the south coast. Is it true that computing firm Software Sciences is financing his first solo attempt to circumnavigate the Tollgates?

RASCALS



CLUB · BAR

P.O. BOX 150, CIVIC SQUARE A.C.T. 2608 TELEPHONE 571110

AT LUNCH TIME enjoy one of the quick 'BAR LUNCHES' (nothing over \$5.00) or relax in the restaurant with something more substantial Wonderful pastas home made of course, or fresh fish even a jumbo steak!

HAPPY HOUR is positively blissful! In fact the happy hour (2 drinks for the price of 1) stretches from 4 - 8pm Monday-Friday with free bar snacks and smiling service makes Rascals a great stop after the office.

DINNER Matthew, Rascals multi-award winning chef, offers dinner Monday thru Saturday - from a regularly changing menu, or you can choose from the "Snack Attack" menu, early or late, through the night and into the small hours.

RASCALS A great place to meet, drink, listen to the live jazz, Monday and Tuesday night (as well as Friday Happy Hour) or one of our other great bands (Wednesday, Thursday) and just dance the night away.

PETRIE PLAZA, CIVIC

Ph: 57 1110

AUDITORS' REPORT

TO THE MEMBERS OF THE CANBERRA YACHT CLUB INCORPORATED

We have audited the financial statements set out on pages 1 to 6 in Accordance with Australian Auditing Standards.

In our opinion the financial statements present fairly the financial position of The Canberra Yacht Club Incorporated at 31 May, 1986 and the results of its operations for the year then ended in accordance with Australian Accounting Standards and comply with the provisions of the Associations Incorporation Ordinance 1953 of the Australian Capital Territory.

The Accounting and other records examined by us have been properly kept in accordance with the provisions of the said Ordinance.

Canberra _____

M.S. DAWSON

DAWSON & DI BARTOLO

CHARTERED ACCOUNTANTS

1985

141,426
6,551
(40,351)

\$107,626

3,110
11,049
8,031
5,442
27,632

6,534
15,231
19,448
5,720
3,174
2,471
-
38,400
90,978

(63,346)

351,245
(21,075)
15,101
(6,678)
3,759
(2,869)
51,670
(27,278)
51,700
(19,364)
396,211

332,865

1,880
40
7,830
1,500
207,220
3,704
3,065
-
225,239

\$107,626

CANBERRA YACHT CLUB INCORPORATED

BALANCE SHEET AS AT 31 MAY, 1986

Members' Funds

Accumulated Balance 1st June 1985
Entrance Fees received
Excess of Expenditure over Income

107,626
4,150
(20,409)
\$91,367

Represented By -

Current Assets

Cash on Hand 3,110
Sundry Debtors and Prepayments 9,470
Stock on Hand - at cost 9,679
Precharged Loan interest 2,572

24,831

Less: Current Liabilities

Bank Overdraft - secured 36,374
Creditors and Accrued Charges 23,110
Membership and Boat Storage Fees in advance 430
Loans - Mercantile Credits Ltd. -
- Barclays Austral. (Finance) Ltd. 3,174
- Marac Finance Australia Ltd. 2,471
- Australian Guarantee 3,261
Westpac Banking Corp. - Secured (note 3) 49,200

118,020

Working Capital Deficiency

(93,189)

Fixed Assets

Lotus Bay Club House - at cost 352,745
Less Provision for Depreciation (28,100)
Club Boats - at cost 22,076
Less Provision for Depreciation (8,639)
Sailing Equipment - at cost 4,535
Less Provision for Depreciation (3,081)
Plant and Equipment - at cost 61,673
Less Provision for Depreciation (31,135)
Poker Machines - at cost 43,555
Less Provision for Depreciation (19,979)

393,650

300,461

Deferred Liabilities

1st Series - 6% Debentures 1,880
2nd Series - 6% Fixed Term Debentures 40
3rd Series - Non Interest Bearing 7,790
4th Series - 5% Debentures 1,300
Westpac Banking Corporation - Secured (note 3) 195,597
Loans - Barclays Australian (Finance) Ltd. 529
- Marac Finance Australia Ltd. 594
- Australian Guarantee 1,364

209,094

\$91,367

CANBERRA YACHT CLUB INCORPORATED

GENERAL PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31ST MAY, 1986

| | | |
|-----------|---|-----------|
| 1985 | | |
| | <u>INCOME</u> | |
| 61,683 | Members Subscriptions | 68,953 |
| 13,325 | Boat Storage Fees | 15,526 |
| - | Advertising | 120 |
| - | Life Members | 6,000 |
| | <u>OTHER INCOME</u> | |
| (2,700) | Silver Circle | - |
| 896 | Telephone | 1,286 |
| 1,144 | Hire Charges | 420 |
| 2,947 | Miscellaneous Income | 5,453 |
| 603 | Club Insignia Items | - |
| - | Raffle | 3,249 |
| 77,898 | | 101,007 |
| | <u>ADD: FROM SCHEDULES</u> | |
| (145,260) | Schedule No. 1 General Administration | (196,719) |
| 5,813 | Schedule No. 2 Bar Trading Account | 32,769 |
| 5,269 | Schedule No. 3 Sailing and Regatta Expenses | 9,041 |
| 18,716 | Schedule No. 4 Poker Machine Trading | 15,980 |
| 4,238 | Schedule No. 5 Dining Room | 24,538 |
| 33,326 | | 13,384 |
| 7,025 | Provision for Depreciation on Club Buildings | 7,025 |
| \$40,351 | <u>EXCESS OF EXPENDITURE OVER INCOME</u> transferred to Members Funds | \$20,409 |

SCHEDULE NO. 1 - GENERAL ADMINISTRATION

| | | |
|--------|--------------------------------|--------|
| 1985 | | |
| 5,888 | Promotions and Advertising | 6,157 |
| 610 | Audit and Accountancy Fees | 3,798 |
| 5,603 | Bank Charges and Federal Tax | 1,265 |
| 8,867 | Cleaning | 8,940 |
| 1,839 | Depreciation | 3,189 |
| 1,021 | Electricity | 3,596 |
| 2,656 | Heating | 1,048 |
| 718 | Flag Officers Expenses | 937 |
| 423 | Hiring of Equipment | 1,303 |
| 4,326 | Insurance | 3,625 |
| 35,065 | Interest - Bank | 48,331 |
| - | Interest - Debentures | 41 |
| 756 | Loss on disposal of Assets | - |
| 862 | Leasing - Equipment | 2,741 |
| 2,874 | Club Magazine | 3,353 |
| 3,457 | Office and Miscellaneous costs | 3,601 |
| 1,886 | Data Processing | 2,135 |
| 800 | Boat Park Expense | 3,395 |
| - | Club Insignia | 918 |
| - | New Members Costs | 561 |

CANBERRA YACHT CLUB INCORPORATED

SCHEDULE NO. 1 GENERAL ADMINISTRATION (Continued)

| | | |
|-----------|---|-----------|
| 1985 | | |
| - | Seminar Costs | 220 |
| - | Land Rent | 6,692 |
| 144 | Payroll Tax | - |
| 816 | Motor Vehicle Expenses | 2,098 |
| 4,950 | Printing, Stationery and Stamps | 5,165 |
| 3,706 | Rates | 3,651 |
| 2,943 | Repairs and Maintenance | 8,276 |
| 932 | Subscriptions and Donations | 612 |
| 220 | Superannuation | - |
| 3,450 | Telephone | 5,355 |
| 44,107 | Wages | 56,493 |
| 6,341 | Social Functions | 9,223 |
| \$145,260 | <u>Transferred to General Profit & Loss Account</u> | \$196,719 |

SCHEDULE NO. 2 - BAR TRADING ACCOUNT

| | | | |
|---------|--|---------|----------|
| 1985 | | | |
| 122,948 | Gross Sales | | 166,661 |
| 39,541 | Restaurant | | 40,299 |
| 162,489 | | | 206,960 |
| | <u>Less Cost of Sales</u> | | |
| 8,173 | Opening Stock on Hand | 7,434 | |
| 88,377 | Purchases and Freight | 115,765 | |
| 96,550 | | 123,199 | |
| 7,434 | Less Closing Stock | 8,333 | 114,866 |
| 89,116 | | | |
| 73,373 | <u>Gross Profit</u> | | 92,094 |
| | <u>Less Expenditure</u> | | |
| - | General Expenses | 188 | |
| 230 | Audit Fees | - | |
| 1,988 | Insurance | 1,240 | |
| 230 | Depreciation Bar Equipment | 212 | |
| 2,989 | Laundry, Cleaning and General Expenses | 2,094 | |
| 6,569 | Licence Fee and Expenses | 6,710 | |
| 1,331 | Repairs and Replacements | 1,541 | |
| 44,747 | Wages | 43,477 | |
| 3,030 | Music | - | |
| 6,446 | Gas and Electricity and Heating | 3,863 | |
| 67,560 | <u>Total Expenses</u> | | 59,325 |
| \$5,813 | <u>NET PROFIT</u> transferred to General Profit AND Loss Account | | \$32,769 |

CANBERRA YACHT CLUB INCORPORATED

SCHEDULE NO. 3 SAILING & REGATTA PROFIT & LOSS ACCOUNT

| 1985 | | | |
|----------------|--|-------|----------------|
| - | Training Fees | | 1,015 |
| - | Sailaway Fees | | 6,350 |
| 11,305 | Sailing Fees | | 10,043 |
| 540 | Regatta Fees | | 1,036 |
| 800 | Sponsorship | | 8,089 |
| 378 | Miscellaneous Income | | 135 |
| | | | <u>26,668</u> |
| 13,023 | <u>Less: Expenditure</u> | | |
| 620 | Loss on Sale of Boats | - | |
| 1,695 | Subscriptions and Donations | 1,854 | |
| 1,485 | Depreciation Boats and Sailing Equipment | 2,173 | |
| 399 | Fuel | 905 | |
| 1,016 | General Sailing Expenses | 1,595 | |
| 424 | Printing and Stationery | 190 | |
| 1,128 | Trophies Sailing and Regatta Expenses | 2,294 | |
| 514 | Repairs and Maintenance | 1,616 | |
| 416 | Insurance | 1,016 | |
| 57 | Volunteer Expenses | 253 | |
| - | Sponsorships and Grants | 125 | |
| - | Sailing Functions | 413 | |
| - | Training Costs | 225 | |
| - | Sailaway Costs | 4,968 | |
| 7,754 | <u>Total Expenses</u> | | <u>17,627</u> |
| <u>\$5,269</u> | <u>NET PROFIT</u> transferred to General Profit & Loss Account | | <u>\$9,041</u> |

SCHEDULE NO. 4 - POKER MACHINE TRADING

| 1985 | | | |
|-----------------|--|-------|-----------------|
| 39,430 | Poker Machine Takings | | 40,775 |
| | <u>Less: Expenditure</u> | | |
| 3,937 | A.C.T. Poker Machine Tax | 4,088 | |
| 230 | Audit and Accountancy | - | |
| 848 | Data Processing | 885 | |
| 2,975 | Licence Fee | 2,946 | |
| 308 | General Expenses | 121 | |
| 2,357 | Interest | 3,660 | |
| 4,534 | Repairs and Maintenance | 4,335 | |
| 5,525 | Depreciation | 4,158 | |
| - | Loss on Sale of Machines | 4,602 | |
| 20,714 | <u>Total Expenses</u> | | <u>24,795</u> |
| <u>\$18,716</u> | <u>NET PROFIT</u> transferred to General Profit & Loss Account | | <u>\$15,980</u> |

CANBERRA YACHT CLUB INCORPORATED

SCHEDULE NO. 5 DINING ROOM ACCOUNT

| 1985 | | INCOME | |
|----------------|--|--------|-----------------|
| 23,081 | Gross Receipts | | - |
| 15,938 | Catering Franchise | | 26,630 |
| 1,279 | Expense Recovery | | 2,403 |
| 40,298 | | | <u>29,033</u> |
| | <u>Less: Cost of Goods Sold</u> | | |
| 2,570 | Opening Stock | - | |
| 9,619 | Food Purchase | - | |
| 12,189 | | | <u>29,033</u> |
| - | Less: Closing Stock | | - |
| 28,109 | <u>GROSS PROFIT</u> | | <u>29,033</u> |
| | <u>Less: Expenditure</u> | | |
| 4,114 | Electricity | 2,135 | |
| 120 | Staff Expenses | - | |
| 144 | Payroll Tax | - | |
| 335 | Music | - | |
| 184 | Hire of Equipment | 141 | |
| 534 | Depreciation | 456 | |
| 942 | Cleaning and Laundry | - | |
| 218 | Telephone | - | |
| 158 | Tableware | - | |
| 50 | Repairs and Maintenance | 180 | |
| 147 | Gas | 223 | |
| 15,553 | Wages | - | |
| 526 | General Expenses | 20 | |
| - | Trade Waste | 635 | |
| 846 | Leasing | 705 | |
| 23,871 | <u>Total Expenses</u> | | <u>4,495</u> |
| <u>\$4,238</u> | <u>NET PROFIT</u> transferred to General Profit & Loss Account | | <u>\$24,538</u> |

NOTES TO AND FORMING PART OF THE ACCOUNTS

1. Basis of Accounts

These financial statements have been prepared in accordance with the Historical Cost Convention.

2. Depreciation

Depreciation is calculated using the reducing balance method so as to write off the net cost of each fixed asset during its expected useful life.
Depreciation of Club Buildings has been calculated on the straight line method over their estimated useful life.

NOTES TO AND FORMING PART OF THE ACCOUNTS (continued)

3. Westpac Banking Corporation Loan is secured by a Registered 1st Mortgage over the Club property at Yarralumla and a floating charge over the assets and undertakings.
4. Leasing Commitments on equipment total \$720 (current \$720) (1985 \$2,280).



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Canberra Yacht Club,

Lotus Bay, YARRALUMLA A.C.T. 2600

Registered by Australia Post Publication No: NBH 0850

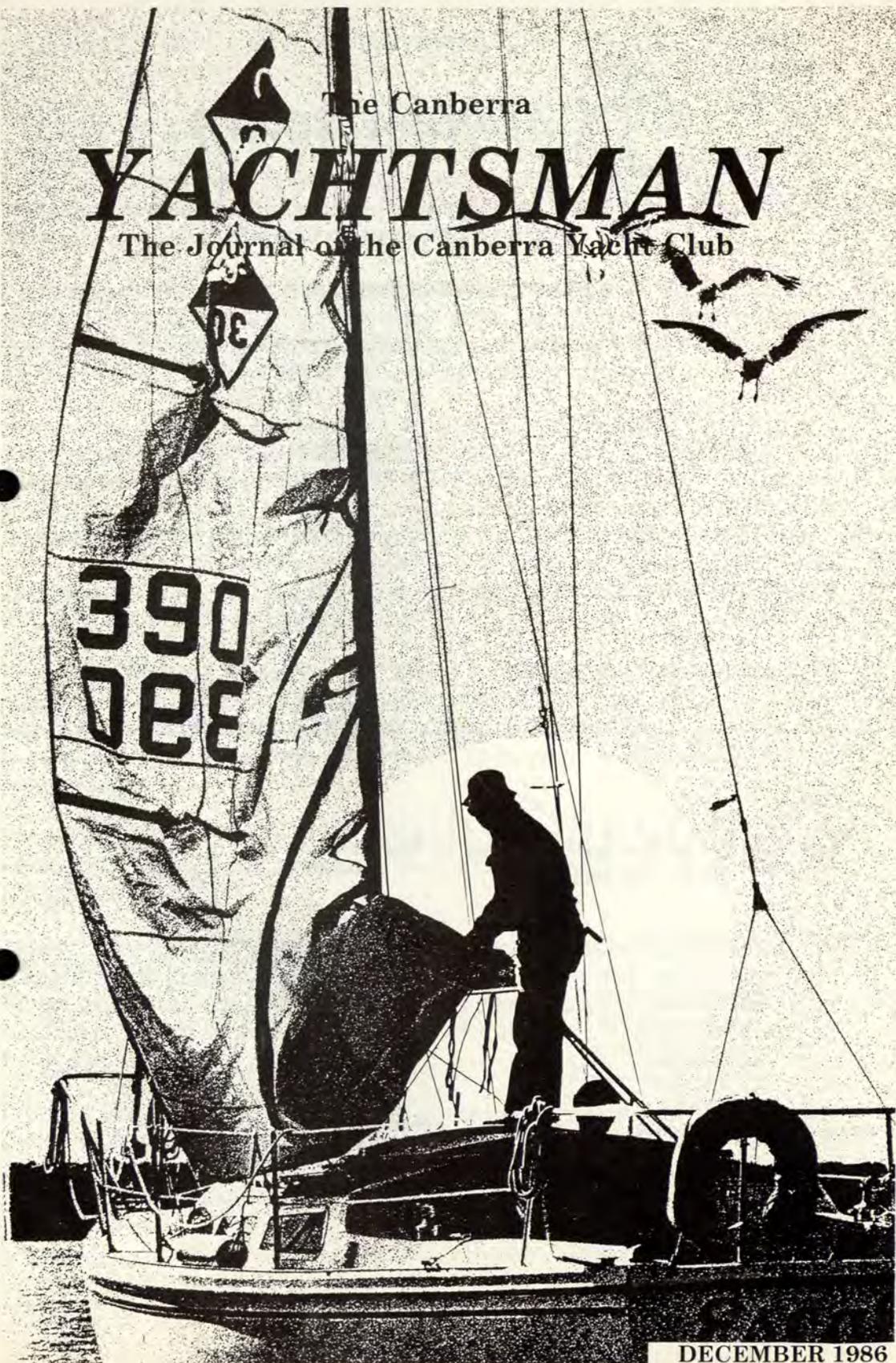
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The Journal of the Canberra Yacht Club



DECEMBER 1986

Registered by Australia Post Publication No. NBH0850



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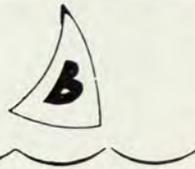
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EDITORIAL

The other Sunday I dutifully arrived at the club to assist in General Division 1's duty day. For our social members, each racing class has a rostered day on which the sailors of that class join to run the races for the other classes, thus more equitably sharing the load. Well, that's the theory, anyway.

Four or five other thoughtful souls also turned up and we each tried to pass responsibility of 'Officer of the Day' onto each other. Again for the uninitiated, the Officer of the Day simply put, is ultimately responsible for decisions made which relate to the running of the races on that day.

Well, yours truly won the honour (!?) and you guessed it - I didn't have a bloody clue! Well, I knew a bit, but not much, and my few helpers weren't much better. I could go on and on about not being able to find the starting sheets, the money box for cash entries, the race calculators etc. but I'd only embarrass myself further. So I'll get to the point(s) of this editorial.

This is not a witchhunt (I'd be one of the victims as nearly all CYC sailors would) but a plea to all race participants.

Firstly, where were the other GD1 sailors? It would seem that when each class or division's duty day falls, over 90% see it as their day at the coast, or pub or anywhere but the Club. Of course not everyone would be needed, but at least show the courtesy of turning up to help. It is not a day off, but your duty day.

Secondly, why isn't there a set, standard procedure to follow, (typed out laminated instructions, special, well marked cupboard for race day equipment, etc etc.)

Thirdly, why isn't the Officer of the Day accountable to the officer of the Day for the following week, or at least to the Club Secretary/Manager, for return of all necessary equipment ready in preparation for the following week (e.g. a signed completed check list put away in the special well marked cupboard)?

I realise that, as usual, most of you sailors will replace your heads in the Burley Griffin gravel and pretend that it's not your worry, and that you have never read this. Well, God help you if by default you somehow end up an uneducated, unsupported Officer of the Day!

There's a happy ending to this. God helped me. It was blowing a gale on my duty day, and was freezing cold, so I had no alternative but to cancel the race. The spirits of the machos in the lone flying fifteen who braved the elements were somewhat dampened when they nosedived under the surface at close on take-off speed. I felt sorry for the semi-submerged duo as they ploughed mainless and freeboardless into Lotus Bay, but strengthened in the conviction of my decision!

COMMODORE'S CORNER

The first three months of my term as Commodore have been hectic because of the late start to the Club year, unexpected administrative work and, most significantly, the continuing task of rejuvenating the Club. So far the Executive has met 8 times formally and many more times informally. The period has seen some significant achievements which the Executive hopes will ease the way to prosperity. They include:

- refinancing the Club's debt at a saving of \$6,000 in interest over the previous year;
- strengthening corporate links with benefits immediately for promotion and membership growth and, in the longer term, better general trading;
- capitalising on the America's Cup program with special functions and regular Friday night party nights;
- setting up a membership committee to promote membership growth. Targets have been set for the Club for the next two years, the principal ones being:
 - growth in membership to 2000 by the end of this year and 3000 by the end of 1987/88 by which time we will be splitting at the seams.
 - reducing the debt by \$60,000
 - rebuilding sailing fleets to levels of yesteryear.

We aim to achieve these targets through a strong professional promotional campaign (you may have seen signs of our new "corporate image" in press advertisements), building up trade commercially and through membership growth, responsive administration with close attention to cost control and profitability and a much greater level of member involvement in Club activities.

For the present the Club operates the restaurant and changes are already evident. The aim will be to run a good quality restaurant at reasonable prices. (Please don't expect subsidies as the restaurant is an essential money earner). Bar meals have taken on a new look with specialty salads, open sandwiches, ploughman's lunches etc, food which will appeal to the ladies and those seeking a light, quick and economical meal. Snacks are now available for sailors pre and post racing each Sunday.

Plans for the Club premises, apart from a general sprucing up, include expanding the Dorothy Norris Lounge to take in the Billiard Room, relocating the Billiard Room downstairs with internal access and a self contained indoor-outdoor restaurant overlooking Lotus Bay. These developments will depend on our ability to recoup outlays quickly through projected trade and rental income.

Whitsunday

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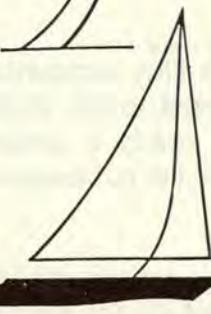
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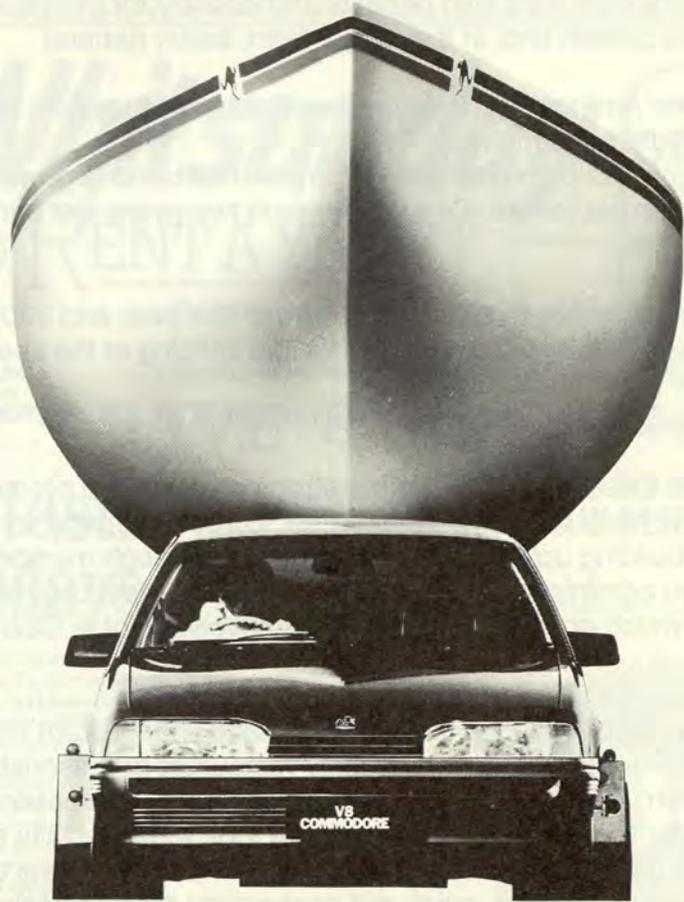
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All of this can only be achieved if members shoulder some of the load; but spread across many, individual loads will be light. If the majority of members get behind the Executive, the devoted few on Committees and the regular supporters of working bees, we will have a most viable Club - a great spot to meet, entertain, be entertained and a base from which to go sailing.

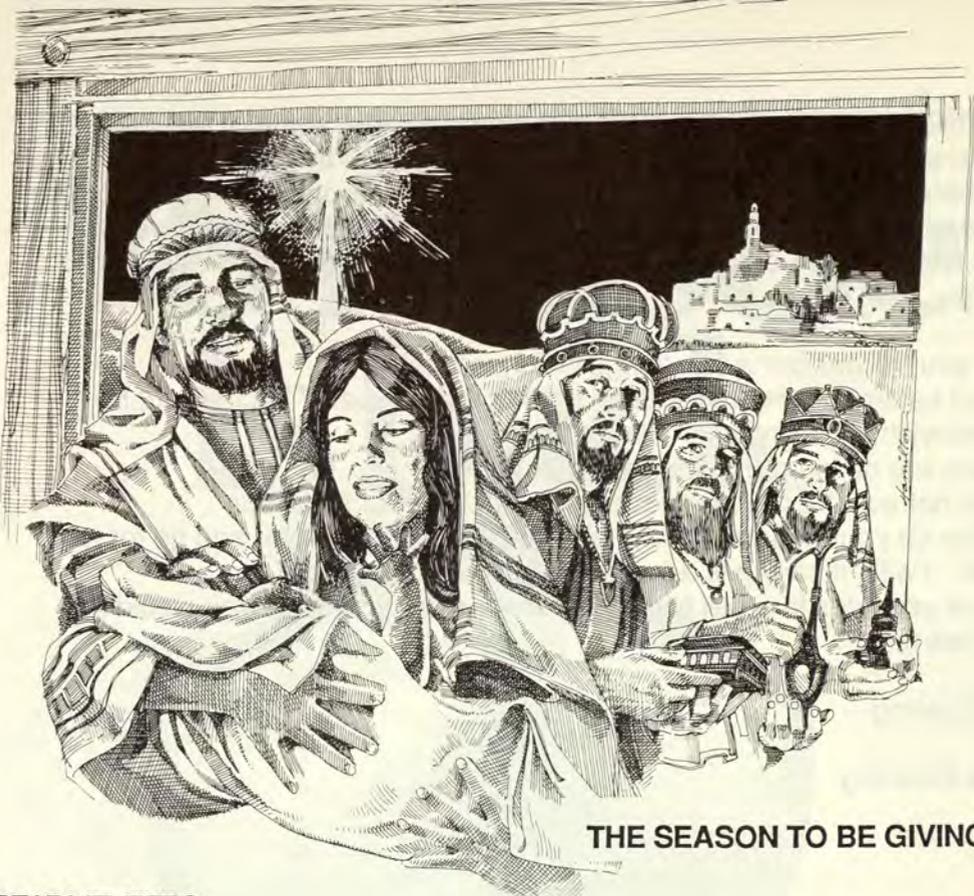
I ask you to consider a few things which will help:

- what better place to have lunch than at the Canberra Yacht Club, be it a sandwich, salad or steak. Bring your friends.
- if you are dining out; come to the Club
- why not use the Club for your next work lunch or barbecue
- shine up your bottom, get the old girl back into the water and go for a sail. Twilight sailing is a fun way to make a comeback
- enrol your kids in a sail training course - even yourself if you would like to learn.

Good sailing

Frank Downing





THE SEASON TO BE GIVING

DEAR MEMBERS,
 AS WE ARE ALL AWARE, THE SEASON TO BE JOLLY IS ABOUT TO DESCEND UPON US ONCE AGAIN. THIS YEAR THE YACHT CLUB HAS DECIDED TO HELP OTHERS NOT QUITE AS LUCKY AS OURSELVES.

A CHRISTMAS HAMPER FULL OF THE SIMPLE AND BASIC THINGS THAT GO TOWARDS MAKING CHRISTMAS SUCH A FULFILLING TIME FOR US ALL, IS WHAT WE ARE HOPING TO ARRANGE. TINS OF FOOD, CAKES OF SOAP, POWDER, PUDDINGS, EVEN YOUR OLD CLOTHES OR BLANKETS, OR PERHAPS WHEN YOU'RE SHOPPING FOR CHRISTMAS PRESENTS, YOU MAY EVEN PICK-UP AN EXTRA CHILD'S TOY - NOTHING FANCY, JUST TWO OR THREE DOLLARS WORTH OF SOMETHING THAT WILL AID IN MAKING SOME CHILD'S CHRISTMAS A HAPPIER ONE. YOU DON'T HAVE TO DIG VERY DEEPLY INTO YOUR POCKETS, JUST WHATEVER YOU FEEL YOU CAN AFFORD TO GIVE TO THE CAUSE.

THERE WILL BE A LARGE BOX PLACED AT THE FRONT DESK WHICH, I HOPE, WE CAN FILL EASILY. PLEASE DROP ANY DONATIONS IN THE BOX WHEN YOU CALL IN FOR A DRINK ONE NIGHT. WE ALL KNOW THAT EVERYONE IN OUR CLUB IS GENEROUS AND WILL DONATE.

MANY THANKS FOR YOUR ASSISTANCE,

KELLY
 (Belle of the Bar Staff - Ed.)

- CHRISTMAS SPECIALS -

| | | | |
|---------------------------------|---|--|---------|
| Galliano Trio Pack | - | Galliano, Sambuca, Amaretto 3 x 200ml bottles | \$23.50 |
| Galliano Duo Pack | - | Galliano, Sambuca 2 x 200ml bottles | \$17.20 |
| Bundaberg U.P. Rum | | | \$14.20 |
| Early Times Bourbon | | 750 ml | \$16.55 |
| Beefeater London Dry Gin | | 750 ml | \$15.30 |
| Dimple Haig | | 750 ml | \$22.70 |
| Glavya & Glasses | | boxed | \$24.25 |

These are the first of a series of Club liquor specials.
 Suggestions for future offerings are welcome.



Letter to the Editor

For young sailors, the Canberra Yacht Club is a drag. Sure, for the 30's and beyond Sunday jazz is probably a gas but for the under 30's, it's just a bad odour. What about something for us? For example, a good rock bank on the balcony on a Saturday afternoon, and dancing on the lawns with racing yachts in the background? Grog etc from Pier 21 won't even mark your carpets. Might even entice my friends to sail. The Club is full of stodgies and empty of action, so what about some variety.

I'd put my name to this but my dad's one of the stodgies and would rather not know me.

Name withheld by request (of father).

CANBERRA'S OWN AMERICA'S CUP

In order to ensure the retention in Australia of an American silver yachting trophy, the Australian-American Association presented the Canberra Yacht Club with "America's Mug". The "Mug", of gleaming silver and standing 35 centimeters high over a mahogany base, was passed to Commodore Frank Downing by United States Ambassador, H.E Mr. William Lane on 15 October at a ceremonial dinner opening the America's Cup season in Canberra. The "Mug" will be held in perpetuity by the Yacht Club for award annually to the winner of an appropriate yachting competition. It is hoped that this competition will become in time as well known, at least in Canberra, as the other competition currently under way at Perth.



ANECDOTES

The following reminiscences briefly cover some of the more colourful moments in the history of sailing in the local region, as experienced by the Admiral (that's what I call him, anyway). I have not edited his stories, nor have I sought expansion of them. To me, they are the daydreams of our own crusty old salt, as he sits on the porch in his rocking chair, parrot on shoulder, gazing out across the lake, comfortably enjoying his rum (?) in the dying twilight breeze.

A Little Bit Of History

Sailing started on Lake George in 1962. Our opening ceremony was performed by the Governor-General, Lord Dunrossil, with many prominent members from the Royal Sydney Yacht Squadron and Royal Prince Alfred Yacht Club present.

The lake could become very rough very quickly. Sailing used to take place at the Geary's Gap end of the lake and one day a Gwen 12 disappeared full belt for the Collector end 'never to be seen again' (well, almost). It was later found submerged very much the worse for wear.

Then on another rough day, Crusader vanished on the Bungendore side with Charles Nicoll (Commodore), his son Dudley and David Bull. They turned up next morning - she didn't have enough power to get home!

A lady had cause to visit the toilet one day, but didn't stay long because she found she had company in the form of one tiger snake. She emerged rather quickly with her clothing still in disarray.

Then Dudley Nicoll, returning to Canberra, saw a Carpet snake, decided to bag it and took it home and let it go in his mother's house for company - his reason being that Charles was spending a lot of time away as Public Relations officer for the Army.

A tragedy on the lake was the unfortunate drowning of 3 Duntroon cadets.

In 1965 Lake Burley Griffin filled and we had the first regatta from the old Club which was burned down the same year. When the Club burnt, everything was declared a write-off including all bottled goods. We were told to destroy them for fear of poisoning from the foil tops. We dutifully did this by pouring the contents into smaller containers and swallowing same. By the end of the day, those of us who shared this task were much the worse for wear.

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The new Club opening was on March 9th, 1966. I was asked to pick up the licence which I did at 3.55 pm - the courts closed at 4 pm! We celebrated by opening a keg perched on carpenters' tressles.

The next day was the Canberra Day Regatta and on the Saturday night we housed 560 drinkers. Two plate glass windows fell out. For that regatta we had 283 boats competing. What a shammozzle!

And then there was the girl who liked to follow the boats. One day a lady member asked the Rear Commodore to remove her from the Club. His reply was that he was running the Club and was not its morals keeper.

The same gentleman was later to trip head first through the plate glass beside the front door when trying to rectify an action outside.

Lord Casey came to the Club in 1967 as Governor-General and stayed for over 2 hours chatting to the ladies although we had been told he could only stay 1/2 hour. He patrolled the foreshore and talked to most of the sailors.

In 1969 Bus Mosbacher visited the Club with the American Ambassador. He subsequently returned and gave us an autographed photo of Wetherley, the boat he sailed to victory against Gretel in 1962.

In 1972 we had the Flying Fifteen nationals. In the last race a line squall came through and submerged about 16 of the fleet. At the time we had 6 coffins in the lake from Queanbeyan.

Jerry Hewson





USE THE YACHT CLUB FOR YOUR CHRISTMAS OR OFFICE FUNCTION

TO BOATS WITH FLOATS: A SLOW PROGRESSION IN ATTITUDE

A few years ago, when I was nearly twelve, I was steering up the Mersey River with a ton of fish aboard my dad's old fishing schooner and watching the Heavyweight Sharpies tacking back and forth. I contemplated that it was a stupid waste of time to just race around in boats like that without doing something useful, like helping your dad catch a ton of fish.

Eight years on, having lost the ability to catch fish, I was swearing at the fishing boats and steamers that got in the way as I tacked down the river in a Heavyweight Sharpie.

Moving up to a Lightweight Sharpie I then found myself terribly put out when an Yvonne Catamaran blistered its way around the course to beat us for the "Cock of the Mersey" trophy. The cat was sailed by a slight young man and his small and pregnant wife. What a blow to morale for all we true blue sailors and how "unfair" for people to sail catamarans.

Things really started to fall into place when Mark Bethwaite came to tell us the finer points about the new spinnaker chutes we were dabbling with. During the course of the evening he described sailing as being all about having an aerofoil in the air, a hydrofoil in the water and some low drag flotation in between. Plus, of course, a means of keeping it upright. How dare he call our beautiful yachts "low drag flotation"! The gorilla crews were not too impressed either!

The messages took a while to sink in but eventually I coupled up the lesson handed out by the pregnant catamaran sailor with my dad's teaching that long skinny boats were generally faster and easier to propel than short fat ones. (He often dismissed 8 knot speed claims for short fat boats as being 4 knots either side of the bow). The conclusion I reached was that two or three long skinny hulls would be a better form of low drag flotation than one fat one. After all if you can't catch a ton of fish you may as well waste time in the easiest and fastest possible way.

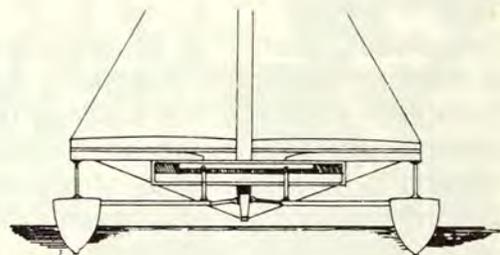
It took a long while for a few attitudes to undergo modest changes but having shed the "stupid waste of time" idea and moved through "unfair catamarans" to the "low drag flotation state", I now have one of those "nuisance sailboards" in the family and it can be carried beautifully on the outriggers of my "unfair trimaran".

Many others have had trouble accepting the "unfair multihulls" and here are two noteworthy examples:

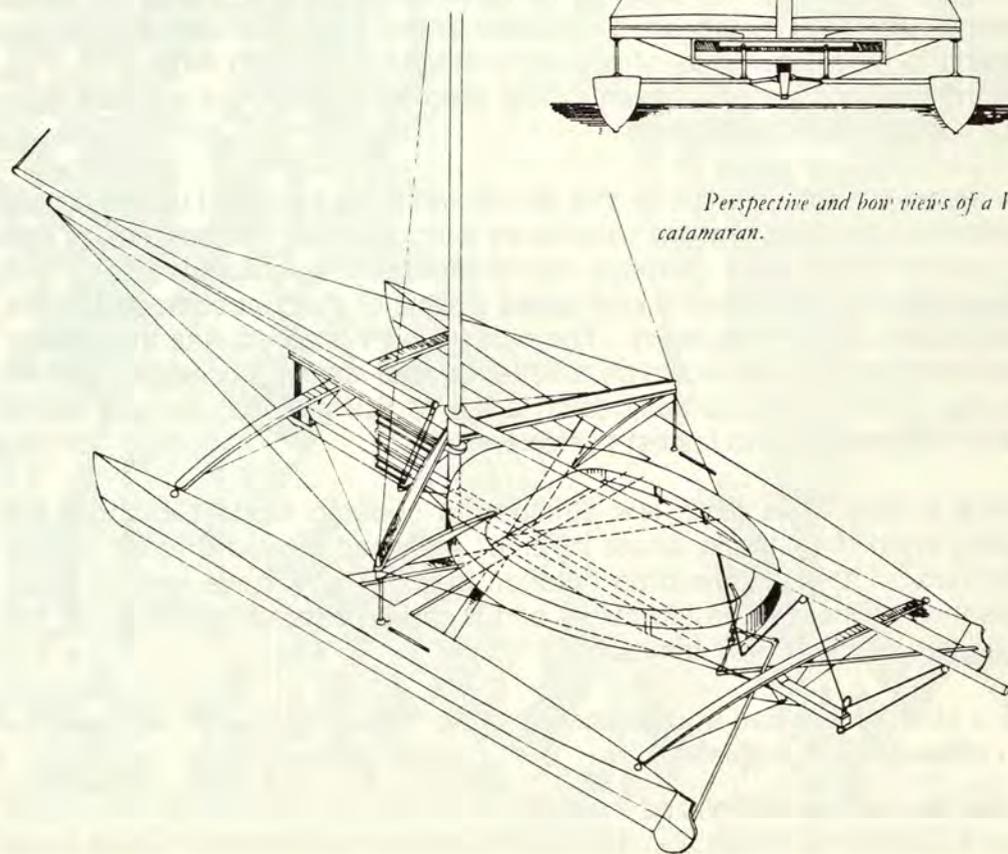
Nathaniel Herreschoff blitzed the fleet of 33 yachts at the New York Yacht Club's Centennial Regatta in 1876 with a 24 foot catamaran. We all know

now that the NYYC chaps are good sports but in 1876 they forbade Herreschoff's idea of low drag flotation from ever racing again. Herreschoff you may recall was one of the world's most famous yacht designers. He did build other catamarans and one reached a speed of 18 knots which was quite a speed 110 years ago. If Dennis Connor could get his twelve metre yacht anywhere near that speed he would be very pleased!

Amaryllis. Nathaniel Herreschoff's catamaran of 1876.



Perspective and bow views of a Herreschoff catamaran.



To prove that East and West once had similar attitudes, Victor Tchetchet raced a catamaran in the Spring Race of the Imperial Yacht Club at Kiev in 1908. "I easily passed all types of small yachts of the Club and victoriously crossed the finish line. But instead of receiving the first prize I was told that my boat is not a boat, but no one knew why, and it was disqualified and for good!"

Now it is 1986 and attitudes move on more speedily. Over in Perth are many true blue sailors who thought that a winged means of keeping upright was unfair in 1983. How many of them now have wings on their keels?

In Europe at the moment famous sailors with names like Tabbarly, Knox-Johnstone, Pajot and Blythe are racing around in monster multihulls in the aquatic equivalent of Grand Prix motor racing. Predictably the breakage rate of these monsters sometimes approaches that of the motor racers. At one stage before common sense took a grip, a designer whose 80 foot monster had finished a race without breakage suggested that it could have been built lighter.

Safety on boats is more a matter of crew expertise and construction than multi vs mono. On the ocean the multis stay afloat whenever the worst catastrophe befalls them and this allows TV crews to flash out pictures of the upside down boat. Usually the crew are alive and in the same picture. It can be much more alarming if your mobile home drops to the bottom of the ocean rather than floats about on the ocean surface waiting for the cameras. The last word on safety comparisons must go to a Junior Skyrider Trainee who explained the significance of the words "monohole" and "multihole" to a little friend. "The monoholes only need one hole to sink them".

If speed is your current state of mind, forget about the monos and multis and buy a "nuisance sailboat". They are now the fastest sailboat and are very close to claiming the title of "The 40 knot sailboat". Multihull sailors knew all along that a catamaran would be first to the magic 40 but it seems we might be on the wrong boat.

The type of boat we choose depends on our attitudes and needs at the time. If we still want to catch a ton of fish we need a different boat to those folk who waste time by racing around all over the place. We must respect the other person's choice as we may find ourselves indulging in a glorious waste of time on bits of low drag flotation which we thought were a "nuisance" or "unfair" just a few months ago.

One day I may even go sailing in a short fat boat!

Reference - *Multihull Seamanship* by Michael McMullen 1976



Only a rumour

The lovely Betty Warner, recently returned from the USSR with husband Rex, one of the nastiest flying fifteen skippers ever to sail these waters (why else did she whip him with the jib sheet) will not be raffled again, much to the chagrin of her idol and forever humble servant Ron Anderson.

TRAILABLE YACHT ASSOCIATION OF NSW

Personal Handicap and Traveller Series 1986/87

These two race series are run over a total of nine races, with the best five to count. There are many private entries, but the series are a valuable asset to manufacturers of well-performing trailable yachts. In fact, the top boats are high-tech racers crewed by some of the hottest sailors in NSW.

The Personal Handicap series is run on the PBH system, a moving handicap adjusted after each race. The Traveller Series is based on a fixed handicap (CBH system) which is related to the known performance of a yacht, and is fixed for the series. Win either of these series, and you are Top Gun of trailable yachts.

At least four Canberra yachts are competing in these series - Gary White's Pink Panther, Kevin Westacott's Grasshopper, Peter Taylor's Pathfinder and David Lovie's Micro. Micro was the only Canberra yacht to compete in the first race at Port Stephens. However, all four sailed in the second race at Lake Illawarra, acquitting themselves well. In Division 1 (monohulls with spinnakers) there were 39 starters, Pink Panther finished 4th, Pathfinder 5th and Grasshopper 14th. In Division 4 (monohulls without spinnakers) Micro finished 1st from 6 starters (all results on CBH).

The series has only just started, and is an excellent opportunity for sailors from throughout NSW to compete against and to socialise with each other. Interested skippers can get details from any of the aforementioned.



NOTICE OF RACE - TWILIGHT SERIES 1986-87

1. The CYC is conducting a Twilight Series which began Wednesday 5 November. The program consists of 15 races, concluding on Wednesday 25 February.
2. Race Rules The series will be sailed under the CYC Sailing Instructions 1986-97.
3. Starting times and classes as prescribed in the Sailing Instructions will be amended. Alterations will be posted on the Committee Notice Board in accordance with the Sailing instructions. The 10 minute signal sounds at approximately 6 pm.
4. **Sign-on for each race is mandatory** for the purposes of the Series.
5. Entries will only be accepted on each race day (beginning at approximately 5 pm). No race fee is payable to those CYC and YMCASC members who have paid the appropriate CYC 1986-87 sailing fee. Skippers may be requested to produce receipts. Otherwise, the appropriate race fee is payable.
6. Major prizes will be similar to the 1985-86 Series. Final details will be posted at a later date. Prizes will be given for each Twilight race at the discretion of the Sailing Committee.
7. Sailing Instructions will be available on a needs basis at the Control Tower.
8. Scoring system for the Series will be based on participation and the following procedure will apply:
 - . 10 points for participation in each race (unless drawn);
 - . 11 points for DNS (late entrants in the Series will attract 11 points per race not previously sailed); and
 - . drawn points (1st draw/6points, 2nd draw/5points, 3rd draw/4 points, 4th draw/3 points, 5th draw/2points, 6th draw/0.75 of a point.

The skipper with the least points will be determined the winner, the skipper with the next least points will be second, and so on. In the event of tied scores, places will be determined on count back based on drawn points.

A CASE FOR GREATER USE OF THE LAKE

The use of Lake Burley Griffin is controlled by the Lakes Ordinance of 1976, administered by the Department of Territories through a Statutory office holder known as Lakes Superintendent. The Ordinance prohibits the use of motor powered boats on the Lake, except for boats authorised to do so by the Minister for special purposes (eg ferries, club boats in connection with training and sport), Police and Health Authority boats and boats being used in connection with maintenance or preservation of the Lake or associated works.

This Ordinance also controls use of the Lake by other kinds of boats. For example it prohibits a boat from anchoring on the Lake between the hours of sunset and sunrise unless the users are actually engaged in fishing for "the greater part of the time". It also prohibits a person from mooring a boat on the Lake unless it is moored in an area specified as a mooring area and the person is the holder of a permit to moor a boat.

These narrowly restrictive rules are no doubt well intentioned. However in my view the net result of them has been to make the Lake a deadly dull place most of the time.

Presumably they were drafted with a view to stopping the Lake becoming overpopulated by noisy, polluting power boats and to prevent a mass invasion of boat owners using the Lake for live-on-board holidays. The rules have generally been supported by Canberra yachtsmen, who have enjoyed being able to sail and especially race free from worry about the presence of competing Lake users. (Only recently has there been even a modicum of competition from our friends the rowers and their attempts to have an area of the Lake set aside with permanently marked rowing lanes have, I know, provoked strong reaction from some sailors).

Some might argue that the presence of more boats, and especially power boats on the Lake could have diminished its conservation value. However the Lake is not a natural feature, worthy of careful conservation as part of our natural heritage. It is entirely man-made, and while now well populated with some species of wildlife, especially water fowl, it cannot be argued that greater use of the Lake should be prohibited on heritage conservation grounds. While it is likely that an increased level of use would have some effect on the resident wildlife species, I don't believe the effects would be drastic.

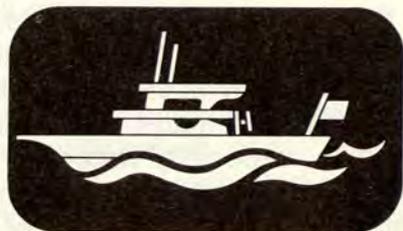
Tourism is without doubt going to be one of Canberra's major non-government industries (and therefore employers) in the years ahead. If this City is to flourish as a tourist destination, then I believe we have to

make it a much more interesting and enjoyable place. One way to do that would be to liven up the Lake, with more boats using it more of the time. The obvious answer is to open it up to reasonable use by power boats and for overnight vacationers.

It would not be too difficult to control the power boats to avoid excessive speeds and noise. Nor would it be difficult to stop pollution of the Lake by overnight users. Why not try to make Lake Burley Griffin as interesting an aquatic environment as most other Australian Lakes and harbours? In the long run, it might be very much in the Club's interests because all those boat owners who presently are forced to go elsewhere for their power boating might just decide to become members of the Club! Greater activity on the water would certainly make the view from the Clubhouse and especially its Restaurant more interesting. Also, those sailors with boats large enough to carry an outboard would welcome the opportunity of motoring home occasionally when the dying wind has left them stranded at the other end of the Lake.

Has the Canberra Yacht Club the vision and courage to take the lead in advocating a more liberal policy? Think about it Members, and let's hear your views, either for or against.

Don McMichael



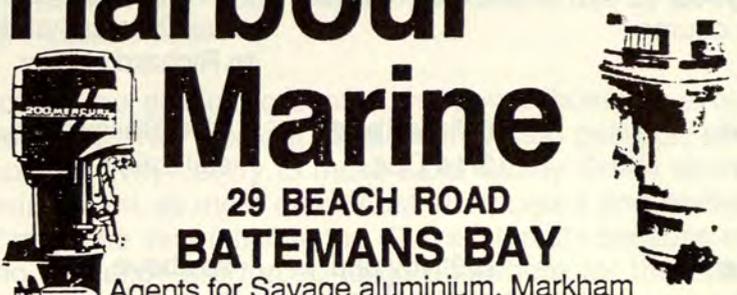
TRAINING CALENDAR

| | | |
|--|-------------------------------|--|
| 1st CYC Skyrider 16 students course | 4 Oct-13 Dec | CYC Saturday afternoons. Dai Thomas handing over to Richard Hinder |
| Adult course 20 students | 6/7 Dec and 13/14 Dec | CYC/Sailaway 40 hours sail training |
| Adult course 20 students | 8/9 Nov and 15/16 Nov | as above |
| TL1 Junior course 16 students | 15 Dec-20 Dec | CYC/Sailaway. 9am to 5pm |
| TL1 Junior course 16 students | 5 Jan - 10 Jan | as above |
| TL1 13-18 years course 16 students | 10/11 Jan and 17/18 Jan | CYC/Sailway |
| 2nd CYC Skyrider course | Feb 86 dates to be decided | |
| TL1 Adult course 20 students | 14/15 Feb and 21/22 Feb | as above |
| TL1 Adult course 20 students | 21/22 Mar and 28/29 Mar | as above |

Note:

- * 2nd CYC Skyrider Course (Saturday afternoons) will be conducted, if required, by Richard Hinder.
- * Club certificates to be awarded for satisfactory performance on Skyrider Courses with TL1 book issued for later use.
- * Fees - CYC Skyrider Courses - \$30 members, \$40 non-members
- other courses - \$100
- * Skyrider courses are restricted to children 12 years of age and under (although size is more of a problem than age!)

Harbour Marine



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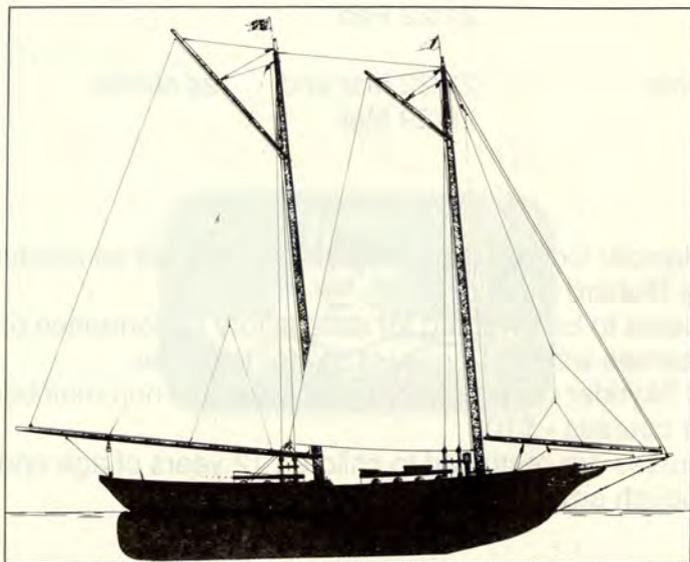
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The first of several clipper-bowed two-masters from Herreshoff's drawing board, and one of his earliest known designs, came out early in 1924 as Burgess, Swasey, and Paine design No. 257. Later that year, from those drawings, the Britt Bros. yard in West Lynn, Massachusetts, built the 49'11" schooner JOANN for Waldo H. Brown, an early patron of Herreshoff's and a man we should know more about. (Brown himself prepared some of JOANN's final plans, doubtless working from Herreshoff layouts, and later, in 1932, commissioned Herreshoff to design the lovely 57' ketch TIIGA.)

SOCIAL CALENDAR

America's Cup Party Nights

ORGANISER

Friday 28 November - Italian theme

Carol Wylde-Browne

Friday 5 December - NZ theme

Judy Tier

Friday 23 January - Australian theme

Bob Evans

Friday 6 February - Finals Night Party

Other Party Nights

● New Year's Eve: - A live band upstairs in the Clubhouse, music amplified outside; partygoers are encouraged to picnic, barbecue etc etc on the lawns.

Friday 13 February - St Valentine's Eve

Sally Hanrahan

Sunday 15 February - champagne breakfast /brunch

Sally Hanrahan

Friday 13 March - "Black Cat"

TERRY EBRILL



ACT & NSWZ HOBBIE CATAMARAN ASSOCIATION

NSW State Titles - 4/5/6/ October Vincentia Sailing Club Jervis Bay

For the first time this regatta was sailed south of Sydney and your association decided to incorporate it into our Travellers Trophy series for 86/87. The regatta was well attended by Hobies from Sydney, Central and South Coast as well as ACT and Victoria. Winds were moderate and seas slight - ideal Hobie sailing conditions. There was even enough sunshine for those beach bound to get a headstart over us wetsuit clad on getting a suntan!

Derek Young proved to be hero of the ACT contingent - becoming Hobie 14 NSW State Champion - providing that even lake sailors can mix it with the best and come out on top. Well done Derek!!

Travellers Trophy #1 Results

Hobie 18 - 1st R & N Redfern, 2nd B & A March, 3rd E & S Kruck
Hobie 16 - 1st R & H Watkins, 2nd M & L Dunn, 3rd J Kirkpatrick &
O Sargent
Hobie 14 - 1st D Young, 2nd R Ortnier
Hobie 14 Turbo - 1st C Tucker
Hobie 17 - D Jordan

Its great to see the family team involvement. Fathers & sons sees to be the trend. What about getting a few more mothers and daughters on the water!

This regatta was also the first in Australia for the revolutionary new Hobie 17. Much time was spent discussing the pros and cons. Our more seasoned sailors seemed to like the idea, but weren't happy with the 17s performance. However, like many new boats skippers need more time to seek its full potential.

Association Twilight Race Series

The Association will conduct its own twilight series in conjunction with the Twilight Series to be held by the Canberra Yacht Club (see the 'Canberra Sailing Programme 1986-1987 Season' information sheet).

The Hobie Twilight Race Series will start on Wednesday 12 November. Eligible races will consist of all even numbered races with best 5 results to count.

Points will be allocated on the following basis: 3/4 point for 1st, 2 points for 2nd, 3 points for 3rd, etc. In the case of a tie an appropriate count back will take place.

Because of the shortened courses used for this race series, a special yardstick will be calculated on the average results of the leading Hobies in each class of the first 3 races. This will enable all Hobies to compete on a very equal basis. Close results are expected!

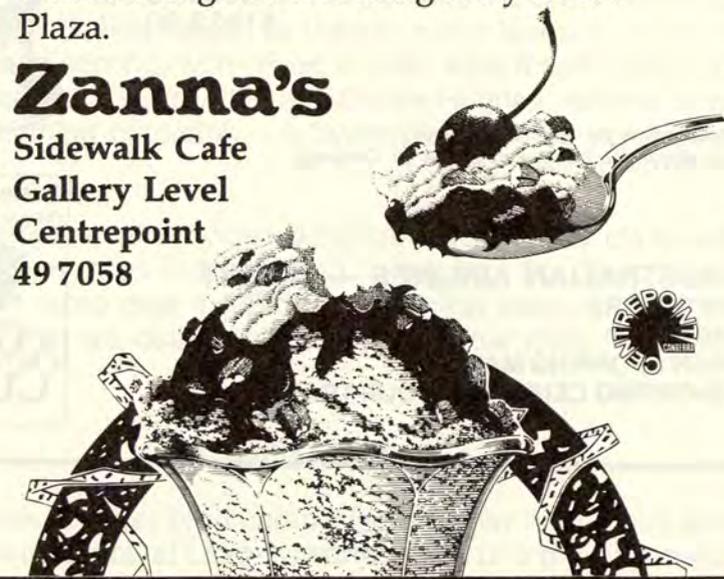
It should be emphasised that twilight racing is a lot of fun and ideal for novices or those skippers with little race experience and presents an excellent learning opportunity. Come and join in and see your performance soar!

Contact: Nikki Redfern, President
95 1744(w) 883706(h)

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| PRINCES PLAZA..... | \$886.00 |
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MIRROR CLASS NEWS

The Mirror fleet has had a busy start to the 1986/87 season both on and off the water. Association members participated in the Club night in September for graduates from the Club's Sailaway training programs and have had some follow up involvement with several families. Moves are in hand for race results to be calculated separately for juniors and novices, and of course for those competitors to be included in the total fleet results, both on a weekly and a season basis. It is hoped that by providing additional trophies more Mirror owners will be encouraged to participate in Club racing.

In the Opening of Season Regatta, Peter Forster gained an added appreciation of the comfort of Mirror dinghies after competing in the champion of champion events in one of the Club's Skyriders. Bare knees and a 6 foot frame do not lend themselves readily to the Skyrider - but Peter managed to complete the course and then to win the Mirror Class event in the Regatta after a close race with six other competitors. Other skippers to enjoy a close race were Stuart Allen, Cullen Hughes (a junior) and his father Robert, and Andrew Forster, all of whom finished within seconds of each other.

Five of the Canberra fleet, involving three families, competed in the Transom Trophy Teams Event at Balmoral Sailing Club on Sydney Harbour over the October long weekend. This Trophy has been contested each year since 1968 between Sydney and Canberra and surrounding district clubs, usually at the club of the previous year's winner. Canberra based clubs have won on eight occasions, the last being 1981.

A total of eight teams of 3 boats each contested the series with the results being determined by the number of wins by each team. The Canberra A team comprising Peter Forster, Andrew Forster and Robert Hughes won five of their seven races, being beaten by the two home teams from Balmoral which finished first and second, with seven and six wins respectively. The B team won two races, with Stuart Allen and Cullen Hughes, relative newcomers to the clan performing creditably. A Sydney boat made up the three in that team.

Conditions at Balmoral provided delightful sailing particularly with the two Sunday afternoon races in a sparkling nor'easter. But the concept of seven relatively short races over 1 1/2 days is a great learning experience and is one variation that we could well consider for our local fleets from time to time.

Only a rumour

Martin Kilpatrick, skipper of trimaran Side FX, may have been seen crewing on a monohull in a race at Lake Illawarra. Sign of a growing maturity?

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FLYING FIFTEENS

The 86/87 sailing season has started in good breezes and it is in these conditions that a Flying Fifteen under spinnaker is very hard to beat.

This season, some new faces and boats will make their appearance. It is hoped that this will build up the fleet to full strength as in previous years.

Lightning, Rustler, Ondine, Shalom, Amalffi, Rolling Stone, Snabb Fisk and Bingilot have been making the most of the early season breezes. Barnacle Bill has been modifying his mast using the most powerful tool in America's Cup technology - money!

A few more Flying Fifteens would go sailing if experienced crews were available. Interested persons should contact Bill Causbrook at home on 313694 or at work on 725282.

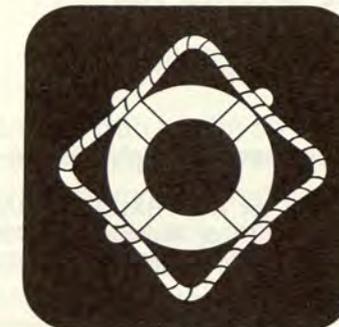
Barnacle Bill

LASER NEWS

Laser numbers have been quite good for the beginning of the season with 10 starters on Sunday 26th October. It is hoped that warmer weather and lighter breezes later in the season may swell the ranks further.

Laser newcomers Greg Tonnison and Phil Hopkins are providing some real competition for last season's Club champion Tony Ryan, with close finishes in all races conducted so far. Greg, a student at the CCAE, previously sailed at Woollahra and has won every race he has entered so far on LBG, beating Tony by a mere 2 seconds on Sunday 26 October with Tony breaking a mast during finishing line manoeuvres. Phil who previously sailed Tasars, has adapted quickly to Lasers.

All three competed in the Metropolitan Championships at MHAC on 8 and 9 November.

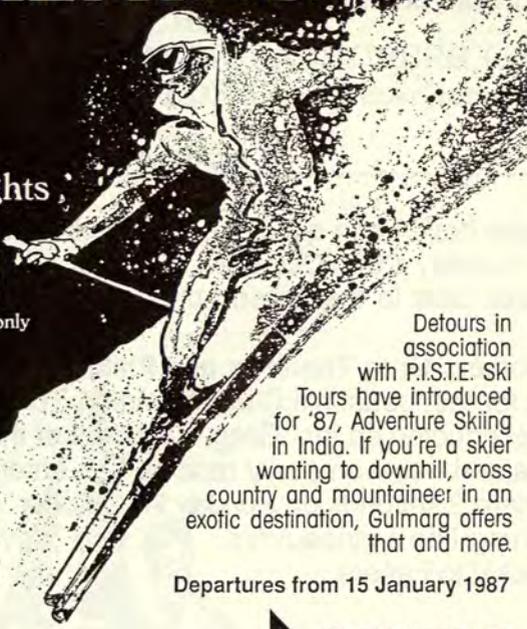


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RESTAURANT UNDER NEW MANAGEMENT

On 27th October Valentines ceased trading at the Yacht Club. Their departure at this date was their own decision and was for personal reasons.

While our intention is to franchise the restaurant, the short notice of Valentines departure made this impossible at the time and the Club therefore is now running the restaurant under the careful management of Laurie Richens, our Secretary/Manager. It is the Club's intention to strive for the highest level of service for its members and to provide a full compliment of a-la-carte, bar meals and light snacks. Additionally we will be providing bar meals and light snacks on Sundays during the Jazz so that people can enjoy the music, have a meal and have a dance.

We urge members to try our restaurant; if you like it tell your friends if not, tell us. I'm sure with the quality controls supervised by club staff that you will enjoy every mouth watering bite.

HAVE A MEAL AND BRING A FRIEND

Peter Taylor
Rear Commodore (House)



THE SAILORS BAR

The name of the bar under the club known as Pier 21 has now reverted back to its original name "The Sailor's Bar". This was done to reflect its real purpose in life and to uphold a tradition that has been at the Club for many years. We would also like to invite any groups of members who would like to use this area, as the Cruising Yacht Association does on Saturday nights after racing, to do so and to arrange access with Laurie Richens at the Office.



ACADEMY NEWS

The Defence Academy Sailing Club has commenced formal operations and was approved by the Yachting Association of NSW on 23 September 1986. Our operations still remain small although over the last few weeks a greater number of our distinctive coloured Tasars have begun to emerge on the lake. It will be some time before we commence full scale racing. In keeping with service requirements the AYF TLI Introductory Certificate is required before boats can be taken out beyond the confines of our "training area" and with that constraint a large emphasis is being placed on training and the development of sailing skills.

During the winter months, three one week courses were held at HMAS Creswell, Jervis Bay, to continue our training role and a total of fifty officer cadets obtained AYF accreditation.

With such a large number of beginners in our club, it has become necessary to keep a more than careful watch on their activities and with such a large group (up to 18 boats) on the confined spaces of the lake, there may be times when experienced sailors using the same area become a little upset. To those people, please see it as part of the learning experience and even take time to reflect on their own initial sojourn into heavier conditions and no doubt within a short period of time we will be up in your area racing competently.

The Academy staff has begun to show interest in both the Inter Service and twilight races on Wednesdays and, when available, will venture out on the weekends. It may also be seen as a welcome break from training.

On Friday 17 October the Seamanship Centre farewelled CPO "Boong" Curtis who has been posted to the RAN's Command Sailing Centre at Rushcutters Bay in Sydney. His replacement PO "Spud" Murphy will not be arriving until January 1987.

Progress on refitting our Endeavour yachts has been slow. However we hope to have both racing (or at least competing) in the New Year. Our first Inter Squadron sailing regatta was held on Sunday 12 October and the heavy conditions did not suit all skippers. Capsizes were the order of the day for quite a few and the distinctive orange hull is easy to spot in the upturned position to the embarrassment of the unlucky. However in the end F squadron were successful. As the sailing officer is one of F squadron's divisional officers, a closer watch may be needed in the future.

Lieut. Les (Jesse) James

Dec. '86

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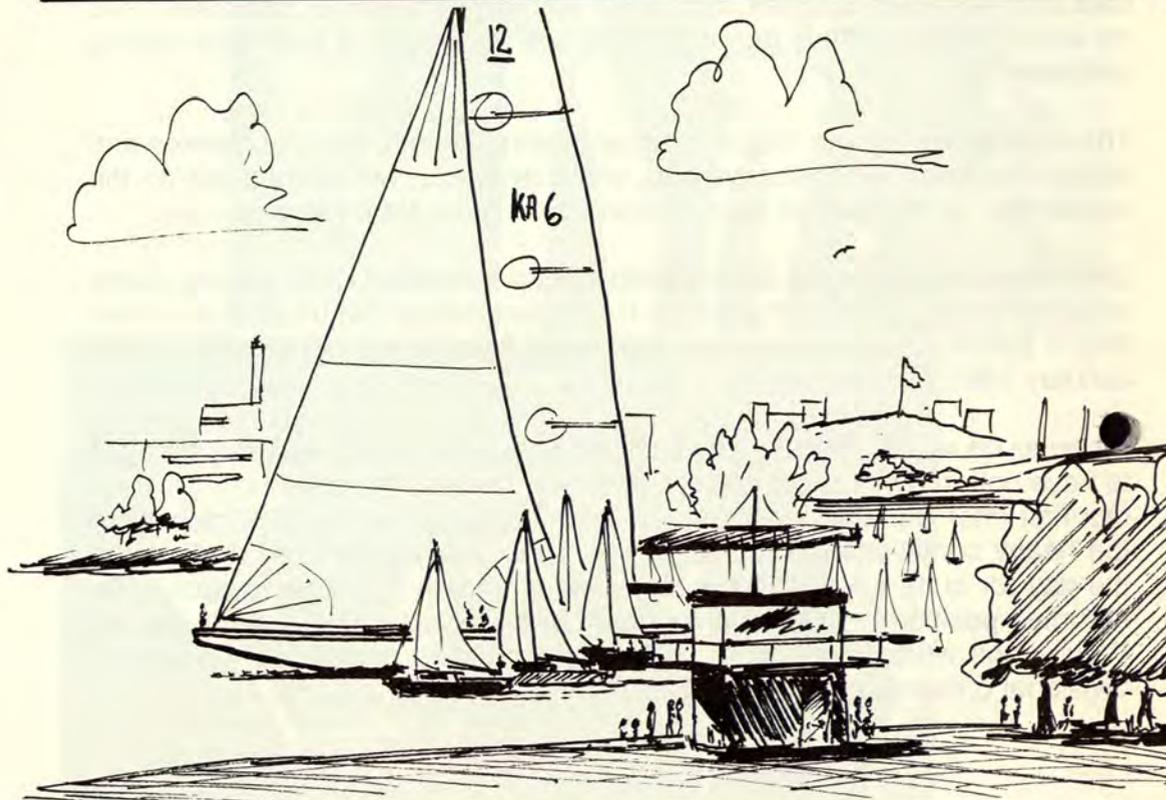
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'I SEE MICHAEL TRADED THE BOOMAROO....'

A TRIP TO FREQ TO WATCH THE CUP DEFINITELY IS WORTHWHILE

I was recently invited by Australian Airlines to Perth to watch a day's challenger trials, and a most enjoyable trip it was. Hosted by ACT Assistant Manager Ashley Kilroy, our party of four received first class attention all the way, even down to the weather. Australian Airlines takes seriously its new image created by recently appointed General Manager James Strong and its role as official carrier for the America's Cup Defence.

In Perth we stayed at Alan Bond's partly completed Observation City Resort Hotel. Although the hotel had opened only 3 days previously we experienced none of the teething problems often encountered in places so new. Everything about the hotel was first class. For anyone looking for 5-star beachfront accommodation in Perth, Observation City is the place to go.

Royal Perth Yacht Club has built its Fremantle Annexe, a single story brick building about the size of one floor of the CYC, adjacent to the small boat harbour at Fremantle. An interesting feature is a temporary structure, beside the Annexe, rather like a series of interlinked miniature marquees adorned with Swan Premium signs to keep the sun, wind and rain off the hoards. It would look great and be highly practical beside the CYC during summer.

Friday dawned with a 15 knot easterly offshore breeze and a forecast 24°C with an afternoon sea breeze. Winds were light and shifting to the south west at the scheduled start time of 1 pm and racing was postponed for half an hour. By 4.30 the Fremantle Doctor was piping in at 18-20 knots and the water was becoming choppy although the seas were not as rough as they can be in the Gage Roads.

Our craft for the day was the brand new superbly fitted cruiser, Lady Saab Scania. After a buffet lunch washed down with local wine and varieties of Swan off Rottnest Island, we elected to watch that one of the two courses set for the day where the race of the day between New Zealand and White Crusader was to take place. Being on a privileged craft (we carried a flag of privilege which cost the owners \$350,000) we were able to get quite close to the course although we were constantly herded by a fleet of official craft. The supreme penalty for misbehaviour by a craft is loss of the flag!

Along with other spectator craft, which included large power cats, enormous private cruisers and a variety of smaller craft, we covered quite a distance along the eastern side of the courses to watch starts, roundings, New Zealand destroy a spinnaker and finishes on both courses.

Twelve metre sailing is interesting as a spectator sport, rather than exciting in the VFL football mould. It is certainly far more exciting than watching grass grow, notwithstanding the miracle of time lapse photography. Although TV can provide aerial and close up shots and keep spectators up to date with the action, the only way to experience the atmosphere is to get out on to the water. For a land lubber, the ideal way to do so would be to take a day trip on one of the large, stable power catamarans - if equipped with TV it would give the best of both worlds.

Freo is a quaint town with heaps of old world charm and all the hype of the America's Cup campaign. It would be easy to spend a day or two exploring the old, the new, the refurbished and the harbourside. One wonders what will happen when the teams leave in February though. Our one regret was that we had very little time to look around.

If you are at all interested in the America's Cup and all that goes with it, a trip to Perth during the next three months is a must. Put together an itinerary which includes some time on the water, a couple of days exploring Freo and the odd day trip to Perth and the hinterland and you will not be disappointed. There is an enormous range of things to see and do and no one could be bored.

Australian Airlines is offering packages of airfares and accommodation starting at \$770 for 7 nights, which is less than the cost of the economy return airfare. My recommendation would be to stay in Freo (\$870) where everything is within walking distance, take day trips from there and watch the racing on the best days. Brochures are available at the Club and Carmen Burton at Australian Airlines has all the latest information.

Canberra Yacht Club is privileged to be associated with Australian Airlines. Their support for our twilight series and now our America's Cup program has given the Club an enormous boost.

Frank Downing

Only a rumour

Angus Houstone is soon to replace his now mundane rig with five box kites held up by helium balloons, all tethered to the modified Timpenny hull with one millimetre kevlar twine.

AUSSIE TASAR SAILORS - WORLD'S BEST

RAN sailors have completely dominated the 1986 World Tasar Championships in England. The team, led by our own Colin Jones of **Analaua** fame, was the first from the RAN to visit the UK to compete in the series.

Richard Longbottom and Louise Scullion won the series with Martin Linsley/Paul Kinghorn 3rd, Shaun and Phil Anderson 4th, Gordon Stewart 7th and Peter Caldwell/Med Duggan 9th. Every race was won by an Australian and all four Australian entries finished in the top 10 in a field of 53 entrants from Australia, USA, Canada, Europe and England.

To top off this success the team won the European Championship a week later, filling the first five places. Perhaps Bondy has the wrong **Jones** as team manager!

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Wanted to hire, charter, beg or borrow. Experienced, careful sailor (currently sailing as crew aboard a CYC boat) wishes to negotiate the use of a well-found, small trailer sailer (18-20 ft) over the period Dec/Jan 86/87. Willing to arrange insurance, etc and provide plenty of TLC. Please contact Cliff Pratt c/- CYC or 37 Arabana St, Aranda. Tel 513263 a.h.

Dec 86

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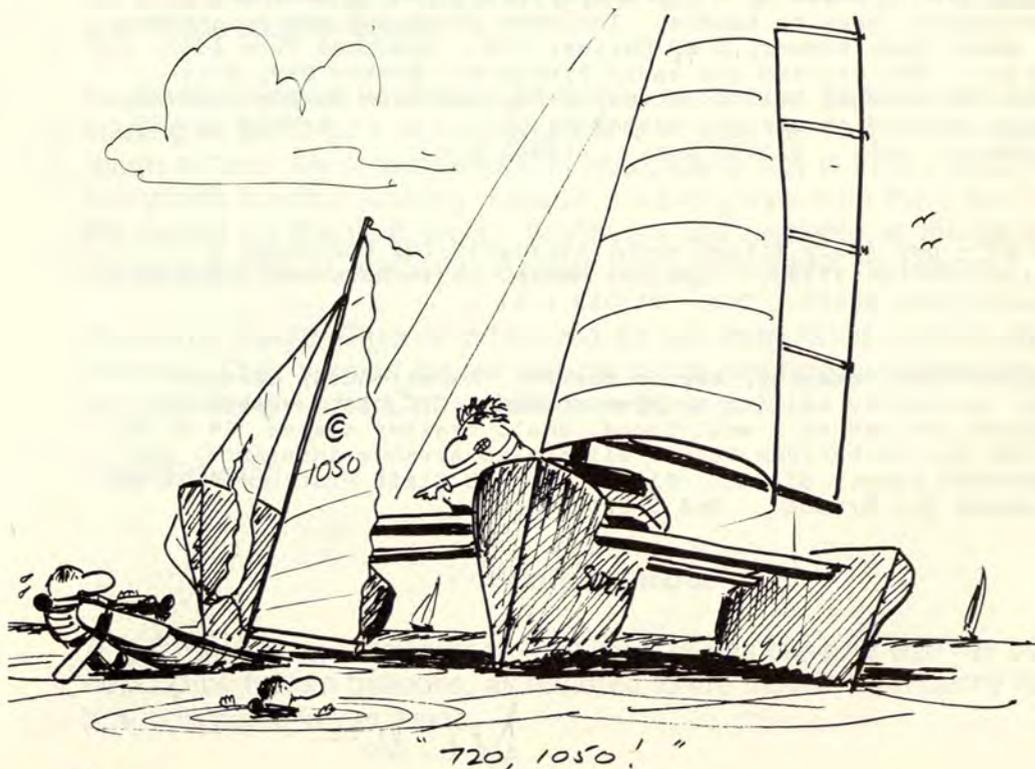
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LOCAL AMERICA'S CUP DEVELOPMENTS

Canberra Yacht Club took a modest step towards a future challenge for the America's Cup with the launching on Saturday of its new training tender "Black Swan". While Mr Bond's "Black Swan" is a high powered luxury vessel looking after the current crop of America's Cup sailors, the local "Black Swan" is rowed by parents and instructors during the training of 10 year old children.

The trainees are learning the art of sailing on the Canberra Building Society/Otis Elevator fleet of Skyrider training boats. They will be ready for the America's Cup in 12 years time. The Skyrider trainers have been so successful that an additional tender is required to mind them. Dr Lorraine Reid started the long term challenge for the real America's Cup by christening the rowing tender "Black Swan" with a modest bottle of soft drink.

Thanks to Lorraine "Keep Fit" Reid, Angus Houston, Ron Thompson and Mac Story for their contributions to purchase the "Black Swan". If anybody wishes to make contributions to the future America's Cup Team Junior Skyrider Training Team we'll be glad to hear from you. Talk with Laurie or any flag officer.





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The Journal of the Canberra Yacht Club



MAY 1987

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EDITORIAL - THE SOCIAL SCENE

I'd like to mention some positive developments I've noticed of late. First and foremost, a real consolidation of the Sunday afternoon jazz. It takes time for a venue to become institutionalised by the public, and I have a feeling the CYC has come of age as a jazz venue in the ACT. Sunday afternoons now have that warm, noisy, crowded feeling. All we need now for the Winter months is a fire, and mulled wine.

The second is the growth of the Cruising Yacht Association - with particular emphasis on social sailing. If you've never been to their fireside chats - which started this month so watch the notice board - then you've missed some very pleasant, informative sessions. You don't need to be a member of the club or association by the way, but you just might be seduced!

As the CYC and the Association have grown and matured, they have become mutually supportive and now enjoy a very sound bond. Both are heading towards record memberships this financial year, so something must be working!

David Lovie



ANELAUA

DIV I Champ 1986/87
&
Series Winner CCYA
1987

FROM THE COMMODORE

Winter is nearly upon us, the Club's financial year is closing and the summer sailing season is over. However this is not a time for complacency and hibernation. This year's Frostbite Series has been given a shot in the arm by the donation of a major prize by Riviera Nautic of Metung: a week's charter in a Cavalier 37 on the Gippsland Lakes. The winner will be decided using the same formula as we use for the twilight series, a draw of participants after each race. The first race on 10 May attracted 21 entries, I suspect a record for a winter race on LBG. This is definitely a series not to miss. There will be many other activities in the Club over winter well worth attending including the Cruising Association's fireside chats, to which all are welcome, sailing activities and social events.

The winter is a time for consolidation and planning; a time to let your imaginations run riot and bring forward ideas to improve next season's activities. Already we are looking at a revamped sailing program for next year which might include, for example, two pointscore series, less pointscore races and several special events. Let's have your ideas (just a brief note), but be quick.

One special event held recently has provided a new challenge for those sailors who think they are good. Late in April the Class Champions, rather the six of them who were available, were put into Flying 15s for an afternoon's very competitive short course racing to decide the Champion of Champions. The inaugural winner was Stuart Allen of the Mirror Class in an exciting, closely fought battle. This result, I suspect, was achieved as much by the performance of the Mirror cheer squad on-shore as by Stuart's on-water prowess. The enthusiasm was great to see. Second and third were Peter Fullager and Peter Russell. This will become an annual event and the America's Mug trophy, donated by the Australian American Association, which the winner will receive will become, I am sure, a coveted award.

The Club has been going through tough financial times requiring some hard decisions which may affect some services to members. The 1970s extensions took us out of the small club league and placed us squarely into the commercial club market. We must respond by running a profitable commercial operation, or sink! It is sad that, over the difficult years of the '80s, many members withdrew their support when it was most needed. I am glad to say, however, that in recent times of crisis members old and new have come forward with their support making the task of reconstruction much easier. Words of constructive advice and encouragement can make the sometimes arduous work of the Executive quite rewarding.

Over the past three months, we have undertaken an almost complete change of personnel in the Club and dining room (now the Spinnaker Room) and, under the energetic guidance of the new Secretary Manager, Ron Sullivan, the whole operation has improved out of sight. We are also indebted to Bridget Coombe who kept us afloat during a most difficult period. I invite you all to call in and see the changes for yourselves. When you do, why not book in for dinner; the food is great and the prices are very reasonable.

Vice Commodore Gary White has recently resigned to take up a new job in Sydney. While, selfishly, I am sad to see him leave, I wish him all the very best in his new venture on behalf of his colleagues in the Club. The lake will not be the same without the 'Panther'.

Good sailing,

Frank Downing



CYC SKYRIDERS IN ACTION AT BATEMANS BAY

The Batemans Bay Sailing Club has not had a great deal of luck since it re-formed a few seasons ago from the ill-fated Batemans Bay Yacht Club. Firstly, the club couldn't persuade Council to allow the clubhouse to be built near the Batehaven shop end of Corrigans Beach, being made to put the new building way up the other end of Corrigans where, if any sort of wind driven sea can build up, launching from the beach becomes very dicey. No nearby facilities or shops, and no place for the kids to play as they can at the Batehaven end of the beach. So they built the clubhouse only to have the October gales de-roof the new building, pulling down the western brick wall and causing other damage.

Worst of all, the clubhouse wasn't insured. So guess what happened to any plans the Club had to purchase some kinds learn-to-sail boats? That's right, almost sunk before launching.

But along came the Canberra Yacht Club with an offer of the loan of eight Skyrider dinghies for two weeks in January, an offer which was snapped up with deep gratitude by the BBSC. So 20 kids aged between 7 and 14 years were able to attend learn-to-sail classes at Corrigans Beach, courtesy of the Canberra Yacht Club. The kids came from Arrarat, Shepparton, Cooma, Canberra and Batemans Bay area.

Now, doesn't that make you feel good? Take a bow, Committee.



At an American training centre for offshore sailors it was noticed that girls learnt the technique of putting on safety harnesses far more quickly than men, who were decidedly clumsy. It was eventually realised that the female advantage with safety harnesses was a side effect of clipping up a certain item of strictly female clothing over many years.

Equality minded men may see fit to use the same training technique - don't do it near the sailor's bar!!

FABULOUS PRIZE TO BE WON BY SAILORS PARTICIPATING IN THE C.Y.C. WINTER FROSTBITE SERIES - A WEEK'S CHARTER CRUISE SAILING THE BEAUTIFUL GIPPSLAND LAKES ABOARD THE LUXURIOUS CAVALIER 37 'LADY M' - BY COURTESY 'RIVIERA NAUTIC'

THE LOVEY LADY M

Lady M is a beautiful Cavalier 37, introduced into Riviera Nautic's fleet in November 1986. This fast, powerful sloop is the queen of all charter boats on the Gippsland Lakes - fantastic to sail and luxuriously comfortable below decks.

Built by Cavalier Yachts in Sydney to a Laurie Davidson design, the boat has been slightly modified for charter on the Gippsland Lakes, such as the shoal draft keel (4 foot 9 inches) to allow easy access to more places around the Lakes. The furling headsail and self-tailing winches make crewing a breeze, while being skipper behind the large wheel helm gives a terrific sense of power. The main has two easy to use slab reefing points for when the wind really blows. When not under sail, Lady M is driven by a 27 hp (DIN) Yanmar diesel engine.

Comfortable accommodation is provided for six to eight people - three separate double cabins and another double berth made by converting the table. Hot water shower adds a special luxury to the large, well-designed head. The galley is fully equipped, including a gas oven and large refrigerator. The chart table is easy to work at, with electrics master panel and 27 meg radio above.

There are three batteries on board and, like all the Riviera Nautic charter fleet, the starting battery is isolated from the accessory batteries so there is no fear of not being able to start in the morning after a late night.

SAILING THE GIPPSLAND LAKES

The Gippsland Lakes are the largest inland waterway in Australia - 400 sq.k. of lakes, rivers, creeks and delightful backwaters.

Divided from the Ninety Mile Beach and the wilds of Bass Strait by a narrow sand spit, the Lakes are sheltered and safe. The sandy bottom means there are no rocks or reefs to be avoided, and there are many lovely anchorages for peaceful night moorings.

The sailing is fantastic - large, deep, open expanses of water in Lakes King and Victoria and Bancroft Bay; the lovely Reeves Channel where pelicans and black swans lazily watch you go by; the Bunga Arm, where dolphins will play in your bow wake; or enjoy an exhilarating broad reach up the Tambo River.

The Lakes are surrounded by national parks and farmlands. For on-shore activities there are barbecues and bushwalks, strolls along the ocean beach collecting shells, swimming and sailboarding, great meals at shore-side hotels and restaurants, or just curling up in the sunshine with a good book.

Bring your fishing rod - the fish are sure to be biting in the lakes and rivers, or in the surf of the Ninety Mile Beach.

The Gippsland Lakes region enjoys great weather. Known as the Victorian Riviera because of its Riviera-like climate, it consistently tops the State in temperature during the winter months.

RIVIERA NAUTIC

Riviera Nautic is the largest and most prestigious boat charter operation in Victoria. Proprietors Fred and Henny Herbert took over the existing business of Marc Hall Marine just one year ago, but since then have made a remarkable impact on the operation. Firstly, and most importantly, they have reduced

the breakdown rate to about 7% for yachts and 9% for cruisers. This has been achieved by introducing a carefully managed preventative maintenance program operated by a highly qualified team.

The appearance of the boats has been greatly improved and the premises have been renovated to include a reception area and shop, selling last minute needs and smart boating clothing.

Riviera Nautic is rapidly establishing a name for quality and first-class service. The friendly and helpful approach of the staff is wonderfully refreshing.

The fleet consists of:

| | |
|----------|-------------------|
| Yachts | South Coast 25s |
| | Cavalier 30s |
| | Freedom 33 |
| | Cavalier 37 |
| Cruisers | Island Gypsy 30 |
| | Sundecker 30s |
| | Clipper Sedan 30s |
| | Slipper 34 |
| | Seamaster 36s |

Riviera Nautic also hires fishing boats and sailboards.

There are many plans still to be implemented to continue to develop the business, such as the introduction of two Beneteau 285s in October and new large cruisers are on the drawing board.

Based in Metung, Riviera Nautic is an easy five hours' drive from Canberra - close enough for a weekend get-away or a week-long total relax.



DONT JUST STAND THERE - SAY SOMETHING!

A few sailors have commented that they feel isolated from the Club when their after-race presentation and socialising is downstairs at the Sailor's Bar.

An alternative view is that we sailors have the best of both worlds as we can join in the jazz dancing or stay down below in our special spot to contemplate the wind shifts of the day.

Sailors should never feel excluded or isolated from the Club's social action in the building. We don't want the place to become a "Claytons" Yacht Club and after all, a Yacht Club without a few real sailors at the bar lacks character and credibility. Look what happened to the New York Yacht Club. The people in reefer jackets and straw boaters had lots of "style" but they lost touch with yachting success.

If you have any concerns, or ideas to make the Club a better place for sailors, or better still, for all members, please come along to the Annual General Meeting. This is where you can offer some positive advice and assistance to the new committee.

In fact why not be on the new committee? The Club needs people with positive ideas and the ability to put some effort behind those ideas.

ADFA NEWS

The Defence Academy Sailing School and Sailing Club has just completed its second full season and 120 people have successfully completed the TLI basic introductory sailing course. This brings the total number of AYF qualified members to 200.

As winter approaches the Sailing School moves to HMAS Creswell for brief periods of instruction, the emphasis being on experienced people gaining the Assistant Instructor's Certificate, and introducing newcomers to sailing. Jervis Bay has, in the past, provided good winds and a few rolling seas making for an enjoyable time for all involved.

On the racing side of things, it has been fairly quiet with only a handful of regulars competing due to academic commitments, and the Academy not being up to full strength. However, next year should see the Academy up to full strength and both the Staff and Cadets more able to take time out to improve their sailing to competitive standard. With the increase in participation in racing, the Academy will be seeking to compete in the inter-service series as a separate identity and is looking forward to some good results.

The refit of the Endeavour 24 has been completed and we anxiously await the arrival of the new sails, which will see the boats both competitive and more enjoyable to sail.

Boatshed Staff



Only a rumour

Trailer sailer and keelboat sailors have been the mainstay of the CYC's Committee for quite a few years. rumour has it that a few dinghy and cat sailors may take up the challenge and help run the place at a faster pace.

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| FROM CANBERRA TO SYDNEY | | | |
|--------------------------------|---------------|---------------|-------------------|
| FREQUENCY | DEPART | ARRIVE | FLIGHT NO. |
| MTWTFSS | 8.30 | 9.20 | 041 |
| MTWTFSS | 12.10 | 1.00 | 043 |
| MTWTF-S | 5.30 | 6.20 | 049 |
| FROM SYDNEY TO CANBERRA | | | |
| FREQUENCY | DEPART | ARRIVE | FLIGHT NO. |
| MTWTFSS- | 7.20 | 8.10 | 040 |
| MTWTFSS | 11.00 | 11.50 | 042 |
| MTWTF-S | 4.20 | 5.10 | 048 |
| -----S- | 7.00 | 7.50 | 050 |

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LETTER TO "CANBERRA YACHTSMAN"

Don McMichael's suggestion in the last issue of Canberra Yachtsman that Lake Burley Griffin needs power boats to engender excitement for tourists ignores the consequences for current lake users. Most sailors, canoeists, rowers, and fishermen already find the Water Police and the ferries, cruising at 10 to 20 km / hour, create a nuisance. There are more than 100 A.C.T. based power boats regularly on Burinjuck and Wyangalla dams who would presumably love to use Burley Griffin for skiing. The lake just isn't big enough to handle a fraction of these boats. I suggest that in recent summers at most times during the weekend the lake is already spectacularly crowded with sailboards, yachts swimmers rowers paddleboats, fishermen, and canoeists. This growth will continue with population numbers, and create its own set of safety problems without power boats adding to the shambles.

David Bagnell

18 Banner Street,
O'CONNOR, ACT 2601.
11 February, 1987

BUSINESS SPONSORSHIP FOR SOCIAL FUNCTIONS

The following businesses deserve special mention their continued support of the Club's social functions:

Aurora boats, Queanbeyan
Bartondale Sailing, Phillip
Bizarre Hair Designers, Manuka
Expression Picture Framing, Fyshwick
Rodney Camage Jewellers, Woden
Summerland Travel, Civic
Zanna's Cafe, Civic

These organisations have selflessly contributed to the success of our social functions, often for little personal gain. Members can show their appreciation by supporting them with their patronage.



DO YOU GET MORE THAN ONE CLUB MAGAZINE IN YOUR HOUSE?

If so, do you need more than one copy? In order to reduce costs, the Club would like to stop unnecessary mailing of the magazine, so if you are receiving unwanted copies please notify the Club Secretary on 73 1784 and help the Club save a bit of money.

ACT & NSW SOUTHERN ZONE HOBIE CATAMARAN ASSOCIATION NEWS

ACT & NSWZ TITLES - 24/25/26 JANUARY - YMSC CANBERRA

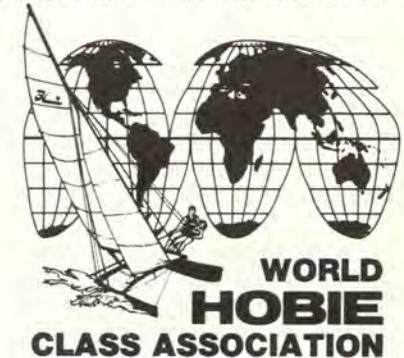
Held as part of the Australia Day Sports Carnival, 21 Hobies came out of the woodwork for the titles, along with 20 Stingrays and 14 Mari Cats who also held their titles on the weekend. Canberra treated us to the usual lack of wind. Race 1 was postponed until late afternoon then sailed in light winds, the race not finishing until after 7pm. Sunday started similarly but at noon enough wind came in to justify a start. A storm blew through as boats made their way to the start which saw crews scattering for wetsuits and one ambitious sailor for his heavy weather battens! The wind was gusty with several crews seen swimming. The next race started well enough but the wind continued to drop with most of the fleet arriving within 200m of the finish together! Many places were won and lost in this last 200m.

FINAL RESULTS: Hobie 18 - 1st Robert & Nikki Redfern (CYC)
Hobie 16 - 1st James Kirkpatrick & Owen Sargent (CYC)
Hobie 17 - 1st Darrell Jordon (Goulburn)
Hobie 14 Turbo - David Whitem (YMSC)
Hobie 14 - 1st Michael Blackburn (YMSC)

As the season draws to a close we are planning our presentation evening for June. Presentations will be made for the Travellers Trophy Series as well as our Encouragement Awards for most improved skipper and most improved crew. Watch out for more details in our next Association Newsletter due out in mid May.

Looking forward to the new season I am delighted to announce that our small association has now been included as a member of the World Hobie Class Association Fleet. As Fleet 719 we have been recognised as an independent racing fleet within the World Hobie Class Association, dedicated to promoting and developing Hobie Cat racing in Canberra and the NSW Southern region. We hope to be able to participate, as a group, in the Bicentennial celebrations with our continuing support of both the Canberra Yacht Club and the YMCA Sailing Club.

Nikki Redfern
President
Ph: (w) 951744
(h) 883706



GALLEY NEWS

A new concept in food at the Yacht Club is available Sunday to Friday lunch, Tuesday to Sunday dinner. We are offering good food at a price affordable to everyone which we hope will attract more members and their guests to the Club more often. I must add so far we have experienced good patronage at lunchtimes, but not a great deal in the evenings.

We also have an extensive range of function menus available, offering 5% discount for members who book.

I personally believe the Club will benefit from the cheaper lunch and dinner prices and, of course, the view is free!

Trevor Welch

JUNIOR SAILING

This sailing season has been an active one for juniors at the CYC. Undoubtedly, the availability of the club training boats has been the important factor which has allowed many of the juniors to get into sailing. Three courses this year have involved about 30 children between about 8 and 13 years old, and have, because junior membership is part of the course fee, brought this many junior members into the Club.

One problem facing these juniors is how to continue on from the learn to sail stage into more regular sailing and other involvement with the Club. At present, the CYC does not offer a range of activities to satisfy the sailing and social needs of this quickly growing section of the Club membership with the possible result that many of these junior members, having joined up mainly to learn to sail, will find no good reason to renew their membership this year.

In an effort to encourage junior sailing, the Club has been sponsoring a junior division of the Mirror class racing which has been running successfully this season with about 5 juniors sailing in the Sunday afternoon Mirror fleet. This is a good first step but, to my mind, leaves a large, unfilled gap which is almost impossible for many of the Sky rider training course graduates to cross. And that is, of course, how to get from the end of a training course into the Sunday afternoon racing fleet and beyond.

There are really two problems facing these junior members. First, the majority of kids who learn to sail do not have their own boats and many of their parents are not sailors. This leaves these aspiring skippers in the difficult position of having to talk their parents who might have little knowledge of the sport into what could be a fairly sizeable investment. Continuing support is then needed to deliver crews, tow boats etc. The second problem is that even if a boat and willing parents are available, the step in ability needed to go from the fairly well controlled training environment to the "sheep stations to be won or lost" atmosphere of Sunday afternoon, presents an obstacle in confidence which can put many junior sailors off before they have begun.

It occurred to some of us this year that a start towards solving both of these problems could be made by running an introductory racing course for the graduates of previous training courses using the ten Sky rider training boats. This course of eight races on Sunday mornings was organised between 1st March and 12th April and was an unqualified success. The purposes of the course were to introduce the young skippers to the way a race is run, the starting procedure and some basic rules of the road. Twenty two ex-Sky rider trainees registered their interest and 15 took part in the series.

We were rather fortunate this year because from amongst the 15 starters, we managed to find 5 Mirrors and Herons so each Sunday morning we ran two divisions and despite the feast or famine with the wind and with a lot of help from Dallas Hughes and some of the other parents, had some very enjoyable mornings and some good races.

I think that with the interest shown in this course this year and the number of juniors completing the training courses each year, this side of club activities is worth building up, not only on the sailing side but also on the social side. A good strong junior and intermediate sailing participation can only be good for the long term interests of the Club.

However, the program at the moment only goes part of the way towards achieving a Club sponsored organisation of young people in the sailing and social scenes. In particular, in the coming sailing season there will be a number of juniors who have completed both the basic training course and the racing course but who are not confident enough to race Sunday afternoons and who do not have access to a boat. The Skyriders cannot be used by the same juniors in the second year because presumably they will be available to new graduates from the learn-to-sail courses next season so that the training system can continue.

Ideally, I would like to see next year those kids who want to continue in their own Mirrors so that they could move eventually into the junior division of the Mirror class. But this will not be possible in many cases. One partial solution to this might be to acquire a number of Club boats which could be used by these juniors. A practical way to do this in the short term would be to ask the Club membership at large to donate suitable boats for children in the 9 to 15 age group. These boats could be long-stored and unused Mirrors or Herons for example. Some system of storage, maintenance and usage would have to be sorted out but I don't think that this is impossible to organise. Together with the 10 Skyriders and the boats owned by some of the juniors, these donated club boats would form a nucleus for the junior sailing fleet which would attract new members from the community at large and form a group within the Club which could provide a basis for social activities etc.

I hope to see the Sunday morning junior racing continue next year with an expanded fleet of perhaps around 20 boats and expanding as new courses are commenced each year. This would then form a continuous progression of sailing from training through to Sunday afternoon racing provided by the Club and make sailing accessible to more people. Indeed, there is no reason why a similar progression could not be organised for non-juniors as I think from talking to novice sailors, there is a similar gap in confidence amongst older sailors which is not catered for by the current club activities.

All this talk of new activities brings me to one final point. Who is going to organise and supervise the junior sailing? At the moment there is a small but dedicated group which does this. It will need to be expanded and the most promising sources of new talent are the current regular club members who have an interest, and the parents of the children involved in the sailing. If there is anyone who would like to be involved in this or who has a boat they would like to donate to the cause, please contact me on the phone number given below.

This year was a good one for junior sailing with new things happening. I hope to see the Sky rider trainees back again to learn about racing and the ones who did the racing course this year back to improve and learn more next year.

Robert Hughes
Ph: 58 9620

THE SOCIAL ADVISORY GROUP

Under the guidance of the House Committee your Social Advisory Group (SAG) plans a variety of regular, usually thematic, occasions, mans the reception desk during Jazz and is willing to assist any particular interest group of members to conduct its own Club function. But, SAG needs your ideas and your contribution if it is to fulfill these roles.

Please do not hesitate to advise me of your unfulfilled ideas either personally or via the green message cubicles at the Club office. We will endeavour to cater for everyone but need to know what you want. Better still, why not attend our meetings (held at the Club on the first Monday of each month at 5.30pm). Being involved with SAG is an ideal way of getting to know a cross-section of members, of feeling you belong and of constructively contributing towards your Club. We need you! I look forward to hearing from you, in one form or another at one of our next meetings.

Terrie Ebrill
SAG Chairperson
Ph: 54 8491

"There is more to life than increasing its speed" - Mahatma Gandhi

The above words were no doubt written for catamaran sailors. Why don't they fit a lead keel and have a slower but fuller life!



Flying Fifteen start

NS14s



Tasar



ACT DINGHY CHAMPIONSHIPS

JAZZNOTES

The continuing success of Jazz on Sunday at the Yacht Club should come as no surprise to those of us who pause to reflect on the advantages the venue has to offer.

The type of Jazz being presented is essentially Traditional and Mainstream oriented, and as such is "accessible" to people of all ages. Jazz which is, by its nature, purely for listening, has its appeal to many, but the emphasis at the Yacht Club is on audience participation; and that, of course, means music for dancing.

Few venues in Canberra can boast such a generous dance floor area and regulars at the Club on Sunday will be well aware that it is put to good use by many enthusiastic patrons.

For those who prefer their jazz a little less obtrusive, the lounge area offers the opportunity to relax over a few drinks and still be in touch with the "good times" atmosphere that the music provides.

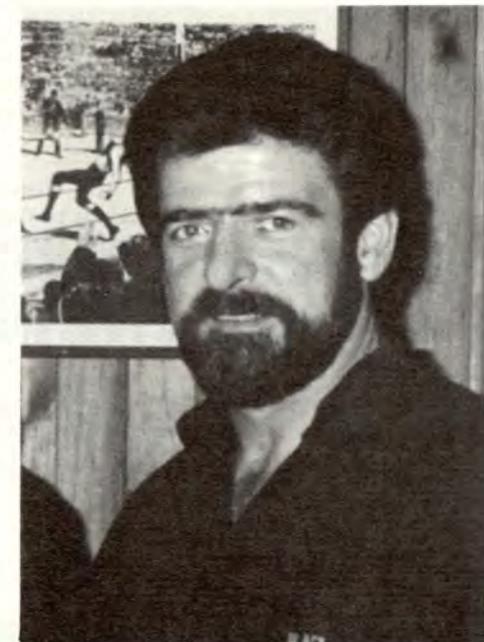
As a member of one of the resident bands at the Club, and with more than a few years of experience in Clubs and Restaurants, I believe the Yacht Club to be one of the best and certainly well ahead of any other venue in Canberra for the type of entertainment that Jazz on Sunday provides.

So what of the future? The two resident groups - J.B. and the Jazzmen and the Black Mountain Jazz Band - continue to perform on alternate Sundays, and at intervals of about 2 months, we plan to present different bands, either Canberra-based or from out of town.

The opening of the Restaurant on Sunday nights will almost certainly have a beneficial effect. The availability of excellent food at reasonable prices has already dramatically improved the "stayover rate" for those members and their friends who don't feel inclined to leave the Club as soon as the music stops.

If you, as a member of the Club, haven't been along on Sunday afternoon I would like to suggest that you try it - at least once.

Bob Everard



MIRROR NEWS

The Viking red sails of the Mirror dinghy have continued to be a feature of racing on LBG this season, with an average of 8 starters in CYC pointscore races and 9 boats competing in the Youth Regatta sailed at the YMCA Sailing Club in mid-February. Racing has generally been close with Stuart Allen generally performing best. However in recent weeks Andrew Forster has had the benefit of a new suit of sails from Steve Walker of Wynyard (in Tasmania) and has been beating Stuart.

The Mirrors have a group of junior skippers who race regularly with Craig Doolan, Michael Forster, Cullen Hughes and Rudi Zarka enjoying their private race within the main races. These keen skippers, plus five from the YMSC made up the Mirror fleet in the Youth Regatta on 14-15 February. With the fleet failing to finish within the time limit in the third and deciding race, Cullen Hughes was awarded first place from Craig Doolan by five sets. Based on the total elapsed time for the two completed races, they have each achieved a first and a third in the completed heats. Michael and Kim Forster were third and fourth respectively.

Eight Canberra Mirrors enjoyed the Wyangala Dam regatta on the weekend of 21-22 February, sailed in (mostly) good breezes, but with the all too familiar variety of inland sailing. Andrew Forster won the Mirror event, with two wins and a second, beating his father, Peter, with a win, a third and a fifth.

A total of 45 boats of various shapes and sizes completed with a total fleet of 45. The Regatta incorporates a long race on the Saturday afternoon for the Cock of Wyangala Dam trophy - won this year by one of the many catamarans. If more Canberra sailors were to participate in this regatta perhaps some of the country clubs around N.S.W. and Northern Victoria would support our Annual Canberra Regatta.

The Mirror fleet - and I am sure the CYC - is pleased to see the Giles family back in town after their sojourn in Washington. Stephanie marked the return of the family by competing in the 25th Mirror Nationals in Perth, as did Alice McAdoo (both in borrowed boats) and the Hughes family, with their two boats.

Over the weekend 14-15 March, the 8 Canberra Mirrors that went to Wyangala Dam a month previously, helped to make up a fleet of 38 Mirrors for a 3 race event at Swan Lake (just south of St George's Basin).

The breezes on Saturday were light to moderate and variable but the fleet enjoyed a good 20 knot southerly for the Sydney race. The Sydney boats tended to dominate the racing with the same boat winning all three heats but three of the Canberra boats managed to finish in the first 10 overall.

Stuart Allen, with daughter Jenny and son Rick sharing the crewing in "Simply Living" performed best of the Canberra boats with placings of 6, 6 and 10 to finish 7th overall, followed by Andrew Forster and Daryl Roos, in 8th place, and Michael Forster with father Peter as crew, in equal 9th place.

The Hughes and Doolan families also enjoyed the racing with some good places in individual heats and we all enjoyed the inevitable socialising.

Regattas such as this are a valuable guide to our relative performance preparatory to our competing in ACT, State and National Championships - and it is clear that our Canberra fleet still has a long way to go.

Peter Forster

"When choosing between two evils I always take the one I've never tried before" - Mae West (of life jacket fame)

BUSINESS LAW

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25TH ANNIVERSARY OF THE YMCA SAILING CLUB OF CANBERRA

The YMCA Sailing Club celebrated the 25th Anniversary of its foundation over the weekend of March 13, 14 with an Anniversary Regatta, formal dinner, and an "Old Salts" race on the Monday, the regatta being very well attended proving that events can be successfully held over the Canberra Day long weekend.

The Club has developed over the years from its beginnings sailing on Lake George before Lake Burley Griffin was filled, to its present clubhouse and boatshed in Yarralumla Bay. It is unique in being the only YMCA sailing club in the world, and over the years has, along with the CYC, established itself as one of the two major sailing clubs in Canberra, as well as gaining respect throughout Australia, running many State and National championships over the years.

Members of the Club have held a large number of International, National, and State titles, highlights of which were Scott Morphett with crew Phil McGilvray winning the 1980 World Junior Cherub title in England, Laurie McDonald with wife Dianne taking the National Cobra title for 3 years from 1976 to 1979, and most recently Hugh Stodart with crew Tim Stuparich gaining the 1986/87 Cherub Nationals in Tasmania followed by the 1987 NSW title in April.

On the administrative side the Club also gained a first in 1979 when Carol Wylde-Browne (then Carol Scott) was elected Commodore, believed to be the first woman commodore of a yacht club in Australia, a position she held for two years.

It is to be hoped that the friendly rivalry between the "Y" and the CYC will continue in the coming years, the competition leading to more champions for Canberra, and to the benefit of sailing as a sport.

MARLEY POINT 1987 - THE LOVEBOAT PERSPECTIVE

The 1987 Marley Point Overnight Race (MPOR) will go down in the long history of the race as the first in 19 years to be cancelled. There can be no doubt, despite the loud protests of a few gungho types, the decision was right. Those of us who were awakened at about 2 am on Sunday by the wind howling through the tree tops above our snug anchorages in the Perri River, were very glad we were not out on the lake with six hundred other yachts. It would have been a disaster!

Despite the race cancellation, the trip to the Marley this year was well worthwhile for the crew of 'Loveboat'. After the cancellation announcement we sailed back to Painesville in company with Frank Downing and Des Ireland, in winds which averaged around 25 to 30 knots and just before our arrival had to cope with a line squall with winds variously described as 60 knots or more. These were conditions we would never normally have to sail in, but because of the particular circumstances, we spent around four hours in near gale force conditions. After initial trepidations and finding the most comfortable sail set - a lone storm jib - our confidence grew the further we sailed, despite the increasing size of waves. Our confidence in our own ability to sail in very heavy conditions and in the seaworthiness of our great little Red Witch, received such a boost that we now feel we can cope with all but the worst conditions, given time to reduce sail and enough room to run.

This newly acquired confidence was well worth the long trip to Gippsland and back.

Rob Breen

Female voice heard coming from *Loveboat* during a race when nothing seemed to be going right, "I think we had better call our next yacht 'George and Mildred'".

SAILING REPORT

The sailing season has been blessed with good winds - at times too much wind (as a result, we had to cancel three races for most classes).

The summer series attracted over 900 entries - an average of about 60 boats a race, which was a slight improvement over the previous year. However, entries in some classes are very low and their ability to support separate class racing is doubtful. Seafly, NS14, and Tasar have an average of 2.1 to 2.4 starters each race. They have similar yardsticks and may benefit by racing together as a group. The 505 and Sharpie sailors combined a couple of years ago and this year had a 30% increase in fleet size. However, fleet sizes are up for 5 classes, General Division 1, General Division 3, Flying 15, 505/Sharpie, and Mirrors. The latter have benefitted by the promotion of junior sailors in the class and of a separate weekly trophy for the junior pointscore winner.

Trailable yachts have found the Cruising Division racing of great interest with up to 20 starters. This may explain the decline in G.D.2 starters in the latter part of the season.

The winter series of seven races commenced on 10th May. Riviera Nautic has offered a week's cruise on a Cavalier 37 on the Gippsland Lakes to the winner of the participation prize. This, and other trophies, should make it worth while competing in the winter series.

Peter Russell
Rear Commodore (Sailing)

CYC MEMBERS WIN YARRAWONGA Y.C. CUP

Two Canberra Yacht Club members, Tim Holt and Bruce Ferguson, won the Cherry 16 Class Australian Championship at Yarrawonga over the Australia Day weekend, and in recording five firsts from five starts skipper Tim Holt was awarded the YYC's Australia Day Cup for the best performance at the regatta.

Tim's Cherry 16 Jemima Puddleduck has now won the Australian championship five times in succession, having competed at Yarrawonga (twice), and at Lake Burley Griffin, Lake Macquarie and Lake Cootharaba near Noosa for the title of top Cherry 16. Bruce Ferguson, who usually sails in the Mirror Class at CYC, has crewed for Tim on the last three occasions. The Ferguson-Holt team has also picked up the NSW Cherry 16 championship three times.

Jemima Puddleduck, which has at various times won CYC pointscore, winter and championship races, as well as taking an Interservice trophy or two home from time to time may have come to the end of her racing career as Tim, who now lives at Batemans Bay, has been threatening to convert her into a cruising boat so that Tim and his artist wife Norma can cruise the Clyde River with the aim of a little fishing and sketching. The closing-down sale should be well worth attending!

A piece of yachting's trivial pursuit is that the Yarrawonga Yacht Club's Australia Day Cup was first presented in 1956 to John Fletcher, brother of Olympic and America's Cup coach Mike Fletcher. John and Mike, according to the YYC older yotties, attended many of the 1950's Australia Day regattas.

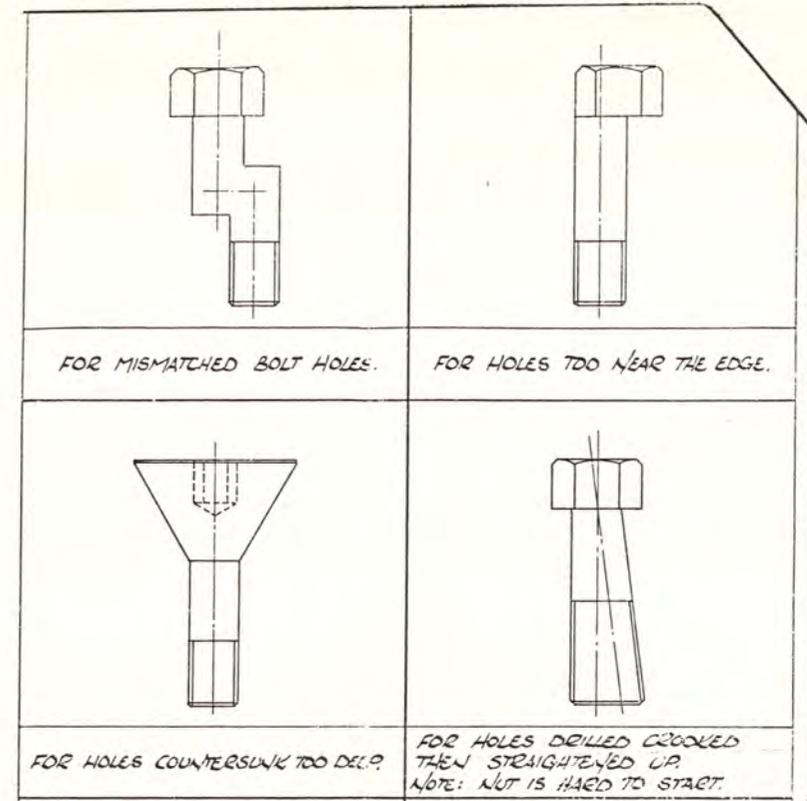
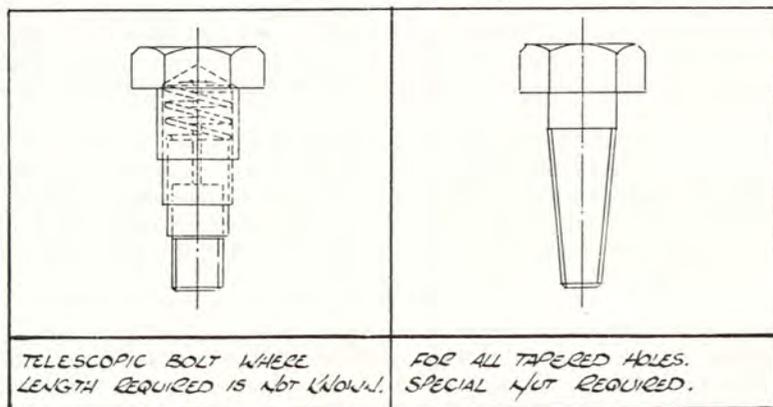
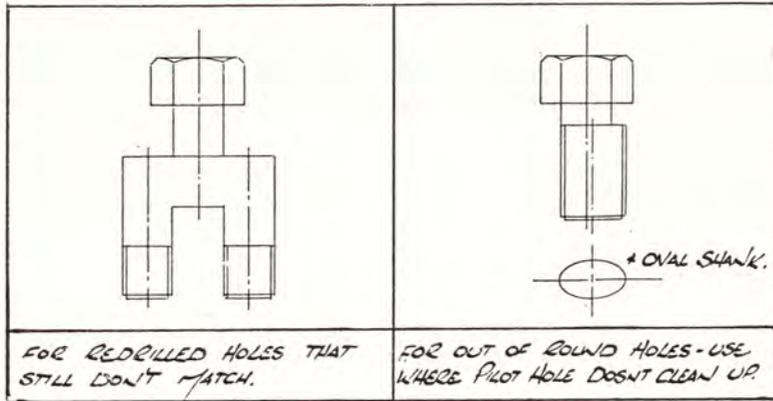
An ocean racing yacht lost a large spinnaker bag over the side near Sydney. The bag was quickly picked up by the crew of a police launch who returned it to the skipper with the words "Here, blow into this!"

SPECIAL COMMERCIAL ANNOUNCEMENT

Bartondale and Aurora boat shops have now added to their valuable range of services available to amateur boat owners and builders.

Staff of both shops became aware of the difficult time that we lesser mortals have in drilling holes and bolting our boats together.

The answer:- after years of jointly funded, comprehensive research, they proudly present the following special range of **"BARTORA"** and **"AURORADALE"** BOLTS.



Remember **"BARTORA"** or **"AURORADALE"**

You would be nutty to shop anywhere else! After the tension of threading your way through the traffic, you will be delighted at the good deals you can torque your way into!

Note: Similarity between the above bolts and any hexagonal nuts and bolts from a real life MG Car Club (W.A.) article is in no way coincidental. Thanks!



MARLAY POINT MOMENTS 1987

Each year in March a number of trailer sailer owners, assisted by dinghy sailors out for a social sail, congregate at the Gippsland Lakes for an overnight dash or drift of 40 to 50 miles.

This year the event was blown out by southern storms and for most folk the annual pilgrimage was in vain. However some 150 out of the 650 boats entered, sailed the course during daylight in very stormy winds, much to the chagrin of the organisers and volunteer rescue fleets who had to rescue some cold and wet souls.

Winds were 35-50 knots and maybe more in the gusts and the shallow lakes became a turmoil of short steep waves.

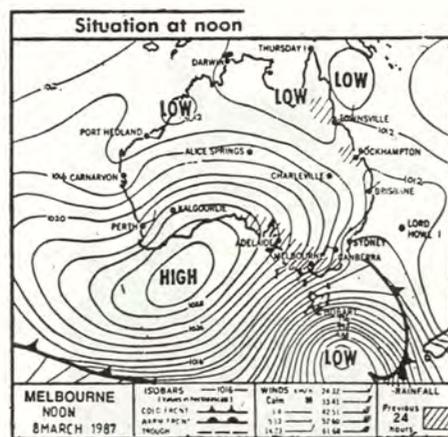
Some of our locals took the wild ride and some didn't. We asked several boaties for their impression of the "non-event":

Karen & Geoff Onions:- drove to Paynesville - started to motor sail up the course, it was too rough - motor sailed back - loaded the boat on trailer and with two cars drove around to start area at Marlay Point - drove cars back to Paynesville - caught bus to the start - Race eventually cancelled, caught bus back to Paynesville - drove cars to Marlay Point start area and pulled boat out - drove back home to Canberra. Geoff & Karen played it safe and also won the prize of "Tourists of the Year" for the number of visits to Paynesville in 24 hours.

Martin Kilpatric & Jacko:- It was a Clayton's race! Getting to the start was miserable against the strong wind and chop - the motor drowned once and the 5 foot steep waves tossed the boat about. Coming home down the course was a high point - 15+ knots across Lake Wellington down the waves - cheered through the Straits along with another tri - made the trip in less than 4 hours but a vicious gust did the almost impossible and rounded the tri up near Lock Sport - no harm, just took the main down and had a cuppa while we sailed on with a small jib.

Des Ireland:- Decided to sail the course in daylight - took all the precautions with storm sails etc - still caused Peter McGrath some wide eyed moments when a 60 knot squall caught the boat while he was busy with natural functions. Des is now wondering whether to sell the boat as it is or try plasti bond on the terrible fingernail gouges in the cabin area.

David Lovie's "Micro":- Rode the waves to Paynesville in 3 3/4 hours. It took a Laser sailor (Tony Ryan) to work his magic and keep the boat level down the waves - Micro's crew wouldn't set out again in the same conditions.



WARNING: GALES EAST OF THE PROM

Rob & Joan Breen:- The "Loveboat" held them together and they had a busy and testing ride. Rob and Joan realize they took a risk and are grateful for the seaworthiness and solid rigging of their Red Witch. However they are also grateful for the added confidence the journey has given them.

The 64 Dollar Question:- In sailing ship days falling overboard was virtually the end. Could any of the boats running with the waves have fought their way back to pick up a husband, friend or wife?

OUR NEW SECRETARY-MANAGER

Many of you will have met Ron Sullivan already. In a very short time he has shown evidence of his innovative management abilities. Just turn up on a Friday night and you'll see for yourself!

His experience is extensive - both as Duty Manager with the Southern Cross Club, and as Manager of the Hungarian Club. He also successfully conducted his own business for many years prior to entering the club management field.

His drive, creativity, bright personality, and considerable professional expertise are the injection of adrenalin the Club has been searching for. Couple this with the talents of our new Chef, Trevor Welch, also from the Hungarian Club, and you'll appreciate why patronage has improved markedly.



THE GALLEY RESTAURANT

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THE SPINNAKER ROOM
at
THE CANBERRA YACHT CLUB

LUNCH SUNDAY TO FRIDAY
DINNER TUESDAY TO SUNDAY

EXCELLENT CUISINE AT A BUDGET PRICE
FROM THE BLACKBOARD MENU
(FULL TABLE SERVICE)

CANBERRA CRUISING YACHT ASSOCIATION (CCYA)

Some may consider the CCYA a bunch of middle-aged yachties with delusions of grandeur and it probably wouldn't be hard to get an argument along those lines. There would be very little debate, however, about whether the Association is Canberra's largest, best organized and most socially active sailing association; that, indeed, is what it is.

With over one hundred members, the Association has the only year-round sailing program in the ACT with an underlying theme of being a social rather than competitive activity. Courses are laid mainly around islands rather than buoys and races are run in rotation by yacht crews, sometimes with interesting results. This gives members experience in race organization as well as participation. It's true to say CCYA sailors are Canberra's most active - no matter what time of year, if there are sailboats on the lake, you will usually see at least one trailer sailer amongst them.

Each Australia Day weekend, the Association conducts its ACT Trailable Yacht Championships. This regularly attracts well over sixty entries and is an event on the sailing calendar of the Trailer Yacht Association of NSW. The regatta dinner is so popular it has become an embarrassment to the organising committee as problems arise with catering for the large numbers of visitors.

Throughout the winter months the CCYA conducts fireside chats using videos and speakers on a wide range of subjects of interest to members. Despite Canberra's freezing winter nights, these "chats" continue to attract a comfortable crowd around the fire in the Dorothy Norris Lounge.

The greatest strength of the Association is probably its social program, which is unrivalled by other ACT sailing groups. It includes regular dining out at Canberra's restaurants, nights at the opera and live theatre, barbecues after race, and gliding days arranged by John White. Events being considered for the forthcoming social program include more dining at restaurants, a bush walk with the National Parks Association, shows and concerts and an evening with Peter and Julia Hudd.

And speaking of the Hudds, they are responsible for the CCYA's excellent cruising program. Peter and Julia have lead Association members on weekend cruises to venues such as Pittwater, Lake Macquarie, Wyangala Dam, Mallacoota, St. George's Basin and Jervis Bay. These well-organized activities continue to attract a good roll up.

To keep its large membership informed of all these events, the Association has an excellent magazine - Cruising Yachtsman - which seems to get better with every issue, under the able editorship of Colin Goyne.

All these membership benefits are available for only \$12.00 per year. Any CYC member thinking of trading up from a dinghy to a real yacht, can be assured of availability of a strong and friendly association in the form of the Canberra Cruising Yacht Association. Further information can be obtained from the Association Secretary, Catherine Evans, on telephone 82 4949 or any CCYA member.

P.S. You don't have to be a sailor to be a member. But as a member, you might be tempted to become one!

Rob Breen
51-1716

Only a Rumour

Uncle Wilson McMillan will have his refurbished yacht ready for opening May 1987.

LEARNING ABOUT SAILING IS NOT A MATTER OF LIFE OR DEATH. IT'S MUCH MORE SERIOUS THAN THAT!!

Thought I'd put together a few lines about a sailing course I did in February at the Yacht Club. This strange impulse is motivated by the brilliant, marvellous (and other superlatives) experience we had and I recommend the course to anyone who wishes to brighten their lives - you might even learn to sail as well!

The course is run by **SAILAWAY** in conjunction with **"THE CLUB"**. Several are run each year. It is held over 2 consecutive weekends and on three afternoons of the week after work. Over 40 hours of sailing tuition is provided, not to mention the drinking lessons after sailing, at a cost of \$100.00. The instructors put a lot of effort into teaching both and its great value.

Hands on experience was used to teach sailing practice and theory and a large range of boat types and sizes were at our disposal. Well we nearly disposed of a couple and I think they are also down one instructor!

We were taught topics such as knots (how and when to tie them), wind and boat speed, and sailing rules, plus the effects of wind and tired patterns. Rigging and sailing terminology were also covered (i.e. 'Hank', 'Killick', 'Bumkin', 'Rum Line' and 'Port', do not mean what you might think they do). We covered safety too - You never line up for your rum until you have been into the port!

We were taught how to pick up buoys (very handy), call for buoy room (which unfortunately is not room service from a boy) and how to redeck a "man overboard" (that's in case you didn't deck him right the first time).

Fun and fever was had by all during the compulsory capsizing exercise. Because you are forced to do things and suffer mistakes together (mind you husband and wife teams are usually separated) course participants become close and personalities emerge. My disastrous nature soon did. I managed to kill the 'man overboard' (I really was hoping to deck him!) by running directly over him and spearing him on the centreboard. The remains were quite difficult to dislodge. Luckily he was a dummy but that's men for you!

The day after we learnt capsize drill and were taught the importance of the centreboard to this exercise, I turtled us over in the middle of the lake. The catastrophe was that we had not locked the centerboard in correctly. It had fallen out and was all tangled up in the sheets. (There are no ropes on boats. We were told they are sheets. Some bloke who must have been 3 sheets to the wind said so). The situation was made embarrassing by the fact that the other students circled us like ungainly vultures in their various craft, yelling useless instructions like "pull on the centreboard", our problem was to find it!!! The really big problem is if you don't act quickly the spar will get stuck in the mud and then they have to send "Lionheart" out to assist. "Lionheart" unfortunately is not a St Bernard with a keg of medicinal brandy, it's a great big powerboat that a bloke called Richard drives.

Incidentally you may think brute force is important for capsize drill but actually technique and knowing the ropes (Sorry, sheets!) is much more important than strength or size.

The next day I ran a 'trailer sailer' aground ("gin palace" on the rocks is the non-nautical terminology). Luckily the scale of catastrophe was declining as our skills increased and they turned us loose on the bigger boats - we were able to wind up the keel (rather than the instructors) and drift off with a little help from a boat hook.

Another catastrophe occurred when Mr Desmond - a chief instructor and tyrant on the tiller when racing, was encouraged to teach us a little about the worst aspect of sailing, i.e. scrubbing his bottom. To prime his boat up to racing mode we were asked to clean the weed off the bottom as dragging weed is detrimental to the performance. So we enthusiastically tipped his boat on its side and in the process warped his mast. If you enjoy living beyond the pale this course is for you!!

By the end of the course you are a certified sailor (yes the Club's resident psychiatrist can certify you), you have a new group of friends, have been to visit the Governor-General by sea and have a free month of membership of "THE CLUB". My damp outlook on life also changed - it became a wet-through outlook!

Most of us found that sailing as well as making you wet, sunburnt, bruised and tired also give you a warm inner glow. A day of sailing results in a "glowing and peaceful feeling". The lake is beautiful and you feel healthier.

The uninitiated may think that Lake Burley Griffin is a boring little pond but learning to sail on Lake BG is better for developing your sailing skills than most other bodies of water because you become expert at adjusting to shifts in the wind.

Anyway I'm tacking off now as I've just caught a lift to port and I don't want to hang about in stays.

Victoria Pearce



INTERNATIONAL CATAMARAN CHALLENGE TROPHY (Little America's Cup)

Shortly after the removal of the America's Cup from Australian soil and the demise of the media hype surrounding the multi million dollar dinosaurs, a Victorian team successfully defended the "Little America's Cup".

The International Catamaran Challenge Trophy is competed for by 26 foot C Class Catamarans. These boats are faster around the course than 18 foot skiffs, which means that they travel at more than twice the speed of twelve metre yachts.

Australia lost the Trophy to America back in 1976 and then successfully challenged in 1985 with a boat called "Victoria 150". This year a British team challenged Australia with a boat called "The Hinge" which put up a dismal 0-4 performance against a Cunningham designed boat "The Edge". British teams were very competitive in the sixties but the recent hurried challenge suffered from a lack of expertise in design, construction and funding as well as sub-zero temperatures during construction in Britain's foulest winter for years. (The glue wouldn't set).

The team behind "The Hinge" realized they were out of contention before leaving home as the boat had never been assembled let alone sailed. However, in true British sporting fashion (and with considerable Aussie assistance) they competed and copped a drubbing rather than withdraw.

Mac Story

"No problem is so big and complicated that it can't be run away from" - Charlie Brown

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FINAL RESULTS 1986/87 SAILING SEASON.

GENERAL DIVISION 1.

23 boats entered for races.

Average per race 9.7

| CHAMPIONSHIPS | | POINTSCORE | |
|---------------|-----------------------------|------------|-----------------------------|
| PLACE | POINTS | PLACE | POINTS |
| 1st | ANELAUA C. JONES 11.7 | 1st | MICRO D. LOVIE 94 |
| 2nd | MICRO D. LOVIE 14 | 2nd | EDRA B. WORTH 86 |
| 3rd | COLD DUCK G. ONIONS 24.7 | 3rd | PINK PANTHER G. WHITE 84 |
| 4th | PATHFINDER P. TAYLOR 39.1 | 4th | COLD DUCK G. ONIONS 77 |
| 5th | EDRA B. WORTH 41.4 | 5th | SANDGROPER R. THOMPSON 76 |
| 6th | PINK PANTHER G. WHITE 42.7 | 6th | MISTRESS B. LUTTRELL 72 |
| 7th | SANDGROPER R. THOMPSON 43.4 | 7th | ANELAUA C. JONES 71 |
| 8th | T-BAGS P. HUDD 61.7 | 8th | THE DOVE H. MATTNER 62 |
| 9th | MISTRESS B. LUTTRELL 70 | 9th | T-BAGS P. HUDD 61 |
| 10th | POSHJUNK A. HOUSTONE 72.7 | 10th | PATHFINDER P. TAYLOR 48 |
| 11th | CORDITE G. WHITE 73 | 11th | CALLISTO J. WHITE 32 |
| 12th | THE DOVE H. MATTNER 76.7 | 12th | CURLEW M. STORY 31 |
| 13th | GRASSHOPPER K. WESTACOTT 84 | 13th | GREYBEARD G. WHITE 30 |
| 14th | GREYBEARD J. WHITE 85 | 14th | CORDITE G. WHITE 27 |
| 15th | DEUCE W. BARNES 87 | 15th | POSH JUNK A. HOUSTONE 23 |
| 16th | RINGO J. CHURCH 87.7 | 16th | CASSY C. WYLDE-BROWNE 16 |
| 17th | CALLISTO J. WHITE 93 | 17th | RINGO J. CHURCH 12 |
| 18th | SEA DRIFT B. EVANS 96 | 18th | SIDE FX M. KILPATRICK 10 |
| 18th | WILD BIRD P. FAIRBURN 96 | 19th | DEUCE W. BARNES 7 |
| | | 20th | GRASS HOPPER K. WESTACOTT 6 |
| | | 20th | WIDE HORIZONS J. TRACY 6 |
| | | 22nd | RACING LEMON B. MARCH 5 |
| | | 23rd | CRYSTAL CASTLE D. OVERHEU 2 |

GENERAL DIVISION 2.

16 boats entered for races.

Average per race 4.6

| CHAMPIONSHIPS | | POINTSCORE | |
|---------------|------------------------------|------------|-----------------------------|
| PLACE | POINTS | PLACE | POINTS |
| 1st | IMPETUOUS R. ROSE 12.7 | 1st | SABRE D. MENZIES 113 |
| 2nd | SEA EAGLE C. CAMERON 16.7 | 2nd | IMPETUOUS R. ROSE 107 |
| 3rd | BOUNTY HUNTER J. HENTY 19 | 3rd | SEA EAGLE C. CAMERON 106 |
| 4th | SABRE D. MENZIES 20.4 | 4th | BOUNTY HUNTER J. HENTY 57 |
| 5th | LOVE BOAT R. BREEN 32 | 5th | LOVE BOAT R. BREEN 55 |
| 6th | WACKEYDOO L. JOHNSON 52 | 6th | WACKEYDOO C. JOHNSON 31 |
| 7th | MOZART B. LUTTRELL 55 | 7th | GEORGIE GIRL H. STAPLES 14 |
| 8th | SANS SOUCI J. KENNEDY 57 | 8th | CHERRY COCKTAIL V. INGHAM 9 |
| 8th | GEORGIE GIRL H. STAPLES 57 | 9th | FURSTIN W. LAMOND 8 |
| 10th | CHERRY COCKTAIL V. INGHAM 60 | 10th | MOZART B. LUTTRELL 7 |
| 10th | FURSTIN W. LAMOND 60 | 11th | FARRARI 6 |
| 10th | MISTRAL HUNTER D. IRELAND 60 | 11th | MISTRAL HUNTER D. IRELAND 6 |
| | | 13th | SANDY B 3 |
| | | 14th | GOLDFINGER P. KEILY 1 |
| | | 14th | PELLYWINKS P. PELL 1 |
| | | 14th | SANS SOUCI J. KENNEDY 1 |

GENERAL DIVISION 111.

21 boats entered for races

Average per race 3.1

| CHAMPIONSHIPS | | POINTSCORE | |
|---------------|----------------------------------|------------|--------------------------------|
| PLACE | POINTS | PLACE | POINTS |
| 1st | CIRCUS ANIMAL T. WEBSTER 32.7 | 1st | CIRCUS ANIMAL T. WEBSTER 62 |
| 2nd | GIANT TOOTHPICKS B. MUYSKEN 43.7 | 2nd | BEYOND FRIDAY H. STUDDARD 59 |
| 3rd | TARA G. SEELEY 46.4 | 3rd | GIANT TOOTHPICK B. MUYSKEN 51 |
| 4th | HEDGEHOG D. FARROW 49.7 | 4th | SKUA T. HILL 49 |
| 5th | SKUA T. HILL 50.4 | 5th | TARA G. SEELEY 46 |
| 6th | BEYOND FRIDAY H. STODDARD 51.7 | 6th | HEDGEHOG D. FARROW 32 |
| 7th | ARCHILLES A. PARKINSON 51.7 | 7th | COMFORTABLY NUMB R. BONTJER 27 |
| 8th | COMFORTABLY NUMB R. BONTJER 52.7 | 7th | ARCHILLES A. PARKINSON 27 |
| 9th | HARRIS LANIER T. DODDS 55.7 | 9th | HARRIS LANIER T. DODDS 25 |
| 10th | STORM J. ANDERSON 57.4 | 10th | STORM J. ANDERSON 22 |
| 11th | BLUE P. AULD 65.7 | 11th | ANNETTE A. BLACK 9 |
| 11th | ANNETTE A. BLACK 65.7 | 12th | SON OF AGUN R. BODGER 8 |
| 11th | CUSTARD M. BARTON 65.7 | 13th | CUSTARD M. BARTON 6 |
| 11th | I. MENZIES 65.7 | 13th | I. MENZIES 6 |
| 11th | SON OF AGUN R. BODGER 65.7 | 15th | BLUE P. AULD 1 |

FLYING 15.

16 boats entered for races

Average per race 7.3

| CHAMPIONSHIPS | | POINTSCORE | |
|---------------|--------------------------------|------------|-------------------------------|
| PLACE | POINTS | PLACE | POINTS |
| 1st | RUSTLER P. RUSSELL 0 | 1st | RUSTLER P. RUSSELL 105 |
| 2nd | SNABB FISK C. BROWN 14.7 | 2nd | SNABB FISK C. BROWN 104 |
| 3rd | ROLLINGSTONE I. KALNINS 22.4 | 3rd | ROLLINGSTONE I. KALNINS 96 |
| 4th | POLKADOT R. CHISHOLM 25.4 | 4th | AMALFI P. LIPSCOMBE 79 |
| 5th | SHALOM B. BINNING 57.4 | 5th | POLKA DOT R. CHISHOLM 71 |
| 6th | LOTUS J. HOSKING 59 | 6th | LIGHTNING R. GOODWIN 70 |
| 7th | LIGHTNING R. GOODWIN 64.7 | 7th | SHALOM B. BINNING 66 |
| 8th | CALYPSO 3 V. SHEVCHENKO 66 | 8th | CALYPSO V. SHEVCHENKO 57 |
| 9th | AMALFI P. LIPSCOMBE 68 | 9th | LOTUS J. HOSKING 54 |
| 10th | ONDINE P. DALTON 77 | 10th | ONDINE P. DALTON 36 |
| 11th | VINGILOT S. POVER 83 | 11th | VINGILOT S. POVER 31 |
| 12th | CHICITA P. MARCUSSON 75 | 12th | CHICITA P. MARCUSSON 13 |
| 13th | KOTARE J. ROGERS 76.7 | 13th | BARNACLE BILL B. CAUSEBROOK 9 |
| 14th | BARNACLE BILL B. CAUSEBROOK 79 | 14th | WINGS L. MCGEE 6 |
| 14th | WINGS L. MCGEE 79 | 15th | KOTARE J. ROGERS 4 |

TASAR.

6 boats entered for races

Average per race 2.2

| CHAMPIONSHIPS | | POINTSCORE | |
|------------------|----------------|------------------|-----------------|
| PLACE | POINTS | PLACE | POINTS |
| 1st MALTASAR | I.McDOUGALL 3 | 1st GOLDEN GOOSE | K.ALEXANDER 105 |
| 2nd GOLDEN GOOSE | K.ALEXANDER 9 | 2nd MALTASAR | I.McDOUGALL 85 |
| 3rd TRUE BLUE | R.PEAKE 31.1 | 3rd TRUE BLUE | R.PEAKE 38 |
| 4th AGAMEMNON | C.PARKINSON 54 | 4th AGAMEMNON | C.PARKINSON 19 |
| 4th | B.PAYNE 54 | 4th | B.PAYNE 10 |

SEAFLY.

5 boats entered for races

Average per race 2.4

| CHAMPIONSHIPS | | POINTSCORE | |
|-------------------|-----------------|-------------------|----------------|
| PLACE | POINTS | PLACE | POINTS |
| 1st GADFLY | P.FULLAGAR 8.7 | 1st GADFLY | P.FULLAGAR 106 |
| 2nd ANYWAY | S.YOUNGMAN 30.7 | 2nd MRS.PANKHURST | T.JAMBRICH 71 |
| 3rd MRS.PANKHURST | T.JAMBRICH 36.4 | 3rd ANYWAY | S.YOUNGMAN 66 |
| 4th MULGARA | P.FISHER 37.4 | 4th MULGARA | P.FISHER 45 |
| 5th DUYFKEN | G.SAWYERS 40.7 | 5th DUYFKEN | G.SAWYERS 35 |

NS 14.

10 boats entered for races

Average per race 2.1

| CHAMPIONSHIPS | | POINTSCORE | |
|-----------------------|-------------------|-----------------------|-------------------|
| PLACE | POINTS | PLACE | POINTS |
| 1st ARJUNA | P.SMITH 0 | 1st ARJUNA | P.SMITH 92 |
| 2nd TRUE BLUE | K.BILLINGHAM 33.4 | 2nd DRIBBLES | R.WYERS 66 |
| 3rd DRIBBLES | R.WYERS 36.4 | 3rd TRUE BLUE | K.BILLINGHAM 36.4 |
| 4th DUCKS GUTS | O.RIDING 41.4 | 4th DUCKS GUTS | O.RIDING 25 |
| 5th SGT.PEPPER | K.JOHNSON 46.7 | 5th SGT.PEPPER | K.JOHNSON 18 |
| 6th SLIPPERY WHEN WET | S.JOHNSON 51.7 | 6th SZEL A VIZEN | R.TOMPSON 14 |
| 7th SZEL A VIZEN | R.TOMPSON 61.7 | 7th SLIPPERY WHEN WET | S.JOHNSON 10 |
| 8th | S.JOHNSON 65.7 | 7th SPOOKY SPECTRE | R.HARVIE 10 |
| 8th RUSSA | P.HEANEY 65.7 | 9th | S.JOHNSON 7 |
| 8th SPOOKY SPECTRE | R.HARVIE 65.7 | 10th RUSSA | P.HEANEY 1 |

MIRROR.

18 boats entered for races

Average per race 8.1

| CHAMPIONSHIP | | POINTSCORE | |
|----------------------|----------------|----------------------|----------------|
| PLACE | POINTS | PLACE | POINTS |
| 1st SIMPLY LIVING | S.ALLEN 11.7 | 1st SIMPLY LIVING | S.ALLEN 96 |
| 2nd TARWARRI | R.HUGHES 14.7 | 2nd PAKAM 3 | M.FORSTER 90 |
| 3rd RED WINE | A.FORSTER 24.7 | 3rd FAST JOB | C.HUGHES 89 |
| 4th FAST JOB | C.HUGHES 38.4 | 4th RED WINE | A.FORSTER 80 |
| 5th RUBAIYAT | G.DOOLAN 39 | 5th TARWARRI | R.HUGHES 66 |
| 6th PAKAM 3 | M.FORSTER 52.1 | 6th LE DUCK | R.ZARKA 57 |
| 7th EVERGREEN | G.DOOLAN 53 | 7th WHOOPY DOO | K.DOOLAN 53 |
| 8th WHOOPY DOO | K.DOOLAN 65 | 8th RUBAIYAT | G.DOOLAN 50 |
| 9th LE DUCK | R.ZARKA 74 | 9th EVERGREEN | G.DOOLAN 44 |
| 10th TOPAZ | P.HOOPER 76 | 10th REBUS | .FERGUSON 34 |
| 11th REBUS | .FERGUSON 77.7 | 11th TOPAZ | P.HOOPER 29 |
| 12th LE DUCK | E.ZARKA 85 | 12th BANJO | I.HAWKE 12 |
| 13th BANJO | I.HAWKE 86 | 13th LE DUCK | E.ZARKA 13 |
| 14th TIGRIS | P.LAWRENS 89.7 | 14th DRIFTER | C.FISHER 11 |
| 15th ROTUND OWL | S.KENNEDY 93 | 15th GREEN WITH ENVY | C.STUPARICH 10 |
| 16th GREEN WITH ENVY | C.STUPARICH 94 | 16th PAKAM 3 | P.FORSTER 7 |
| 17th DRIFTER | C.FISHER 95 | 17th TIGRIS | P.LAWRENS 4 |
| 18th PAKAM 3 | P.FORSTER 98 | 18th ROTUND OWL | S.KENNEDY 2 |

505 / SHARPIE.

13 boats entered for races

Average per race 4.1

| CHAMPIONSHIP | | POINTSCORE | |
|--------------------|-----------------|--------------------|---------------|
| PLACE | POINTS | PLACE | POINTS |
| 1st "Z" | C.ABLETT 5.7 | 1st "Z" | C.ABLETT 105 |
| 2nd RISKY BUSINESS | J.ROOS 31.7 | 2nd RISKY BUSINESS | J.ROOS 98 |
| 3rd PHOG | D.MILLIGAN 43.4 | 3rd SERICA | D.TRUELOVE 75 |
| 4th TRUSSED ME | R.KLUG 47.7 | 4th HOODWINK | R.BADGERY 57 |
| 5th GOON AGAIN | P.HENTY 50.7 | 5th PHOG | D.MILLIGAN 44 |
| 6th SERICA | D.TRUELOVE 52.7 | 6th TRUSSED ME | R.KLUG 43 |
| 7th YOT | 57.7 | 7th GOON AGAIN | P.HENTY 30 |
| 7th HARRIS LANIER | T.DUPPAS 57.7 | 8th WITCH DOCTOR | G.OUTRAM 23 |
| 9th HOODWINK | R.BADGERY 58.4 | 9th | T.HILL 12 |
| 10th GINGER ROGERS | K.LOCKWOOD 64.7 | 10th GINGER ROGERS | K.LOCKWOOD 9 |
| 11th WITCH DOCTOR | G.OUTRAM 66.4 | 11th YOT | 7 |
| 12th | T.HILL 67.7 | 12th HARRIS LANIER | T.DUPPAS 7 |

LASER.

20 boats entered for races

Average per race 5.4

CHAMPIONSHIP

POINTSCORE

| PLACE | POINTS | PLACE | POINTS |
|-------|---------------------------------|-------|----------------------------------|
| 1st | MISTIES FOOL T.RYAN 9 | 1st | MISTIES FOOL T.RYAN 101 |
| 2nd | LEMON MERINGUE PIE P.HOPKINS 12 | 2nd | LEMON MERINGUE PIE P.HOPKINS 101 |
| 3rd | FLAT DOG N.LOCKETT 21.7 | 3rd | TRUE BLUE J.SIMPSON 96 |
| 4th | TRUE BLUE J.SIMPSON 41.4 | 4th | FLAT DOG N.LOCKETT 80 |
| 5th | ICHIBAN G.TOMASON 41.7 | 5th | TORQUIL N.CAMPBELL 65 |
| 6th | CANGURU A.WATSON 59.4 | 6th | ICHIBAN G.TOMASON 33 |
| 7th | TORQUIL N.CAMPBELL 63.1 | 7th | CANGURU A.WATSON 28 |
| 8th | B.MUYSKEN 64 | 8th | REMAE J.EAMER 25 |
| 9th | GOBBLING GOLDFISH P.MILLER 72 | 9th | HOME JAMES J.SIMPSON 19 |
| 10th | M.BRAAHS 74 | 10th | PASSING WIND M.McMAHON 13 |
| 10th | REMAE J.EAMER 74 | 11th | GUNNER'S MATE D.GREGAN 12 |
| 12th | PASSING WIND M.McMAHON 75 | 12th | SABRE T.STUPOUCH 8 |
| 13th | BURN OUT R.BEATTIE 80 | 12th | B.MUYSKEN 8 |
| 14th | TRU BLU B.LIESKE 81 | 14th | M.BRAAHS 7 |
| 14th | HOME JAMES J.SIMPSON 81 | 15th | GOBBLING GOLDFISH P.MILLER 6 |
| 14th | GUNNER'S MATE D.GREGAN 81 | 16th | STEAM ROLLER J.GALLAGHER 5 |
| 14th | SABRE T.STUPOUCH 81 | 17th | HOME JAMES J.SIMPSON 2 |
| 14th | STEAM ROLLER J.GALLAGHER 81 | 18th | BURN OUT R.BEATTIE 1 |

CATAMARANS.

13 boats entered for races

Average per race 3.8

CHAMPIONSHIP

POINTSCORE

| PLACE | POINTS | PLACE | POINTS |
|-------|------------------------------------|-------|----------------------------------|
| 1st | ONE UP D.YOUNG 0 | 1st | BLACK N'BLUE R.REDFERN 106 |
| 2nd | BLACK N'BLUE R.REDFERN 12 | 2nd | ONE UP D.YOUNG 77 |
| 3rd | MACAVITY B.GUNN 18.7 | 3rd | MACAVITY B.GUNN 68 |
| 4th | BOEING E.KRUCK 37 | 4th | B.MARCH 38 |
| 5th | UNTRAINED SEALS J.KIRKPATRICK 43.4 | 5th | UNTRAINED SEALS J.KIRKPATRICK 29 |
| 6th | B.COLMAN 46.7 | 6th | P.MANLEY 28 |
| 7th | P.MANLEY 49 | 7th | BOEING E.KRUCK 26 |
| 7th | L.HACKETT 49 | 8th | R.BURLEY 22 |
| 9th | M.HOBSON 51 | 9th | L.HACKETT 21 |
| | | 10th | R.ORTNER 13 |
| | | 11th | C.TUCKER 10 |

Investment Seminar

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Time: 7.30 pm

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SOCIAL CALENDAR

| | |
|--------------------------|---|
| Friday, 17th July | Bastille Bamboula |
| Friday, 7th August | Disco for the Younger Members |
| Friday, 21st August | Officers' Reunion and Members' Dinner Dance |
| Friday, 4th September | Sailaway Sailabration Dinner Disco |
| Saturday, 26th September | Opening of Season Ball |
| Sunday, 27th September | Ferry Race B/Lunch and Opening Regatta. |

PROFILE OF SOME OF THE COMING EVENTS

Bastille Bamboula - 17 July

- the mood is French - the food is French;
- the music is French - enter into the spirit of things and be at the Yacht Club at 7.00 for 7.30 p.m. dressed to compliment the French "mystique" needed to make this evening a success. Dinner and music until midnight, all for \$25 per head.

Disco - 7 August

Intermediates, this one is especially for you - great music and reasonably priced food. Be there at 7 for 7.30 p.m. Dance until midnight - cost \$15 Buffet.

WANT TO ROCK ON SATURDAY ARVO???

NOTICE TO ROCK FANS

The CYC Committee would like to promote activities for our older Juniors and Intermediate members of Club as we feel that maybe this group are not fully catered for with present Club activities.

The Committee would like to have a "get-together" of all interested members in this group to find out what you would like the Club to do. One suggestion is that since the Club already has "Jazz on Sunday", how about "Rock on Saturday" over the winter period. The "get-together" is planned for Friday the 12th of June, 7.30 at the Clubhouse, so come along, have a discussion, and give us your views please.

A member of the House Committee (Carol Wylde-Browne) will coordinate this first evening. Please ring Carol on 49 8457 before the date to indicate if you wish to attend or help in any way, and also to give us an indication of the degree of interest for this proposal.



Lindsay Hackett of
Aurora Boats in/on
his new Hobie 17

Handwritten signature

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The Journal of the Canberra Yacht Club

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WARM FIRE AND MUSIC ON FRIDAY NIGHTS
AND WEDNESDAYS TOO!

Annual Report Issue **AUGUST 1987**

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Tel: 73 1784 or 73 2984

Commodore: Frank Downing
Secretary/Manager: Ron Sullivan

NOTICE OF 28TH ANNUAL GENERAL MEETING

Members are advised that the 28th Annual General Meeting of the Canberra Yacht Club will be held on the Club premises on **Monday 24 August 1987** commencing at **8:00pm**. All members are welcome to attend. Those attending are reminded that only Members with voting rights (Ordinary, Intermediate, Country, Life Members) and who have paid their dues for 1987/88 are entitled to vote.

AGENDA

1. Apologies
2. Confirmation of the Minutes of the 1986 Annual General Meeting
3. Matters arising from the Minutes
4. Flag Officers' Reports
5. General Business

a) Matters about which **Notice** has been given

(i) Moved by John Henty that the Constitution of the Club be amended as follows:

- Section 10.1 by the inclusion of the words 'Rear Commodore (Training)' between Rear Commodore (Sailing) and Rear Commodore (House);

- Section 10.3 by adding the words 'Rear Commodore (Training)' after the words Rear Commodore (Sailing).

- Adding new section: **Training Committee**

12.A There shall be a Training Committee of not less than five members. The Training Committee shall, subject to any general policy of the Club or direction of the Club Executive, manage the Club Junior and Senior training programs and other matters flowing from Training. The Chairman shall be the Rear Commodore (Training) who shall also hold the position of Principal under the Australian Yachting Federation Sail Training Scheme.

(ii) Moved by Frank Downing that the Constitution be amended as follows:

- Clause 22 be amended by deleting the words "31st day of May" and substituting the words "30th day of April".
- Clause 23.1 be amended by deleting the word "August" and substituting the word "July".

Clause 24.2 be amended by deleting the words "together with a copy of the audited financial statements for the previous financial year".

Clause 24.3 be re-numbered as clause 24.4.

A new clause 24.3 be inserted to read "copy of the audited financial statements for the previous financial year shall be posted in the Club at least seven days before the Annual General Meeting and shall be tabled at the meeting".

6. Appointment of Club Auditor for 1987/88
7. Election of Office Bearers for 1987/88

EAT AT THE CLUB BEFORE THE BIG EVENT

Come along and enjoy a meal in the restaurant before the meeting. The Spinnaker Restaurant has a special AGM menu organised to give you strength for a lively meeting. How could you vote for your favourite flag officer without having dined in right royal style in the Spinnaker Room.



EDITORIAL

After putting the CYC magazine back on the map with some very good editions, David Lovie has gone to Queensland roving and we don't know where he are. He will be back soon but, sadly, not as editor. Thanks David for a job well done and I hope you catch so many fish you can't carry them all home.

This issue carries information regarding the Club's Annual General Meeting which should be a well-supported and bright event. The current and potential Committee Members will no doubt have a wonderful range of plans and reorganization options for the coming year to build on the promising upturn in the Club's fortunes.

The Club needs plans and options and people with foresight. However, of equal if not greater importance is the need for Club Members and Committee Members who are prepared to roll up their sleeves and make it all happen. We have a magnificent Club but not so grand that we can get along without hard-working volunteers to steer the course and to shovel a bit of coal in the engine room.

There is a lot of fun to be had by joining in to run a barbecue, paint a rescue boat or help run a yacht race. You also meet the nicest people to socialise with once the job is done.

The Club is humming with activity so let's all join in and help steer and shovel coal as well. Above all, let's work very hard at being a team!

Mac Story

THE GALLERY RESTAURANT

in
THE SPINNAKER ROOM
at
THE CANBERRA YACHT CLUB

LUNCH SUNDAY TO FRIDAY
DINNER TUESDAY TO SUNDAY

EXCELLENT CUISINE AT A BUDGET PRICE
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NOMINATIONS FOR ELECTION TO
FLAG OFFICER AND COMMITTEE POSITIONS OF
THE CANBERRA YACHT CLUB

Received by the Secretary/Manager on or before Monday 3 August 1987. [Candidates are listed by position, in alphabetical order of surname]

| <u>POSITION</u> | <u>NOMINEE</u> | <u>NOMINATOR</u> |
|------------------------------|--|-------------------------------------|
| COMMODORE | Rod BADGERY Pat KEILY | F DOWNING W MACMILLAN |
| VICE COMMODORE | Rod BADGERY Pat KEILY | P TAYLOR W MACMILLAN |
| REAR COMMODORE SAILING | Robert REDFERN | P RUSSELL |
| REAR COMMODORE HOUSE | Robb RICHARDS | R BADGERY |
| REAR COMMODORE OPERATIONS | John MCGRATH | P KEILY |
| REAR COMMODORE [FINANCE] | | |
| SAILING COMMITTEE | <i>Ron Wylie Brown, Geoff Dinions</i> | |
| HOUSE COMMITTEE | Terri EBRILL Sally HANRAHAN Wilson MACMILLAN | D MCMICHAEL T EBRILL G HEWSON |

OPERATIONS COMMITTEE

FINANCE COMMITTEE

I hereby confirm that all persons listed above are appropriately qualified in accordance with the Constitution for the positions for which they have been nominated.

Ron Sullivan
Secretary/Manager

SECRETARY MANAGER'S CORNER

Dear Members,

With much pleasure I can report that the Club is really firing. Our Friday Night Piano Bar has proved to be a huge success, so why not come along and join in, sit by the fire, enjoy the hot and cold nibbles, listen to the music or sing along or even **dance**.

The Jazz on Sundays continues to improve with members and guests increasing in numbers each week. While on the subject of jazz, members **please** be courteous and show the door staff your badge.

Function bookings are coming in thick and fast. Why not hold your next office party, birthday, etc., at our Club where you will find the food and service excellent and the prices reasonable.

See you at the Club.

Ron Sullivan

Footnote:

Thanks to Ron's "beavering" the place is really humming and members are well advised to book for meals or functions at the new and enlivened Club.

Ed.



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Segment
- *Social News

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COMMODORE'S REPORT

The 1986/87 Club year has been a busy one for the Executive, one of the most difficult of the Club's history. Following successive and cumulative losses in previous years, the past year has been plagued by difficulties with the restaurant operation, failure to achieve acceptable industry standards of profitability in the first half, and a decline in some areas of income. The full effect of problems which, to a large extent, had not been brought to the attention of the Executive, became evident when the financial results of pre-Christmas trading took effect, and December trading summaries became available early in February.

From February to April the Executive undertook what can only be described as a rescue operation, working closely with the Club's bank and with expert advice on Club management. Staff changes were made, including the appointment of a new Secretary-Manager, a new restaurant franchise was established, the Rear Commodore, Finance and I became actively involved in daily financial management, and notions of financial targets and small business management were reinforced. Unfortunately the constant concern over financial and business aspects of the Club's operation has, at times, dominated the attention of the Executive to the exclusion of other matters relevant to the Club's prime purpose. This has been unavoidable because, unless the Club operates profitably in the long term, it will have little future.

There have been brighter moments though. Highlights of pre-Christmas trading were the America's Cup activities which established close relationships with representatives of those countries competing for the Cup. The close relationship established with the Australian/American Association and the "America's Mug", which they donated to the Club, led to the Champion of Champions sailing series which has, and will continue to be, a hard fought series and a sought after award.

March and April were months of consolidation and, thanks to the ingenuity and dedication of Bridget Coombe and Ron Sullivan, following his appointment as Secretary-Manager in April, we were able to survive a very difficult period. The financial result for May was encouraging with substantial increases in net returns from bar, poker machine and restaurant operations. Early indications are that June and July figures will confirm a significant turn-around in the Club's financial performance.

A detailed budget is being drawn up, copies of which will be available at the Annual General Meeting. It depicts a level of performance which the Club must achieve to survive, and to reduce by a small margin the outstanding debt. It is imperative that these targets be exceeded, difficult though that task may seem, if the Club is to achieve financial strength. I am convinced that, with imaginative but careful management, this can be done.

In conclusion, I must thank sincerely all members of the Executive, and those who, for personal reasons, left the Executive during the course of the year, for their untiring support and dedication. Without that, my task would have been impossible. Through the reconstruction which we have undertaken this year, I am confident that the Club which I am about to hand over to a new Commodore and Executive is moving forward and has a strong future. We have assets unique among Clubs in Canberra and it is beholden upon the Executive, the Management and, I emphasise, members, to capitalise on them in the future.

Good Sailing

Frank Downing

SAILING REPORT

The annual Prize-giving Dinner was held on June 27 in the presence of about 140 sailors and guests.

Our principal guest was Captain Bill Coulter, U.S. Naval Attache, who spoke about the "America's Mug" to the first winner of the award. Stewart Allan, champion Mirror sailor, was first; closely followed by Peter Fullagar in second place. Stewart also received a personal trophy - a handsomely engraved silver tray from the Australian-American Association's Mrs Billie Jo McCann.

Yachtsman of the Year was also awarded to Stewart who collected numerous other trophies from the Mirrors. Yachtswoman of the Year was Nikki Redfern who crews on the Hobie 18 "Black-in-Blue" sailed by her husband, Robert. They won numerous local and away events and crewperson extraordinaire. Nikki is President of the A.C.T. Hobie group.

Crewman of the Year, Geoff Haskew, sails on Rod Badgery's 505 "Hoodwink". They have participated in many interstate events during the year with some good wins and are planning to sail in the World's next year.

Most Improved Senior was Dave Menzies. Dave previously sailed a Seafly for a number of years, but appears to have found his niche in his Princess T/S "Sabre".

Most Improved Junior was a double award for sailing. The Committee were unable to separate Cullen Hughes and Michael Forster - both Mirror sailors.

Presented for the first time were trophies for junior sailors in the Mirrors. 1st was Cullen Hughes, 2nd - Michael Forster and 3rd - Craig Doolan.

Pat Keily won the T/S award for the most incident-packed journey (Frank Spencer, eat your heart out!), while Angus Houstone won the best T/S Capsize of the Year award. Angus is widely renowned for his innovative boats and has now widened his horizons to include innovative capsize techniques.

Peter Russell
Rear Commodore (Sailing)



...Now there goes a dedicated sportsman!

REAR COMMODORE (HOUSE) REPORT 1987

I am pleased to report considerable improvement in the Canberra Yacht Club's day to day house operations over the latter period of this financial year. While the Club's longer term future is still a matter of acknowledged concern, I am sure that the Club Executives' decision earlier this year to adopt a rigid and professional approach to Club management has been vindicated.

Notwithstanding overheads contained to the barest minimum and a resultant limited advertising and promotional budget, our Club Management team have produced bar sales and percentages, poker machine returns, restaurant patronage and function bookings significantly higher than we have experienced in the past over this period.

Sponsorship support and social activity continued to improve. The 'Riviera Nautic' sponsorship of the Club's 'Frostbite' winter series proved a winner, and our 'Jazz on Sunday' is now a regular weekend social activity for music lovers in Canberra and beyond.

We are indebted to Bruce and Cath Evans of the Bartondale Marine Workshop in Phillip for sponsoring our most recent publicity initiative, a regular programme "I'd Rather be Sailing" broadcast each Saturday morning at 10 a.m. on SSS-FM. Further sponsorship of Club activities and events is forthcoming.

I would like to thank most sincerely the members of the 'House' and 'SAG' Committees for their hard work, enthusiasm, and support throughout the year, and also the efforts and enthusiasm of our Club Management team in the Front Office, Bar, Restaurant and House, so ably led by Secretary-Manager Ron Sullivan - it has been a pleasure working with you!

Robb Richards

GETTING THERE
IS ONLY HALF AS FAR



AS GETTING
THERE AND BACK.

REAR-COMMODORE (OPERATIONS) REPORT 1987

The Operations Committee has been extremely active during the past year and its activities have included works and maintenance both inside and outside the Club premises and grounds, boat and dinghy storage and records, moorings and the Race Support Unit.

My Committee has been both small and vigorous thanks to the efforts of its members, John Henty, Fons Wagemaker and, after the resignation of Harvey Grigor for personal reasons, John McGrath. A special note of thanks goes to David Irons who gave unstintingly of his time.

Achievements in the works and maintenance area have covered: an organised repainting program which has included the kitchen, the Dorothy Norris lounge chairs, the Club exterior and our dinghy trolleys; the erection of 'No Parking/No Standing' signs in dangerous or dinghy rigging areas; and maintenance of the Club and grounds areas including lawn mowing, pruning, grading of the car park, etc.

Boat and dinghy storage and records have absorbed a great deal of time and effort, but the results have been rewarding. New boat storage forms have detailed the responsibilities of both the Club and owners and outside boat storage has been rationalised into fleets. The grandfather clause, which provides boat storage on a priority/active sailing basis, also took effect during the past year.

The four Club moorings were all lifted and renovated during the year and the fourth or "visitors" mooring has been of benefit to members who wished a temporary mooring while undertaking trailer maintenance.

The Race Support Unit comprises a small band of volunteers who give generously of their time and who do not generally receive the recognition they deserve. Led by Frank Burt and Lance Halvorson they provided sterling service throughout the year, which saw the departure of the Unit's Coxswain, John Alexander for Manila and his able replacement by Paul Black. My Committee ran an AYF Powerboat Training Scheme (TL3) in May and the successful participants have boosted numbers in the Unit. The course fees were immediately ploughed back into upgrading the safety and rescue equipment in our three boats.

A significant achievement during the year was the arrangement with Steve's Communication Centre of Fyshwick for his logo to be displayed on each of our race patrol boats for a period of 5 years in exchange for his donation of a personal computer and printer to be used for club accounts, records, race results, etc.

The spin-off was a maintenance agreement with the sponsor for the Club's public address system and C.B. radios in the Club's race support vessels.

Many of the above achievements were due to members efforts at numerous working bees. My sincere thanks go to the members of the Canberra Cruising Yacht Association who participated willingly and fully in these with some support from time to time from the Flying Fifteen and Mirror Class Associations, for which I am also grateful.

Pat Keily

YOUTH REPORT

At the recent meeting of our older junior and intermediate members held at the Club, when the question was asked "What do you want your Club to do for you?", the main replies were:

1. Teach me to race, as a skipper and as a crew. This was easily answered by the volunteering of other members at the meeting, who are experienced racing sailors, to help Robert and Dallas Hughes with the starting, manning of rescue boats, lecturing and coaching during the "Learn to Race" classes. These classes commence on the 11th of October, running from 9.00 am to 12.00 noon. Please bring your own boats if you have one.
2. I want to be a champion, could some lectures be arranged to improve my racing skills? As a result of this request a "Youth Sailing / Training Seminar" has been arranged with the Yachting Association of NSW on the 20th of August, at 7.30 pm. Stuart Wallace, the Youth Director of the Australian Yachting Federation, and also the World Laser Champion, will talk, and this will be followed by a panel discussion with questions invited from the floor. Stuart will be accompanied by John Anderson, the Training Director of the YA.
3. We would like a couple of social events per year just for us with our kind of music, and the cost kept within our reach. A disco / dinner has been arranged for Friday the 7th of August, will have been held by the time this reaches you. Would also like a sausage sizzle on Sundays in the half hour between training and race commitments.
4. Is it possible for the billiard table to be recommissioned?, possibly downstairs.
5. Can the Sailors' Bar be extended and refurbished? The Intermediates are willing to help.

It was encouraging to have so many attend, and to receive phone calls from others who couldn't make it. Please phone me (49 8457) if you have any enquiries or suggestions.

Carol Wylde-Browne



CYC JUNIOR SAILING PROGRAMME 1987/88

This information has been produced to make you aware of the different CYC activities for junior sailors. On this page there is some information on each of the programmes. On the next page there is a list of various activities and the dates on which they will be held. If you have any questions on the activities please ask Robert or Dallas Hughes (589620).

The CYC Activities

Junior sailing at CYC is organised into three different activities:

1. CYC Junior Learn to Sail classes held on Saturday afternoon using the Skyrider dinghies. These courses take new recruits with no sailing experience and teach them the basics of sailing. Twenty to twenty-four students can be handled in two groups of 10 to 12; one group starting in spring and the other in autumn.
2. CYC Learn to Race classes held on Sunday mornings using the Skyrider dinghies, Club Mirror dinghies and other dinghies owned by the students. These courses take graduates from the CYC Junior Learn to Sail courses and any other juniors, intermediates or seniors who would like to learn something about yacht racing; how it is done, what are the rules; and more about boat handling in general. Use of the Club boats is reserved for graduates of the CYC training schemes although others may be able to use them at times.
3. CYC Junior Sailing Competition held on Sunday afternoons using Mirror dinghies owned by the competitors. These races are held with the Sunday afternoon Mirror fleet which can provide tips and assistance on boat set-up, sailing techniques and rules. The competitors in this series of races compete for the "Lake Administrator's Trophy" for the CYC Junior Champion throughout the season.
4. AYF Junior Instructor Courses held over several days once or twice each year. These courses are designed to train young sailors, starting from about 14 years old and who have sailing experience equivalent to the AYF Intermediate Certificate, to be proficient in assisting with the sail training courses at the Club. Junior instructors are often needed to help with the CYC Junior Learn to Sail classes and other training at the Club.

Sponsors The OTIS Elevator Company and Canberra Building Society have continued to support the Skyrider Fleet. If you have money matters to attend to check out C.B.S. for good deals and if you are going up in the world - think of OTIS!

Editor's note - Thanks to Robert and Dallas Hughes for their hard work during both summer and winter.

COMMUNITY SERVICE

During July the Club was pleased to be able to assist the Australian Junior Pairs Rowing Team with storage and support facilities for their motor boat and sculls prior to their departure overseas for international competition at the 1987 World Championships.

CYC JUNIOR SAILING PROGRAMME 1987/88

CYC Junior Learn to Sail Class

Saturdays 1.30 to 4.30 p.m.

Spring Skyriders

| | | | | | | | | | | |
|-------|-------|-------|-------|-------|------|-------|-------|-------|------|-------|
| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Date | 10/10 | 17/10 | 24/10 | 31/10 | 7/11 | 14/11 | 21/11 | 28/11 | 5/12 | 12/12 |

Autumn Skyriders

| | | | | | | | | | | |
|-------|-----|------|------|------|-----|------|------|------|-----|-----|
| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Date | 6/2 | 13/2 | 20/2 | 27/2 | 5/3 | 12/3 | 19/3 | 26/3 | 2/4 | 9/4 |

CYC Learn to Race Classes

Sundays 9.00 a.m. to 12.00 noon

Skyriders, Mirrors and other dinghies

Spring

| | | | | | | | | | |
|-------|-------|-------|-------|------|------|-------|-------|------|-------|
| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Date | 11/10 | 18/10 | 25/10 | 1/11 | 8/11 | 15/11 | 22/11 | 6/12 | 13/12 |

Autumn

| | | | | | | | | | |
|-------|-----|------|------|------|-----|------|------|------|-----|
| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Date | 6/2 | 13/2 | 20/2 | 27/2 | 5/3 | 12/3 | 19/3 | 26/3 | 2/4 |

CYC Junior Sailing Competition

Sundays 1.30 p.m. to 5.00 p.m.

Mirror dinghies

| | | | | | | | | | |
|-------|-------|-------|------|------|-------|-------|------|-------|-------|
| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Date | 11/10 | 18/10 | 1/11 | 8/11 | 15/11 | 22/11 | 6/12 | 13/12 | 20/12 |

| | | | | | | | | | | |
|-------|------|------|-----|------|------|------|-----|------|------|------|
| Class | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| Date | 10/1 | 17/1 | 7/2 | 14/2 | 21/2 | 28/2 | 6/3 | 13/3 | 20/3 | 27/3 |

Junior Instructors Course

21 and 22 November

Friday, 28th August OFFICERS' REUNION & MEMBERS' DINNER-DANCE

Haven't seen them since they moved? Don't know the new Executive or many members? Who are those former flag officers and committee folk? Well, this is the fondly-remembers and long-awaited occasion to rectify all that. Your 1987-1988 Executive look forward to reuniting ALL office bearers (from wherever they are now secluded) and to warmly welcoming members of every category to this very special get-together.

TIME: 7.00 for 7.30 p.m.

R.S.V.P. Friday, 21st August

DRESS:

Lounge Suit SUBSCRIPTION:

\$20 per person

MENU

Cream of Pumpkin Soup

Chicken Camembert or Roast Sirloin of Beef with fresh Mushroom Sauce

Apple Shortcake and Chantilly Cream

Port

N.B. Cheese platters with fresh fruit will be available, plus a selection of choice of wines and ports from our fine wine list. (Not included in Subscription Price)

Saturday, 12th September CCYA 'DRESS-SHIP' DAY

Those big, slow but colourful boats called trailer sailers are having a dress-up sail past on Saturday, September 12th as this is the beginning of the summer (brrrr!) series for the Cruising division. Come and watch a colourful sail past or, if the breeze is up, watch the heavyweights battling the elements from 1.30p.m.

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Saturday, 26th September OPENING OF THE SEASON-BALL

An annual event of grand proportions in Canberra, this gala ball heralds the new sailing season. It promises to be a glittering occasion so organise your party now, come bedecked in all your finery (prize for the most spectacular "crew") and dance away until the early hours in our beautiful waterfront setting.

TIME: 7.00 for 7.30 p.m.

R.S.V.P. Friday, 9th September

DRESS: Black Tie

SUBSCRIPTION: \$25 per person

BALL MENU

Cream of Broccoli Soup

Turkey Fillet & Selected Seafood wrapped in Filo Pastry,
served with Mornay Sauce
and Chats, whole Beans, Carrots Julienne tossed in Honey
Cheese Platter with Fresh Fruit
Tea/Coffee and Mints

Please select your choice of wine from our fine wine list
(Not included in Subscription Price)

Sunday, 27th September OPENING (of the SEASON) REGATTA & OPEN DAY FESTIVAL

Every age and interest will be catered for on this day of days!

OPEN DAY - from mid-morning the Club grounds come alive with sailing displays, attractions and festivities of many descriptions and will be the ideal family venue for a day's entertainment and enjoyment.

THE GREAT FERRY RACE - watch from our verandah or, for the more adventurous, board one of the ferries at Acton wharf and be in the race. Bookings on 95-3544 REQUIRED

BRUNCH - in our Galley Restaurant from 11.00 a.m. No more relaxing spot in Canberra to recover from the Ball or to simply view all the action along the foreshore. Blackboard menu includes croissants. Reservations on 73-1784 ESSENTIAL

SAILABRATION BBQ - all Sailaway students, their families and instructors are especially invited to their very own christening of their next sailing season/introduction to their new R.C.S. and Sailing Committee. Bring your own goodies to the B-B-Q at noon but please return R.S.V.P. so we can be sure of having that something special for you!

BLESSING - a very moving service which will stir the hearts of even the land-lubbers.

REGATTA - this promises to be one of the largest and most spectacular fleets to start you cheering for your Class.

GREAT FERRY BOAT RACE PRESENTATION - nothing compares with listening to "Commodore Ron Murray" or witnessing his winning Captain ceremoniously accepting this unique trophy! The Captain will be crazy with delight or at least a bit potty.

JAZZ - "top" off a truly great Opening Day with dancing onwards from the amended hour of 4.00 p.m., remembering that meals are available for those too excited to come down to a stove.

OFFICERS' REUNION & MEMBERS' DINNER-DANCE

I,, phone number (H) (W), enclose my cheque in the amount of \$..... being for people.

TABLE NAME:

SEATING:
.....
.....
.....
.....

NOTE: R.S.V.P. and subscription for dinner must be paid by 7th August

OPENING of the SEASON BALL

I,, phone number (H) (W), enclose my cheque in the amount of \$..... being for people.

TABLE NAME:

SEATING:
.....
.....
.....
.....

NOTE: R.S.V.P. and subscription must be paid by 9th September

"SAILAWAY" SAILABRATION

We look forward to meeting the Rear Commodore Sailing and the Sailing Committee.
.....

PARTY:

PHONE:(H)(W)

NOTE: R.S.V.P. must be paid by 9th September

THE AEGEAN- HERE WE COME

Having had an intermittent contact with non competitive sailing and with CYC (the latter starting with clubhouse site preparation in 1965) I was very rash at the end of last year and left, at two weeks notice, on a cruise in the Greek Islands. However, the outcome was all good. I badly needed to get away from it all and came across an article in the Boat Directory "Come Sailing in Greece". The article was about a Sydney firm, Seafarer Sailing, which runs cruising yachts in the Aegean.

After the usual tedious but interesting flight, I arrived in Athens early one morning last October and three quarters of an hour later was on an Olympic Airways flight to Pythagorion on the island of Samos (in the Dodecanese, over near Turkey. Turkey looms on the horizon- one feels one could throw a stone across, It probably wouldn't be wise to try the latter, but you can get a ferry across and see Ephesus when the weather is OK). Shortly after, I met Mary Gallagher, an NZer and Simon Reeder, an Australian, both them young and, as it turned out later, very competent and experienced cruising skippers. I spent three nights in the Alexandra hotel (owned by Demetrios Manalaros, another ex Sydney resident) recovering from jetlag, and exploring the island's beautiful present and fabulous past on a moped, while sail drying and provisioning of three Jeaneau Sun Fizz's moored stern to the wharf at the end of the street was carried out. And it's good to see the Australian flag in that part of the world, where history began (Cleopatra's fleet anchored in Pythagorion harbour!).

I installed my gear in the starboard cabin (with lavatory and handbasin) to myself. The other members of the party were a party of four (two generations of a Melbourne family) and Mary Gallagher, the skipper. We sailed in company with the other two Jeaneaus on the Wednesday morning to Arki, about four hours away in a light breeze. Arki is fairly typical of the smaller Greek islands, with two or three extended families making a living from fishing and goats. However, to a man, their warm feelings for the Seafarer team and for us, the relatively inexperienced crew, was very clear. Sure, we brought money to Arki but it was by no means a major concern for the locals. We had a magnificent meal, fish and a salad, with quite a drinkable red from Samos, sitting on benches outside one of the houses. Next morning, a Government workboat arrived to work on the rudimentary wharf and we made a hurried departure to make room for them.

Samos and then Arki were a magnificent introduction to the islands. After them was Patmos (where St John wrote the Apocalypse), Denoussa, Mykonos, Delos (incredible- a thriving seaport at the time of Christ, buried for a milenium). Then came Siros, Kithnos Serifos, Hydra, Poros, Aegina and a large marina at Kalimaki, a suburb of Athens. The islands varied in size, terrain and history but we invariably backed into a wharf at night, seldom more than fifty feet from a taverna, and it was invariably worthwhile exploring the place on foot, on a moped (about A\$8 per day), or on a bus with the locals.

Two days of mildly rough weather shortly before Mykonos was a bit much for the older member of family party sharing my yacht and they the decided to stay on Mykonos. This left me with the forty foot Jeaneau and a very competent paid skipper all to myself all the way to Pireaus. I doubt if I will ever have quite the same attitude to life again and guess who's now Canberra representative for Grecian Holidays and Seafarer Sailing.

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FLIGHT SCHEDULE

FROM CANBERRA TO SYDNEY

| FREQUENCY | DEPART | ARRIVE | FLIGHT NO. |
|-----------|--------|--------|------------|
| MTWTFSS | 8.30 | 9.20 | 041 |
| MTWTFSS | 12.10 | 1.00 | 043 |
| MTWTF-S | 5.30 | 6.20 | 049 |

FROM SYDNEY TO CANBERRA

| FREQUENCY | DEPART | ARRIVE | FLIGHT NO. |
|-----------|--------|--------|------------|
| MTWTF-S- | 7.20 | 8.10 | 040 |
| MTWTFSS | 11.00 | 11.50 | 042 |
| MTWTF-S | 4.20 | 5.10 | 048 |
| -----S- | 7.00 | 7.50 | 050 |

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CANBERRA YACHT CLUB

Minutes of the Annual General Meeting
held at the Club
on Monday 18 August 1986 at 8.00pm

Due to the large number of people seeking ballot papers the meeting started at 8.10pm.

Apologies were received from the following persons: Colin Goyne, Rudy Krastins, Dai Thomas, Rob Richards, Pat Andrews, Joe Pavlich, Betty and Ron Mason, Nola Church, Jim Mason, Teki Dalton, Rod Dalgleish and Eric Adriennse.

Bereavement It was noted that former Rear-Commodore, Rudi Brunnschweiler had passed away recently.

Opening of Meeting

Commodore Don McMichael opened the meeting and asked that, with permission, he would chair the meeting in its entirety.

Don McMichael began by stating that the validity of this and another meeting held two weeks ago were in question and he had sought advice from the Club Solicitor, Rod Badgery of Crossin & Co. The attached letter was read in part. In the light of that advice he ruled that the meeting now being held was the validly convened Annual General Meeting of the Canberra Yacht Club.

Mr B. Worth moved a motion of dissent from this ruling, Seconded J. Jackson.

Mr Worth spoke to his motion saying that this meeting was a postponed meeting and the original meeting advised for 4th August had to be held. The Commodore again quoted from Crossin & Co's letter and the motion was put. Motion lost on a show of hands 71-34.

Minutes of Previous Annual General Meeting

Moved G. Hewson, seconded P. Harvey, that the minutes of the 1985 Annual General Meeting as published be adopted - Carried.

Flag Officers Reports

Commodore: The Commodore said that his report was in The Canberra Yachtsman, but he just wanted to add that the Club had had an active year and with the introduction of social membership, numbers increased rapidly. Social Membership generated greater use of the Club and the financial well being of the Club may well lie in this direction. New catering arrangements were entered into in May 1986 but an agreement had yet to be signed. This was left for the incoming Committee to complete. The Commodore thanked his fellow flag officers for their help and cooperation during the year and also the staff, both past and present.

Vice-Commodore: Frank Downing said that his report was in The Yachtsman and he only wished to emphasise that the sail training program was well attended last season and plans are under way to accept even more Juniors for training in the coming season. He offered congratulations to David Lovie on the excellent production of the Yachtsman.

Rear-Commodore (Sailing): Peter Russell said that the sailing program had been printed and was available at the office. The rest of his report was in the Yachtsman.

Rear-Commodore (Operations): Peter Taylor thanked the Committee members he had worked with over the past two years and reminded all members of the Working Bee set down for the 7th September. A dinghy had been purchased for the race support unit and members were reminded that payment of boat storage fees were now overdue.

Rear-Commodore (House): Ms Jill Logan extended her special thanks to Mrs Dorothy Norris for her help and to the members of the Social Advisory Group who had assisted greatly with functions throughout the year.

Rear-Commodore (Finance): Mr Geoff Garnham did not want to add to his report in The Yachtsman but noted that the Club had a total of 1786 members at the moment, of which 700 were still unfinancial.

General Discussion

The Commodore then asked if there were any questions from the floor to the Flag Officers.

Peter McGrath spoke on behalf of the Whitsunday Rent-a-Yacht group and said they would be happy once again to sponsor the Twilight Series this season.

Peter Harvey asked Rear-Commodore (House), Jill Logan for a clearer explanation of her report in The Yachtsman. Ms Logan explained more fully.

Peter Pell asked the Rear-Commodore (Finance), Geoff Garnham, for a simple account of where the Club stood financially. Geoff Garnham replied that all the figures were in the financial report but briefly the Club showed a steady improvement in the past 12 months and although a loss of \$20,000 did not look good, the year may have been closer to break even point had it not been for a couple of unforeseen items of expense. The loan at the Bank may possibly be restructured to allow for a fixed interest rate to be applied in part which would contain the wild fluctuations in interest (17% to 23%) experienced last year. The first two months of the new financial year showed improved trading over last year but more was needed.

Ron Thompson suggested the new committee investigate the scheme used by the Federal Golf Club to relieve the strain of \$500,000 overdraft. This took the form of asking members to subscribe to a Club loan in parcels of \$1000 at 12% or 13% interest with payment of any interest delayed for 12 months.

Brian Worth supported this idea and commended it to the incoming executive.

Lindsay Hackett noted that the sailing account showed a profit due to sponsorship of sailtraining and said that perhaps it was desirable for the sailing account to break even.

John Henty suggested that in future sail training funds be treated separately and not included with the sailing account. Mr Garnham said that this could be done.

Peter Harvey asked why the fuel account was three times greater than in the previous year. Peter Taylor explained that fuel costs had risen and the rescue boats had extra duties associated with sail training.

Ted Howell said that he had brought groups along to the Club for drinks only to have the Club close and on one occasion the Club was closed early. He asked why bar staff management could not be sufficiently flexible to allow staff to continue trading if the bar was profitable. Also he suggested that the question of some type of uniform for the bar staff be investigated. Ms Jill Logan said she agreed with both points.

Ron Thompson asked about the new Jetty and the possibility of it being built this year.

Kevin Westacott said that money allocated by the Department had been far short of the actual cost and there was not much hope of the Jetty getting under way this year.

Elections of Club Officers for 1986/87

The Commodore proposed that David Lovie and Wilson McMillan be appointed to count the vote, assisted by Des Ireland and Ian Wheatley. This was agreed to by the meeting. He suggested that each candidate would be asked to speak briefly and then the positions of Commodore and Rear-Commodore (Sailing) would be voted on. While the votes were being counted the two Notices of Motion would be dealt with and then the other votes taken, following receipt of results of the first ballot.

Candidates for Commodore

Frank Downing spoke briefly and no questions were asked of him.

Jill Logan presented herself as a member of a team committee dedicated to sound business management and progressive reform. Mr Lindsay Hackett asked Ms Logan if in the event she were elected Commodore and the Team was not elected would she resign. Ms Logan said yes, she would reluctantly withdraw.

Pat Keily withdrew his nomination for Commodore. He drew attention to the fact that part of the team's platform was to re-integrate the CCYA into the Club, but in fact the cruising races had been run by the Club over the last year. Ms Logan replied that the CCYA members did not come to many Club functions.

Candidates for Rear-Commodore (Sailing)

John Jackson and Peter Russell both spoke briefly.

The Commodore then asked members to mark their Ballot paper No. 1 and hand them to the counters.

Notices of Motion: Whilst counting was taking place two Notices of Motion were dealt with. Mr G. Hewson withdrew his first motion concerning the number of flag officers. The second motion that the Port Cullis be the only insignia on Club apparel was discussed. Mr P. Forster moved an amendment that the new committee be asked to investigate and report back to the next QGM. This was accepted by Mr Hewson, and the amended motion was carried.

Candidates for Vice-Commodore

Pat Keily spoke briefly and there were no questions.

Phillip Spradbury spoke briefly about his experience with Royal Port Moresby Yacht Club. When asked if he would accept office if elected he said he would.

Garry White withdrew his nomination.

The Commodore then announced the result of the First Ballot Paper:

Frank Downing - Commodore; and
Peter Russell - Rear-Commodore (Sailing) were declared elected.

Candidates for Rear-Commodore (Operations)

Bob Evans withdrew his nomination
Len Johnson withdrew his nomination
Peter Taylor withdrew his nomination

Garry White was the only other candidate and he was elected unopposed.

The second ballot paper was then voted upon with only the Vice-Commodore to be decided.

The Commodore subsequently announced that Philip Spradbury had been elected as Vice-Commodore.

Candidates for Rear-Commodore (House) and Rear-Commodore (Finance)

Mr Brian Worth, the only candidate for Rear-Commodore (House) had been asked would he still stand in the light of the result of the election for Commodore and Mr Worth declined. Mr Graham Camage, the only candidate for Rear-Commodore (Finance) also declined to stand.

Nominations were called for from the floor for the vacant positions, i.e. Rear-Commodore (House) and Rear-Commodore (Finance).

Peter Taylor was nominated for Rear-Commodore (House). He accepted and was elected unanimously. Des Ireland indicated he would stand for Rear-Commodore (Finance) and he was elected unanimously.

The following persons were then elected to the various committees.

Operations: Harvey Grigor and Ian Hamilton
Finance: Geoff Garnham
Sailing: Rob Redfern, Peter Harvey
House: Terrie Ebrill, Wilson McMillan

General Business

Moved P. Harvey, seconded G. Hewson, that Dawson & De Bartoli be reappointed as auditors and a vote of thanks to Mike Dawson be recorded - Carried.

Peter Forster moved a vote of thanks to Don McMichael for his work as Commodore over the past two years. Frank Downing seconded these remarks.

Don Overheu asked that the new sailing committee look at the question of setting better sailing courses.

There being no further business the meeting closed at 10.50pm.



RIVIERA
Nautic



RIVIERA
Nautic

YACHT AND CRUISER CHARTER

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FINANCE REPORT

Over the past year there have been significant increases in overall trade and increases in some major areas of income. However the overall financial performance has been disappointing and the position remains precarious although hopeful. Many changes have been introduced particularly during the latter part of the year which are now starting to bear fruit.

Significant increases in income were achieved from bar operations, the gross return increasing by 55% and the nett return by 43%, and poker machine operations which returned an increase of 25%. On the other hand there has been a decline of 14% in membership fees, problems with the restaurant operations, failure to achieve satisfactory levels of profitability, failure to contain the growth of administrative costs and the need to write off a doubtful debt of \$6,700 from an earlier restaurant franchise.

When the December financial statement became available in early February it was immediately obvious that additional control increases introduced in October had not been implemented and further drastic changes were introduced. They included the direct daily involvement of members of the Executive in financial management, appointment of a new Secretary Manager and replacement of other staff, implementation of stricter controls on cash and stock supervised directly by Club officials, establishment of a new restaurant franchise and constant emphasis on achieving acceptable levels of profitability, cost control and good business management. A Kalamozoo receipting system was introduced to improve efficiency and speed up financial reporting. Club records, beginning with stock records, are being put progressively on to the Club's computer, which was acquired through a contra arrangement with Steves Communications. Further restructuring of credit facilities became necessary including taking a further 90 day bill of \$70,000 to ease immediate financial problems. These steps were taken in close consultation with the Club's bank.

The operating difficulties with the restaurant and the slow provision of management information have all contributed to the significant loss over the last 12 months despite improved income in the two major trading areas. The Club cannot continue to have these losses without becoming unviable.

The financial results for April and May, although affected by a flow-over of a backlog of unpaid accounts from earlier months and the need to write off the doubtful debt, gave signs of an improvement in trading and profitability. Early indications are that June and July results will confirm the significant upward trend.

Continuing these improvements depends on careful planning and management, constant monitoring and control of expenditure and profitability, continued emphasis on and an expansion of functions trade, dedication from management, the Executive and all members of the Club and an increase in membership.

Des Ireland
Rear Commodore
Finance



Cherub "Beyond Friday" and National Champs Hugh Stodart and Tim Stuparich

Photos by Ross Wylde-Browne

CYC Winter Race drift. 30 boats scrape the ice off to do this every fortnight.



CANBERRA YACHT CLUB INCORPORATED

FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 MAY 1987

DAWSON & DI BARTOLO
Chartered Accountants
Suite 8, 2nd Floor
Cinema Centre Bldg.
Bunda Street
CANBERRA CITY A.C.T.

AUDITORS' REPORT

TO THE MEMBERS OF THE CANBERRA YACHT CLUB INCORPORATED

We have audited the attached financial statements in accordance with Australian Auditing Standards.

The Club has suffered a number of operational difficulties during the year resulting in a loss being incurred of \$ 67,070. Any recurrence of these operating difficulties could impinge upon the Club's ability to operate effectively.

In our opinion the financial statements present fairly the financial position of the Club at 31 May 1987 and the results of its operations for the year then ended in accordance with Australian Accounting Standards, and comply with the provisions of the Associations Incorporation Ordinance 1953 of the Australian Capital Territory.



M.S. DAWSON

DAWSON & DI BARTOLO
Chartered Accountants

Canberra *5th August 1987*

CANBERRA YACHT CLUB INCORPORATED

BALANCE SHEET

AS AT 31 MAY 1987

| | | | |
|-----------|---|-----------|--|
| 1986 | | | |
| | <u>Members' Funds</u> | | |
| 107,626 | Accumulated Balance 1 June 1986 | 91,365 | |
| 4,150 | Entrance Fees received | 3,130 | |
| (20,409) | Excess of Expenditure over Income | (67,070) | |
| \$ 91,367 | <u>Total Members Funds</u> | \$ 27,425 | |
| ===== | | ===== | |
| | Represented by - | | |
| | <u>Current Assets</u> | | |
| 3,110 | Cash on Hand | 3,580 | |
| 9,470 | Sundry Debtors and Prepayments | 19,231 | |
| - | less Provis. for Doubtful Debt | 6,700 | |
| 9,679 | Stock on Hand - at cost | 10,980 | |
| 2,572 | Precharged Loan interest | 1,822 | |
| 24,831 | | | |
| | <u>Less - Current Liabilities</u> | | |
| 36,374 | Bank Overdraft - secured | 17,312 | |
| 23,540 | Creditors & Accrued Charges | 37,322 | |
| 8,906 | Loan - unsecured | 2,487 | |
| 49,200 | Westpac Banking Corp.- Secured (Note 3) | 270,000 | |
| 118,020 | | | |
| (93,189) | <u>Working Capital Deficiency</u> | 327,121 | |
| | | (298,208) | |
| | <u>Fixed Assets</u> | | |
| 352,745 | Lotus Bay Club House - at cost | 352,745 | |
| (28,100) | less Provision for Depreciation | (34,593) | |
| 22,076 | Club Boats - at cost | 22,406 | |
| (8,639) | less Provision for Depreciation | (10,696) | |
| 4,535 | Sailing Equipment - at cost | 4,535 | |
| (3,081) | less Provision for Depreciation | (3,467) | |
| 61,673 | Plant and Equipment - at cost | 70,612 | |
| (31,135) | less Provision for Depreciation | (36,519) | |
| 43,555 | Poker Machines - at cost | 43,555 | |
| (19,979) | less Provision for Depreciation | (23,515) | |
| 393,650 | | 385,063 | |
| 300,461 | | 86,85 | |
| | <u>Deferred Liabilities</u> | | |
| 11,010 | Loans - Debentures | 10,770 | |
| 195,597 | Westpac Banking Corp.- Secured (Note 3) | 48,660 | |
| 2,487 | Loans - Unsecured | - | |
| 209,094 | | 59,430 | |
| \$ 91,367 | | \$ 27,425 | |
| ===== | | ===== | |

CANBERRA YACHT CLUB INCORPORATED

GENERAL PROFIT AND LOSS ACCOUNT

FOR THE YEAR ENDED 31 MAY 1987

| | | |
|-------------|---|-------------|
| 1986 | | |
| | <u>Income</u> | |
| 68,953 | Members Subscriptions | 59,392 |
| 15,526 | Boat Storage Fees | 14,366 |
| 120 | Advertising | 7,032 |
| 6,000 | Life Members | 750 |
| | <u>Other Income</u> | |
| - | Restaurant Gross Profit | 5,848 |
| 1,286 | Telephone | 1,484 |
| 420 | Hire Charges | - |
| 5,453 | Miscellaneous Income | 2,803 |
| - | Club Insignia Items | 1,862 |
| 3,249 | Raffle | 685 |
| 101,007 | | 94,222 |
| | <u>Add: From Schedules</u> | |
| (196,719) | Schedule No. 1 - General Administration | (243,018) |
| 32,769 | 2 - Bar Trading Account | 46,950 |
| 9,041 | 3 - Sailing and Regatta Expenses | 2,270 |
| 15,980 | 4 - Poker Machine Trading | 20,055 |
| 24,538 | 5 - Dining Room Account | 17,749 |
| - | 6 - Functions and Entertainment | 1,196 |
| (13,384) | <u>Operating Deficit</u> | (60,576) |
| 7,025 | Provision for Depreciation on Club Building | 6,494 |
| \$ (20,409) | <u>Excess of Expenditure over Income</u> | \$ (67,070) |
| | transferred to Members Funds | |

SCHEDULE NO. 1 - GENERAL ADMINISTRATION

| | | |
|--------|-----------------------------------|--------------------|
| 1986 | | |
| 6,157 | <u>Promotions and Advertising</u> | 15,456 - ?benefits |
| 2,148 | Audit Fees | 2,440 |
| 1,650 | Accountancy Fees | 3,750 |
| 1,265 | Bank Charges and Federal Tax | 7,240 |
| 8,940 | Cleaning and Laundry | 12,827 |
| 3,189 | Depreciation | 4,271 |
| 3,596 | Electricity | 4,134 |
| 1,048 | Heating | 1,466 |
| 937 | Flag Officers Expenses | 1,128 |
| 1,303 | Hiring of Equipment | 1,373 |
| 3,625 | Insurance | 3,134 |
| 48,331 | Interest - Bank | 47,254 |
| 41 | Interest- Debentures | - |
| - | Legal Fees | 1,374 |
| 2,741 | Leasing - Equipment | 660 |
| 3,353 | Club Magazines | 6,362 |
| 3,601 | Office and Miscellaneous costs | 5,092 |
| 2,135 | Data Processing | 720 |
| 3,395 | Boat Park Expenses | 3,623 |
| 918 | Club Insignia | - |
| 561 | New Members Costs | 362 |
| - | Badges | 2,207 |

CANBERRA YACHT CLUB INCORPORATED

SCHEDULE NO. 1 - GENERAL ADMINISTRATION (Continued)

| | | |
|---------------------|---|---------------------|
| 1986 | | |
| - | Provision for Doubtful Debts | 6,700 |
| 220 | Seminar Costs | - |
| 6,692 | Land Rent | 6,232 |
| 2,098 | Motor Vehicle Expenses | 837 |
| 5,165 | Printing, Stationery and Stamps | 5,537 |
| 3,651 | Rates | 5,755 |
| 8,276 | Repairs and Maintenance | 11,666 |
| 612 | Subscriptions and Donations | 419 |
| - | Security | 1,520 |
| 5,355 | Telephone | 4,425 |
| 56,493 | Wages | 60,393 |
| 9,223 | Social Functions | 14,661 |
| <u>\$ (196,719)</u> | <u>Transferred to General Profit & Loss Account</u> | <u>\$ (243,018)</u> |

SCHEDULE NO. 2 - BAR TRADING ACCOUNT

| | | |
|------------------|--|------------------|
| 1986 | | |
| 166,661 | Gross Sales | 258,888 |
| 40,299 | Restaurant | 9,455 |
| 206,960 | | 268,343 |
| | <u>Less - Cost of Sales</u> | |
| 7,434 | Opening Stock on Hand | 8,333 |
| 115,765 | Purchases and Freight | 133,926 |
| 123,199 | | 142,259 |
| 8,333 | <u>Less Closing Stock</u> | 7,993 |
| 114,866 | | 134,266 |
| <u>\$ 92,094</u> | <u>Gross Profit</u> | 134,077 |
| | <u>Less - Expenditure</u> | |
| 188 | General Expenses | 470 |
| 1,240 | Insurance | 2,899 |
| 212 | Depreciation Bar Equipment | 180 |
| 2,094 | Laundry, Cleaning and General Expenses | 1,841 |
| 6,710 | Licence Fee | 7,542 |
| 1,541 | Repairs and Replacements | 1,007 |
| 43,477 | Wages | 67,020 |
| 3,863 | Gas and Electricity and Heating | 6,168 |
| 59,325 | <u>Total Expenses</u> | 87,127 |
| <u>\$ 32,769</u> | <u>Net Profit transferred to General Profit and Loss Account</u> | <u>\$ 46,950</u> |

CANBERRA YACHT CLUB INCORPORATED

SCHEDULE NO. 3 - SAILING & REGATTA PROFIT & LOSS ACCOUNT

| | | |
|-----------------|--|-----------------|
| 1986 | | |
| 1,015 | Training Fees | 770 |
| 6,350 | Sailaway Fees | 7,630 |
| 10,043 | Sailing Fees | 10,096 |
| 1,036 | Regatta Fees | - |
| 8,089 | Sponsorship | - |
| 135 | Miscellaneous Income | 857 |
| 26,668 | | 19,353 |
| | <u>Less - Expenditure</u> | |
| 1,854 | Subscriptions and Donations | 2,447 |
| 2,173 | Depreciation Boat and Sailing Equipment | 2,443 |
| 905 | Fuel | 767 |
| 1,595 | General Sailing Expenses | 653 |
| 190 | Printing and Stationery | - |
| 2,294 | Thropies Sailing and Regatta Expenses | 2,503 |
| 1,616 | Repairs and Maintenance | 1,073 |
| 1,016 | Insurance | - |
| 253 | Volunteer Expenses | 364 |
| 125 | Sponsorship and Grants | - |
| 413 | Sailing Functions | - |
| 225 | Training Costs | 576 |
| 4,968 | Sailaway Costs | 6,257 |
| 17,627 | | 17,083 |
| <u>\$ 9,041</u> | <u>Net Profit transferred to General Profit & Loss Account</u> | <u>\$ 2,270</u> |

? what proportion above expenses of deprec. etc.

SCHEDULE NO. 4 - POKER MACHINE TRADING

| | | |
|------------------|--|------------------|
| 1986 | | |
| 40,775 | Poker Machine Takings | 36,079 |
| | <u>Less - Expenditure</u> | |
| 4,088 | A.C.T. Poker Machine Tax | 3,561 |
| 885 | Data Processions | 1,040 |
| 2,946 | Licence Fees | 2,367 |
| 121 | General Expenses | - |
| 3,660 | Interest | 1,576 |
| 4,335 | Repairs and Maintenance | 3,944 |
| 4,158 | Depreciation | 3,536 |
| 4,602 | Loss on Sale of Machines | - |
| 24,795 | | 16,024 |
| <u>\$ 15,980</u> | <u>Net Profit transferred to General Profit & Loss Account</u> | <u>\$ 20,055</u> |

CANBERRA YACHT CLUB INCORPORATED

SCHEDULE NO. 5 - DINING ROOM ACCOUNT

| | | | |
|--------------|--|-------|------------------|
| 1986 | | | |
| | <u>Income</u> | | |
| 26,630 | Catering Franchise | | 19,188 |
| <u>2,403</u> | Expenses Recovery | | <u>4,196</u> |
| 29,033 | <u>Gross Takings</u> | | 23,384 |
| | <u>Less - Expenditure</u> | | |
| 2,135 | Electricity | 4,027 | |
| 141 | Hire of Equipment | - | |
| 456 | Depreciation | 573 | |
| 180 | Repairs and Maintenance | - | |
| 223 | Gas | - | |
| 20 | General Expenses | 250 | |
| 635 | Trade Waste | 410 | |
| 705 | Leasing | 376 | |
| <u>4,495</u> | <u>Total Expenses</u> | | <u>5,636</u> |
| \$ 24,538 | <u>Net Profit</u> transferred to General Profit & Loss Account | | <u>\$ 17,748</u> |
| ===== | | | ===== |

SCHEDULE NO. 6 - FUNCTIONS AND ENTERTAINMENT TRADING ACCOUNT
FOR THE YEAR ENDING 31 MAY 1987

| | | | |
|---|---|-------|-----------------|
| - | Gross Receipts - Club Functions | | 11,421 |
| | <u>Less Expenditure</u> | | |
| | Artists - Entertainment | 1,270 | |
| | Food - Club Functions | 8,925 | |
| | Sundry Expenses | 30 | |
| | | | <u>10,225</u> |
| | <u>Net Profit</u> transferred to General Profit Account | | <u>\$ 1,196</u> |
| | | | ===== |

CANBERRA YACHT CLUB INCORPORATED

FOR THE YEAR ENDED 31 MAY 1987

NOTES TO AND FORMING PART OF THE ACCOUNTS

1. Basis of Accounts

The financial statements have been prepared in accordance with the Historical Cost Convention.

2. Depreciation

Depreciation is calculated using the reducing balance method so as to write off the net cost of each fixed asset during its expected useful life.

3. Westpac Banking Corporation Loan is secured by a Registered First Mortgage over the Club property at Yarralumla and a floating charge over the assets and undertakings.

CANBERRA YACHT CLUB INCORPORATED
SOURCE AND APPLICATION OF FUNDS STATEMENT
FOR THE YEAR ENDED 31 MAY 1987

Source of Funds

| | |
|---------------------------------|--------------|
| Operating Loss | (67,070) |
| after Charging non-cash items - | |
| Depreciation | 17,856 |
| Provision for Doubtful Debts | <u>6,700</u> |
| | (42,514) |
| Westpac - Loans increase | 73,863 |
| Entrance Fees received | 3,130 |
| Creditors - increase | 13,781 |
| Precharged Loan interest | <u>750</u> |
| | \$ 49,010 |
| | ===== |

Application of Funds

| | |
|---|--------------|
| Purchase of Assets | 9,269 |
| <u>Increase in Current Assets</u> | |
| Cash on Hand | 470 |
| Sundry Debtors | 9,762 |
| Stock on Hand | <u>1,301</u> |
| | 11,533 |
| <u>Reduction in Current Liabilities</u> | |
| Bank Overdraft | 19,062 |
| Debentures - reduction | 240 |
| Unsecured Loans - repaid | <u>8,906</u> |
| | \$ 49,010 |
| | ===== |

THE CANBERRA YACHT CLUB

thanks most sincerely the following sponsors
 who have generously assisted its activities
 during the 1986/87 season:

Sponsorship of the Twilight Series

- Australian Airlines
- Whitsunday Rentayacht
- Greyhound

Sponsorship of the Skyrider Training Fleet

- Canberra Building Society
- OTIS Elevators

Sponsorship of the Frostbite Series

- Riviera Nautique

Sponsorship for the Race Support Unit

- Steve's Communications

Environmental Consultant

- Clyde Creed



*"I just can't seem to get the hang of this
 parachute anchoring system."*

REMINDER PAGE (IN CASE YOU MISSED PAGE 15)

Saturday, 26th September **OPENING OF THE SEASON-BALL**

An annual event of grand proportions in Canberra, this gala ball heralds the new sailing season. It promises to be a glittering occasion so organise your party now, come bedecked in all your finery (prize for the most spectacular "crew") and dance away until the early hours in our beautiful water-front setting.

TIME: 7.00 for 7.30 p.m.

DRESS: Black Tie

R.S.V.P. Friday, 9th September

SUBSCRIPTION: \$25 per person

Sunday, 27th September

OPENING (of the SEASON) REGATTA & OPEN DAY FESTIVAL

Every age and interest will be catered for on this day of days!

OPENDAY - from mid-morning the Club grounds come alive with sailing displays, attractions and festivities of many descriptions and will be the ideal family venue for a day's entertainment and enjoyment.

THE GREAT FERRY RACE - watch from our verandah or, for the more adventurous, board one of the ferries at Acton wharf and be in the race. Bookings on 95-3544 REQUIRED

BRUNCH - in our Galley Restaurant from 11.00 a.m. No more relaxing spot in Canberra to recover from the Ball or to simply view all the action along the foreshore. Blackboard menu includes croissants. Reservations on 73-1784 ESSENTIAL

SAILABRATION BBQ - all Sailaway students, their families and instructors are especially invited to their very own christening of their next sailing season/introduction to their new R.C.S. and Sailing Committee. Bring your own goodies to the B-B-Q at noon but please return R.S.V.P. so we can be sure of having that something special for you!

BLESSING - a very moving service which will stir the hearts of even the land-lubbers.

REGATTA - this promises to be one of the largest and most spectacular fleets to start you cheering for your Class.

GREAT FERRY BOAT RACE PRESENTATION - nothing compares with listening to "Commodore Ron Murray" or witnessing his winning Captain ceremoniously accepting this unique trophy! The Captain will be crazy with delight or at least a bit potty.

JAZZ - "top" off a truly great Opening Day with dancing onwards from the amended hour of 4.00 p.m., remembering that meals are available for those too excited to come down to a stove.

WORKERS IN "THE CLUB"

In many Canberra organisations volunteer workers are difficult to find and if an organisation has a degree of social standing, to be seen as one of the "workers" is avoided by those who would rather be seen having highballs on the terrace.

Fortunately, "The Club" has a happy mix of new and old volunteer workers who make the place hum and also give the place a touch of class when they are seen having highballs on the terrace.

In sailing and in social activities, such as the jazz afternoons on Sunday, volunteers make it happen. Sometimes they are newcomers supporting their new club and sometimes they are old members with many years of support under their keel (we won't mention the barnacles!)

Because the club has grown it often happens that the newer volunteers don't know the older members and vice versa. The main thing is that they get to know each other in good spirit and friendship. This may mean smiling when a complete stranger sails past you on the course or asks to see your badge when on counter duty. If your badge happens to be No.10, you probably helped to set up the arrangements the stranger is operating under. Besides the stranger might be next year's Australian Champion sailor or next year's Rear Commodore.

As sailors or social members we need them both!

Teredo



CANBERRA YACHT CLUB



SAILING / TRAINING SEMINAR AND PANEL DISCUSSION

**Thursday 20th August
with**

**WORLD LASER CHAMPION
STUART WALLACE
(Youth Director, AYF)**

and

**JOHN ANDERSON
(Training Director, YA of NSW)**

Canberra Yacht Club
Thursday 20th August
7.30 p.m.

Enquiries Phone 73 1784
A.H. 49 8457

**ADMISSION FREE
ALL INTERESTED SAILORS WELCOME**



The Canberra Yacht Club
Mariner Place,
Yarralumla, A.C.T.
Phone (062) 73 1784

The Canberra

YACHTSMAN

NOVEMBER 1987

Registered by Australia Post Publication No. NBH 0850

The Canberra Yacht Club is the place to be in the Summer of '88!!

The Canberra Yacht Club Sailing and Social Season has started with a series of yachting and social events which from all reports would indicate that the C.Y.C. will be THE place to be over the Summer of '88.

The Cruising Association reported an excellent 'heart-starter' to their season with 17 entries competing in fairly trying conditions on Saturday 12 September, with Howard Staples taking honours on the day in his Court 650 "Georgie Girl".

A record fleet turned out on the water for the opening regatta of the season on Sunday 27 September, preceded by a blessing of the fleet by Father Justin Barwick, a chaplain at HMAS Harman. Of course, not all of us were feeling all that well, being up until the wee small hours the previous evening for the occasion of the 'Opening of the Season' Ball.

It was the first 'Big' occasion of the Sailing and Social Season (as it is every year) and as always, we did ourselves proud. Photographs of this grand event were displayed for some time on the club notice board and many mysteriously went 'missing' ... can't understand why!

The first weeks of the season have seen large fleets competing in the Summer pointscore and championship heats on Sundays and of course the new Whitsunday Rent a Yacht/Ansett TWILIGHT SERIES launched on Wednesday 4 November with record prizes. This popular event has grown bigger and better with the new scoring system and friendly atmosphere during and after each race.

Socially, the club has never looked better, with record crowds attending the JAZZ ON SUNDAY presentations from 4 to 8 pm each Sunday, and the FRIDAY NIGHT RAFFLES accompanied by live music and a general air of 'getting away from weekly hassles and enjoying ourselves!'



Father Justin Barwick, a chaplain at HMAS Harman, blesses the fleet at Lotus Bay in a service before the Canberra Yacht Club's first regatta for the 1987-88 season.

The 'Sailors Bar' is now looking (and trading) better than ever (who put *that* poster behind the Bar!!). It is proving very popular with the sailing fraternity and is a favourite 'Apres Sail' rendezvous after Sunday racing — particularly for those who would rather re-live the day's traumas rather than listen to the Jazz upstairs. The Sailors Bar is used frequently by our future 'America's Cuppers' during training sessions, and is also becoming popular as a venue for 21st birthday parties, Christmas parties, 'stag' parties and the like.

'Open Day' at the Yacht Club is scheduled for Sunday 29 November, when the club will provide a great fun day for the whole family, including displays, fashion parades, bands, and a commentary on progress of the ACT Dinghy Championships from 11am to 8pm ... non-stop and it's FREE ('Jazz on Sunday' included).



Bernie's

WHITSUNDAY RENT A YACHT

Commodore's Corner

This first newsletter for 1987-88 from the Canberra Yacht Club represents a basic departure from the varying size and frequency of the Canberra Yachtsman.

This departure is very deliberate and an integral part of my approach to how the Club should be run — on essentially the basis of professionalism, increasing member involvement and equity between the sailing and social members, setting modest goals and achieving them, and above all frequent communication with our members.

I think it fair to say there is now a spirit of optimism pervading virtually all spheres of Club life: for example, the new ideas already implemented in the sailing program, increased emphasis on junior training and development, the increased social activity via the bar trade, our better poker machines, the improved functions/restaurant trade and a number of progressive achievements such as enlarging and upgrading the Sailors Bar, which is progressing on schedule.

In relation to the Sailors Bar improvements to date sincere thanks go to those members of the Flying Fifteen Association, Division 1 and 2, the Cruising Division and the other

members of the Executive who toiled so hard under "Clerk of Works" John McGrath to have the improvements completed for the second race.

I intend calling on the other class associations to participate in further improvements to the Club as timing for these projects falls due throughout the year, and feel sure they will respond just as willingly.

Thanks are also due to our conscientious staff — Ron Sullivan, Mark Werner, Jan Bainbridge and Bridget Coombe, who work hard and long without complaint but who generally do not receive the credit that is their due.

An area in which all members could greatly assist the Club is in encouraging unfinancial members to renew as soon as possible. Frankly, renewals have not been up to expectation, which is unfortunate considering the wonderful spirit in the Club today.

In conclusion, as this newsletter goes to print the next Quarterly General Meeting of the club is upon us, and it is hoped that the good attendance will provide the opportunity for a full report on club activities since the Annual General Meeting.

Hoping to see you at the club!

PATRICK KEILY
Commodore

Sailing News...

Twilight Series 1987-88

Your Club is again conducting a Wednesday evening twilight race series. Fifteen races are scheduled beginning on 4 November and concluding with a dinner and presentation of prizes night on 2 March.

The major sponsor **Bernie's Whitsunday Rent A Yacht** has again provided three splendid prizes. The first prize is a bareboat charter for eight days in a boat with six berths; second prize is a berth on their Barrier Reef Sailing Adventure program for eight days; and third prize is a berth on their Sailing Adventure program for six days!

If their prizes are not enough, **Ansett Airlines** have generously offered to back up the first prize with return air fare tickets for two people! Moves are also in hand to obtain return coach travel for the second and third prize winners.

As in the past, to win these outstanding prizes it is absolutely not necessary to be a well-performing skipper. All that sailors need do is participate and perhaps be a little lucky. Details of the point scoring system are in the Notice of Race which is available at the Club's reception desk.

Alan Kirby, the winner of last year's first prize, has volunteered his services to run this series. For those people who do not realize what a wonderful holiday the first prize offers, it is suggested you talk to Alan or the winners of the previous first prize, Peter and Janet Manly.

One of the most delightful aspects of this race series is the bonhomie of participating in a few apres-sail ales and dinner in the Club. Special arrangements have been made by your Sailing Committee to have available a roast meat carvery with meals costing no more than \$6.

Very few sailing clubs in Australia can boast that they can offer their sailing members so much in a twilight series and it is expected that once again big fleets will meet the 'starters gun'.

Your Sailing Committee hopes and recommends that when you book your next holiday and business travel you keep in mind the outstanding support provided by our sponsors — **Whitsunday Rent A Yacht** and **Ansett Airlines**.

ROBERT B. REDFERN
Rear Commodore Sailing

Bernie's WHITSUNDAY RENT A YACHT

Twilight Series 1987-88

NOTICE OF RACE

The CYC began a Twilight Series on Wednesday, 4 November. The program will consist of 15 races, concluding on Wednesday, 2 March. See the Canberra Sailing Program for full details.

Race Rules: The series will be sailed under the CYC Sailing Instructions 1987-88.

Starting Times and Classes: As prescribed in the Sailing Instructions will be amended. Alterations will be posted on the Committee Noticeboard in accordance with the Sailing Instructions. (It is expected that trailable yachts, dinghies, catamarans and sailboards will have separate classes, though not necessarily separate starts.) The 10-minute signal will sound at approximately 6 pm.

Sign-on: Mandatory by the skipper (or a representative) of each boat for each race.

Entries: Will be accepted on each race day from approximately 5.15 pm. No race fee is payable to those CYC and YMCA SC members who have paid the appropriate CYC 1987-88 sailing fee. Skippers may be requested to produce receipts. Otherwise, the appropriate race fee is payable.

Major Prizes: Provided by **Bernie's Whitsunday Rent A Yacht**.

FIRST: One bareboat charter for 7 nights/8 days. The boat will be in the 6-berth range.

SECOND: One berth on their Barrier Reef Sailing Adventure Program for 7 nights/8 days.

THIRD: One berth on their Barrier Reef Sailing Adventure Program for 5 nights/6 days.

Ansett Airlines have generously sponsored the transport to and from the Whitsundays.

Prizes may be awarded for each twilight race at the discretion of the Sailing Committee.

Scoring System: The series will be based on participation and the following procedure will apply —

-10 points for participation in each race (unless drawn);

-11 points for DNS (late entrants in the series will attract 11 points per race not previously sailed); and

- drawn points (1st draw, 6 points; 2nd draw, 5 points; 3rd draw, 4 points; 4th draw, 3 points; 5th draw, 2 points; 6th draw, 0.75 of a point).

The skipper with the least points will be determined the winner, the skipper with the next least points will be second, and so on. In the event of tied scores, places will be determined on count back based on drawn points.

ROBERT B. REDFERN
Rear Commodore Sailing

From the Secretary Manager JACKPOT!

As Norma Hiscock mentions in her column, the club now boasts some of the newest and most exciting Poker Machines in the ACT, and judging by the increased returns from this area, are proving to be very popular with members and their guests.

In fact, the new Draw Poker Machine looks like becoming as much an attraction as our fine restaurant, jazz presentations, and other events at the club.

Following in the tradition of successful Video Draw Poker Machines, our newest 'Wild One' introduces a completely new prize structure with action-packed artwork and playing systems. These new machines add a touch of glamour and excitement that far surpass previous models, providing 'real' card faces and giving an extra dimension to the game.

Next time you and your guests are enjoying the club, play the Video Draw Poker Machine... maybe it's your turn to call JACKPOT!

Cheers
Ron Sullivan
Secretary Manager

The 'Opening of the 1987-88 Season' Ball

As highlighted in both the Sydney and the local press, and acclaimed by the 172 guests, this was indeed a gala opening!

Compliments flowed about all aspects of this occasion and it being one of the most enjoyable club functions of late. The band was repeatedly begged for more but much of the convivial atmosphere was created by the presence of Class Association tables. Copies of the displayed photos can be ordered at Reception.

Membership support was also evident in the raffle and appreciation is extended to Alibi, Aurora, Bartondale, Bizarre, Bougainville, Daltons and Rodney Camage Jewellers for their generous donations. Teki will appropriately enscribe the book on navigation won by the Rear Admiral!

Guests of Honour, Rear Admiral and Mrs Ralph thanked everyone for turning an initial duty into a delightful social gathering. Distinguished guests were made to feel so welcome that Billie Jo McCann (from the Australian Americal Association which was well represented) stayed until the very end and His Excellency, U.S. Ambassador Lane casually walked down with his wife the following morning to watch the first races as he was just sold on C.Y.C. hospitality.

An opulent Opening to a successful season — social and sailing — and my personal thanks to everyone for making it so.

(Mrs) Terrie Ebrill
Ball Convenor

GALLEY NEWS

Carvery:

We now have a carvery operating from the Library area on Thursday and Friday for lunch, so if you need a quick lunch at a very reasonable price, this is for you.

Entertainment:

Rod Whitbread is playing violin on Thursday evenings in the Restaurant. We will have Rod on a regular basis in 1988.

Seafood Smorgasbord:

In 1988 we will be having a Seafood Smorgasbord once a month and we will include music as part of the evening. There will be no restriction on how much you eat and all seafood is guaranteed to be fresh and of the finest quality.

We have suppliers in Tasmania, Western Australia and Johnny Mackerel in Townsville who supply fresh, live crabs, prawns, Chinese scallops, and Moreton Bay bugs.

This will be advertised and promoted with posters around the club.



Back to the Carvery:

We are running the carvery now on Wednesday evenings (Twilight Sailing), and also Sunday evenings from 6 pm till 8.30 pm.

Bon Appetit!
Trevor & Matthew
Galley Catering

Sail the 1987-88 TWILIGHT SERIES

- Wednesday Evenings, 6 pm, with a carvery to follow. Other details from
- Sailing Column.
- Fantastic Prizes to be won!

Notice of Race at the Club



New Year's Eve at the Yacht Club!

- ★ UPSTAIRS with a Top Showband, and a la carte dining in the Spinnaker Room (Bookings essential).
- ★ DOWNSTAIRS with a fab 'DISCO', a superb spit roast and good times in the Sailors Bar.

MAKE IT A DATE ... NEW YEAR'S EVE AT THE C.Y.C.

ENQUIRIES/BOOKINGS — PHONE 73 1784

A Great Place to Celebrate a 21st ... a Bucks' or Does' Night ... Christmas Party ... 'Après Sail' ... etc.
THE C.Y.C.

Sailors Bar AND BAR-B-QUE

— OVERLOOKING THE LAKE —

A Great Place to Celebrate!



Our Rear Commodore (House) spotted this interesting dry-berthing arrangement while catching a few rays in Honolulu recently. The cats were strapped to large blocks of polystyrene at their moorings. Interesting?

TRAINING NEWS Developments in Club Training

Where there is activity there is life. And life attracts attention. With this motto, the various sides of the club have re-invigorated club activities this year and none more so than training. In the past few years the training of juniors in basic skills has been kept alive by people like Tim Holt, Des Island, Richard Hinder, Dai Thomas and others while juniors and adults have been looked after by the Sailaway group.

However, while training new sailors is one important aspect of the scene, equally we must cater for other areas such as teaching new sailors to race and sail better, improving the skills of sailors already racing and improving the enjoyment, skill and safety of all lake users, large and small.

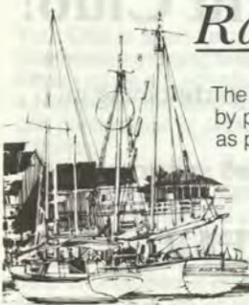
These facets of training will be developed over the year starting with the learn-to-race activity on Sunday mornings, which already attracts 20 — both juniors and seniors.

To train these people, we have started to develop a good group of instructors, junior instructors and coaches so that future training will be easier to organise and of good quality.

The growing numbers becoming involved will lead to a strengthened sailing side of the club with benefits flowing on to the club as a whole.

ROBERT HUGHES
Rear Commodore Training

Canberra Yacht Club Race Support Unit News



The Race Support Unit (RSU) is gearing up for a busy sailing season by preparing rosters and coaxing two of the boats' engines to perform as promised. With the program as scheduled, members will have little trouble in maintaining currency.

Two members have left the RSU — John Francisco for medical reasons and Maureen Clark for warmer climates (Adelaide). Our thanks to both for their help and our best to John for a speedy recovery.

The RSU is always on the lookout for new members — if you're interested, contact Frank Burt 54 5045 (H), 68 8600 (W), Lance Halvorson 88 5998 (H), 46 6411 (W), or Jan at the club.

Ansett.



"I'D RATHER BE SAILING"

Canberra Yacht Club's
Sailing Program

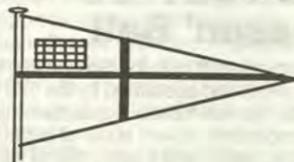
- * Sailing Reports
- * CCYA News
- * Youth/Junior Sail Segments
- * Social News

Every Saturday Morning
at 10!

Sponsored by

Bartondale

Small Job Workshop



The Canberra Yacht Club

thanks most sincerely the following
sponsors:

Sponsorship of the Twilight Series (1987-88):

- Ansett Airlines
- Whitsunday Rent A Yacht
- Greyhound
- Schweppes

Sponsorship of the Skyrider Training Fleet:

- Canberra Building Society
- OTIS Elevators

Sponsorship of the Frostbite Series (1986-87)

- Riviera Nautique

Sponsorship for the Race Support Unit

- Steve's Communications

Sailing Along Nicely!

Good News! — We are afloat and look like making it home! Thanks to all the people from Sailing, Training, Operations and House who have been involved in so many activities which have increased revenue at minimal cost.

The use of the new Poker Machines has shown that we must replace the remaining old ones as soon as possible. Bring all your friends to try out the new Draw Poker Machine which is arriving soon.

And, speaking of friends, please encourage them to join the club as our membership needs increasing. Introduce them to the Piano Bar on Friday night or the Jazz on Sunday.

Income from Bar trading over the last three months has well surpassed budget estimates — Ron and Mark could tell us why but all they keep talking about is being "run of their feet"! Keep it up.

Norma Hiscock
Rear Commodore, Finance

BOOK AHEAD DEPARTMENT...

The 1987-88 Twilight Series Presentation Night

Wednesday,
2 March, 1988
Don't Miss It!!

Around The Club...

'I'd Rather be Sailing'... SSS-FM Saturday mornings at 10!

For those of us who manage to recover sufficiently from the previous evenings self-afflictions, at the ungodly time of 10 am on Saturday mornings is the 'must-listen' radio program of the week... 'I'd Rather be Sailing' on SSS-FM (104 on your FM dial)!

Yours truly hosts this unique promotional medium for sailing in general and the Canberra Yacht Club (in specific!). A wide variety of nautical matters have been, and are planned (planned?) for this segment. Past episodes have included CCYA News (with Carol Wilde-Brown), sailing training (Rob Hughes), Sailing News and Sponsorships (Rob Redfern), General Sailing Hints and Instruction (Bruce Evans), Water Safety (Dave Ashurst, Water Police), and most recently, New Restrictions on the Molonglo (ACT Administration).

Of course, this classical piece of wireless could not happen without sponsorship and we are indebted to Bruce and Cath Evans from Bartondale in this respect.

SAILORS BAR

The new-look Sailors Bar is now up and away... and being enjoyed by more and more of us each week! Thanks to all those who helped make this area of our club a truly great place to celebrate 'apres-sail', Melbourne Cup winnings, Twilight results, 21st birthday parties, or whatever takes your fancy!

For bookings, phone 73 1784.

ROBB RICHARDS
Rear Commodore, House

Coming Events...

SUNDAY, 29 NOVEMBER, 11 am-8 pm

★ OPEN DAY AT THE YACHT CLUB

- Free Sails on Lake Burley Griffin by courtesy of our Cruising Yacht Association
- TWO Bands (and FREE admission to 'Jazz on Sunday')
- Displays — Entertainment — Fun for the whole family!

SUNDAY, 13 DECEMBER, 4-8 pm

★ THE 1987 JAZZ 'XMAS PARTY'

★ NEW YEAR'S EVE AT THE YACHT CLUB

Romp the New Year in, at the biggest New Year's Eve Party in Canberra. (BOOKINGS ESSENTIAL.)

CANBERRA YACHT CLUB

Jazz on Sundays

SUPERDATE FOR YOUR DIARY

● SUNDAY, 13 DECEMBER ●

THE 1987 JAZZ XMAS PARTY

— Line-up Extraordinaire —

Canberra's Top Jazz every Sunday, 4-8 pm at the C.Y.C.

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Complete art and
design service
from concept to
final art

First Floor
Bailey's Corner
Canberra City

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Fax: 49 7955

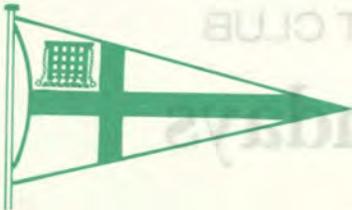
★ OPEN DAY AT THE C.Y.C. ★

Bring your family and friends to 1987's 'Open Day' at the Yacht Club. Non-stop action, sailing and social, from 11 am to 8 pm.

- ★ Champagne Luncheon
- ★ FREE sails on Lake Burley Griffin
- ★ TWO bands (Jazz on Sunday & the Sailors Bar)
- ★ Displays
- ACT DINGHY CHAMPIONSHIPS ON THE LAKE —

FREE ADMISSION — SUNDAY, 29 NOVEMBER

Enquiries: Phone 73 1784 — **BE THERE!!**



IF NOT DELIVERED PLEASE RETURN TO:
 Canberra Yacht Club
 Mariner Place, Yarralumla, ACT 2600
 Phone: (062) 73 1784

Registered by Australia Post
 Publication No. NBH 0850

The Canberra

YACHTSMAN

POSTAGE PAID

AUSTRALIA

D. MCMICHAEL
 244 LA PERDOUSE STREET
 RED HILL ACT

2603



Noel Crow and the Jazzmen

Watch for 'Jazz on Sunday' Superdates in 1988!

C.Y.C. "JAZZ ON SUNDAY"

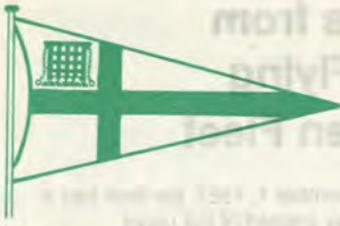
Policy

- To provide Canberra's Best Jazz Bands on a rotative basis each Sunday between 4 and 8 pm.
- To provide on one Sunday in four, a special and different style of Jazz (related) music to cater for all members' tastes.
- (in 1988) To provide Australia's top Jazz Exponents and Bands on a monthly (approx.) basis.

Jazz Superdate in January

Canberra Yacht Club
 The Jazz Centre of the A.C.T.

96 88
 01 91



The Canberra Yacht Club
Mariner Place,
Yarralumla, A.C.T.
Phone (062) 73 1784

The Canberra

YACHTSMAN

FEBRUARY 1988

Registered by Australia Post Publication No. NBH 0850

Around the Club... and on the Water...

IT'S BEEN A RECORD BREAKING SUMMER AT THE CYC

The Canberra Yacht Club's Summer Social and Sailing Program has seen the best turn-outs for years, with renewed interest in yachting, jazz and social events. There's no doubt about it — the Canberra Yacht Club is "where the action is" in Canberra!

Some of the more memorable events over the past couple of months included —

New Year's Eve at the Yacht Club:

Well, didn't this one take the cake! The Club was filled to overflowing upstairs and downstairs, with a merry band of revellers enjoying a great showband and a la carte dining in the Spinnaker Room's "Gallery Restaurant" and bar surrounds. Just as many, if not more, were whooping it up in and around the revitalised "Sailors' Bar", Ron Sullivan, our Secretary Manager, had organised a spit roast and disco to cater for those with families and younger children (and even supplied a 'big top' to ensure a great night out for those attending).

The party was rumoured to have wound up around 4 a.m., although it was hard to find any soul the following 'ay who could actually remember!

Ron says next year will be bigger and better (can't wait!!).

SUNDAYS AND ALL THAT JAZZ!

Jazz on Sundays has gone from strength to strength with consistent audiences attending and enjoying the excellent music and atmosphere which pervades the Club every Sunday afternoon between 4 and 8 p.m. (3 to 7 p.m. in non-'daylight-saving' months).

The music from our local bands including J.B. and the Jazzmen, Black Mountain Jazz Band, Pierre's Hot 5, and John Carrick has confirmed the Canberra Yacht Club's



Stuart Warner (piano player), wife Carole (right) and Denise Jackson (centre), enjoy the good times in the Piano Bar (every Friday evening at CYC).

reputation as 'Jazz Centre of the ACT', a reputation which grew to dizzy heights on the occasion of February 7, when the Club presented its first Jazz Superdate — "Mister Crow" featuring Noel Crow and the Jazzmen.

It was New Year's Eve all over again, with the Club packed to capacity to hear and experience the professional excellence of one of Australia's top show/jazz bands. More Jazz Superdates are being planned, so keep your eyes and ears open for details.

MAJOR SPONSOR 1987-88 TWILIGHT SERIES



Bernie's

WHITSUNDAY

RENT A YACHT

Commodore's Corner

This second newsletter for 1987-88 provides an opportunity for members to keep in touch with recent happenings at the Club and to have reasonable notice of forthcoming events over the next couple of months.

The Sailors' Bar upgrading is progressing on schedule, with draught beer now on tap and the installation of a post-mix drink dispenser and dishwasher as well. Also on schedule is the progressive repainting of various areas of the Club and this shall continue throughout the year.

We also hope to commence the renovation of the Snooker Room within the next couple of months and to complete this by the middle of the year, which should make that a most desirable and attractive Club function area.

I would stress these improvements are intended to make the Club more attractive to all our members, both sailing and social, and hope this will be reflected by a further increase in patronage.

Members will have also noticed a change in office staff around Christmas, with the departure of Jan Bainbridge to her native Melbourne and Brigit Coombe to new challenges and their replacement

by Anne O'Brien to whom we issue a warm welcome.

By way of a coming bicentennial event, we hope to have the yacht *Akarana* both sailing on the lake over the Canberra Day weekend, and on static display in the Club grounds for a short period after that. *Akarana*, New Zealand's bicentennial gift to Australia, was built 100 years ago, is 12 metres long with a beam of 2.1 metres, carries 549 m² of sail, and has been completely restored to as new condition.

Also, a coming event is our second Quarterly General Meeting for the year which is scheduled for Monday 29 February and it is hoped that a good attendance will provide the opportunity for a full report on club activities during the past three months.

PATRICK KEILY
Commodore

Sailing News...

1988 A.C.T. TRAILABLE YACHT CHAMPIONSHIPS

These championships were held over the Australia Day weekend of 23 and 24 January and proved to be the most eventful to date, although entries were down on last year due to the rival Sydney attractions of the Tall Ships and the First Fleet Re-enactment.

Forty-one boats competed, with four in Division 1 for multihulls, 16 in Division 2 for the larger multihulls and 21 in Division 3 for the small multihulls.

The overall conditions for the weekend were reasonable constant winds, which was a pleasant change from the lightish breezes we usually enjoy, with occasional quite gusty conditions and one particularly savage period which was the undoing of several boats (see pic page 3).

Highlights of the mishaps during the weekend were one Princess breaking its mast before Race 1; the overturning of a trimaran and swamping of a Princess during Race 1; the sight of an Adams 21 with its mast on the water during the night race (i.e. Race 2) and the explosion and loss of an RL24 hatch in Race 3 which

also saw a trailer tri canted at an angle of 80 degrees.

Added to these, several sails were ripped, ranging from a Careel 18 jib to Stirrer's mainsail and up to a very expensive mylar spinnaker on a visiting Spider.

Cavorting antics provided ongoing entertainment throughout the weekend with the most "watchable" being hotly contested between visitors, namely the Spider and a Young 7.8 Rocket, both of which were determined to fly their spinnakers at all costs, regardless of the direction they took the boats or the extra course distance sailed.

The Presentation Dinner was attended by 120 guests on the Sunday evening which was, as always, excellently catered for by the Canberra Yacht Club's Galley Restaurant. Insofar as prizes were concerned, we held to our criterion of 'one boat, one prize'. Indeed this year we surpassed ourselves and, to mark the bicentennial, each competing boat

Continued page 5

News from the Flying Fifteen Fleet

On November 1, 1987, the fleet had a training day instead of the usual pointscore race. As a result, several new members were introduced to the fleet. We look forward to their further participation in future races.

The ACT titles were held on November 28-29 and December 13, 1987. A small fleet contested a light wind series. Eventual winners were Colin Brown and Alan Rimmington in Snabb Fish, and Peter and Phillip Russell in Rustler. The handicap prize went to Ms Kalnins in Rollingstone.

The Flying 15 Nationals were held at Mornington, Victoria over the new year. Snabb Fish, Rollingstone and Barnacle Bill represented the Canberra fleet in the 60-strong fleet that participated. Competitors from England and Scotland made the series a memorable one.

The bay did not live up to its usual horrific self. Instead, steady breezes and the short sea chop dominated the first half of the series, showing the effectiveness of the new keel shape to handle this type of sea. The remainder of the series saw light winds and shortened courses. Shades of LBG!

The highlight of the series was the arrival and departure of the Tall Ships that visited Melbourne over the New Year. The Sailing Committee shortened one race to allow the Fifteen's fleet to escort some of the Tall Ships out to sea.

Snabb Fish sailed consistently for 27th place, whilst Barnacle Bill and Rollingstone sailed many close races for 47th and 48th place respectively. Rollingstone fell foul of the quirks of the local racing rules.

The NSW Titles were held over the Australia Day long weekend on LBG. Nineteen boats (10 local and 9 interstate) contested the 5-heat series. A mixture of wind conditions showed up the various sailing skills of those participating. The visitors had some problems with the light conditions whilst the locals revelled in them. Peter Forster in Pakam 4 managed 2nd place in the last heat.

The best of the locals were Pakam 4, Snabb Fish and Lotus (sailed by John Hosking). The highlight of the series was Peter Russell's attempt at testing the theory of a Fifteen's unsinkability. The eventual winner was Tradesman's Entrance from Victoria.

Our thanks are conveyed to the sponsors — Civic Advance Bank — who donated prizes for the series. The Starting Committee headed by evergreen Robbie Robinson did a sterling job.



'Just when you thought it was safe to go back in the water!' — Southerly Buster, Australia Day Weekend, January 1988.

TRAINING NEWS

The recent Bicentennial Regatta over the January long and windy weekend was a success from a number of viewpoints.

Among these success was an encouraging sign from the junior training side of sailing. Sailing in the fleet, mainly in the Mirror fleet but not exclusively, were eight juniors from the learn to sail and learn to race classes of the past year. Some of these young sailors were crewing for more experienced juniors and seniors, and some were skipping their own boats.

While enjoying the benefits to be had from growing numbers of new skippers and crews, however, the older, more experienced sailors should keep in mind the nerves some of these juniors must overcome to start sailing in the general

racing fleet. Being rude or deliberately sailing too close to a new sailor who has somehow ran foul of the rules or become victim of the fluke winds is not the way to encourage confidence. In one or two cases I have heard of, simple good manners would have been enough.

As the second half of the sailing season gets under way, the three club training Mirrors are ready for use in the learn to sail, learn to race and Sunday racing. Through generous sponsorships and donations, all three are rigged and sound, and one of them (the Titanic) is rigged with spinnaker for more advanced training and racing. We hope by the end of the season to have all of them competing regularly in the club racing.

ROBERT HUGHES
Rear Commodore — Training

Knots & Splices

SECURITY:

Members with boats in the CYC boat park are advised to take precautions to protect their property as there appears an element of vandalism at present, e.g. one member had \$1000 worth of rollers taken from this trailer and another trailer had its Mini Minor wheels stolen.

PARKING:

Also on the CYC boat park several members have experienced difficulty with cars being parked in their boat parking spaces while the boats/trailers were around at the launching ramp. The CYC is investigating possible solutions. However

the simplest appears to be for owners to block off the entry to their boat parking space with a 4-gallon drum filled with concrete or similar, when the boat is not there. An ounce of prevention is better than heated words and inconvenience.

MOORINGS:

Members with moorings on Lake Burley Griffin are advised to identify them with the tags provided by the Lake Superintendent as soon as possible. Failure to do so by the end of February could result in the Lake Superintendent removing any untagged moorings after that date, as all mooring holders have been given adequate notice of the proposed action.

Major Sponsor 1987-88
Twilight Series...

Ansett.



"TD RATHER BE SAILING"

Canberra Yacht Club's
Sailing Program

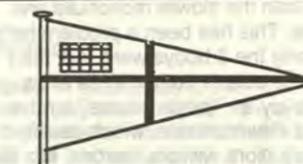
- * Sailing Reports
- * CCYA News
- * Youth/Junior Sail Segments
- * Social News

NOW EVERY SUNDAY
MORNING AT 9.00!

Sponsored by

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Small Job Workshop



The Canberra Yacht Club

thanks most sincerely the following

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- Greyhound
- Schweppes

Sponsorship of the Skyrider Training Fleet:

- Canberra Building Society
- OTIS Elevators

Sponsorship of the Frostbite Series (1986-87)

- Riviera Nautique

Sponsorship of the Race Support Unit

- Steve's Communications

Sponsorship of the NSW Flying Fifteen Titles and Bicentennial Regatta

- Civic Advance Bank

Batemans Bay Regatta—ANZAC Weekend

As well as mono and multihull Division, there will be a trailable yacht Division and a keel yacht race as this year's end-of-season regatta at Batemans Bay on the Anzac Day weekend.

The keel yachts will compete for the Tommy Tortoise Cup, an elegant pewter trophy similar in design to the America's Cup, by racing in the Three Bays race. This race starts and ends in Batemans Bay with the turning marks being off Durras and Broulee, a total distance of about 50 nautical miles. It is scheduled to start at 10 a.m. on Sunday, with the option of being postponed to the Monday if the weather is unsuitable on the Saturday.

Trailable yachts will race as a group in the regatta using the Class Basic Handicap (CBH) system, while the keel yachts and those trailable yachts meeting Category 3 safety requirements, will use the arbitrary handicap system for the Three Bays race.

Monohull, multihull and trailer sailers will have four races including two on the Sunday, one Saturday and Monday. Where there are seven or more yachts, of one class within the Division, a separate trophy will be awarded.

The faster monohulls and the catamaran Divisions will sail a longer course than the slower monohulls and trailables. This has been a problem before where only the 3 buoys were laid, but I hope to be able to borrow three extra buoys to lay an "inside course" for the T/S and slower monos, which usually includes juniors, Mirrors, Herons, etc. Be nice to kids! I can remember slogging away to windward for hours in a Cader dinghy as a kid!

So, a long weekend at "the Bay" with races Saturday arvo, Sunday morning and afternoon, the Three Bays race on Sunday and the final race probably starting early on Monday afternoon or late morning (I'm not sure of the weather patterns yet).

A tip: Book in at the YMCA camp on Long Beach — all the cooking is done for you. There are limited camp facilities at the Clubhouse and there are good caravan parks at Corrigan's — but BOOK EARLY. See you there.

TIM HOLT
(Commodore BBSC)



GALLEY NEWS

NEW AUTUMN MENU!

Trevor has just introduced his Autumn Menu, and here are just some of the mouth-watering specials in store when next you dine at "The Galley" . . .

- Duck with pink peppercorns and Cognac pate \$5.80
- Queensland King Prawns with Pernod, chives and cream \$9.00
- Garlic Moreton Bay Bug Tails \$7.90
- Deep fried Lambs Brains with basil, tomato and garlic sauce \$4.90
- Grain fed Sirloin \$9.90
- Turkey Fillet Forestiere, sauteed with onions, mushrooms, served in a fresh pastry case \$10.50
- Barramundi Veronique, baked with white wine, finished with a sabayon of egg yolks and cream \$14.90
- Fresh Bermagui Crayfish \$39.00 per kilo (cooked)

Can't wait? For bookings, lunch or dinner, or that special function beside the lake — Phone 73 1784.



NATIONAL ACCLAIM:

It was great to see CYC's fabulous Galley Restaurant recognised as one of the finest in the land in the January edition of CLEO MAGAZINE.

Said Cleo . . . "This Canberra Yacht Club Restaurant may be a long way from the sea, but it still offers some of the best seafood in Australia!"

Congratulations to Trevor and his staff for a job (continually) well done!

The 1987-88 TWILIGHT SERIES Presentation Night

WEDNESDAY, 2nd MARCH, 1988
Bookings: 73 1784 Don't Miss It!!

ANECDOTE:

PITWATER-COFFS HARBOUR RACE, 1986

Only in Sailing!

A yacht race can be over before it has started and not finished when you have finished. Here's a story to explain how.

I was sailing aboard "Witchcraft II", a Farr-designed sistership to the locally known Nadia IV. The race started December 27 off Barrenjoey Head, Palm Beach. We had to collect our sheethand "Dingle" enroute from Scotland Island at low tide. That's when the drama began . . .

The gearbox blew when we ran aground. All available crew swung out on the boom and we were freed after some considerable efforts by friends from Royal Prince Alfred Yacht Club. After a very rapid tow to the far end of Pittwater we hurried to raise the mainsail. In our efforts we broke the Genoa Winch and lost overboard the large shackle from the Mainsail Clew. Now that's how to lose a race before you start!

Frenzied efforts got us to the line with a bare 4 minutes to go and we were away with a magnificent start to windward of

Apollo and 80 other boats in the fleet. A fast reach and shy spinnaker run took us north without further mishap. Some 32 hours later passing Smoky Cape, we radioed a conservative ETA of 2 a.m. We entered Coffs Harbour in good time at midnight in a fading breeze. Our calculations indicated we might win if the "half tonners" did not finish before 4.30 a.m. We continued our celebrations till breakfast surrounded by bananas and XXXX beer.

Now for the finish that wasn't! Next morning at 9.30 a.m. the race officials had placed us third behind the half tonners! We and other disbelievers calculated again and Witchcraft had definitely won. Still the Coffs Harbour Yacht Club officials said "No!" so with some difficulty we checked their figures and found that instead of our 12 p.m. finish time they had used the whole fleet's ETAs, ours was conservatively given as 2 a.m.

So to believe the race official we were celebrating at the bar well before we had even "finished the race". Witchcraft indeed! Justice prevailed after all!

It could only happen in Yacht Racing!

PETER DALTON

More Good News . . . IT'S ALL GO, GO, GO!!

More good news! Not only are we afloat and look like making it home but this time I can report that the tide is with us.

Our assets have risen and our liabilities have decreased, thanks to all those people who have given their support to the Club.

Although our membership still needs increasing it has been very pleasing to see many new members being welcomed each month. The snacks provided by Trevor, Mathew and the crew of Galley Catering on these New Members nights are a great introduction to the Club and the restaurant.

All areas enjoyed brisk trade over the Christmas season and records were set with the November/December bar trading figures. I congratulate Ron Sullivan on these results.

Many of our projects have been sponsored by business firms and donations have been made by many members. There are many members who have given their time and expertise on a voluntary basis. The staff members have sometimes given 'above and beyond the call of duty'. Our healthy situation is the result of their dedication. Thanks.

NORMA HISCOCK
Rear Commodore — Finance

Get the CYC Message!!

2SSS-FM Sundays at 9.00!

Our popular "I'd Rather Be Sailing" program on 2SSS-FM (103.9 on your dial) has been transferred to Sunday mornings at 9.00 am to better suit local sailors and activities at the Club.

The segment regularly features items of general interest to Club members (social and sailing) and is the only radio program of its type in Canberra (or anywhere else, for that matter!)

The Club is indebted to Bartondale of Phillip (Bruce and Cath Evans) for sponsoring this program.

"The Inner Circle"

The Club now has its very own newspaper, the 'Inner Circle', which is distributed to 12,000 homes in the South Canberra district each month.

Just another initiative of our Secretary-Manager, Ron sees this medium as the front line attack for attracting new membership to the Club.

Watch for it, the 'Inner Circle' . . . coming to your letterbox — SOON!

Happy Days

Robb Richards
Rear Commodore — House

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NRMA BOAT INSURANCE

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| Belconnen Branch | 43 8945 |
| Woden Branch | 43 8986 |

Continued from page 2

represented at the dinner received a commemorative memento of the event.

Very visible throughout the weekend and at the dinner were the Princess Association, which as usual held their National Championships under our organisational umbrella and it was a worthy reward that the builder of the Princesses, Barry Carr, became their National Champion for 1988.

Copies of photographs of the boats participating in the Championships and of the presentation of prizes at the Presentation Dinner are available from the Canberra Cruising Yacht Association for \$1 each at coming CCYA events. Contact is Eileen White.

YACHTING

Interest in Sailing has grown immeasurably over the past 12 months and the Canberra Yacht Club's 87-88 sailing and training program must take a lot of credit for this resurgence. New and innovative events have been trialled in the training and racing scene around the Club, and excellent and competitive fleets on the water have resulted.

The Cub has hosted many successful regattas over this period — some of which are reported in this newsletter — and the 1987-88 Twilight Series is a roaring success, aided in no small way by tremendous sponsorship support from Bernie's Whitsunday Rent A Yacht and Ansett.

part attack

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Peter Jamison
Manager

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YACHTING
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The Club has hosted many successful regattas over this period — some of which are reported in this newsletter — and the 1987-88 Twilight Series is a leading

represented at the dinner received a commemorative membership of the event.
Very lively throughout the weekend and at the dinner were the Prince of Wales Association which as usual held their regattas under our
regional umbrella and it was a worthy reward that the holder of the Prince of Wales Cup, previous two-time National Champion for 1988
Copies of photographs of the boat participating in the Championships as to the presentation of prize at the

Get the CYC Message!!
2255-PM Sundays at 8.00!
Our popular 10 Ration 88 Sailing program on 2255-PM (10.55 on your dial) has been transferred to Sunday mornings 8.00 am to better suit local sailors and activities in the Club.
The segment regularly features live local general interest of Club members' local



Noel Crow and the Jazzmen
"Killed 'em in February"

C.Y.C. "JAZZ ON SUNDAY" Policy

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Next Jazz Superdate — March, 88
Canberra Yacht Club
The Jazz Centre of the A.C.T.



The Canberra Yacht Club
Mariner Place,
Yarralumla, A.C.T.
Phone (062) 73 1784

The Canberra

YACHTSMAN

May 1988

Registered by Australia Post Publication No. NBH 0850

Changes produced record results for the Canberra Yacht Club...

When Walter Burley Griffin decided to utilise the Molonglo River flood plains and create a body of water "to bring the plan together", he may have realised the extent to which the lake would become a major venue for sport and recreation in Canberra.

It is not just a lake for sailors, rowers, swimmers or anglers, but a focal point for most of Canberra's official celebrations. During the past summer, Lake Burley Griffin, with its foreshores and bicycle paths, probably gave more joy to Canberra residents than any other aspect of Canberra life.

For Canberra sailors, those who are part of the organised sailing scene, the past sailing season was better than most. "A great season," has been the response from most club administrators when asked to comment on the past six months. Good weather, changes in racing format and a carry-over of enthusiasm from the America's Cup all contributed to an increase in numbers in learn-to-sail programs and the racing fleets.

The rear-commodore (sailing) of the Canberra Yacht Club, Robert Redfern, was pleased with the results of the past season particularly with the participation in the twilight series held during the daylight-saving months.

"We averaged 45 boats over the 15 races and had more than 120 turn up for the prize-giving," he said. "We believe the series was an outstanding success and feel sure the sponsors, Ansett and Whitsunday Rent-a-Yacht, were happy with the outcome."

Throughout the summer pointscore and championship competition the Canberra Yacht Club had



Yacht Club Rear Commodore Robert Redfern (right) welcomes new Club members (from left) Phil, Heather, Lyn and Klaus.

an average of 55 boats each Sunday. At the beginning of the season the new sailing committee had made some changes to the program in an attempt to provide some more variety and this had brought some mixed results.

"We found that some of the changes upset the routine of a few of our regular competitors," Redfern said.

"There was some criticism of the splitting of the pointscore into two series, one before Christmas and the other after Christmas, but we believe it achieved its aim of evening out the prizes."

If there was a prize for club performance this year then the Canberra Yacht Club would have to be first in line. New club management, a live-wire secretary-manager and a forward-thinking executive have contributed to the club's best financial performance since 1981.

Teki Dalton

(as printed in *The Canberra Times* 20/4/88)



Major Sponsor — Frostbite Series

Sail Australia

SYDNEY HARBOUR

Yacht Charter • Sailing School • Harbour Cruises

A Division of Australian World Expeditions Pty Ltd

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Commodore's Corner

This third newsletter for 1987-88 provides another opportunity to recap some of the recent happenings at the Club and for members to have reasonable notice of forthcoming events over the next couple of months.

You may have noticed the absence of our popular Secretary-Manager, Ron Sullivan, recently. The reason was simple — he was having his first holiday for two years, and well-earned they were too.

The largest single change in the clubhouse has been the 'opening up' of the snooker room, and this should be completed in the next three months by the replacement of the eastern solid wall by a picture window.

We have also been fortunate to purchase 95 chairs and 20 tables from a donation from the CYC Ladies' Keep Fit Class, and for this we thank them. These have been used to furnish the snooker room, the Sailors Bar and add to our dining furniture eliminating, except on peak occasions, the need to hire furniture.

The 'elevation' of the Club's television has proved to be a great success, as has the installation of a juke box in the Sailors bar, which we hope to continue upgrading by the installation of a heater in the near future, by courtesy of the Canberra Cruising Yacht Association.

We hope these improvements continue to make the club more attractive to all our members, both sailing and social, and

result in a further increase in patronage by all.

By way of events, the March visit of *Akarana*, New Zealand's bicentennial gift to Australia, was a great success. Competition sailing has now finished a very successful season except for the popular Frostbite Series which is due to start on 15 May. Sailing details are covered separately in this issue. The Sunday jazz continues to be popular as do the Friday night over 25's dances. A full social program has been arranged and details are also in this issue.

The third Quarterly General Meeting is scheduled for Monday 30 May and it is hoped a good attendance will provide the opportunity for a full report on club activities during the past three months. I would like to take this opportunity to mention that this meeting will not discuss matters which could and should have been raised first in any of the Committees.

As a last thought, members are reminded the Club's financial year commences on 1 June and that early renewals would be appreciated.

This is particularly so for boat parking, for which separate renewal notices will be sent out about 1 May, so that our boat parking can hopefully be finalised by 1 June and transferred to the Club's computer on that date.

Patrick Keily
Commodore

Sailing News

Winter Series 87-88

Your Club is again conducting a Sunday Winter Race series.

Seven races are scheduled, beginning on 15 May and concluding with a dinner and presentation of prizes night on 7 August.

For more details please seek out the Notice of Race which is available at the Club's front office.

I am also happy to advise that following negotiations, the Sailing Committee is very pleased to announce that the Series will be sponsored by **Sail Australia**.

As part of the sponsorship, Sail Australia has undertaken to provide an outstanding first prize for the Series.

This prize is a weekend away (4pm Friday to 5pm Sunday) on Sydney Harbour sailing a Mottle 33ft yacht for 6 people.

As advised in the Notice of Race, to win this outstanding prize it is absolutely not necessary to be a well performing skipper. All that sailors need to do is participate and perhaps be a little lucky. Details of the point scoring system are in the Notice of Race.

One of the most delightful aspects of this race series will be the bonhomie of participating in a few après-sail ales and

Presentation Night Sat. 25 June, 7.30pm

hot refreshments in the Sailors Bar after each race where the draw for the major prize will be made.

Very few sailing clubs in Australia can boast that they can offer their sailing members a Winter Series of this class and it is expected that an even bigger fleet will meet the starters gun this year.

Your Sailing Committee hopes and recommends that when you plan your next weekend in Sydney you will keep in mind the outstanding support provided by our sponsor — SAIL AUSTRALIA.



Enjoying the atmosphere at the Yacht Club are New Parliament House workers Linda Barrett and Colin Watkins.

NOTICE OF RACE SAIL AUSTRALIA WINTER SERIES 1988

The Canberra Yacht Club will conduct a Winter Race Series sponsored by **Sail Australia** consisting of seven races. The races will be held on the following days: 15 May, 29 May, 5 June, 26 June, 10 July, 24 July and 7 August. **Please note variations to those published in the Canberra Sailing Programme 1987-88.**

Race Rules: The Series will be sailed under the CYC Sailing Instructions 1987-88 as amended.

Starting time: The 10-minute signal will sound at approximately 11 a.m.

Sign-on: Will be mandatory by the skipper of each boat for each race.

Entries: Will be accepted on each race day from approximately 10 a.m. No race fee is payable to those CYC and YMCA SC members who have paid the appropriate CYC 1987-88 sailing fee. Otherwise, the appropriate race fee is payable.

Major prize: Provided by **Sail Australia Sydney Harbour.**

This prize is a weekend away (4 p.m. Friday to 5 p.m. Sunday) on Sydney Harbour sailing a Mottle 33ft yacht for 6 people!

Scoring System: Based on participation. The following procedure shall apply:
—10 points for participation in each race (unless drawn);
—11 points for DNS (late entrants in the series will attract 11 points per race not previously sailed); and
—drawn points (1st draw—6points, 2nd draw—5 points, 3rd draw—4 points, 4th draw—3 points, 5th draw—2 points, 6th draw—.75 of a point).

The skipper with the least points at the end of the series will be determined the winner, the skipper with the next least points will be second, and so on. In the event of tied scores, places will be determined on count back based on drawn points.

Robert Redfern
Rear-Commodore (Sailing)
20/4/89

Sail Australia
Yacht Charter
Sailing School
Social Sailing



James Kirkpatrick, our 1988 'Champion of Champions'.

Champion of Champions

On Sunday, 17th April, seven champions of their respective class or division shows up at the Yacht Club in pursuit of the 'America's Mug' — the annual trophy presented by the Australian-American Association.

Following the precedent set by Peter Russell last season, Rear-Commodore Robert Redfern had organised seven Hobie 18s for the event, each to be crewed by its regular skipper and allocated by lucky draw with the condition that catamaran champion, James Kirkpatrick, not be allocated his own boat, and crews only allowed to use trapeze.

A triangular course was set in full view of the Club and Race 1 got underway in drifting conditions with James Kirkpatrick getting the best of the start and the race turning into a procession with Division I champion, Don Overheu, definitely getting the worst of the race by having his tiller extension come adrift before starting, but managing to effect a repair with the help of crew Niki Redfern. Division II champion, Roger Rose, gained second placing and Mirror sailor, Andrew Forster, third.

Race 2 saw a slight increase in wind strength, and with skippers starting to become familiarised with their strange craft the competition was on and, with the exception of James Kirkpatrick, positions were swapping rapidly and some smart tactical work by Division III representative, Guy Mitchell, saw him finish in second placing with Andrew Forster again third.

With minor placings still wide open for the taking, a further increase in windspeed and change in direction necessitated a course change, and the length was increased for the final race. The Mirror supporters on shore near the club could be heard right across the lake spurring their representative on into second place ahead of Guy Mitchell. This race showed Don Overheu to be the real improver moving into 5th place after a DNF and a 7th, with 505 Champion, Rod Badgery, taking the tail end.

At a dinner in the Sailors' Bar following the series, Terri Ebrill presented the trophy to James Kirkpatrick with a clean slate, second overall was Andrew Forster, and third was Guy Mithell.

Thanks go to the Hobie 18 skippers who generously lent their craft and agreed to crew for the series and supply tactical advice to their skippers.



Major Sponsor
Summer Twilight Series...

Ansett.



"TD RATHER BE SAILING"

Canberra Yacht Club's
Sailing Program

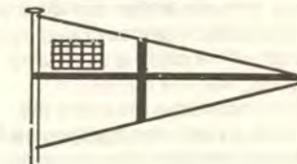
- * Sailing Reports
- * CCYA News
- * Youth/Junior Sail Segments
- * Social News

**EVERY SUNDAY
MORNING AT 9.00!**

Sponsored by

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Small Job Workshop



The Canberra Yacht Club

thanks most sincerely the following

Sponsorship of the Frostbite Series (1988)

- Sail Australia

Sponsorship of the Twilight Series (1987-88):

- Ansett Airlines
- Whitsunday Rent A Yacht
- Greyhound
- Schweppes

Sponsorship of the Skyrider Training Fleet:

- Canberra Building Society
- OTIS Elevators

Sponsorship for the Race Support Unit

- Steve's Communications

Sponsorship of the NSW Flying Fifteen Titles and Bicentennial Regatta

- Civic Advance Bank

From the Secretary-Manager... More Jackpots and 'Boutique Beers' at your favourite Club

The CYC has a continuing policy of providing the very best and latest amenities. So I am very happy to see how popular the new additions to our range of poker machines are with our members and their guests.

No matter what your fancy, you'll enjoy a flutter or two on our multi-line and multiplier video and draw poker machines.

Our club also now stocks a full range of light beers, and in line with popular appeal, a comprehensive array of Australian and imported 'Boutique Beers' to complement the Carlton, Fosters and Tooheys beers on tap.

Thanks for your continued support — particularly on Friday nights for our 'over 25s' supper dance, and in the 'piano accompanied' candlelight dining room on Thursday evenings.

RON SULLIVAN
Sec. Manager

MIRRORS ABOUND

The past season marked 20 years of regular racing for the Mirror Dinghy Class — at the Canberra Yacht Club — and the number of red sails on the lake on any Sunday this season demonstrated that the strength of the class is increasing. And of course, with the number of youngsters involved in the class, the Mirrors have a particular significance for the continued strength of sailing in the ACT.

In the second half of the past season the ACT Mirror fleet was well represented in the National and Inter State events thereby helping to keep the name of the CYC before sailors elsewhere. Our representation at the major events and best performance by an ACT boat in each was:

22nd National Championships, Hobart, Christmas: Michael Forster, 30th. Western Zone Championships, Wyangala Dam, February: Cullen Hughes, 1st. Southern Zone Championships, Swan Lake, March: Michael Forster, 2nd. 22nd NSW State Championships, Balmoral, Easter: Andrew Forster 2nd (equal).

With the National Championships being sailed at Balmoral next season we expect a strong ACT contingent and hopefully some high placings.

The Mirror fleet introduced a Travellers' Trophy award for the 1987/88 season to be competed for over the Western and Southern Zone regattas and the State Championships. Club member Andrew Forster had a clear win in the series with Stuart Allan second and Cullen Hughes

GALLEY NEWS

SPECIALS!! An exciting word which in many restaurants means yesterday's leftovers! Not so at the popular Galley Restaurant in the Spinnaker Room at the CYC.

'Specials' at the Galley mean something really special for restaurant or bar patrons. Past specials have included fresh Tasmanian crayfish, bug tails, Sea Farm prawns — a must for seafood lovers — mud crabs and ocean run sea trout.

Future 'specials' will include Atlantic salmon from Tasmania and Northern Territory Crocodile (Paul Hogan, eat your heart out!).

P.S. 'The Galley' also offers from time to time Mud Crabs at cost price to members to take home for that special family treat!

Function Bookings

Function bookings are becoming very heavy indeed (would you believe to May 1989)! So members are advised not to delay their Christmas bookings etc. as the Club works on a first come, first served basis.



Entertainment

- Thursday evenings dine with a piano accompaniment.
- Friday night of course has become very busy with the Over 25s Supper Dance with live music, so please book, as it really helps out enormously.

Yours

TREVOR & MATTHEW

Can't wait? For bookings, lunch or dinner, or that special function beside the lake — Phone 73 1784.

QUARTERLY GENERAL MEETING

Monday, 30th May, 1988 — 8pm

third. After good results in the first two regattas, Michael Forster was unlucky to be excluded from the third due to burns to his legs.

The NSW Championships were sailed in most interesting conditions at Balmoral, over the Easter weekend. Sydney experienced some 150mms of rain over the weekend — and a fair amount of that fell while we were racing. Fortunately on two of the three days there was also plenty of wind so the conditions were tolerable. On the other day there was virtually no wind and the major problem was making way against the strong tidal stream, made stronger than normal by the influence of 150mms of rain running down the river under the Spit Bridge. Andrew Forster with Jenny Allan as crew, performed best of the ACT boats to finish equal second overall (3rd on a countback) with placings of 5, 9, 7, and 3. Peter Russell (Junior) with spouse Jean as crew, sailing their first season in a Mirror, won the Family Trophy with 9th place overall.

In club racing, Andrew Forster with 11-year-old Daryl Roos as crews, won the club championship event, with his younger brother Michael second, and another junior, Cullen Hughes, third. The two pointscore events were won by Graeme Dennett.

The Mirror Association is having its AGM on Saturday 18 June. Members will be advised of the arrangements.

PETER FORSTER

FIRESIDE CHATS

These are run by the Canberra Cruising Yacht Association at the CYC monthly from May to September and provide an opportunity for sailors to meet, enjoy a convivial evening and learn something of interest as well. Why not come along? Admission is on a 'bring a plate' basis and the program is as follows:

Tuesday, May 10:

'Recapitulation on the Marley Point Race, 1988'

Tuesday, June 14:

'The food and drink side of cruising' and 'correct radio procedure'

Tuesday, July 12:

'Club night with Paddy Pallin'

Tuesday, August 9:

'Do-it-yourself night and a boat information/contact sharing evening'

Tuesday, September 13:

'Procedures for shortening races and the racing rules'

Come and join us for an informative evening: the Association provides coffee and milk and the bar is usually open.

FINAL RESULTS 1987/88 SAILING SEASON

GENERAL DIVISION 1

| CHAMPIONSHIP | | | POINTSCORE SERIES #1 | | | POINTSCORE SERIES #2 | | | | | |
|--------------|-------------|------------------|----------------------|------|--------------|----------------------|----|--------|--------------|----------------|----|
| Av./race 7 | | | Av./race 10.1 | | | Av./race 5.8 | | | | | |
| PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS | | | |
| 1st | D OVERHEU | CRYSTAL CASTLE | 6 | 1st | D OVERHEU | CRYSTAL CASTLE | 57 | 1st | D LOVIE | MICRO | 66 |
| 2nd | G WHITE | GREYBEARD | 21 | 2nd | G ONIONS | COLDUCK | 51 | 2nd | D OVERHEU | CRYSTAL CASTLE | 64 |
| 3rd | J CHURCH | RINGO | 24.4 | 3rd | J STINSON | GONE W T WIND | 47 | 3rd | G WHITE | GREYBEARD | 58 |
| 4th | D LOVIE | MICRO | 35.1 | 4th | J CHURCH | RINGO | 41 | 4th | J CHURCH | RINGO | 42 |
| 5th | G ONIONS | COLDUCK | 40.1 | 5th | P HUDD | T.BAGGS | 39 | 5th | R THOMPSON | SANDGROPER | 40 |
| 6th | R THOMPSON | SANDGROPER | 49 | 6th | B WORTH | EDRA | 39 | 6th | G ONIONS | COLDUCK | 33 |
| 7th | B WORTH | EDRA | 51.7 | 7th | R THOMPSON | SANDGROPER | 38 | 7th | P HUDD | T.BAGGS | 29 |
| 8th | J STINSON | GONE WITH T WIND | 56 | 8th | G WHITE | GREYBEARD | 34 | 8th | K WESTACOTT | GRASSHOPPER | 23 |
| 9th | J WHITE | CALLISTO | 64 | 9th | R WILDE-BWNE | CASSY | 22 | 9th | W BARNES | DEUCE | 13 |
| 10th | K WESTACOTT | GRASSHOPPER | 73 | 10th | K WESTACOTT | GRASSHOPPER | 21 | 10th | H MATTNER | THE DOVE | 13 |
| 11th | W BARNES | DEUCE | 73.7 | 11th | M KILPATRICK | SIDEX | 19 | 11th | R WILDE-BWNE | CASSY | 12 |
| 12th | P HUDD | T.BAGGS | 74.7 | 12th | H MATTNER | THE DOVE | 18 | 12th | A HOUSTONE | POSH JUNK | 9 |
| 13th | B MARCH | RAGING LEMMING | 77 | 13th | P TAYLOR | PATHFINDER | 17 | 13th | M KILPATRICK | SIDEX | 8 |
| 14th | P TAYLOR | PATHFINDER | 78 | 14th | W BARNES | DEUCE | 16 | 14th | | CASTLE 550 | 8 |
| 15th | A HOUSTONE | POSH JUNK | 79 | 15th | J WHITE | CALLISTO | 16 | 15th | P TAYLOR | PATHFINDER | 6 |
| | | | | 16th | D LOVIE | MICRO | 12 | 16th | B WORTH | EDRA | 6 |
| | | | | 17th | A HOUSTONE | POSH JUNK | 8 | 17th | P KEILY | KALEULA | 6 |
| | | | | 18th | P KEILY | KALEULA | 5 | 18th | B MARCH | RAGING LEMM'G | 3 |
| | | | | 19th | S THURSTON | BILLABONG | 2 | | | | |
| | | | | 20th | P REED | BENELONG | 2 | | | | |

GENERAL DIVISION 2

| CHAMPIONSHIP | | | POINTSCORE SERIES #1 | | | POINTSCORE SERIES #2 | | | | | |
|--------------|-------------|---------------|----------------------|------|-------------|----------------------|----|--------|-------------|---------------|----|
| Av./race 5.9 | | | Av./race 7 | | | Av./race 7.5 | | | | | |
| PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS | | | |
| 1st | R ROSE | IMPETUOUS | 0 | 1st | R ROSE | IMPETUOUS | 68 | 1st | D MENZIES | SABRE | 64 |
| 2nd | J HENTY | BOUNTY HUNTER | 17.7 | 2nd | C CAMERON | SEA EAGLE | 64 | 2nd | R ROSE | IMPETUOUS | 64 |
| 3rd | C CAMERON | SEA EAGLE | 27.4 | 3rd | R BREEN | LOVE BOAT | 59 | 3rd | J HENTY | BOUNTY HUNTER | 54 |
| 4th | D MENZIES | SABRE | 30.4 | 4th | D MENZIES | SABRE | 59 | 4th | S BRITTAIN | BLUE HART II | 53 |
| 5th | S MORELAND | M.E.K. | 52.7 | 5th | J HENTY | BOUNTY HUNTER | 46 | 5th | E CUTLER | DI-CAST | 43 |
| 6th | S BRITTAIN | BLUE HART II | 58.4 | 6th | S BRITTAIN | BLUE HART II | 42 | 6th | C CAMERON | SEA EAGLE | 39 |
| 7th | R BREEN | LOVE BOAT | 59.7 | 7th | S MORELAND | M.E.K. | 41 | 7th | S MORELAND | M.E.K. | 23 |
| 8th | G GILLETT | CALYPSO | 60.4 | 8th | G GILLETT | CALYPSO | 16 | 8th | BRANDON | PANDORA 9 | 18 |
| 9th | R GALLIMORE | OPO | 77 | 9th | J BLAKE | VERTIGO | 11 | 9th | G GILLETT | CALYPSO | 18 |
| | | | | 10th | W LAMOND | FURSTIN | 10 | 10th | R MCCORMACK | CATHERINE | 17 |
| | | | | 11th | D IRELAND | MISTRAL HUNTER | 9 | 11th | R BREEN | LOVE BOAT | 15 |
| | | | | 12th | R GALLIMORE | OPO | 4 | 12th | W HELLING | TELSTAR IV | 15 |
| | | | | 13th | E CUTLER | DI-CAST | 3 | 13th | J KENNEDY | SANS SOUCI | 10 |
| | | | | 14th | C CREED | RAMBLER | 3 | 14th | R GALLIMORE | OPO | 7 |
| | | | | 15th | R MCCORMACK | CATHERINE | 1 | 15th | M RIGBY | CAR-O-MEL | 3 |

GENERAL DIVISION III

| CHAMPIONSHIP | | | POINTSCORE SERIES #1 | | | POINTSCORE SERIES #2 | | | | | |
|--------------|------------|------------------|----------------------|-----|------------|----------------------|----|--------|------------|------------------|----|
| Av./race 2 | | | Av./race 2 | | | Av./race 2 | | | | | |
| PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS | | | |
| 1st | G MITCHELL | HUSTLER | 31 | 1st | H STODDART | BEYOND FRIDAY | 79 | 1st | G MITCHELL | HUSTLER | 38 |
| 2nd | H STODDART | BEYOND FRIDAY | 37 | 2nd | T DODDS | HARRIS LANIER | 35 | 2nd | B JOHNSON | SIMPLY RED | 20 |
| 3rd | B JOHNSON | SIMPLY RED | 42 | 3rd | G MITCHELL | HUSTLER | 33 | 3rd | P DALTON | BANDIT | 17 |
| 4th | T DODDS | HARRIS LANIER | 43.7 | 4th | B JOHNSON | SIMPLY RED | 30 | 4th | R BODGER | DECK CHAIRS O'BD | 17 |
| 5th | R BODGER | DECK CHAIRS O'BD | 44 | 5th | R BODGER | DECK CHAIRS O'BD | 17 | 5th | H STODDART | BEYOND FRIDAY | 10 |
| 6th | S QUINN | FRANTIC | 47 | 6th | B LIESKE | TRU BLU | 16 | 6th | B O'CONNOR | STEP 3 | 10 |
| 7th | B O'CONNOR | STEP 3 | 50 | 7th | G SEELEY | TRIPLE M | 10 | 7th | S QUINN | FRANTIC | 10 |
| 8th | B LIESKE | TRU BLU | 52 | 8th | J SCOTT | SPLASHING | 9 | 8th | T DODDS | HARRIS LANIER | 9 |
| | T WEBSTER | DOGS BREAKFAST | 52 | | L MAYER | COMFORTABLY NUMB | 9 | 9th | T WEBSTER | DOGS BREAKFAST | 8 |
| | P DALTON | KAZO7 | 52 | | B PFITZNER | DIDDUMS | 9 | 10th | B PFITZNER | DIDDUMS | 3 |
| | T DALTON | BANDIT | 56 | 9th | T WEBSTER | DOGS BREAKFAST | 1 | 11th | A BLACK | A B BABY | 2 |
| | | | 56 | | | | | 12th | R GAME | JUBILEE | 2 |
| | | | 56 | | | | | 13th | G JOHNSON | 8925 | 1 |
| | | | | | | | | 14th | B LIESKE | TRU BLU | 1 |

SEAFLY

| CHAMPIONSHIP | | | POINTSCORE SERIES #1 | | | POINTSCORE SERIES #2 | | | | | |
|--------------|------------|---------------|----------------------|-----|------------|----------------------|----|--------|------------|---------------|----|
| Av./race 4 | | | Av./race 3.66 | | | Av./race 3.1 | | | | | |
| PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS | | | |
| 1st | P FULLAGAR | GADFLY | 26.7 | 1st | P FULLAGAR | GADFLY | 68 | 1st | T JAMBRICH | MRS PANKHURST | 67 |
| 2nd | T JAMBRICH | MRS PANKHURST | 27.7 | 2nd | S YOUNGMAN | ANYWAY | 42 | 2nd | G SAWERS | DUYFKEN | 42 |
| 3rd | G SAWERS | DUYFKEN | 30 | 3rd | G SAWERS | DUYFKEN | 37 | 3rd | J LOWE | FIREFLY | 37 |
| 4th | S YOUNGMAN | ANYWAY | 38.4 | 4th | T JAMBRICH | MRS PANKHURST | 34 | 4th | S YOUNGMAN | ANYWAY | 37 |
| 5th | R POWELL | IOTA | 44 | 5th | J LOWE | FIREFLY | 33 | 5th | P FISHER | MALAGARA | 34 |
| 6th | J LOWE | FIREFLY | 47 | 6th | R POWELL | IOTA | 31 | 6th | P FULLAGAR | GADFLY | 27 |
| 7th | P JUNGER | BUNYIP | 55.7 | 7th | P JUNGER | BUNYIP | 7 | | | | |

CATAMARANS

| CHAMPIONSHIP | | | POINTS SCORE SERIES #1 | | | POINTS SCORE SERIES #2 | | | | | |
|--------------|--------------|----------------|------------------------|------|--------------|------------------------|----|---------|--------------|----------------|----|
| Av./race 5 | | | Av./race 7 | | | Av./race 7 | | | | | |
| PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS | | | |
| 1st | J KIRKPATRCK | MOTOROLA | 8 | 1st | R REDFERN | BLACK 'N' BLUE | 47 | 1st | B GUNN | DOGAMARAN | 66 |
| 2nd | R REDFERN | BLACK 'N' BLUE | 11.7 | 2nd | J KIRKPATRCK | MOTOROLA | 44 | 2nd | L HACKETT | A-ROAR-A | 62 |
| 3rd | B GUNN | DOGAMARAN | 23.1 | 3rd | L HACKETT | A-ROAR-A | 42 | 3rd | J KIRKPATRCK | MOTOROLA | 58 |
| 4th | L HACKETT | A-ROAR-A | 32.7 | 4th | B GUNN | DOGAMARAN | 41 | 4th | E KRUCK | BOEING | 42 |
| 5th | E KRUCK | BOEING | 38 | 5th | B MARCH | WARLORD | 38 | 5th | R REDFERN | BLACK 'N' BLUE | 34 |
| 6th | B MARCH | WARLORD | 41.7 | 6th | R ORTNER | ONE UP | 34 | 6th | B MARCH | WARLORD | 31 |
| 7th | D YOUNG | BOEING | 75.7 | 7th | E KRUCK | BOEING | 27 | 7th | P MANLEY | OBSESSION | 19 |
| 8th | P MANLEY | OBSESSION | 76 | 8th | C TUCKER | 2 BEWTS | 18 | R DAVIS | MAJIK | 19 | |
| 9th | W BURHOP | ISHYAGOER | 78 | 9th | D CARTWRIGHT | | 16 | 8th | M WALKINGTON | | 16 |
| 10th | J KENNARD | SPINIFEX | 78 | 10th | P MANLEY | OBSESSION | 15 | 9th | R ORTNER | ONE UP | 15 |
| 10th | G BADGERY | AC-TC | 80 | 11th | R MARSH | INDECISION | 10 | 10th | C TUCKER | 2 BEWTS | 10 |
| | | | | 12th | G BADGERY | AC-TC | 5 | 11th | T BOSSOMALER | BANDERLERO | 3 |
| | | | | 13th | D YOUNG | BOEING | 4 | | | | |
| | | | | 14th | W BURHOP | ISHYAGOER | 4 | | | | |
| | | | | 15th | H JENSEN | | 2 | | | | |
| | | | | 16th | J KENNARD | SPINIFEX | 1 | | | | |

FLYING 15

| CHAMPIONSHIP | | | POINTS SCORE SERIES #1 | | | POINTS SCORE SERIES #2 | | | | | |
|--------------|-------------|---------------|------------------------|------|--------------|------------------------|----|--------|-------------|---------------|----|
| Av./race 8 | | | Av./race 9 | | | Av./race 8 | | | | | |
| PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS | | | |
| 1st | C BROWN | SNABB FISK | 0 | 1st | P FORSTER | PAKAM 4 | 60 | 1st | I KALNINS | ROLLINGSTONE | 66 |
| 2nd | P RUSSELL | RUSTLER | 9 | 2nd | C BROWN | SNABB FISK | 58 | 2nd | P RUSSELL | RUSTLER | 62 |
| 3rd | I KALNINS | ROLLING STONE | 28.1 | 3rd | V SCHEVENKO | CALYPSO | 54 | 3rd | P FORSTER | PAKAM 4 | 62 |
| 4th | P FORSTER | PAKAM 4 | 33.1 | 4th | P RUSSELL | RUSTLER | 52 | 4th | L MCGEE | WINGS | 46 |
| 5th | J HOSKING | LOTUS | 56.7 | 5th | B BINNING | SHALOM | 43 | 4th | C BROWN | SNABB FISK | 45 |
| 6th | V SCHEVENKO | CALYPSO | 57.7 | 6th | W CAUSEBROOK | BARNACLE BILL | 42 | 5th | B BINNING | SHALOM | 39 |
| 7th | B BINNING | SHALOM | 61.4 | 7th | L MCGEE | WINGS | 40 | 6th | B GOODWIN | LIGHTNING | 36 |
| 8th | B CAUSBROOK | BARNACLE BILL | 65.7 | 8th | I KALNINS | ROLLING STONE | 36 | 7th | J HOSKING | LOTUS | 26 |
| 9th | P DALTON | ONDINE | 66 | 9th | P DALTON | ONDINE | 30 | 8th | P DALTON | ONDINE | 25 |
| 10th | L MCGEE | WINGS | 70.7 | 10th | J HOSKING | LOTUS | 17 | 9th | V SCHEVENKO | CALYPSO | 24 |
| 11th | B GOODWIN | LIGHTNING | 79 | 11th | B GOODWIN | LIGHTNING | 13 | 10th | B CAUSBROOK | BARNACLE BILL | 16 |
| 12th | S POVER | VINGILOT | 84 | 12th | S POVER | VINGILOT | 1 | 11th | S POVER | VINGILOT | 4 |

LASER

| CHAMPIONSHIP | | | POINTS SCORE SERIES #1 | | | POINTS SCORE SERIES #2 | | | | | |
|--------------|-----------|-------------------|------------------------|-----|-------------|------------------------|----|--------|-----------|--------------------|----|
| Av./race 2.3 | | | Av./race 4.1 | | | Av./race 2.9 | | | | | |
| PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS | | | |
| 1st | J SIMPSON | TRUE BLUE | 14.7 | 1st | J SIMPSON | TRUE BLUE | 90 | 1st | J SIMPSON | TRUE BLUE | 63 |
| 2nd | T RYAN | MISTIES FOOL | 25.7 | 2nd | M BLACKBURN | JABOOYAVITCH | 68 | 2nd | N MACKIE | TURBO-MOLEC'R PUMP | 44 |
| 3rd | N MACKIE | TURBO-M'ULAR PUMP | 33 | 3rd | T RYAN | MISTIES FOOL | 49 | 3rd | T RYAN | MISTIES FOOL | 36 |
| | | | | 4th | N MACKIE | TURBO M'ULAR P | 33 | 4th | M BROOKS | | 33 |
| | | | | 5th | J EAMER | REMAE | | | | | |

MIRROR

| CHAMPIONSHIP | | | JUNIOR CHAMPIONSHIP | | | POINTS SCORE SERIES #1 | | | POINTS SCORE SERIES #2 | | |
|---------------|-------------|---------------|---------------------|-----|-------------|------------------------|------|--------|------------------------|---------------|--------|
| Av./race 11.6 | | | Av./race | | | Av./race 10 | | | Av./race 10.4 | | |
| PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS |
| 1st | A FORSTER | ONCE I A B M | 8.7 | 1st | M FORSTER | CHERRY RIPE | 3 | 1st | G DENNETT | COMET | 57 |
| 2nd | M FORSTER | CHERRY RIPE | 19 | 2nd | C HUGHES | FAST JOB | 9 | 2nd | A FORSTER | ONCE I A B M | 48 |
| 3rd | C HUGHES | FAST JOB | 30.4 | 3rd | C DOOLAN | EVERGREEN | 14.7 | 3rd | D HUGHES | FAST JOB | 48 |
| 4th | G DENNETT | COMET | 30.4 | 4th | S MADZAR | SK | 53.4 | 4th | K FARRELL | CRYSTAL | 37 |
| 5th | S ALLAN | SIMPLY LIVING | 37 | 5th | M LASCELLES | DRY MARTINI | 61.7 | 4th | M FORSTER | CHERRY RIPE | 36 |
| 6th | C DOOLAN | EVERGREEN | 39.7 | 6th | S PHILLIPS | SCOOBY DOO | 70 | 5th | S ALLAN | SIMPLY LIVING | 28 |
| 7th | P RUSSELL | KAELE | 59.4 | | | | | 5th | G DOOLAN | RUBAIYAT | 28 |
| 8th | G DOOLAN | RUBAIYAT | 63 | | | | | 6th | C DOOLAN | EVERGREEN | 24 |
| 9th | R HUGHES | TAWARRI | 64.4 | | | | | 6th | K DOOLAN | WHOOPEE DOO | 24 |
| 10th | K FARRELL | CRYSTAL | 75.4 | | | | | 7th | D HUGHES | TAWARRI | 20 |
| 11th | K DOOLAN | WHOOPEE DOO | 77 | | | | | 8th | I HAWKE | BANJO | 17 |
| 12th | S KENNEDY | ROTUND OAL | 114 | | | | | 9th | R HUGHES | TAWARRI | 15 |
| 13th | S DENNETT | BREAKAWAY | 118 | | | | | 10th | P HOOPER | TOPAZ | 12 |
| | I HAWKE | BANJO | 118 | | | | | 11th | S DENNETT | BREAKAWAY | 10 |
| 14th | S MADZAR | SK | 122 | | | | | 12th | P RUSSELL | KAELE | 9 |
| 15th | M BROOKS | SHADOW FOX | 124 | | | | | 13th | M LASCELLES | DRY MARTINI | 8 |
| 16th | D HUGHES | TAWARRI | 127.7 | | | | | 14th | F HOPKINS | WILBUR | 7 |
| 17th | M LASCELLES | DRY MARTINI | 132 | | | | | 15th | B BROOKS | SHADOW FOX | 4 |
| 18th | B BROOKS | SHADOW FOX | 145 | | | | | 16th | S MADZAR | SK | 4 |
| | P HOOPER | TOPAZ | 145 | | | | | 17th | M BROOKS | SHADOW FOX | 2 |
| | R ZARKA | LE DUCK | | | | | | 17th | R ZARKA | LE DUCK | 1 |

TASAR

| CHAMPIONSHIP | | | POINTS SCORE SERIES #1 | | | POINTS SCORE SERIES #2 | | | | | |
|--------------|-------------|--------------|------------------------|-----|-------------|------------------------|----|--------|-------------|--------------|----|
| Av./race 2 | | | Av./race 2.5 | | | Av./race 2 | | | | | |
| PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS | | | |
| 1st | I McDougall | MALTASAR | 6.5 | 1st | I McDougall | MALTASAR | 81 | 1st | I McDougall | MALTASAR | 82 |
| 2nd | R PEAKE | TRUE BLUE | 17.75 | 2nd | K ALEXANDER | GOLDEN GOOSE | 64 | 2nd | R PEAKE | TRUE BLUE | 64 |
| 3rd | K ALEXANDER | GOLDEN GOOSE | 23 | 3rd | R PEAKE | TRUE BLUE | 38 | 3rd | K ALEXANDER | GOLDEN GOOSE | 33 |
| | | | | 4th | B PAINE | FUN | 10 | | | | |
| | | | | 5th | S THURSTON | RAMBOAT | 8 | | | | |

Sundays and all that Jazz!

The Canberra Yacht Club continues to be the Jazz Centre of the A.C.T. with top audiences attending the outstanding presentations each Sunday afternoon from Canberra's leading exponents of Jazz Music — and the popular 'Super Date' performances by interstate bands and musicians.

Great music and great atmosphere combine to make Sunday a great jazz day at the Yacht Club starting at 3pm.

If you're into jazz you should be into the Yacht Club on Sunday afternoons.

Check out this line up for the coming weeks:

- May 15 — JB and the Jazz Men
- May 22 — Black Mountain Jazz Band
- May 29 — Jazz Superdate
- June 5 — Pierre's Hot Five

SAIL TRAINING REPORT

The winter season is just ahead and this means a time of less activity for the training side of the Club. After the successful Learn to Sail, Learn to Race and Sailaway training, there must be about 80 new sailors out there somewhere thinking about what they might do next year, not to mention the Learn to Race graduates who have improved their sailing and had fun in our Sunday morning racing program. To continue with sailing as a rewarding sport and passtime (not to mention a way of life) some though should be given to the type of boat with which to make a start.

There are as many different types of boats as there are people who sail and this often leads to some confusion when faced with the job of choosing. A couple points which I think are important to consider are first what the boat is to be used for (cruising, racing or both) and secondly, how many people are to sail in it. These are not the only two considerations, for example the size and capability of the skipper must be thought about.

If the boat is for racing, then it is important to look at the other boats which race on the lake and elsewhere. Already there are many small groups of different boats which race (remember that it is probably more fun racing against boats of the same type). Talk to other boat owners (ask around the club) and get a number of viewpoints. If there is anything that I can help with don't hesitate to get in touch.

I hope to be able to keep in touch with the junior sailors and their parents over winter so that some maintenance on the club boats might be arranged and to keep people informed of coming training activities.

ROBERT HUGHES
Rear-Commodore (Training)

YACHTS • NEW & USED

- HOBIE & OTHER CATAMARANS
 - LASER & OTHER DINGHIES
 - SEASPRITE 3.2
 - SPRINGBANK 4.5
 - TOPPER
 - KITS (CANOES & SMALL BOATS)
 - CANOES
 - ACCESSORIES
 - CHANDLERY
 - BOAT BUILDING SUPPLIES
- ★ SAILMAKERS AGENT

REPAIRS • BOATS & SAILS



AURORA BOATS
28 AURORA AVENUE
QUEANBEYAN
97 2341

Are you getting the message?

2SSS-FM
Sunday mornings at 9!

The CYC's popular "I'd Rather be Sailing" program on 2SSS-FM (103.9 on your FM Dial) regularly features items of general interest to club members — social and sailing — and items of specific interest to our sailing members usually concerning changes to racing formats, sailing conditions, news and comments on special events, etc.

The program is co-hosted by our Rear-Commodore, House, Rob Richards and Rosemary Church who presents the Sunday morning program on 2SSS-FM "Church on Sunday", and who has just joined the social committee at CYC ... welcome aboard, Rosemary.

The 'Inner Circle'

The Club's very own newspaper, the 'Inner Circle' is distributed to 12,000 homes in the South Canberra district each month, and has proven to be an excellent medium in attracting new members to our club.

What's On...

The Canberra Yacht Club is the perfect place to relax and unwind after a busy day or a hectic week and with a line-up like this at the business end of the week, it's no wonder it's so popular.

Thursday

Dine to fine music in the Club's excellent restaurant.

Friday

Relax in the Club's Piano Bar from 5 to 8pm. Dance at the Over-25s Dance Party from 8 to late.

Saturday

Functions Day at the Club. Book yours soon!

Sunday

Jazz from 3 to 7.

Our Secretary-Manager, Ron Sullivan, is enthusiastic about this initiative (as he is about everything concerning our club!) and invites members to forward items of interest for inclusion in forthcoming editions.

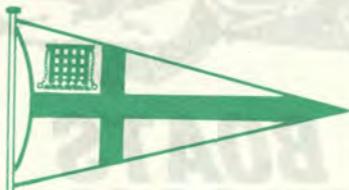
A Great Place to Celebrate

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Sailors Bar & Bar-B-Que

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Phone: (062) 73 1784

Registered by Australia Post
Publication No. NBH 0850

The Canberra

YACHTSMAN

POSTAGE PAID

AUSTRALIA



Jazz 'Superstar' Tom Baker
who recently blew them away
at the Yacht Club.

C.Y.C. "JAZZ ON SUNDAY"

Policy

- To provide Canberra's Best Jazz Bands on a rotative basis each Sunday between 4 and 8 pm.
- To provide on one Sunday in four, a special and different style of Jazz (related) music to cater for all members' tastes.
- (in 1988) To provide Australia's top Jazz Exponents and Bands on a monthly (approx.) basis.

Next Jazz Superdate — June 1988

Canberra Yacht Club
The Jazz Centre of the A.C.T.



The Canberra Yacht Club
Mariner Place,
Yarralumla, A.C.T.
Phone (062) 73 1784

The Canberra

August 1988

YACHTSMAN

Registered by Australia Post Publication No. NBH 0850

HIGHLIGHT OF THE YEAR

Akarana sails on Lake Burley Griffin

I had to rub my eyes and look again — a 40-foot gaff topsail cutter on Lake Burley Griffin? Who would be so crazy!? Words I haven't heard for many years stirred in my memory — bowsprits, bobstays, knightheads, parrels, marlin, belaying pins, fids, trailboards, lazyjacks...

She turned out to be New Zealand's bicentennial gift to Australia, the *Akarana*, Maori for Auckland. The National Maritime Museum, by arrangement with the Canberra Yacht Club, dropped her into the lake as an added attraction for the Canberra Festival, held over the long weekend of 18 March, 1988.

★ ★ ★

Robert Logan left his job in Scotland at a Clyde shipyard and arrived in Auckland in 1874, only 34 years after the city was founded. He built three boats for the Niccol shipyard before setting up his own business in 1878. His boats were unusually fast, the *Jessie Logan* winning 13 firsts and two seconds in 15 starts. When he heard of the Centenary celebrations to be held in Australia, Logan decided to see how good his boats would be on the other side of the Tasman. We can imagine him sitting in the flickering glow of an oil lamp, dreaming of building a state-of-the-art racing cutter to beat the best boats at the regattas. Over in Europe, months away by ship, the first car in the world by Karl Benz was just one year old. Logan followed the British style of very deep, narrow, "plank-on-edge" hulls, with lots of heavy internal and external lead



ballast, quite the opposite of the Americans.

So in November 1988, *Akarana* appeared in Hobson's Bay, Melbourne, all ready for racing in the Victorian International Regatta, part of the Centennial celebrations. Logan accepted an invitation to race in the first race of the season, held by the St Kilda Club for a gold medal trophy. In a puffy northerly, *Akarana* took the lead from the start and won the race by 10 minutes.

The big day for the International Regatta, Friday 24 November, arrived with a flat calm and the hottest day of the year. With keen racing expected, some of the boats were stripped of all unnecessary weight, right down to bunk cushions. At 1132 a cannon on the foredeck of the flagship *Aristides* sent the 8 contestants off into the haze with their sails idly flapping in a northerly air. *Akarana* quickly took the lead and began a drifting match with the Ballarat boat *Viola* to lead by a length at the first mark.

To quote from *The Age* newspaper "...*Akarana* steadily maintained her advantage, and her fine sailing qualities under all conditions of wind and weather were apparent. During the last hour of the race the wind blew freshly from the south and south-west, and the spectacle of the New Zealander in the last part of the course was the subject of general admiration". She won the £130 prize without calling on her 5 minute handicap.

Akarana then sailed around to Sydney for the Anniversary Regatta held on 26 January 1889. It was *Akarana* weather — a gentle north-

(Cont. on P6)



Major Sponsor — Frostbite Series

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Editorial WHAT A DIFFERENCE

There was I abreast the bar at the Canberra Yacht Club for a quiet little drink after a particularly hard slog into wind at the office that day, 'reminiscing' with Gerry and an acquaintance or two as one is prone to do in that place, and mentally trying to come up with some blurb of interest to fill this editorial space for our most informative newsletter of the year.

It was difficult to gather my ever-diminishing creative senses that evening, what with the Cruising Yachties occupying the restaurant for their 'Fireside Chat', the 4-Wheel Drive Club meeting in the Dorothy Norris Lounge, Canberra Arcade Travel holding a travel promotion in the refurbished and opened up ex-snooker room, now fondly referred to by some as 'the annexe'. The ACT Rowing Association sharing the Dorothy Norris lounge for a meeting, and Lions holding an executive discussion in 'the Boardroom', which doubles as Ron Sullivan's office. The dance floor area was in the process of a complete refurbishment otherwise I'm sure our enterprising Secretary Manager would have found room for a caper for the Canoe Club, or a Canberra Anglers Association 'Fish-In'.

Never did come up with anything that evening, the place was just too busy!!!

Secretary- Manager's Report

Thanks to the patronage from sailors, full and social members, the Club has shown a complete reversal for the year ended 30 May 1988.

Sailing has been a of a high standard and the social functions are really firing, i.e. Jazz on Sundays, Piano Bar and the Over 25's Dance on Friday evenings going from strength to strength.

I am pleased to say that Saturday evenings are booked until May '89 with weddings, 21st parties, etc. — so you'd be advised to book those Christmas functions now to avoid disappointment!

Special thanks to our staff and committee for their assistance throughout the year and also to the members who volunteered help when we needed it most.

RON SULLIVAN
Secretary-Manager

CANBERRA YACHT CLUB

1987-88 Executive:

Commodore: Patrick Keily
Vice-Commodore: Rod Badgery

Rear Commodores:

Sailing: Rob Redfern
House: Robb Richards
Training: Robert Hughes
Operations: John McGrath
Finance: Norma Hiscock
Secretary Manager: Ron Sullivan

NOTICE OF THE 29th ANNUAL GENERAL MEETING

Members are advised that the 29th Annual General Meeting of the Canberra Yacht Club will be held on the Club premises on Monday 8th

NOMINATIONS FOR ELECTION TO FLAG OFFICER AND COMMITTEE POSITIONS OF THE CANBERRA YACHT CLUB

Received by the Secretary Manager on or before Monday 18th July, 1988.

| Position: | Nominee: | Nominator: |
|-------------------------------|-----------------|-----------------|
| Commodore | P. Keily | L. Halvorson |
| Vice-Commodore | R. Badgery | F. Downing |
| Rear Commodores: | | |
| Sailing | R. Redfern | R. Wylde-Browne |
| House | R. Richards | G. Hewson |
| Training | R. Hughes | M. Kilpatrick |
| Operations | — | — |
| Finance | N. Hiscock | T. Ebrill |
| Committees: | | |
| Sailing | M. Kilpatrick | R. Redfern |
| | R. Wylde-Browne | R. Redfern |
| Finance | D. Ireland | N. Hiscock |
| | G. Garnham | N. Hiscock |
| House/Operations/ Training | — | — |

I hereby confirm that all persons listed above are appropriately qualified in accordance with the Constitution for the positions for which they have been nominated.

RON SULLIVAN
Secretary Manager



Margaret and Roger Rose congratulating our 'Club Member of the Year' Carol Wylde-Browne on Presentation Night.

August, 1988 commencing at 8.00 p.m. All members are welcome to attend. Those attending are reminded that only members with voting rights (ordinary, intermediate, country, life members) and who have paid their dues for 1988-89 are entitled to vote.

AGENDA

1. Apologies
2. Confirmation of Minutes of the 1987 Annual General Meeting
3. Matters arising from the Minutes
4. Flag Officers' Reports
5. General Business
6. Appointment of Club Auditor for 1988-89
7. Election of Office Bearers for 1988-89.

Commodore's Report

The 1987-88 year has been a very successful one in terms of the Club's objectives. These are the promotion and encouragement of the sport of sailing and racing among sailing yachts in particular, and such other aquatic sports as the membership may, from time to time, decide; and the provision of a range of amenities and service to members, including the maintenance of licensed premises and food services.

The Club's activities throughout 1987-88 are covered in the following pages of this Annual Report issue, i.e. sailing, social, operation, finance and training.

Over and above these reports, though, is the magnificent turn around which has been achieved in so many elements of the Club's activities — the continual improvements to the Sailor's Bar and especially the old snooker room; the purchase of additional furniture has obviated the hire furniture in the future; the Club racing has been improved; and virtually all events proposed have been

outstanding successes, especially our Jazz afternoon each Sunday. Our financial position has also shown a marked improvement.

These magnificent results have not occurred by chance, but represent the result of long and devoted thought and application by a large number of people and groups. My sincere thanks go firstly to my executive and their hard working committees; secondly to Ron Sullivan and our competent and efficient staff together with our caterers, Trevor and Matthew; also to those groups such as the ladies' Keep Fit class which donated \$800 to the Club, and the Canberra Cruising Yacht Association which provided continued manpower for working bees throughout the year and also donated \$500 for three heaters for the Sailors' bar; and lastly to Lance Halverson, for his many hours in transferring the club membership and boat parking records to our own computer.

It was an amalgam of planning, dedication and application which led to the Club generally returning such a

good result financially for the year. The signs are just as auspicious for the coming year as will be evident from the budget, which will be available and distributed at the Annual General Meeting. The one black spot during the year was the \$80-100,000 damage sustained to the Club on 23 May 1988 by a freak storm — hopefully this shall never happen again.

A highlight was the visit of *Akarana*, New Zealand's Bicentennial gift to Australia. This is also covered in the cover story of this issue.

The Club is now soundly based and gives every indication of going from strength to strength in 1988-89. The Club location and building is unique among club's in Canberra, with the continued support from both our sailing and social members, both of whom are valued and essential to our continued viability, I am certain ours will continue to be the happiest and friendliest Club in Canberra and become even more viable in 1988-89.

PATRICK KEILY
Commodore

National Museum of Australia

Appeal for Volunteer Deckhands for PS Enterprise

The Museum is seeking suitably experienced people to serve on a volunteer basis as deckhands on the 109-year-old Murray River paddle steamer 'Enterprise'. The vessel is at present being fully restored to working condition at Echuca. From September 1988 she will be displayed by the National Museum, and steamed from time to time on Lake Burley Griffin as an operational exhibit.

The Museum needs to get together three or four complete crews capable of operating *PS Enterprise*. Volunteers to act as Masters and Engineers, for which specific technical qualifications are required, have already been located. Up to four additional deckhands are still required. Deckhands should have a reasonable knowledge of basic seamanship as applied to small craft, be well practiced in emergency procedures and reasonably fit.

Apart from the crewing duties involved, volunteers may expect the vessel and their activities to attract interest and questions from members of the public, ranging from steam buffs to small children.

'Enterprise' was purchased by the National Museum in 1984. She is an

outstanding example of what was once a fleet of over 3000 paddle steamers that served the needs of the colonies of South Australia, Victoria and New South Wales. Built at Echuca in 1878, 'Enterprise' is now the second-oldest paddle steamer in Australia and among the oldest steam vessels still afloat anywhere. She is, thus, a vessel of world significance.

When the restoration program has been completed, 'Enterprise' will be brought overland to Canberra in time to play a significant part in the National

Museum's Bicentennial activities. Thereafter she will be displayed and steamed from time to time on Lake Burley Griffin where she will be one of the most exciting exhibits at the National Museum of Australia. *PS Enterprise* will be highly visible on the Lake and a major feature of the National Capital itself.

Further information from the National Museum is available through David Lance (062) 49 7111, who would also be very pleased to receive any expressions of interest.



At the ceremony welcoming 'Akarana' to Canberra (l to r) Sergio Sergi (National Maritime Museum), Graham Ansell (N.Z. High Commissioner), Bruce Standard, Pat Keily (Commodore C.Y.C.) and Senator Bob McMullen.

Sailing Activities Report 1987-88 Season

Summer Series (Championship and Pointscore)

This season all classes and divisions became responsible for maintaining their championship and pointscore results. This devolution of responsibility has worked well and the procedure will continue during the 1988-89 season. Sailing members should examine their class results on a regular basis to ensure they are being maintained. Results from the 505/Sharpie and NS14 classes were not offered. A summary of results follows this report.

The double pointscore series was very well received by class representatives. This feature will continue next season with possible minor modification in the number of races to count.

The presentation of the Sailing Instructions was revised and simplified and water proof copies made available at \$1 to cover costs. I understand that these changes were well received. Duty class race day procedures were produced and made available to each class.

Starting averages were either generally maintained or improved upon. It was pleasing to note that Division 2 and Division 4 averages are a big improvement over last season. Averages in the NS14 and Laser classes were down.

A summary of the allocation of prize money of about \$2,300 is available on request. Class representatives have agreed that the prize format should remain the same for next season.

Twilight Series

This season's Series was an outstanding success. Over 100 boats were entered in the series with weekly fleets averaging well over 40. Over 120 people were present at the prizegiving dinner following the final race.

The success can once again be attributed to the major sponsor — **Whitsunday Rent a Yacht**, who have been involved with the series for the last four years, and the new joint sponsor — **Ansett Airlines**.

During this series considerable use was made of the Sailors' Bar as the dinner and presentation venue after each race. This venue proved very popular with the sailors and provided an atmosphere of sailing bonhomie not seen for some time.

Winter Series

This series is becoming more popular each year. Although not yet completed, starters are averaging in

excess of 20 boats with most sailors and families making good use of the Sailors' Bar after the race.

Sail Australia Sydney Harbour is sponsoring the major prize for this series — a weekend away for six on Sydney Harbour sailing a Mottle 33ft yacht.

Other sailing events

Apart from these events mentioned above, the Sailing Committee also provided many other opportunities for sailing in formally structured regattas during the season, for example:

- Opening of Season Regatta
- Monaro Gold Club (505s)
- Corsair Inland Water Championships
- ACT Dinghy Championships
- Bicentenary Open Regatta
- ACT Trailable Yacht Championships (organised by the CCYA)
- Fying Fifteen NSW Championships (organised by the F15s)

- Cruising Division sailing program (organised by the CCYA)
- Champion of Champions Race

Major Sailing Awards 1987-88

Most Improved Trainee—Ben Lieske
 Most Improved Junior—not awarded
 Most Improved Skipper—Peter Hudd
 Crew of the Year—Janet Manley
 Yachtswoman of the Year—
 Joan Breen
 Yachtsman of the Year—
 Andrew Forster

Summary

This report would not be complete without expressing my appreciation of help received from the Sailing Committee and in particular Carol and Ross Wylde-Brown. Without their input, the sailing for 1987-88 would not have been conducted as smoothly as it was. My thanks is also extended to the group of dedicated people who skippered and crewed the rescue boats.

ROBERT B. REDFERN
 Rear Commodore, Sailing

COMPARATIVE SAILING AVERAGES FOR SEASONS 1986-87 AND 1987-88

AVERAGE STARTERS 1986-87

| CLASS | Average |
|-------------|---------|
| Division 1 | 9.7 |
| Division 2 | 4.6 |
| Division 3 | 3.1 |
| Flying 15 | 7.3 |
| Mirror | 8.1 |
| Tasar | 2.2 |
| Seafly | 2.4 |
| NS 14 | 2.1 |
| 505/Sharpie | 4.1 |
| Laser | 5.4 |
| Catamarans | 3.8 |
| Total | 52.8 |

Note: Figures available do not indicate averages for pointscore and championship.

AVERAGE STARTERS 1987-88

Statistics based on result returns from class representatives.

| CLASS | Championship | Point Score#1 | Point Score#2 | Final Average |
|--------------|--------------|---------------|---------------|---------------|
| Division 1 | 7.0 | 10.1 | 5.2 | 7.4 |
| Division 2 | 5.9 | 7.0 | 7.5 | 6.8 |
| Division 3 | 2.0 | 2.0 | 2.0 | 2.0 |
| Flying 15 | 8.0 | 9.0 | 8.0 | 8.3 |
| Mirror | 11.6 | 10.0 | 10.4 | 10.7 |
| Tasar | 2.0 | 2.5 | 2.0 | 2.2 |
| Seafly | 4.0 | 3.6 | 3.2 | 3.6 |
| NS 14* | 1.0 | 1.0 | 1.0 | 1.0 |
| 505/Sharpie* | 3.0 | 3.0 | 3.0 | 3.0 |
| Laser | 2.3 | 4.1 | 2.9 | 3.1 |
| Catamarans | 5.0 | 7.0 | 7.0 | 6.3 |
| Total | 51.8 | 59.3 | 52.2 | 54.4 |

* No results offered, estimates only.

House Report 1987-88

"... Your Club has had one of its great years!"

I guess the editorial in this magazine tells it all! Your Club has had one of its great years, with a substantial turnaround in fortunes and a formula which should provide further improvement in the years ahead.

There is a general resurgence in all areas of Club operations and particularly those areas under this flag officers mantle, i.e. Bar, Poker Machines, Restaurant and functions.

Sponsorship support continues to improve, while our regular social activities 'Piano Bar' and 'Over 25s' Party Nite' each Friday and 'Jazz on Sunday' are attracting increasing patronage.

Our annual social event viz the 'Opening of the Season Ball', New Year's Eve Spectacular at the Yacht Club, and 'Awards Presentation Night' and others are now firmly established as 'musts' on the ACT social calendar. The Gallery Restaurant's reputation for fine food at reasonable prices has won national acclaim, and the club's function bookings are (not coincidentally) at an all-time high.

'The Inner Circle', our Club's newspaper circulated to 12,000 homes in South Canberra each month, "I'd Rather Be Sailing", our Club's radio program broadcast each Sunday morning at 9.00 on 2SSS-FM, and selective and targeted advertising on KIX-FM and 2CC has delivered the CYC message to all points of the compass, with particular success in attracting new social membership to the Club.

I would like to thank most sincerely our sponsors, who have stretched our marketing dollar that little bit further; the members of the House Committee; and in particular Bob Evans for his untiring efforts in the presentation of 'Jazz on Sunday'; Jammo and Kevin Hoare for their efforts in preparing 'The Yachtsman' with an 'Art Attack'; and Carol Wylde-Browne for reasons known to all of us; to my colleagues on the executive for a year of hard work aptly rewarded; and last but by no means least our Club management team, the best in Canberra, so ably led in-house by our Secretary Manager Ron Sullivan, and in the Restaurant by Trevor and Matthew.

Again it has been a pleasure working with you!

ROBB RICHARDS
 Rear Commodore (House)

Galley News is Good News!

Well, here we are one year later and what an experience it's been for all of us in The Galley!



The year 1987-88 was a year of learning for the Restaurant and also for our function trade which is such an integral part of the restaurant and Club operation. It was not as profitable as one would want (when could it ever be?) but many goals were achieved.

At times we had an over supply of functions, some just didn't turn up! (would you believe weddings cancelled at the last moment — domestic squabbles perhaps?), but with overall increased patronage to the Restaurant, function bookings well into the New Year and thousands of happy customers, we are well placed to meet the challenges of the year ahead.

Trevor's Tips

Speaking of challenges, the 'word' is that meat will be going up in price by some 30% by Christmas,

mostly the better cuts. My advice would be to buy now and freeze. On the other hand imported cheeses, etc., are going in the other direction due to the rising Aussie dollar.

New Menu

We expect to have a new menu completed and ready by mid-August. Will tell you all about it in the next issue of 'The Yachtsman'.

Bon Appetit!

Trevor and Matthew and the Crew
 Galley Restaurant and Functions



A group of Hobie sailors at Presentation Night (l to r) Janet, Peter, Nicki, James (Champion of Champions for 87-88) and Jean.

Major Sponsor
 Summer Twilight Series...

Ansett.

Akarana

Cont from P1

east breeze ruffled the sparkling harbour waters. *Akarana* chased *Sirocco* around the course until rounding Fort Denison she briefly ran aground and allowed *Assegai* into second place. However, in the work down to the lightship she passed *Assegai*, and in the run home gained considerably on *Sirocco*, saving her time to win the race.

Akarana raced for the remainder of the season, then retired, although still appearing on the RSYS register until 1990, when she changed ownership and was used mainly as a pleasure boat. In 1947 C.W. Gardner wrote: "*Akarana* has been in my possession for the last few years, and I have found that she stands out as an excellent example of the workmanship of Mr R. Logan, being perfectly sound in all respects at the present day, and still regularly competes in coastal events organised by the Cruising Yacht Club of Sydney. During my ownership I have built in the coach house, giving full headroom below. The rig was reduced to its present form in about 1920."

In the late 1950's *Akarana* became a moored derelict in Port Hacking until in 1987 Bruce Stannard heard about her and suggested to Prime Minister David Lange that she would be an excellent bicentennial gift from New Zealand. The proposal was approved and *Akarana* was shipped back to New Zealand to be restored by Salthouse Boatbuilders of Auckland, and the Royal New Zealand Navy, under the supervision of the New Zealand Ministries of Transport and Foreign Affairs.

The timber used in the original construction was kauri and teak, with pohutukawa floors and knees. The hull

was built of three layers of kauri, two diagonal with fore and aft outer and no ribs, giving a distinctive smooth hull on the inside. Only the outer layer was replaced, each plank being removed and used as a template for the new replacement. The decks were rebuilt with teak laid over diagonal kauri, with varnished teak trim. All fastenings follow the traditional New Zealand custom of copper.

A new set of oregon spars were made by the Navy dockyard, and Hood Sailmakers made a set of authentic Egyptian cotton sails to the style of the time. In her heyday she spread 167 square metres of canvas over a 6 tonne keel, but now she has a more modest 93 square metres on four tonnes of lead. All the running rigging is of hemp.

Down below she is very light and airy, though headroom is limited. The smooth interior of the hull is painted white, with plush red velvet seats. Accustomed to the complex yachts of today, it is quite refreshing to find no bulkheads, no galley, no toilet, no lockers, no chart table, no satellite navigation, no echo sounder, no engine, no table, not even a curtain.

The original carved figurehead of a Maoro woman's face was removed by an earlier owner and now she carries a replica.

To help celebrate the Canberra Festival, and join the 1000 or so historic cars, Sydney-Melbourne marathon runners, 50 hot air balloons, the Swan airship, and the million dollar Versailles firework display, *Akarana* was dropped into Lake Burley Griffin at the Canberra Yacht Club, and spent two sunny days drifting around the placid waters, before being placed in her cradle before the club house for public inspection.

As the sun warmed up the pleasant autumn morning, Mr Graham Ansell, the New Zealand High Commissioner

settled into the cockpit with Mr Sergio Sergi, Director of the National Maritime Museum, while the crew began to relax for a while after the busy job of rigging the yacht after her trip up from Sydney.

After the sail Mr Ansell said: "It is a magical moment for me to board the *Akarana*. Having been associated with the processes of purchase and restoration of the yacht prior to its presentation to the National Maritime Museum, I was aware of her history and distinguished sailing record, but it was a very moving experience to be able to come aboard and see in full detail the exquisite craftsmanship which has been applied to the original construction and to the restoration."

After her first sail on Friday morning, a short ceremony was held in the yacht club to welcome the yacht and her crew. Speakers included Mr Bob McMullen, representing the Minister for the ACT, Mr Punch, Mr Sergio Sergi, and Mr Graham Ansell. Mr Pat Keily, Commodore of the Canberra Yacht Club, said he was pleased with the result, and hoped the club would be able to host similar events in the future. Pat Keily worked closely with the Museum's curator and *Akarana* Chairperson, Diana Fletcher, to organise the visit to Canberra.

After the Canberra visit, *Akarana* was transported back to her berth at the Maritime Museum in Sydney to prepare for the formal handover to Australia by the New Zealand Prime Minister, Mr David Lange, at Expo 88 in Brisbane later in the year.

When *Akarana* was launched, Walter Burley Griffin was only an 11-year-old schoolboy, and neither Canberra nor Lake Burley Griffin existed. Now here she was, 71 years after Robert Logan's death, still sailing in her glory as he would remember her, perpetuating his dream of 100 years ago.

Sail Training Annual Report

The past year has seen a healthy turn around in many of the Club's activities and it is useful to look at some of the ingredients which have lead us to this situation. I think that perhaps most importantly there has been a general improvement simultaneously in a number of Club areas. This has helped to promote an image of growth, health and enthusiasm. I am thinking in particular of activities like the very successful sailing season just past which saw a large number of boats competing year round in summer, winter and evening events and obvious improvements in the quality of service and of surroundings on the Club premises.

The change of the Club's constitution to provide for a Rear Commodore—Training has been one of a group of positive measures underlying the current image of the Club. Organisation and skill are necessary to carry on a successful training program and this had not been institutionalised until this year. The Canberra Yacht Club has been for some time a recognised Training Establishment under the Australian Yachting Federation Training scheme and to achieve this status, qualified instructors and coaches must be involved in each of the many different levels of training offered. This broad base of qualified people is an asset

the Club must look after and continually maintain. A properly organised training program is one way to keep instructors and coaches current and to provide the experience to qualify new ones.

Organisation, equipment and trained people are needed to train successfully. The equipment has been provided in large measure by the sponsorship from OTIS and CBS who have seen to the upkeep of the 10 Skyrider training dinghies and by other sponsorship which has allowed us to purchase three Mirror dinghies for more advanced training. The Training Committee of Carol and Ross Wylde-Brown, Mac Story and Andrew Forster has assisted with the organisation necessary. Most importantly, the instructors and coaches who must spend time obtaining skills and imparting their knowledge have been found this year from among the Club members and this has allowed the rewarding but time consuming training activity for juniors to be shared more easily. The involvement of sailors who are developing their skills of coaching or instructing is the fundamental basis of a successful training program in my estimation and we have concentrated on this aspect to some extent this year.

The pay-off to the Club from training comes in several ways. The most

obvious is through the interest in the community at large in sailing and thereby in the Club. While that is important, another aspect is to my mind probably more important. That is the training of junior sailors. We have tried this year to provide a number of activities which can introduce young sailors to the sport and then keep them involved with the goal of producing good sailors interested not only in the recreational aspects of sailing but eager to compete in the Club racing and eventually further afield. This is the future of a healthy Canberra Yacht Club.

Although the number of trainees graduating through our courses is a lot larger than the number which can be captured into the sport, there is a small but growing group of youngsters sailing their own boats or crewing for others. These young sportsmen and women deserve to be encouraged and given the opportunity to develop their abilities through our training program. To make this possible, experienced sailors and organisers (whether they can sail or not) are needed. I hope our start this year can be contained into future years to contribute to the well being of the Club and the sport of sailing.

ROBERT HUGHES
Rear Commodore—Training

Ocean Youth Club of Australia (ACT)

What is the OYCA?

The Ocean Youth Club of Australia is a non-profit organisation which aims—

- To foster the spirit of adventure, latent in young people by giving them the opportunity to go to sea under sail.
- To encourage a broader outlook and greater understanding of those people encountered in our day to day living.
- To help young people develop a sense of co-operative responsibility for themselves and the community in which they find themselves.
- To provide facilities for sailing and boat handling at sea, and to promote good seamanship and navigation generally as recreation.

Who can join?

Anyone over the age of 12. The Club is run on the basis that members support it as a co-operative voluntary enterprise — put quite simply, the more you put into the Club, the more you can learn, experience and gain from it.

Cadets (12-14): Special coastal cruises are arranged for Cadet members.

Youth Members (15-24): A full range of cruises and longer passages is available to Youth members.

Adult Members (25+): If you would like to help young people learn to sail please join us as an Adult Member. Qualify as a voluntary mate or skipper. Join your local support group and encourage youngsters to sail.



It's the A.C.T.'s Social Event of the Year!

Canberra Yacht Club's
OPENING OF THE SEASON

BALL

• FORMAL • TOP BAND • PRIZES • SURPRISES

FRIDAY, 23rd SEPTEMBER, 7.30 till?

\$25 p.p. (not incl. drinks)

BOOKINGS ESSENTIAL!!

Gerry's Corner



A Little Bit of History

Sailing started on Lake George in 1962. Our opening ceremony was performed by the Governor-General, Lord Dunrossil, with many prominent members from the Royal Sydney Yacht Squadron and Royal Price Alfred Yacht Club present.

The lake could become very rough very quickly. Sailing used to take place at the Geary's Gap end of the lake and one day a Gwen 12 disappeared full belt for the Collector end 'never to be seen again' (well, almost). It was later found submerged very much the worse for wear.

Then on another rough day, Crusader vanished on the Bungendore side with Charles Nicoll (Commodore), his son Dudley and David Bull. They turned up next morning — she didn't have enough power to get home!

A lady had cause to visit the toilet one day, but didn't stay long because she found she had company in the form of one Tiger snake. She emerged rather quickly with her clothing still in disarray.

Then Dudley Nicoll, returning to Canberra, saw a Carpet snake, decided to bag it and took it home and let it go in his mother's house for company — his reason being that Charles was spending a lot of time away as Public Relations officer for the Army.

A tragedy on the lake was the unfortunate drowning of three Duntroon cadets.

In 1965 Lake Burley Griffin filled and we had the first regatta from the old Club which was burned down the same year. When the Club burnt, everything was declared a write-off including all bottled goods. We were told to destroy them for fear of poisoning from the foil tops. We dutifully did this by pouring the contents into smaller containers and swallowing same. By the end of the day, those of us who shared this task were much the worse for wear.

(To be continued in next issue 'The Yachtsman')

Finance Report 1987-88

"...A remarkable achievement"

I am pleased to report that 1987-88 has been a successful financial year for the Canberra Yacht Club.

We have had an exceptional trading year which has assisted in substantially reducing our debt as well as providing alterations to the Club House, new furniture and equipment, and amenities for members. Our policy has been to curb expenditure, unless it provides a return to the Club or a benefit to the members; to increase our income; and to establish a solid debt repayment structure. We are pleased that these measures have been achieved without increasing membership fees. The 1988-89 Budget, as submitted, has been drafted with the same policy in mind.

Members Funds at the end of the financial year 1986 were \$91,365.03. At the end of the 1987 financial year, after a loss of \$67,069.95, they stood at \$27,425.08. Total Members Funds at 31 May 1988 are \$87,513.00. Details are presented in the audited Financial Statement for the year ended 31 May 1988.

The profit of \$57,948 for the year is a remarkable achievement; a result of good management in the trading areas. Net profits of \$122,763 in Bar trading, \$66,232 in Poker Machine trading and \$36,131 in the Dining Room account are mainly responsible for the dramatic improvement. Secretary Manager Ron Sullivan is to be congratulated on these results. Sailing income improved, with sponsorship and training fees increasing in total. Membership

income dropped again this year and efforts to increase this income in 1988-89 have already begun.

The excellent trading enabled us to reduce our debt and restructure our debt repayments. In December we reduced the Commercial Bill Acceptance Line debt of \$70,000 (borrowed last year to ease the Club's financial problems) by \$5,000 and negotiated a term loan on the balance with monthly repayments of principal and interest. We were also able to clear the bank overdraft of \$17,312 and have not operated on overdraft for the major part of the year. This year the Club's total assets have been increased by \$19,079 and total liabilities have been decreased by \$41,009.

During the year we have also completed installation of the Kalamazoo bookkeeping system, the computerised stock control system, and the computerised membership register. I thank the members of the Finance Committee for their assistance. Apart from these administrative improvements we have also been able to improve, at minimal cost, the facilities in the Sailor's Bar and Snooker Room, giving the Club additional venues without extensive rebuilding.

I am confident that success in the coming year will again be achieved through careful planning and management and the continued support of all members of the Club.

NORMA HISCOCK
Rear Commodore (Finance)

Operations Report 1987-88

"...A great deal of effort, but the results are encouraging"

The most significant achievements during 1987-88 have included extending the size of the Sailors Bar in October, the installation of the Dorothy Norris Lounge/Snooker Room window in February and the installation of a picture window in the eastern wall of the Snooker Room in May.

Other firsts have included the relocating of the Club's TV so that all (and not just the front stalls) could see it, the purchase of 90 chairs and 20 tables in the New Year, the grading of the car park in May and erection of the new flagpole (courtesy of Geoff Onions) outside the front door in June.

Boat and dinghy storage have absorbed a great deal of time and effort, but the results are encouraging. The transfer of these to the Club's computer has commenced and should be finalised in the foreseeable future. Thanks to Lance Halvorsen for his computer know-how and time in this regard.

The Race Support Unit, led by Frank Burt and Lance Halvorsen with coxswain Paul Black together with all the drivers have provided sterling service throughout the year. A plus was that all motors on our three race support boats are now identical, two 50hp Johnson motors being installed in March. These were financed by a dollar for dollar grant from the Community Development Fund. Our race support boat sponsorship by Steve's Communication Centre also continued throughout the year and we thank the firm for its support.

The repainting of the Club, the installation of new hand dryers in the toilets and myriad other maintenance tasks were also achieved throughout the year. Many of these were due to individuals such as John Henty and Ron Thompson, who gave unstintingly of their time and experience.

Most important were working bees, with the main participation in these being by the Canberra Cruising Yacht Association with support from the Flying Fifteens, Mirror and 505 Class Associations and other classes from time to time. The Club is grateful for this support, and thanks them sincerely for their efforts.

JOHN McGRATH
Rear Commodore (Operations)

Canberra Ocean Racing Club

Formation of a 'Blue Water' Cruising Division

The Canberra Ocean Racing Club, which had its origins in 1979 as the Canberra Yacht Club Offshore Division, is about to form a new cruising yacht syndicate for members who wish to concentrate on 'Blue Water' cruising rather than IOR ocean racing.

Teki Dalton, Vice-President of the CORC, has become the sole owner of the Club's Farr 40 ocean racing yacht 'Nadia IV', while another CORC member, George Snow, has bought the 52ft Davidson yacht 'Dr Who'.

A Club spokesman said a 20-member syndicate was being formed to buy the Club's fourth yacht, this time specifically for ocean cruising, not racing.

Depending on the purchase price, members will be required to invest between \$6,000 and \$8,000 each.

The accent will be on seamanship and family enjoyment with planned

trips to the Whitsunday Islands, New Caledonia, Fiji, Vanuatu, New Zealand and Tasmania.

Associate membership will cost \$20 annually. These members will be included on crew lists whenever possible.

This proliferation of Canberra-owned ocean going yachts has led to the suggestion that closer ties between the CYC and the CORC could benefit all concerned by introducing CYC members who wish to take part in ocean racing or cruising to owners who may have berths or syndicate places available. Anyone interested in the proposal should contact Mike Matthews on 86 5785 (w) or 86 2920 (h).



The 1988 OFFICERS REUNION

Your 1987-88 Executive look forward to reuniting all former office bearers and committee folk at this very special annual get-together.

FRIDAY 5th AUGUST — 7.00 for 7.30 p.m.

R.S.V.P. by Wednesday, 3rd August. \$25 p.p. (not incl. drinks)

YACHTS • NEW & USED

- HOBIE & OTHER CATAMARANS
- LASER & OTHER DINGHIES
- SEASPRITE 3.2
- SPRINGBANK 4.5
- TOPPER
- KITS (CANOES & SMALL BOATS)

- CANOES
 - ACCESSORIES
 - CHANDLERY
 - BOAT BUILDING SUPPLIES
- ★ SAILMAKERS AGENT

REPAIRS • BOATS & SAILS



AURORA BOATS
28 AURORA AVENUE
QUEANBEYAN
97 2341

A REMINDER!

Have you renewed your membership of Canberra's top Club? Fees are now due and payable for the year 1988-89.

part attack

Graphic Design & Art Studio

Peter Jamison
Manager

First Floor, Bailey Arcade
East Row, Canberra City
Ph: (062) 48 9792 Fax: 49 7955

The Canberra Cruising Yacht Association

With more than 90 members excluding families, the Canberra Cruising Yacht Association is undoubtedly the largest sailing "Class Association" in the ACT. With such a large membership base the association is able to support a diverse range of activities from social outings through cruises to serious racing.

This season has seen a range of cruises, ably organised by Cruising Director Peter Hudd, to Sydney Harbour, Wyangala Dam, the Myall Lakes, Jervis bay, Pittwater, the Gippsland Lakes, and a new innovation this year by arrangement with the rangers, to Googong Dam (twice), which proved to be a popular day's outing on unfamiliar waters but still close to home.

Other venues visited by members this year included the Whitsunday Islands, the Great Sandy Straits and Fraser Island, Malacoota, Lake Macquarie, Twofold Bay and the Broadwater on the Gold Coast. A couple of our members are also sailing the Turkish coast, and should have interesting tales on their return.

On the racing side, the major event away was again undoubtedly the Marlay Point overnight race on the Gippsland Lakes. About a dozen Canberra boats made the pilgrimage south in March this year, which saw gale warnings continue through the weekend and the race postponed from Saturday night to eventually start at 7 a.m. on the Sunday morning. A number of our members who were attempting to make their way down the lakes from Paynesville to Marlay Point didn't get to the start because of high winds and rough seas, but those that did start acquitted themselves well with Roger Rose in his Hartley 18 *Impetuous* gaining 5th place in Division 4 from 84 starters, and also coming first in the Hartley 18 class. The conditions experienced can be judged from the figures that 651 yachts entered the race, 456 started and only 169 finished correctly. Of the seven Canberra yachts that started, four finished.

Roger Rose also gained a first placing in the Nautical News 42-miler on Lake Macquarie at Easter, N.S.W.'s answer to the Marlay Point race, while Peter Taylor in his Adams 21 *Pathfinder* took 6th place in the 75-mile race run at the same time. Peter Taylor was also one of the more consistent performers in the Trailer Yacht Association of N.S.W.'s Traveller Trophy series with second placing.

The T.Y.A. also ran the N.S.W. Trailable Yacht Championships at

Gosford where Ross Wylde-Brown in his Tramp Trimaran *Cassy* took the honours in the Multihull Division with 16 competitors — probably the largest fleet of trailable multis assembled so far in N.S.W., while Peter Taylor took ninth place in the Monohull Division from 50 starters.

Martin Kilpatrick, with his Trailertri 680 *Side FX*, made the journey to Brisbane over Easter for the Bicentennial Trailertri National Championships where he sailed consistently well for a second placing overall, only being beaten by the radical foam sandwich Trailertri 720 *Blade Runner* from Lake Macquarie.

To end the racing season a number of boats travelled to Pittwater over the June long weekend for a cruise, and also to take part in the annual Pittwater Island Race on the Sunday. Conditions on Pittwater were not unlike those experienced locally on the lake, and Canberra sailors acquitted themselves well, with Brian Worth in his new Spider 28 *Kiwi Bird* which he had only picked up from the builder the day before gaining third placing over the line in Division 1 and fourth on corrected time. Rob Breen in the Red Witch *Loveboat* took second place in Division 2 despite taking time out to offer assistance to another yacht with a broken mast for which he was given a conservative time allowance. David Lovie in his Status Slipstream *Micro* was a clear winner in the non-spinnaker division.

On the local scene, the big event was the A.C.T. Trailable Yacht Championships held on Lake Burley Griffin over the January long weekend. Numbers for this event were down on previous years with a lot of Sydney boats, who usually travel to Canberra for the series, remaining in Sydney for the Bicentennial festivities. However, with generous sponsorship from Club Marine, Civic Advance Bank and the Australia Day Sports Carnival, more than 40 entries were received, and two of the three divisions still went to N.S.W. boats with John Sharp in *Obsession*, a boat of his own design, winning Division 2, Evant Holt in his Cherry 16 *Jemima Puddleduck* taking the honours in Division 3 despite failing to finish in the first race due to capsizing in heavy conditions which saw a number of capsizes, broken masts and a lot of withdrawals. Division 1 — the Multihulls — was won by Martin Kilpatrick in *Side FX*.

The CCYA also has a series of 'Cruising Division' races run in conjunction with the Canberra Yacht Club, Series A being run before Christmas, Series B after Christmas,

and Series C being the winter series presently under way. Martin Kilpatrick in his Trailertri 680 *Side FX* won Series A, while Series B was taken out by Pater Hudd in his Noelex 25 *T Bags*. Competition in these races is always close, with our Association handicapper Ron Thompson keeping close and accurate control.

On the social side, regular outings were organised about once a month by our Social Secretary, Carol Wylde-Browne, with visits to various restaurants, bush dancing, Canberra Philharmonic shows, Theatre Restaurant, and the visits to Googong Dam must also be considered socially successful, while the fireside chats held on the second Tuesday of the month during winter continue to be popular.

CCYA members have also been actively involved in Canberra Yacht Club organisation during the year, lead by Pat Keily, also Commodore of the CYC, who took pleasure at the Club presentation night in presenting three heaters to the Club on behalf of the CCYA in order to warm the Sailors' Bar for the "bonhomie" after 'Frostbite' races, and other activities. Presentation Night also saw CCYA members take their share of the perpetual awards. Joan Breen, crew for her husband on the Red Witch *Loveboat* was honoured with Yachtswomen of the Year, Carole Wylde-Browne with Club Member of the Year, while Peter Hudd gained the award for the Most Improved Senior Skipper.

The Association always encourages new members to participate in activities, and willingly offers help to newcomers to the sport to enable them to gain maximum enjoyment from their boat, while the monthly magazine "Cruising Yachtsman" is aimed to keep members up to date with Association activities in addition to promoting articles written by members and also extracted from other class or association magazines.

For information about the Association and membership forms, please contact the Canberra Yacht Club.

ROSS WYLDE-BROWNE
Publicity Officer



Minutes of the Annual General Meeting

held at the Canberra Yacht Club on Monday, 24 August, 1987 at 8 p.m.

APOLOGIES were received from B. Worth, S. Worth, T. Holt, R. Hughes, J. Mayson, B. Mayson, W. Bodger, D. Withrow, R. Campbell, J. Campbell, R. Krastins, K. Westacott, C. Harvey, T. Dalton, R. Breen, R. Dalgleish, G. Hood, P. Keily, P. Fairburn.

BEREAVEMENT. The Commodore noted that Jan Jones, an active member of the Club, had passed away the previous Wednesday and expressed the Club's condolences to her family.

MINUTES OF THE PREVIOUS ANNUAL GENERAL MEETING. Moved G. Hewson, seconded T. Ebrill that the minutes of the Annual General Meeting of 18 August 1986 as published be adopted. Carried.

CORRESPONDENCE. Correspondence from Mr B. Worth regarding the performance and the future of the Club and the Auditor's Report were received and noted.

FLAG OFFICERS' REPORTS. Reports of the Flag Officers were printed in the July 1987 *Canberra Yachtsman*. Supplementary reports were given to the meeting.

Commodore: The Commodore reiterated comments contained in his report in the *Canberra Yachtsman* and said that the past year financially had not been a year which the Club could be proud of. It had been a result reflecting the cumulative effect of trading patterns since 1979-80. However substantial changes had been made in the management of the Club and financial arrangements. Trading figures for June and July had shown a significant improvement and were meeting predictions. If the Club continued to trade throughout the forthcoming year at levels indicated by these performances, he predicted that it would break even in the year's trading. If historical trading patterns for the October to December period were achieved, he expressed confidence that the Club would show a profit for 1987-88. He advised that a draft budget was available for 1987-88 which predicted a surplus of \$25,000 for the year.

He paid tribute to the work done by staff to bring the Club through a difficult period since February and particularly to Bridgit Coombe and, since his appointment, Secretary-Manager Ron Sullivan.

He reported a recent successful meeting with the Club's bank and that the Manager reaffirmed the Bank's support for the Club. He also reported that there had been a disappointing response in the payment of subscriptions.

In conclusion the Commodore stressed that, in spite of the apparent poor trading result, significant progress had been made in establishing promising trading patterns. It was important to continue with the approach to the management of the Club which had been established during the year if progress was to continue.

Vice Commodore: The Vice Commodore, who had only been elected at the May 1987 Quarterly Meeting, did not report.

Rear Commodore — Sailing reported on the Winter Series.

Rear Commodore — House reiterated his report in the *Canberra Yachtsman* and amplified his view that changes were necessary if the Club was to improve its position. He commended the recently appointed Secretary-Manager for his part in the turnaround in Club trading.

Rear Commodore — Finance supported the comments of the other Flag Officers. He pointed out that the budgetary process adopted for 1987-88 was essential for sound financial performance and its presentation to the AGM was breaking new ground for the Club. He emphasised that controls over trading introduced under new management arrangements needed to be reinforced, that close attention to cash flow was vital and that efforts were necessary to increase membership.

Questions on the reports: The Commodore invited questions on the reports.

Mr McMillan asked the membership numbers.

Mr Henty asked whether consideration had been given to increasing social membership fees and for information about increases in the costs associated with bar trading, including heating, gas and wages.

Mr Hewson observed that the sailing program did not include an ACT Flying 15 championship. The Rear Commodore — Sailing advised that such an event was under negotiation with the class association and was proposed for the January 1988 long weekend.

Mr Onions asked why an amount of \$8,000 for sponsorship in the 1985-86 accounts was not repeated in the 1986-87 financial year.

Mr Johnson congratulated the Executive on the preparation of the budget.

Mrs Brittain asked about staff numbers and their duties.

Dr Reid asked about the current status of the outstanding loans.

Moved J. Henty, seconded G. Hewson that the reports, including the financial statements be accepted. Carried.

Notices of Motion

Two notices of motion were received in accordance with the Constitution:

- Moved J. Henty, seconded D. McMichael that the following amendments to the Constitution be made:
 - Section 10.1 by the inclusion of the words "Rear Commodore (Training)" between Rear Commodore (Sailing) and Rear Commodore (House); and
 - Section 10.3 by adding the words "Rear Commodore (Training)" after the words Rear Commodore (Sailing).
 - A new Section 12A be added:
"TRAINING COMMITTEE
12.A There shall be a Training Committee of not less than five members. The Training Committee shall, subject to any general policy of the Club Executive, manage the Club Junior and Senior training programs and other matters flowing from training. The Chairman shall be the Rear Commodore (Training) who shall also hold the position of Principal under the Australian Yachting Federation Sail Training Program."

Mr Henty, in speaking to the motion, said that the Club had actively discouraged juniors and conducted little training from 1970 to 1982 and that it was now feeling the effects. Training was an important part of any sporting club. It was essential, if the Club was to survive, that there be an infusion of new blood. Under the new Executive

structure which the Club had adopted, training was attached to sailing which made the responsibilities of the Rear Commodore (Sailing) too broad. An Executive position of Rear Commodore (Training) would provide a focus for training activities. The position should be responsible for the formulation of the training program and its administration.

Dr McMichael, in seconding the motion, stressed the importance of training to the Club. He asked the purpose of the position of Principal.

Mr Henty advised that the Principal had important functions in regard to courses run by the Club and would be responsible for signing students' log books on behalf of the AYF.

Mr Wylde-Browne observed that the Principal should be a good manager; sailing ability was not an important criterion.

Mr Ireland said that Sailaway had been an ad hoc solution to training for the Club. It had addressed the training needs of adults and young children but not teenagers. A Rear Commodore (Training) with a supporting committee would create a viable system which could support training of all ages. The Rear Commodore (Training) should have a knowledge of all relevant areas; management, sailing and training.

Mr Forster read comments passed to him by Mr Robert Hughes.

"The current structure within the CYC does not provide a strong support of the training activities and in particular, of those activities aimed at producing young sailors interested in the 'sport' side (as compared to the recreation side).

The deficiencies in the current structure related mainly to the provision of training policy including the nature and content of training activities, and to the provision of a group of people to share the organisation and management of the activities.

If this aspect of the CYC is to continue to grow so that a vital and attractive new side of CYC 'life' can be developed which will, in the long term, attract membership and enthusiasm essential to the well-being of the Club, then several possible changes could be contemplated.

One change would be to make training a specific and accepted responsibility of one of the current flag officers (such as Vice-Commodore). Under this flag officer, a committee of not more than five members (the training committee) would coordinate and run the training activities. Decisions of this committee requiring approval of, or input from the Club Executive would be communicated through the flag officer.

Another change from the current way of doing business would be that proposed by John Henty which sees the creation of a separate position of Rear Commodore (Training) to chair a committee similar to that in the first suggestion.

The creation of a Rear Commodore (Training) would have the advantage that the functions of this person would be limited to training and the person would be chosen to occupy this position on the basis of some commitment to training. The disadvantage would be that as a Rear Commodore, this person would have other responsibilities in the club management which might deter the people most interested in contributing to the training activities in this capacity.

With an active committee, the first suggestion of a

training committee under an existing flag officer would probably be as effective without the necessity of changing the constitution and without the possible disruption of training enthusiasm on club management.

My personal view is that either system would work. I would be comfortable working in a committee coordinating training and isolated from other club management aspects by a current flag officer. This would be my first preference. If, however, the Club should decide that more emphasis should be given to training by the creation of Rear Commodore (Training) I would be happy to either work in the training committee or, in the event that I was the most suitable, available person I would accept the position of Rear Commodore (Training) if offered."

Mr Forster supported Mr Hughes' sentiments. Past efforts in sail training had been a matter of individual contribution, often with little help from the Club. YMCASC had a dedicated group conducting training and a fleet of Club yachts although this was not something that the CYC should necessarily try to emulate. He supported the spirit of the motion.

Mr Hewson commented on the growing number of Rear Commodores and recalled that the Club had previously disposed of its Manley Juniors because of difficulty in maintaining them.

Mr Story asked about the effects of the motion on the duties of Vice Commodore.

Mr Forster suggested as an alternative that training be the responsibility of the Vice Commodore and that the training be run by a non-flag training officer.

Mr Richards said that the objective was to improve training in the Club. There was a big difference between a position of Rear Commodore (Training) and one of Training Officer. The former would have a direct involvement in the total operation of the Club. He asked whether someone interested in training would want to take on this wider role.

Mr Johnson said that training should be part of sailing operations.

Mr Taylor observed that the general feeling was that members did not want another Rear Commodore position but rather an appointed position of Training Officer.

Dr McMichael warned against attempts to amend the motion because of difficulties with the Constitution. The question was whether training was to be given the status of Rear Commodore within the Club. He pointed out that, without that status, there would be little difference to the present situation.

Mr Story observed that the part played by a Rear Commodore would change as the individuals changed.

Mr Henty said that he had discussed his proposal with Robert Hughes and that Mr Hughes would accept the position of Rear Commodore (Training).

The motion was carried 26 votes for, 10 against.

2. Moved Mr Downing, seconded Mr Hewson that the following amendments to the Constitution be made:
- Clause 22 by deleting the words "31st day of May" and substituting "30th day of April";
 - Clause 23.1 by deleting the word "August" and substituting the word "July";
 - Clause 24.2 by deleting the words "together with a copy of the audited financial statements for the previous financial year";
 - Insert a new Clause 24.3 to read "A copy of the audited financial statements for the previous

financial year is to be posted in the Club at least seven days prior to the AGM and tabled at the AGM; and

- Renumber Clause 24.3 as 24.4.

Dr McMichael said that there were two elements to the motion. He supported the first, changing the dates of the end of the Club year and the AGM. He expressed concern about the second, removing the requirement for publishing the financial statements in the Club magazine. It was important that the financial statements be published in the magazine to ensure that the record was not lost. Although the motion could be amended to require the accounts to be published in a subsequent magazine the delay might be unacceptable and there was a risk that they would disappear from the published record.

Mr Henty supported the above comments and reminded the meeting that under the Constitution, all members must be advised of the AGM in writing.

Mr Forster pointed out that the sailing season cannot be arranged from July and expressed the view that changes would be necessary to quarterly meetings if the AGM were to be moved to another date.

The Commodore indicated that it was not the intention that the incoming Executive be responsible for the whole organisation of, but to have more time to settle in before the coming season.

There appeared to be a general agreement within the meeting that the question of altering the dates of the Club's financial year had merit but that a wider consideration of the effects on the Club's Constitution and administration should be given before the matter was put to a vote. With the agreement of the seconder, the motion was held over until such consideration was given. Dr McMichael indicated that he would give consideration to Constitutional questions, including a procedure for the circulation of financial statements.

Appointment of Auditors

Moved Mr Ireland, seconded Mr Hewson that Dawson Di Bartolo be appointed as the Club's auditors for 1987-88. Carried.

Other business

Moved Dr McMichael, seconded Mr Story that the Club record its thanks to members of the outgoing Executive who, during a difficult period of the Club's history, had worked tirelessly and by the indications of recent improvements in trading figures, successfully to put the Club back on its feet. Carried.

Election of Office Bearers for 1987-88

The following Flag Officers were elected unopposed:

Commodore: Pat Keily
Vice Commodore: Rod Badgery
Rear Commodore (Sailing): Rob Redfern
Rear Commodore (House): Robb Richards
Rear Commodore (Operations): John McGrath
Rear Commodore (Finance): Norma Hiscock
Rear Commodore (Training): Robert Hughes.

The following members were elected to the various committees:

Sailing Committee: Ross Wylde-Browne, Geoff Onions
Finance Committee: Geoff Garnham, Des Ireland
House Committee: Terri Ebrill, Sally Hanrahan.

In concluding the Commodore expressed his thanks to the members of the outgoing Executive who had been most supportive and worked as a close knit team. He thanked members for their understanding and support during a year which had seen significant changes in the operation of the Club, and the Secretary Manager for his untiring efforts in rebuilding the Club's trade and profitability. He also spoke of the need for continuity in the coming year of the financial approach which had been applied successfully to the Club's commercial operations.

Mr Ireland reiterated the Commodore's remarks and emphasised that if the approach adopted during the preceding year and improvements in financial performance continued, the Club had an excellent chance of trading its way out of its financial difficulties.

Dr McMichael observed that Norma Hiscock was the second female Flag Officer in the Club's history and commended the Commodore on the past year's work.

The meeting closed at 11.05 p.m.



Frank Downing and Shelly Noakes enjoying the fine fare at the Galley Restaurant.

| CANBERRA YACHT CLUB INCORPORATED | | | | |
|--------------------------------------|-------|----------------|----------------|--|
| BALANCE SHEET | | | | |
| AS AT 31 MAY, 1988 | | | | |
| | NOTES | 1988 | 1987 | |
| CURRENT ASSETS | | | | |
| Cash on Hand | | \$ 4,590 | \$ 3,580 | |
| Receivables | 6 | 11,655 | 14,353 | |
| Inventories - at cost | | 11,025 | 10,980 | |
| Cash at Bank | | 709 | - | |
| Total Current Assets | | 27,979 | 28,913 | |
| NON-CURRENT ASSETS | | | | |
| Property, Plant & Equipment | 7 | 405,076 | 385,063 | |
| Total Non-Current Assets | | 405,076 | 385,063 | |
| TOTAL ASSETS | | 433,055 | 413,976 | |
| CURRENT LIABILITIES | | | | |
| Creditors and Borrowings | 8 | 229,383 | 327,121 | |
| Total Current Liabilities | | 229,383 | 327,121 | |
| NON-CURRENT LIABILITIES | | | | |
| Creditors & Borrowings | 9 | 116,159 | 59,430 | |
| Total Non-Current Liabilities | | 116,159 | 59,430 | |
| TOTAL LIABILITIES | | 345,542 | 386,551 | |
| NET ASSETS | | 87,513 | 27,425 | |
| MEMBERS' FUNDS | | | | |
| Accumulated Balance | | 27,425 | 91,365 | |
| Entrance Fees Received | | 2,140 | 3,130 | |
| Excess of Income over Expenditure | | 57,948 | (67,070) | |
| TOTAL MEMBERS FUNDS | | 87,513 | 27,425 | |

| CANBERRA YACHT CLUB INCORPORATED | | | | |
|---|--|------------------|--------------------|--|
| GENERAL PROFIT AND LOSS ACCOUNT | | | | |
| FOR THE YEAR ENDED 31 MAY, 1988 | | | | |
| | | 1988 | 1987 | |
| INCOME | | | | |
| Members Subscriptions | | 55,287 | 59,392 | |
| Boat Storage Fees | | 22,621 | 14,366 | |
| Advertising | | 800 | 7,032 | |
| Life Members | | - | 750 | |
| Other Income | | | | |
| Restaurant Gross Profit | | 2,041 | 5,848 | |
| Telephone | | 2,971 | 1,484 | |
| Miscellaneous Income | | 4,614 | 2,803 | |
| Club Insignia Items | | (38) | 1,862 | |
| Raffle | | 1,193 | 685 | |
| | | 89,489 | 94,222 | |
| Add: From Schedules | | | | |
| Schedule No. 1 - General Administration | | (268,199) | (243,018) | |
| 2 - Bar Trading Account | | 122,763 | 46,950 | |
| 3 - Sailing and Regatta Expenses | | 17,096 | 2,270 | |
| 4 - Poker Machine Trading | | 66,232 | 20,055 | |
| 5 - Dining Room Account | | 36,131 | 17,749 | |
| 6 - Functions and Entertainment | | 803 | 1,196 | |
| Operating Profit / (Deficit) | | 64,315 | (60,576) | |
| Provision for Depreciation on Club Building | | 6,367 | 6,494 | |
| Income Tax Expense | | - | - | |
| Excess of Income over Expenditure transferred to | | | | |
| Members Funds | | \$ 57,948 | \$ (67,070) | |

| CANBERRA YACHT CLUB INCORPORATED | | | | |
|--|--|------------------|------------------|--|
| SCHEDULE NO. 3 - SAILING & REGATTA PROFIT AND LOSS ACCOUNT | | | | |
| | | 1988 | 1987 | |
| Training Fees | | 2,921 | 770 | |
| Sailaway Fees | | 5,365 | 7,630 | |
| Sailing Fees | | 10,400 | 10,096 | |
| Gain on Equipment Sale | | 6,704 | - | |
| Sponsorship | | 6,500 | - | |
| Miscellaneous income | | 268 | 857 | |
| | | 32,158 | 19,353 | |
| LESS EXPENDITURE | | | | |
| Subscriptions & Donations | | - | 2,447 | |
| Depreciation - Boat & Sailing Equipment | | 2,400 | 2,443 | |
| Fuel | | 763 | 767 | |
| General Sailing Expenses | | 1,968 | 653 | |
| Trophies Sailing and Regatta Expenses | | 2,800 | 2,503 | |
| Repairs & Maintenance | | 1,234 | 1,073 | |
| Insurance | | 246 | - | |
| Volunteer Expenses | | 645 | 364 | |
| Subscriptions (Y.A.) | | (81) | - | |
| Training Costs | | 445 | 576 | |
| Sailaway Costs | | 4,642 | 6,257 | |
| | | 15,062 | 17,083 | |
| Net Profit transferred to General Profit and | | | | |
| Loss Account | | \$ 17,096 | \$ 2,270 | |
| SCHEDULE NO. 4 - POKER MACHINE TRADING | | | | |
| Poker Machine takings | | 92,867 | 36,079 | |
| LESS EXPENDITURE | | | | |
| C.T. Poker Machine Tax | | 9,283 | 3,561 | |
| Data Processing | | 840 | 1,040 | |
| Licence Fees | | 1,999 | 2,367 | |
| Interest | | 205 | 1,576 | |
| Repairs & Maintenance | | 5,192 | 3,944 | |
| Depreciation | | 3,790 | 3,536 | |
| Loss on Sale of Machines | | 5,326 | - | |
| | | 26,635 | 16,024 | |
| Net Profit transferred to General Profit and | | | | |
| Loss Account | | \$ 66,232 | \$ 20,055 | |

| CANBERRA YACHT CLUB INCORPORATED | | | | |
|--|--|------------------|------------------|--|
| SCHEDULE NO. 5 - DINING ROOM ACCOUNT | | | | |
| | | 1988 | 1987 | |
| INCOME | | | | |
| Catering Franchise | | 37,302 | 19,188 | |
| Expenses Recovery | | 7,021 | 4,196 | |
| Gross Takings | | 44,323 | 23,384 | |
| LESS EXPENDITURE | | | | |
| Electricity | | 5,220 | 4,027 | |
| Depreciation | | 611 | 573 | |
| General Expenses | | 709 | 250 | |
| Trade Waste | | 1,126 | 410 | |
| Leasing | | 526 | 375 | |
| Total Expenses | | 8,192 | 5,635 | |
| Net Profit transferred to General Profit and | | | | |
| Loss Account | | \$ 36,131 | \$ 17,749 | |
| SCHEDULE NO. 6 - MEMBERS' FUNCTIONS & ENTERTAINMENT TRADING ACCOUNT | | | | |
| Gross Receipts - Club Functions | | 13,530 | 11,421 | |
| LESS EXPENDITURE | | | | |
| Artists - Entertainment | | 1,575 | 1,270 | |
| Food - Club Functions | | 10,188 | 8,925 | |
| Sundry Expenses | | 964 | 30 | |
| | | 12,727 | 10,225 | |
| Net Profit transferred to General Profit and | | | | |
| Loss Account | | \$ 803 | \$ 1,196 | |

| CANBERRA YACHT CLUB INCORPORATED | | | | |
|---|--|------------------|------------------|--|
| SCHEDULE NO. 1 - GENERAL ADMINISTRATION | | | | |
| | | 1988 | 1987 | |
| Promotions & Advertising | | 20,384 | 15,456 | |
| Audit Fees | | 2,790 | 2,440 | |
| Accountancy Fees | | 5,875 | 3,750 | |
| Bank Charges & Federal Tax | | 3,680 | 7,240 | |
| Cleaning and Laundry | | 14,299 | 12,827 | |
| Depreciation | | 4,517 | 4,271 | |
| Electricity | | 5,990 | 4,134 | |
| Heating | | 1,448 | 1,466 | |
| Flag Officers Expenses | | 1,455 | 1,128 | |
| Hiring of Equipment | | 3,140 | 1,373 | |
| Insurance | | 7,659 | 3,134 | |
| Interest - Bank | | 50,878 | 47,254 | |
| Legal Fees | | 167 | 1,374 | |
| Leasing Equipment | | - | 660 | |
| Club Magazines | | 4,244 | 6,362 | |
| Office & Miscellaneous costs | | 4,731 | 5,092 | |
| Data Processing | | - | 720 | |
| Boat Park Expenses | | 5,537 | 3,623 | |
| New Members Costs | | 846 | 362 | |
| Badges | | 284 | 2,207 | |
| Payroll Tax | | 450 | - | |
| Provision for Doubtful Debts | | - | 6,700 | |
| Travelling | | 347 | - | |
| Land Rent | | 4,532 | 6,232 | |
| Motor Vehicle Expenses | | 1,001 | 837 | |
| Printing, Stationery & Stamps | | 9,131 | 5,537 | |
| Rates | | 5,066 | 5,755 | |
| Repairs & Maintenance | | 13,756 | 11,666 | |
| Subscriptions & Donations | | 480 | 419 | |
| Security | | 1,806 | 1,520 | |
| Telephone | | 6,255 | 4,425 | |
| Wages | | 72,156 | 60,393 | |
| Entertainment | | 10,814 | 14,661 | |
| Staff Amenities | | 4,481 | - | |
| Transferred to General Profit and Loss Account | | (268,199) | (243,018) | |

| CANBERRA YACHT CLUB INCORPORATED | | | | |
|---|--|-------------------|-------------------|--|
| SCHEDULE NO. 2 - BAR TRADING ACCOUNT | | | | |
| | | 1988 | 1987 | |
| Gross Sales | | 434,188 | 258,888 | |
| Restaurant | | - | 9,455 | |
| | | 434,188 | 268,343 | |
| Less Cost of Sales | | | | |
| Opening Stock on Hand | | 7,993 | 8,333 | |
| Purchases & Freight | | 204,074 | 133,926 | |
| | | 212,067 | 142,259 | |
| Less: Closing Stock | | 9,446 | 7,993 | |
| | | 202,621 | 134,266 | |
| Gross Profit | | \$ 231,567 | \$ 134,077 | |
| LESS EXPENDITURE | | | | |
| General Expenses | | 362 | 470 | |
| Insurance | | 2,197 | 2,899 | |
| Depreciation - Bar Equipment | | 390 | 180 | |
| Laundry, Cleaning & General Expenses | | 1,520 | 1,841 | |
| Licence Fee | | 8,968 | 7,542 | |
| Repairs & Replacements | | 6,122 | 1,007 | |
| Wages | | 82,291 | 67,020 | |
| Gas & Electricity & Heating | | 6,954 | 6,168 | |
| Total Expenses | | 108,804 | 87,127 | |
| Net Profit transferred to General Profit and | | | | |
| Loss Account | | \$ 122,763 | \$ 46,950 | |

| CANBERRA YACHT CLUB INCORPORATED | | | | |
|--|---------------------------|---|--|--|
| YEAR ENDED 31 MAY, 1988 | | | | |
| NOTES TO AND FORMING PART OF THE ACCOUNTS | | | | |
| 1. | Basis of Accounts | The financial statements have been prepared in accordance with the Historical Cost Convention. | | |
| 2. | Depreciation | Depreciation is calculated using the reducing balance method so as to write off the net cost of each fixed asset during its expected useful life. | | |
| 3. | Bank Loans | Westpac Banking Corporation Loan is secured by a Registered First Mortgage over the Club property at Yarralumla and a floating charge over the assets and undertakings. | | |
| 4. | Income Tax Expense | The Club has received an exempt status in terms of S.23(g),(iii) of the Act for the period to 31 May, 1986. This status is subject to review each year by the Australian Taxation Office. | | |
| 5. | | The Club premises were subjected to storm damage in May, 1988 resulting in an insurance claim of approximately \$ 100,000. Through the co-operation of the insurance Company and club staff, the club continued to trade. | | |

| CANBERRA YACHT CLUB INCORPORATED | | | | |
|---|--|-----------|-------------|--|
| SOURCE AND APPLICATION OF FUNDS STATEMENT | | | | |
| FOR THE YEAR ENDED 31 MAY, 1988 | | | | |
| | | 1988 | 1987 | |
| Source of Funds | | | | |
| Operating Profit / (Loss) | | 57,948 | (67,070) | |
| after Charging Non-cash items - | | | | |
| Depreciation | | 16,699 | 17,856 | |
| Provision for Doubtful Debts | | - | 6,700 | |
| | | 74,647 | (42,514) | |
| Entrance Fees received | | 2,140 | 3,130 | |
| Precharged loan interest | | 601 | 750 | |
| Sundry Debtors | | 2,098 | (9,762) | |
| | | \$ 79,486 | \$ (48,396) | |
| Application of Funds | | | | |
| Purchase of Assets | | 36,713 | 9,269 | |
| Increase in Current Assets | | | | |
| Cash on Hand | | 1,010 | 470 | |
| Stock on Hand | | 45 | 1,301 | |
| Reduction in Current Liabilities | | | | |
| Bank Overdraft | | 18,021 | 19,062 | |
| Debentures - reduction | | - | 240 | |
| Unsecured Loans - repaid | | 2,487 | 8,906 | |
| Westpac Loan - repaid | | 13,271 | (73,863) | |
| Creditors | | 7,939 | (13,781) | |
| | | \$ 79,486 | \$ (48,396) | |

CANBERRA YACHT CLUB INCORPORATED

YEAR ENDED 31 MAY, 1988

NOTES TO AND FORMING PART OF THE ACCOUNTS continued.

| | | | | |
|----|--|--------|----------------|----------------|
| 6. | <u>CURRENT ASSETS - RECEIVABLES</u> | | 1988 | 1987 |
| | Sundry Debtors & Prepayments | | 10,434 | 19,231 |
| | Less Provision for Doubtful Debts | | - | (6,700) |
| | Precharged Loan Interest | | 1,221 | 1,822 |
| | | | <u>11,655</u> | <u>14,353</u> |
| 7. | <u>NON CURRENT ASSETS -</u> | | | |
| | <u>PROPERTY, PLANT & EQUIPMENT</u> | | | |
| | Lotus Bay Club House - at cost | | 357,845 | 352,745 |
| | Less Provision for Depreciation | | (40,960) | (34,593) |
| | Club Boats - at cost | | 27,806 | 22,406 |
| | Less Provision for Depreciation | | (6,221) | (10,696) |
| | Sailing Equipment - at cost | | 4,635 | 4,535 |
| | Less Provision for Depreciation | | (3,640) | (3,467) |
| | Plant & Equipment - at Cost | | 76,315 | 70,612 |
| | Less Provision for Depreciation | | (42,038) | (36,519) |
| | Poker Machines - at cost | | 53,765 | 43,555 |
| | Less Provision for Depreciation | | (22,431) | (23,515) |
| | | | <u>405,076</u> | <u>385,063</u> |
| 8. | <u>CURRENT LIABILITIES</u> | | | |
| | <u>Secured -</u> | | | |
| | Bank Overdraft | | - | 17,312 |
| | Bank Loans | NOTE 3 | 200,000 | 270,000 |
| | Total Secured Liabilities | | 200,000 | 287,312 |
| | <u>Unsecured</u> | | | |
| | Trade Creditors | | 29,383 | 37,322 |
| | Other Unsecured Loans | | - | 2,487 |
| | | | <u>229,383</u> | <u>327,121</u> |
| 9. | <u>NON-CURRENT LIABILITIES</u> | | | |
| | <u>Secured</u> | | | |
| | Bank Loans | NOTE 3 | 105,389 | 48,660 |
| | <u>Unsecured</u> | | | |
| | Debentures | | 10,770 | 10,770 |
| | | | <u>116,159</u> | <u>59,430</u> |

AUDITORS' REPORT

TO THE MEMBERS OF CANBERRA YACHT CLUB INCORPORATED

We have audited the accompanying Balance Sheet and Profit and Loss Account and Notes to the Accounts in accordance with Australian Auditing Standards.

In our opinion, the financial statements present fairly the financial position of the Canberra Yacht Club Incorporated at 31 May, 1988 and the results of its operations for the year then ended in accordance with Australian Accounting Standards and comply with the provisions of the Associations Incorporation Ordinance 1953 of the Australian Capital Territory.

The accounting and other records examined by us have been properly kept in accordance with the provisions of the said Ordinance.

Canberra 22 July 1988

M.S. Dawson
M.S. DAWSON
DAWSON & DI BARTOLO
CHARTERED ACCOUNTANTS

Thanks!

The Canberra Yacht Club thanks most sincerely the following sponsors who have generously assisted its activities during the 1987-88 season:

SAILING:

- Ansett Airlines of Australia
- Aurora Boats & Sailboards
- Australia Day Council
- Australia-America Association
- Canterbury of Canberra
- Canberra Australia Day Sports Council
- Civic Advance Bank
- Club Marine Australia Pty Ltd
- Sail Australia — Sydney Harbour
- Schweppes Drinks
- Whitsunday Rent-a-Yacht

TRAINING:

- Canberra Building Society
- OTIS Elevators

RACE SUPPORT UNIT:

- Steve's Communications

PUBLICITY:

- Bartondale (sponsor "I'd Rather be Sailing")
- NRMA (The Yachtsman)

MEMBERSHIP:

- Ocean Beach Resort, Surfers Paradise
- Queensland Government Travel Centre
- East-West Airlines

Support Our Sponsors!



"I'D RATHER BE SAILING"

Canberra Yacht Club's
Sailing Program

- * Sailing Reports
- * CCYA News
- * Youth/Junior Sail Segments
- * Social News

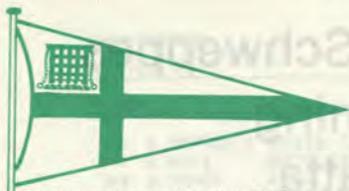
**EVERY SUNDAY
MORNING AT 9.00!**

Sponsored by

Bartondale

Small Job Workshop

 *Bernie's*
**WHITSUNDAY
RENT A YACHT**



The Canberra Yacht Club
Mariner Place,
Yarralumla, A.C.T.
Phone (062) 73 1784

The Canberra

YACHTSMAN

Registered by Australia Post Publication No. NBH 0850

NOVEMBER 1988

On the Water . . . and around the Club . . . it's been

A GREAT START TO THE SUMMER OF '88 AT THE CYC

"Opening of season festivities reach an all time high in recent years . . ."

Three events on the weekend of 23-25 September really started the 1988-89 Sailing Season off with a bang!

The Opening Of The Season Ball at the Club on the Friday evening, hosted by Commodore Patrick Keily and his wife Maureen, was a great success with a crowd of members and friends enjoying the music of popular local band "Rigby" until the wee small hours.

Among the merrymakers were Guests of Honour, Commodore Paul Berger, RAN, representing the Chief of the Naval Staff, and his wife Virginia, and honoured guests, David Evans and Billie-Jo McCann, Federal and ACT Presidents of the Australian - American Association.

The Loyal Toast was again proposed by Gerry Hewson and was followed by a most entertaining speech by Guest of Honour Paul Berger on the Australian Bicentennial Celebrations. This popular annual event was again reported, with pictures, in the *Sun-Herald* and *Daily Telegraph*.

The Schweppes Opening Of The Season Regatta at 2.00 pm on the Sunday was preceded by a special a la carte lunch at the Club. This was followed by the Blessing of the Fleet at 1.30 pm by Chaplain John White of the

Australian Defence Forces. The opening regatta which attracted a large fleet was a great success as was the apres sail presentations in the packed Sailors Bar after the race. A large number of the public enjoyed the spectacle in magnificent Canberra spring sunshine heralding in what appears to be one of our best racing seasons ever!

1988-89 TWILIGHT SERIES:

The 1988-89 Whitsunday Rent A Yacht Twilight Series is up and running, at the time of penning these few words, two races have already been sailed.

Both races were sailed in good conditions with over 50 boats participating on each occasion. This is an excellent indication of the popularity of this series. Social or fun racing is alive and well in Canberra!

The second race proved to be very exciting at the finish with most of the fleet finishing within a time span of two minutes. As you could guess, any attempt to get accurate elapse times on each yacht proved an impossibility for those in the tower. However, the first across the line in each division were identified and appropriate prizes offered.

The meals available in the Club after racing are also proving to be very popular. The kitchen staff are offering a

Continued on page 3



FULL SAILING RESULTS 87/88
SEASON WITH THIS ISSUE

Commodore's Corner

The months since the August Annual General Meeting have seen a great deal of activity in many areas of the Club.

This has been obvious in several ways including our new CANBERRA YACHT CLUB sign in Mariner Place between the in and out driveways to the Club. Thanks go especially to member Carlo Binutti for his generous donation of time and effort on that project.

The garden beds surrounding the entrance to the Club are a vast improvement and are the work of member David Lovie, who has a very green thumb.

The grounds were a picture for the Schweppes Opening Regatta and were the result of efforts by Rob Breen, Rear Commodore (Operations), his committee and the small number of volunteers who answered his call for a working bee.

Practically, and of interest to members with boat moorings on LBG, the Club's mooring barge has now been completely refurbished,

and is available to assist members in laying or refurbishing moorings. As in the past, this activity usually increases around now with the weather becoming both better and warmer.

Socially, special Club functions have included the Officers' Reunion of past members of the Executive and Committee in August, the Bicentennial Opening of the Season Ball, the Blessing of the Fleet and the Schweppes Opening of the Season Regatta in September, and the launch of the Whitsunday Rent A Yacht 'Twilight Series' in November, all of which were very successful.

Members will also have been aware of the increasing popularity of the Club for social functions, which bodes well for the future.

Poker machine players have also been impressed by our two new machines which were installed recently.

The next Quarterly General Meeting is at 8 pm on Monday 28 November 1988 and a warm invitation is extended to all members to attend. Until then, happy sailing and socialising.

PATRICK KEILY
Commodore

Westpac

'Handyway' now at Club

Canberra Yacht Club members and guests may now pay for goods and services with their Westpac or Commonwealth Bank Cards including the Westpac and Commonwealth Bank Master Cards.

In its efforts to continue upgrading services and facilities for members Canberra Yacht Club has installed the debit card system to make a visit to the Yacht Club even more enjoyable.

So if lack of ready cash has been a reason to put off that visit to the Yacht Club the new facility will provide a welcome attraction for many members and their guests.

Notice to all Class and Division Representatives

- The Canberra Yacht Club Sailing Committee will meet at 5.30 pm

every first working Monday of each month.

- All Class and Division Representatives are invited to be members of the Sailing Committee.
- Your ideas and contributions to the continuing success and improvement in sailing activities of this great yacht club are eagerly sought.
- For those Classes or Divisions without representation, it would be in their interests to elect a representative to put their points of view to the Sailing Committee.
- Formally elected members of the Sailing Committee are:
-Robert Redfern (Chairman)
Ph. 88 3706 a.h.;
-Ross Wyld-Browne; and
-Martin Kilpatrick

Sailing News

The Schweppes Opening Regatta

25th September, 1988

The Schweppes Opening Regatta sailed on 25th September 1988 in excellent sailing conditions with consistent strong winds was an outstanding success with 57 starters recorded.

Race organisation under the control of Ross and Carol Wyld-Brown, Martin Kilpatrick and Geoff Onions ensured that the regatta went off without a hitch and results were known in a timely fashion.

The three Schweppes trophies awarded to the winners of the classes with most numerous entries went firstly to Division 1, second to the catamarans and the third trophy to Division 3! The winning skippers were respectively John White (with an all female crew), Peter Manley and Ben Johnson. Ben Lieske, who sails a Laser 2, won the raffle prize of dinner for two in the Club restaurant. Other prizes donated by Schweppes were also awarded to approximately 12 other class winners and placings.

The wrap-up of results in the packed Sailors' Bar after the race, and the encouraging atmosphere of sailors enjoying after-race refreshments and indications that all are looking forward to a competitive and full calendar, indicates that sailing at the Club this season looks to be very exciting.

The support of Schweppes Drinks for the Opening Regatta no doubt contributed to its success and it would be appreciated by the Sailing Committee if members could keep in mind Schweppes assistance and help at appropriate times.

ROBERT B. REDFERN
Rear Commodore Sailing

FINAL RESULTS 1987/88 SAILING SEASON

GENERAL DIVISION I

| CHAMPIONSHIP | | | POINTSCORE SERIES #1 | | | POINTSCORE SERIES #2 | | | | | |
|--------------|-------------|------------------|----------------------|------|--------------|----------------------|----|--------|--------------|----------------|----|
| Av./race 7 | | | Av./race 10.1 | | | Av./race 5.8 | | | | | |
| PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS | | | |
| 1st | D OVERHEU | CRYSTAL CASTLE | 6 | 1st | D OVERHEU | CRYSTAL CASTLE | 57 | 1st | D LOVIE | MICRO | 66 |
| 2nd | G WHITE | GREYBEARD | 21 | 2nd | G ONIONS | COLDUCK | 51 | 2nd | D OVERHEU | CRYSTAL CASTLE | 64 |
| 3rd | J CHURCH | RINGO | 24.4 | 3rd | J STINSON | GONE W T WIND | 47 | 3rd | G WHITE | GREYBEARD | 58 |
| 4th | D LOVIE | MICRO | 35.1 | 4th | J CHURCH | RINGO | 41 | 4th | J CHURCH | RINGO | 42 |
| 5th | G ONIONS | COLDUCK | 40.1 | 5th | P HUDD | T.BAGGS | 39 | 5th | R THOMPSON | SANDGROPER | 40 |
| 6th | R THOMPSON | SANDGROPER | 49 | 6th | B WORTH | EDRA | 39 | 6th | G ONIONS | COLDUCK | 33 |
| 7th | B WORTH | EDRA | 51.7 | 7th | R THOMPSON | SANDGROPER | 38 | 7th | P HUDD | T.BAGGS | 29 |
| 8th | J STINSON | GONE WITH T WIND | 56 | 8th | G WHITE | GREYBEARD | 34 | 8th | K WESTACOTT | GRASSHOPPER | 23 |
| 9th | J WHITE | CALLISTO | 64 | 9th | R WILDE-BWNE | CASSY | 22 | 9th | W BARNES | DEUCE | 13 |
| 10th | K WESTACOTT | GRASSHOPPER | 73 | 10th | K WESTACOTT | GRASSHOPPER | 21 | 10th | H MATTNER | THE DOVE | 13 |
| 11th | W BARNES | DEUCE | 73.7 | 11th | M KILPATRICK | SIDEX | 19 | 11th | R WILDE-BWNE | CASSY | 12 |
| 12th | P HUDD | T.BAGGS | 74.7 | 12th | H MATTNER | THE DOVE | 18 | 12th | A HOUSTONE | POSH JUNK | 9 |
| 13th | B MARCH | RAGING LEMMING | 77 | 13th | P TAYLOR | PATHFINDER | 17 | 13th | M KILPATRICK | SIDEX | 8 |
| 14th | P TAYLOR | PATHFINDER | 78 | 14th | W BARNES | DEUCE | 16 | 14th | P TAYLOR | PATHFINDER | 6 |
| 15th | A HOUSTONE | POSH JUNK | 79 | 15th | J WHITE | CALLISTO | 16 | 15th | P TAYLOR | PATHFINDER | 6 |
| | | | | 16th | D LOVIE | MICRO | 12 | 16th | B WORTH | EDRA | 6 |
| | | | | 17th | A HOUSTONE | POSH JUNK | 8 | 17th | P KEILY | KALEULA | 6 |
| | | | | 18th | P KEILY | KALEULA | 5 | 18th | B MARCH | RAGING LEMM'G | 3 |
| | | | | 19th | S THURSTON | BILLABONG | 2 | | | | |
| | | | | 20th | P REED | BENELONG | 2 | | | | |

GENERAL DIVISION 2

| CHAMPIONSHIP | | | POINTSCORE SERIES #1 | | | POINTSCORE SERIES #2 | | | | | |
|--------------|-------------|---------------|----------------------|------|-------------|----------------------|----|--------|-------------|---------------|----|
| Av./race 5.9 | | | Av./race 7 | | | Av./race 7.5 | | | | | |
| PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS | | | |
| 1st | R ROSE | IMPETUOUS | 0 | 1st | R ROSE | IMPETUOUS | 68 | 1st | D MENZIES | SABRE | 64 |
| 2nd | J HENTY | BOUNTY HUNTER | 17.7 | 2nd | C CAMERON | SEA EAGLE | 64 | 2nd | R ROSE | IMPETUOUS | 64 |
| 3rd | C CAMERON | SEA EAGLE | 27.4 | 3rd | R BREEN | LOVE BOAT | 59 | 3rd | J HENTY | BOUNTY HUNTER | 54 |
| 4th | D MENZIES | SABRE | 30.4 | 4th | D MENZIES | SABRE | 59 | 4th | S BRITTAIN | BLUE HART II | 53 |
| 5th | S MORELAND | M.E.K. | 52.7 | 5th | J HENTY | BOUNTY HUNTER | 46 | 5th | E CUTLER | DI-CAST | 43 |
| 6th | S BRITTAIN | BLUE HART II | 58.4 | 6th | S BRITTAIN | BLUE HART II | 42 | 6th | C CAMERON | SEA EAGLE | 39 |
| 7th | R BREEN | LOVE BOAT | 59.7 | 7th | S MORELAND | M.E.K. | 41 | 7th | S MORELAND | M.E.K. | 23 |
| 8th | G GILLET | CALYPSO | 60.4 | 8th | G GILLET | CALYPSO | 16 | 8th | BRANDON | PANDORA 9 | 18 |
| 9th | R GALLIMORE | OPD | 77 | 9th | J BLAKE | VERTIGO | 11 | 9th | G GILLET | CALYPSO | 18 |
| | | | | 10th | W LAMOND | FURSTIN | 10 | 10th | R McCORMACK | CATHERINE | 17 |
| | | | | 11th | D IRELAND | MISTRAL HUNTER | 9 | 11th | R BREEN | LOVE BOAT | 15 |
| | | | | 12th | R GALLIMORE | OPD | 4 | 12th | W HELLING | TELSTAR IV | 15 |
| | | | | 13th | E CUTLER | DI-CAST | 3 | 13th | J KENNEDY | SANS SOUCI | 10 |
| | | | | 14th | C CREED | RAMBLER | 3 | 14th | R GALLIMORE | OPD | 7 |
| | | | | 15th | R McCORMACK | CATHERINE | 1 | 15th | M RIGBY | CAR-0-MEL | 3 |

GENERAL DIVISION III

| CHAMPIONSHIP | | | POINTSCORE SERIES #1 | | | POINTSCORE SERIES #2 | | | | | |
|--------------|------------|------------------|----------------------|-----|------------|----------------------|----|--------|------------|------------------|----|
| Av./race 2 | | | Av./race 2 | | | Av./race 2 | | | | | |
| PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS | | | |
| 1st | G MITCHELL | HUSTLER | 31 | 1st | H STODDART | BEYOND FRIDAY | 79 | 1st | G MITCHELL | HUSTLER | 38 |
| 2nd | H STODDART | BEYOND FRIDAY | 37 | 2nd | T DODDS | HARRIS LANIER | 35 | 2nd | B JOHNSON | SIMPLY RED | 20 |
| 3rd | B JOHNSON | SIMPLY RED | 42 | 3rd | G MITCHELL | HUSTLER | 33 | 3rd | P DALTON | BANDIT | 17 |
| 4th | T DODDS | HARRIS LANIER | 43.7 | 4th | B JOHNSON | SIMPLY RED | 30 | 4th | R BODGER | DECK CHAIRS O'BD | 17 |
| 5th | R BODGER | DECK CHAIRS O'BD | 44 | 5th | R BODGER | DECK CHAIRS O'BD | 17 | 5th | H STODDART | BEYOND FRIDAY | 10 |
| 6th | S QUINN | FRANTIC | 47 | 6th | B LIESKE | TRU BLU | 16 | 6th | B O'CONNOR | STEP 3 | 10 |
| 7th | B O'CONNOR | STEP 3 | 50 | 7th | G SEELEY | TRIPLE M | 10 | 7th | S QUINN | FRANTIC | 10 |
| 8th | B LIESKE | TRU BLU | 52 | 8th | J SCOTT | SPLASHING | 9 | 8th | T DODDS | HARRIS LANIER | 9 |
| | T WEBSTER | DOGS BREAKFAST | 52 | | L MAYER | COMFORTABLY NUMB | 9 | 9th | T WEBSTER | DOGS BREAKFAST | 8 |
| | P DALTON | KAZOZ | 52 | | B PFITZNER | DIDDUMS | 9 | 10th | B PFITZNER | DIDDUMS | 3 |
| | T DALTON | BANDIT | 56 | 9th | T WEBSTER | DOGS BREAKFAST | 1 | 11th | A BLACK | A B BABY | 2 |
| | | | 56 | | | | | 12th | R GAME | JUBILEE | 2 |
| | | | 56 | | | | | 13th | G JOHNSON | B925 | 1 |
| | | | | | | | | 14th | B LIESKE | TRU BLU | 1 |

SEAFLY

| CHAMPIONSHIP | | | POINTSCORE SERIES #1 | | | POINTSCORE SERIES #2 | | | | | |
|--------------|------------|---------------|----------------------|-----|------------|----------------------|----|--------|------------|---------------|----|
| Av./race 4 | | | Av./race 3.66 | | | Av./race 3.1 | | | | | |
| PLACE | | POINTS | PLACE | | POINTS | PLACE | | POINTS | | | |
| 1st | P FULLAGAR | GADFLY | 26.7 | 1st | P FULLAGAR | GADFLY | 68 | 1st | T JAMBRICH | MRS PANKHURST | 67 |
| 2nd | T JAMBRICH | MRS PANKHURST | 27.7 | 2nd | S YOUNGMAN | ANYWAY | 42 | 2nd | G SAWERS | DUYFKEN | 42 |
| 3rd | G SAWERS | DUYFKEN | 30 | 3rd | G SAWERS | DUYFKEN | 37 | 3rd | J LOWE | FIREFLY | 37 |
| 4th | S YOUNGMAN | ANYWAY | 38.4 | 4th | T JAMBRICH | MRS PANKHURST | 34 | 4th | S YOUNGMAN | ANYWAY | 37 |
| 5th | R POWELL | IOTA | 44 | 5th | J LOWE | FIREFLY | 33 | 5th | P FISHER | MALAGARA | 34 |
| 6th | J LOWE | FIREFLY | 47 | 6th | R POWELL | IOTA | 31 | 6th | P FULLAGAR | GADFLY | 27 |
| 7th | P JUNGER | BUNYIP | 55.7 | 7th | P JUNGER | BUNYIP | 7 | | | | |

Support Our Sponsors!

 **WHITSUNDAY RENT A YACHT** **Ansett.**

| CHAMPIONSHIP | | | | POINTS SERIES #1 | | | | POINTS SERIES #2 | | | |
|--------------|--------------|--------------|-------|------------------|--------------|--------------|-------|------------------|--------------|--------------|----|
| Av./race 5 | | | | Av./race 7 | | | | Av./race 7 | | | |
| PLACE | | POINTS | PLACE | POINTS | PLACE | POINTS | PLACE | POINTS | PLACE | POINTS | |
| 1st | J KIRKPATRCK | MOTOROLA | 8 | 1st | R REDFERN | BLACK'N'BLUE | 47 | 1st | B GUNN | DOGAMARAN | 66 |
| 2nd | R REDFERN | BLACK'N'BLUE | 11.7 | 2nd | J KIRKPATRCK | MOTOROLA | 44 | 2nd | L HACKETT | A-ROAR-A | 62 |
| 3rd | B GUNN | DOGAMARAN | 23.1 | 3rd | L HACKETT | A-ROAR-A | 42 | 3rd | J KIRKPATRCK | MOTOROLA | 58 |
| 4th | L HACKETT | A-ROAR-A | 32.7 | 4th | B GUNN | DOGAMARAN | 41 | 4th | E KRUCK | BOEING | 42 |
| 5th | E KRUCK | BOEING | 38 | 5th | B MARCH | WARLORD | 38 | 5th | R REDFERN | BLACK'N'BLUE | 34 |
| 6th | B MARCH | WARLORD | 41.7 | 6th | R ORTNER | ONE UP | 34 | 6th | B MARCH | WARLORD | 31 |
| 7th | D YOUNG | BOEING | 75.7 | 7th | E KRUCK | BOEING | 27 | 7th | P MANLEY | OBSESSION | 19 |
| 8th | P MANLEY | OBSESSION | 76 | 8th | C TUCKER | 2 BEWTS | 18 | 8th | R DAVIS | MAJIK | 19 |
| 9th | W BURHOP | ISHYAGOER | 78 | 9th | D CARTWRIGHT | | 16 | 8th | M WALKINGTON | | 16 |
| 10th | J KENNARD | SPINIFEX | 78 | 10th | P MANLEY | OBSESSION | 15 | 9th | R ORTNER | ONE UP | 15 |
| | G BADGERY | AC-TC | 80 | 11th | R MARSH | INDECISION | 10 | 10th | C TUCKER | 2 BEWTS | 10 |
| | | | | 12th | G BADGERY | AC-TC | 5 | 11th | T BOSSOMALER | BANDERLERO | 3 |
| | | | | 13th | D YOUNG | BOEING | 4 | | | | |
| | | | | 14th | W BURHOP | ISHYAGOER | 4 | | | | |
| | | | | 15th | H JENSEN | | 2 | | | | |
| | | | | 16th | J KENNARD | SPINIFEX | 1 | | | | |

FLYING 15

| CHAMPIONSHIP | | | | POINTS SERIES #1 | | | | POINTS SERIES #2 | | | |
|--------------|-------------|---------------|-------|------------------|--------------|---------------|-------|------------------|-------------|---------------|----|
| Av./race 8 | | | | Av./race 9 | | | | Av./race 8 | | | |
| PLACE | | POINTS | PLACE | POINTS | PLACE | POINTS | PLACE | POINTS | PLACE | POINTS | |
| 1st | C BROWN | SNABB FISK | 0 | 1st | P FORSTER | PAKAM 4 | 60 | 1st | I KALNINS | ROLLINGSTONE | 66 |
| 2nd | P RUSSELL | RUSTLER | 9 | 2nd | C BROWN | SNABB FISK | 58 | 2nd | P RUSSELL | RUSTLER | 62 |
| 3rd | I KALNINS | ROLLING STONE | 28.1 | 3rd | V SCHEVENKO | CALYPSO | 54 | 3rd | P FORSTER | PAKAM 4 | 62 |
| 4th | P FORSTER | PAKAM 4 | 33.1 | 4th | P RUSSELL | RUSTLER | 52 | 3rd | L MCGEE | WINGS | 46 |
| 5th | J HOSKING | LOTUS | 56.7 | 5th | B BINNING | SHALOM | 43 | 4th | C BROWN | SNABB FISK | 45 |
| 6th | V SCHEVENKO | CALYPSO | 57.7 | 6th | W CAUSEBROOK | BARNACLE BILL | 42 | 5th | B BINNING | SHALOM | 39 |
| 7th | B BINNING | SHALOM | 61.4 | 7th | L MCGEE | WINGS | 40 | 6th | B GOODWIN | LIGHTNING | 36 |
| 8th | B CAUSBROOK | BARNACLE BILL | 65.7 | 8th | I KALNINS | ROLLING STONE | 36 | 7th | J HOSKING | LOTUS | 26 |
| 9th | P DALTON | ONDINE | 66 | 9th | P DALTON | ONDINE | 30 | 8th | P DALTON | ONDINE | 25 |
| 10th | L MCGEE | WINGS | 70.7 | 10th | J HOSKING | LOTUS | 17 | 9th | V SCHEVENKO | CALYPSO | 24 |
| 11th | B GOODWIN | LIGHTNING | 79 | 11th | B GOODWIN | LIGHTNING | 13 | 10th | B CAUSBROOK | BARNACLE BILL | 16 |
| 12th | S POVER | VINGLOT | 84 | 12th | S POVER | VINGLOT | 1 | 11th | S POVER | VINGLOT | 4 |

LASER

| CHAMPIONSHIP | | | | POINTS SERIES #1 | | | | POINTS SERIES #2 | | | |
|--------------|-----------|-------------------|-------|------------------|-------------|----------------|-------|------------------|-----------|--------------------|----|
| Av./race 2.3 | | | | Av./race 4.1 | | | | Av./race 2.9 | | | |
| PLACE | | POINTS | PLACE | POINTS | PLACE | POINTS | PLACE | POINTS | PLACE | POINTS | |
| 1st | J SIMPSON | TRUE BLUE | 14.7 | 1st | J SIMPSON | TRUE BLUE | 90 | 1st | J SIMPSON | TRUE BLUE | 63 |
| 2nd | T RYAN | MISTIES FOOL | 25.7 | 2nd | M BLACKBURN | JABOOYAVITCH | 68 | 2nd | N MACKIE | TURBO-MOLEC'R PUMP | 44 |
| 3rd | N MACKIE | TURBO-M'ULAR PUMP | 33 | 3rd | T RYAN | MISTIES FOOL | 49 | 3rd | T RYAN | MISTIES FOOL | 36 |
| | | | | 4th | N MACKIE | TURBO M'ULAR P | 33 | 4th | M BROOKS | | 33 |
| | | | | 5th | J EAMER | REMAE | | | | | |

MIRROR

| CHAMPIONSHIP | | | | JUNIOR CHAMPIONSHIP | | | | POINTS SERIES #1 | | | | POINTS SERIES #2 | | | |
|---------------|-------------|---------------|-------|---------------------|-------------|-------------|-------|------------------|-------------|---------------|-------|------------------|-------------|---------------|----|
| Av./race 11.6 | | | | Av./race | | | | Av./race 10 | | | | Av./race 10.4 | | | |
| PLACE | | POINTS | PLACE | POINTS | PLACE | POINTS | PLACE | POINTS | PLACE | POINTS | PLACE | POINTS | PLACE | POINTS | |
| 1st | A FORSTER | ONCE I A B M | 8.7 | 1st | M FORSTER | CHERRY RIPE | 3 | 1st | G DENNETT | COMET | 57 | 1st | G DENNETT | COMET | 50 |
| 2nd | M FORSTER | CHERRY RIPE | 19 | 2nd | C HUGHES | FAST JOB | 9 | 2nd | A FORSTER | ONCE I A B M | 48 | 2nd | P RUSSELL | KAELE | 44 |
| 3rd | C HUGHES | FAST JOB | 30.4 | 3rd | C DOOLAN | EVERGREEN | 14.7 | 2nd | C HUGHES | FAST JOB | 48 | 3rd | D HUGHES | TAWARRI | 38 |
| 4th | G DENNETT | COMET | 30.4 | 4th | S MADZIAR | SK | 53.4 | 3rd | K FARRELL | CRYSTAL | 37 | 4th | C DOOLAN | EVERGREEN | 37 |
| 5th | S ALLAN | SIMPLY LIVING | 37 | 5th | M LASCELLES | DRY MARTINI | 61.7 | 4th | M FORSTER | CHERRY RIPE | 36 | 5th | C HUGHES | FAST JOB | 36 |
| 6th | C DOOLAN | EVERGREEN | 39.7 | 6th | S PHILLIPS | SCOOBY DOO | 70 | 5th | S ALLAN | SIMPLY LIVING | 28 | 6th | S DENNETT | BREAKAWAY | 32 |
| 7th | P RUSSELL | KAELE | 59.4 | | | | | 5th | G DOOLAN | RUBAIYAT | 28 | 7th | G DOOLAN | RUBAIYAT | 30 |
| 8th | G DOOLAN | RUBAIYAT | 63 | | | | | 6th | C DOOLAN | EVERGREEN | 24 | 8th | A FORSTER | ONCE I A B M | 28 |
| 9th | R HUGHES | TAWARRI | 64.4 | | | | | 6th | K DOOLAN | WHOOPEE DOO | 24 | M FORSTER | CHERRY RIPE | 28 | |
| 10th | K FARRELL | CRYSTAL | 75.4 | | | | | 7th | D HUGHES | TAWARRI | 20 | 9th | I HAWKE | BANJO | 24 |
| 11th | K DOOLAN | WHOOPEE DOO | 77 | | | | | 8th | I HAWKE | BANJO | 17 | 10th | S ALLAN | SIMPLY LIVING | 18 |
| 12th | S KENNEDY | ROTUND OAL | 114 | | | | | 9th | R HUGHES | TAWARRI | 15 | K DOOLAN | WHOOPEE DOO | 18 | |
| 13th | S DENNETT | BREAKAWAY | 118 | | | | | 10th | P HOOPER | TOPAZ | 12 | 11th | M LASCELLES | DRY MARTINI | 15 |
| | I HAWKE | BANJO | 118 | | | | | 11th | S DENNETT | BREAKAWAY | 10 | 12th | K FARRELL | CRYSTAL | 9 |
| 14th | S MADZIAR | SK | 122 | | | | | 12th | P RUSSELL | KAELE | 9 | S KENNEDY | ROTUND OAL | 9 | |
| 15th | M BROOKS | SHADOW FOX | 124 | | | | | 13th | M LASCELLES | DRY MARTINI | 8 | 13th | R HUGHES | TAWARRI | 8 |
| 16th | D HUGHES | TAWARRI | 127.7 | | | | | 14th | F HOPKINS | WILBUR | 7 | 14th | S MADZIAR | SK | 7 |
| 17th | M LASCELLES | DRY MARTINI | 132 | | | | | 15th | B BROOKS | SHADOW FOX | 4 | 15th | J ALLAN | SIMPLY LIVING | 5 |
| 18th | B BROOKS | SHADOW FOX | 145 | | | | | 16th | S MADZIAR | SK | 4 | 16th | B BROOKS | SHADOW FOX | 2 |
| | P HOOPER | TOPAZ | 145 | | | | | 17th | M BROOKS | SHADOW FOX | 2 | M BROOKS | SHADOW FOX | 2 | |
| | R ZARKA | LE DUCK | | | | | | 17th | R ZARKA | LE DUCK | 1 | 17th | R ZARKA | LE DUCK | 1 |

TASAR

| CHAMPIONSHIP | | | | POINTS SERIES #1 | | | | POINTS SERIES #2 | | | |
|--------------|-------------|--------------|-------|------------------|-------------|--------------|-------|------------------|-------------|--------------|----|
| Av./race 2 | | | | Av./race 2.5 | | | | Av./race 2 | | | |
| PLACE | | POINTS | PLACE | POINTS | PLACE | POINTS | PLACE | POINTS | PLACE | POINTS | |
| 1st | I McDOUGALL | MALTASAR | 6.5 | 1st | I McDOUGALL | MALTASAR | 81 | 1st | I McDOUGALL | MALTASAR | 82 |
| 2nd | R PEAKE | TRUE BLUE | 17.75 | 2nd | K ALEXANDER | GOLDEN GOOSE | 64 | 2nd | R PEAKE | TRUE BLUE | 64 |
| 3rd | K ALEXANDER | GOLDEN GOOSE | 23 | 3rd | R PEAKE | TRUE BLUE | 38 | 3rd | K ALEXANDER | GOLDEN GOOSE | 33 |
| | | | | 4th | B PAINE | FUN | 10 | | | | |
| | | | | 5th | S THURSTON | RAMBOAT | 8 | | | | |

Continued from page 1

wide variety of roasts at very reasonable prices. To date not much has been taken back to the kitchen!

With so many sailors and guests coming back to the Club after the race for a drink and a meal, the draw for the final prizes offered by our sponsors — Whitsunday Rent A

The CYC will be 'Radio Active' this Summer!

The Canberra Yacht Club has joined forces with two of Canberra's top Radio Stations to present a fabulous menu of entertainment, competitions and guaranteed FUN ... FUN ... FUN this Summer — and especially during the Yuletide festival month of December.

"CRUISIN' AT THE YACHT CLUB"

Fridays in and around the Sailors' Bar will never be the same again! Commencing 2nd December, FM104.7 will lay on great Stereo FM, games, competitions and great giveaways every Friday sunset to enable people to start their weekends on a high note "Cruisin' at the Yacht Club". FM104.7's popular on-air personalities will make the 'odd' appearance and coupled with the Piano Bar and Over 25's Party Nite upstairs it looks like the CYC will be THE place to be on Fridays.



JAZZ ON SUNDAY

Light 'n' Easy 1053 has climbed aboard our ever-popular "Jazz on Sunday" series at the CYC, and to celebrate will be GIVING AWAY a \$2500 KAWAI ORGAN to some lucky person attending the Sunday afternoon concerts during December.

Jazz on Sunday features Canberra's top Jazz bands and is already a social must in the ACT for hundreds of Jazz followers each week. So the added excitement during December should ensure capacity houses between 4 and 8 pm each (swinging) Sunday!



Yacht, Ansett Airlines and Deluxe Buses — is also proving once again an event worth waiting for, particularly in view of the value of the prizes to be won!

The results for this series are being processed by Ross Wylde-Browne. Processing results and keeping them up to date for a series of this magnitude is no easy task — thanks Ross!

Officers' Reunion

This year's Officers' Reunion was held at the Club on Friday 5th August in the (old) Snooker Room and was a happy, relaxed and enjoyable evening.

This annual event is for members of past Executives and Committees and provides an opportunity to meet, talk, reminisce and recap the past year's happenings.

Twenty-five attended on the evening which was hosted by Commodore Pat Keily and his wife Maureen, and included past Commodores Geoff Hood, Bill Bodger and David Bull, who travelled from Sydney for the occasion.

Others present included Dorothy Norris and friends and past Rear Commodores Mac Story and David Whitrow.

The evening was made the more enjoyable by the Sherry and Chardonnay provided by Geoff Hood from his own Lake George winery. Both wines were very lovely indeed and the Hyatt agrees, as it is happy to be supplied by Geoff with as much as he can supply.

The event was reported, with pictures, in the social pages of Canberra's Real Estate Times.

Training Report

The Training Committee this year consists of Mac Story, Andrew Forster and Simon Mitchell. I will be looking for at least one other volunteer for the committee so I am interested in hearing from anyone with interest in helping to direct the Club's training activities.

The Junior training is under way again with good attendances. This year, we hope to add a number of Laser dinghies to the Club's training fleet of Skyriders and Mirrors. With this combination of boats, a good cross section of the juniors can be catered for who want to begin sailing and carry on to sail competitively.

We plan to hold a TL3 power and rescue training course soon so keep a watch out for information on this.

I am hoping for another successful year ahead so Club members should give some thought to ways they might be able to contribute to the training programme. This is the way to build a strong and healthy sailing club and the more willing hands, the easier it is to do.

ROBERT HUGHES
Rear Commodore Training

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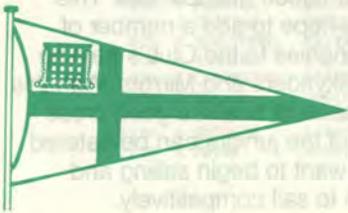
New Year's Eve Spectacular at CYC



UPSTAIRS: Showband and smorgasbord Dining in the Spinnaker Room's fabulous 'Galley Restaurant'

DOWNSTAIRS: Spit Roast and Disco under the Big Top.

Don't miss this one!! Book early - 73 1784



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YACHTSMAN

FEBRUARY 1989

Registered by Australia Post Publication No. NBH 0850

KAY COTTEE AT THE CYC...

“Australian of the Year’ helps raise \$6000 for Life Education

The Canberra Yacht Club was honoured to have Kay Cottee as guest speaker at a fundraising dinner for Life Education on Friday night January 27, and again at a sausage sizzle on Saturday afternoon, January 28.

Kay, the 1989 Australian of the Year, is the first woman to sail solo and non-stop around the world. At the dinner she displayed a lovely, unassuming personality and gave a full and entertaining talk of her voyage complete with slides and comprehensive video.

Her charity work for Life Education has raised \$400,000 so far and the Friday night function at the Club added some \$6000 to this, the majority coming from a charity auction.

On the Saturday afternoon Kay attended a sausage sizzle and mingled particularly with junior members and sailors. For them she autographed books, coasters, hats and, in the case of Ben Lieske, his shoe which was all he could produce at the time — he'll treasure that!

The visit ended with Kay officially starting the 8pm Saturday Night Race, ie race two of the 11th ACT Trailable Yacht Championship, which attracted 50 yachts.

We wish Kay and Life Education all the best and thank them for a truly memorable weekend.

Kay Cottee presents a momento of her visit to Commodore Pat Keily (see also page 3)



MAJOR SPONSORS — 88/89 TWILIGHT SERIES

Bernie's
WHITSUNDAY
RENT A YACHT

Deluxe
Coachlines

Ansett.

Commodore's Corner

The past three months have seen several notable events and improvements at the Club.

Events have included the Staff Christmas Party, the very successful New Year's Eve function which attracted 300 members and guests, and a fundraising dinner in January for Life Education with guest speaker being Kay Cottee, the 1989 Australian of the Year and the first woman to sail solo and non-stop around the world.

Kay presented me with a photograph of her on her boat, Blackmore's First Lady, and this will be displayed in the Club in the near future.

Also in January the Club hosted the 1989 ACT Trailable Yacht Championship which attracted 50 entrants and was also a very successful event culminating in a very enjoyable and relaxed Presentation

Night on 29 January. The main results appear elsewhere in this magazine.

Members will doubtless have also noticed that the Club has been completely recarpeted, the carpark has been graded, and the grounds and boat parks have been the subject of a number of working bees and are very presentable.

Sailors with boats in the boat park should however be advised that over the festive season there were a number of break-ins and a range of items have been stolen. The Police have been notified and are intensifying their patrols. However members should examine their boats and trailers to ensure that their security precautions are adequate.

The next Quarterly Meeting of the Club will be held on Monday February 27 at 8pm and all members are cordially invited to attend. Until then...

Happy sailing and socialising.

PAT KEILY
Commodore

OPERATIONS REPORT

The Greens are Looking Great!

No, we haven't installed a bowling club...

The big Operations news this issue is the replacement of the Club's carpet. Damaged in the restaurant and dance floor areas during the 1988 freak storm, and just shear worn out in other places, the carpet desperately needed renewal. A combination of insurance and Club monies met the cost and we now have beautiful floor coverings that should last a good 10 years, with care.

The main hazard is cigarettes dropped around the bar; damage has already occurred there. Enough of the replaced carpet was salvaged to cover the Sailors Bar floor giving it a nice lift.

Regular working bees continue to be the backbone of the upkeep of the Club's grounds. The most recent of these took place on Saturday, January

21 when grass was mown, gardens tended, weeds chipped, logs painted, and rubbish removed. No sooner had the toilers departed than a grader organised by Club member Bill Mack arrived to smarten up the car park. Sincere thanks to those stalwarts who once again gave four hours of their time — the Club looked well cared for during the ACT Trailable Yacht Championships the following weekend.

One area of continuing concern is that between the car park and Lotus Bay where cars and trailers stand particularly during race days. The once-grassed area is now unsightly rutted bare earth. We are negotiating with the ACT Parks and Conservation Service to see what can be done to improve the situation.

ROB BREEN

Sailing...

THE 1988-89 TWILIGHT SERIES

This season's Twilight Series is once again proving to be a great success. The success of the series can be sheeted home to the outstanding support provided by Whitsunday Rent A Yacht, Ansett Airlines of Australia and our new sponsor — Deluxe Coach Lines.

The sponsorship provided by these companies in the form of yachting holidays and return fares to the Whitsunday area, is complemented by dedicated race administration and rescue support. Race administration this season is headed by last year's winner Tim Dodds — a skipper in the CYC's Division 3 Class and also seen regularly with friends in the Club on Friday nights. Rescue services are also being headed up by Zel Hindley. Many thanks to these two and the team of helpers behind them.

The atmosphere in the Club after Wednesday evening racing is tremendous to see and be a part of. Compliments go also to the kitchen staff for the standard of catering. Word is spreading and not only sailors are staying on to take advantage of the cuisine on offer.

Remember that races start at about 6pm each Wednesday evening and only a few more races are left in the series.

Your help in recalling our generous sponsors when you book your business and holiday travel would be appreciated.

Rob Redfern
Rear Commodore Sailing

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KAY COTTEE



Kay Cottee pictured aboard Blackmore's First Lady as presented to Commodore Pat Keily, and now proudly displayed in the Club.

1989 ACT TRAILABLE YACHT CHAMPIONSHIPS

The Championships were held over the weekend of January 28 and 29 by the Canberra Cruising Yacht Association in conjunction with the Canberra Yacht Club for the 11th year in succession.

They attracted 50 trailable yachts in three divisions — I for multihulls; II for larger monohulls; and III for smaller monohulls.

Wind conditions varied from reasonable for the night race to drifting for the long Sunday race.

Overall placegetters were:

| Division I | Championship | Personal Handicap |
|----------------------|-------------------|----------------------------|
| 1. SIDE FX | Martin Kilpatrick | SIDE—FX Martin Kilpatrick |
| 2. THE STIRRER | Kevin Maddox | THE STIRRER Kevin Maddox |
| 3. CASSIE | Ross Wylde-Browne | CASSIE—Ross Wylde-Browne |
| Division II | | |
| 1. ONE STEP AHEAD | Frank Downing | PATHFINDER—Peter Taylor |
| 2. SCARLET O'HARA | Paul Fitzwarryne | KIWI BIRD—Rod Dalgleish |
| 3. KIWI BIRD | Rod Dalgleish | JESSIE—Bruce Evans Jr |
| Division III | | |
| 1. IMPETUOUS | Roger Rose | SANS SOUCI—John Kennedy |
| 2. SABRE | David Menzies | JEMIMA PUDDLEDUCK—Tim Holt |
| 3. JEMIMA PUDDLEDUCK | Tim Holt | IMPETUOUS—Roger Rose |

NEWS FROM THE BAY CANBERRA SAILOR SHINES IN THE THREE BAYS RACE

Canberra sailor Richard Mark sailed his 8m Folkboat *Jocelyn II* into first place in the Cruising Division of the GIO Three Bays Race recently to win the GIO Regional Manager's Trophy.

At a meeting in 1986, the Offshore Division of the Batemans Bay Sailing Club decided to create a coastal race from Batemans Bay to Broulee, to Beagle Bay and back for AYF Category 4 yachts.

The race became known as The Three Bays Race, and is held once a year or more frequently.

Strong winds and 4m swells caused many retirements in the second leg of this year's race, including last year's winner John Boyes of Mossy Point, in *Amethyst 2*, the smallest craft in the fleet.

It suffered hull damage in the big seas of Durras and was forced to withdraw.

However, the heavy conditions suited the larger yachts, with the Northshore 33 footer of David Hutchison, from Twofold Bay Yacht Club, taking line honours both days and gaining second place overall on corrected time.

Peter Walsh with an all-Mogo crew sailing a Hood 23 *Bellatrix* won the two-day event on corrected time and the perpetual Tortoise Trophy with a second in race one and a first in race two.

Mike Ringrose, sailing his Adams 10m yacht *Kiah II*, took third overall on corrected time.

The Multihull Division was a sail-over for Bungendore skipper Owen Bruce in his *Seawind 24* Catamaran, but his yacht had to battle through the big swell and strong winds along with the monohull racing division.

The cruising division, which saw several sensible retirements in the squalls, was won by Richard Mark from Melbourne sailor George Story in his Noalex 25 *Halcyon*, with Batemans bay sailor Colin Brown third in his Caribou 20 *Picky*.

The trophy is a pewter replica of The America's Cup.

Canberra Ocean Racing Club (CORC) Q.L.D. (Quiet Little Drink) at the CYC celebrated Canberra's best ever Sydney-Hobart result...

Canberra Yacht Club recently hosted the inaugural ACT 'Quiet Little Drink' to celebrate the CORC's best ever result in the AWA Sydney-Hobart Classic.

Teki Dalton (Nadia IV) and George Snow (Doctor Who) were our special guests, and AWA generously supplied media footage and a specially produced television documentary of the event.

Highlights of the evening included Teki and George's "off the cuff" reports of their experiences during the race, and Jim Paterson's (2SSS-FM) surprise showing of film (transferred to video at great expense) of the start of the 1950-51 Sydney to Hobart.

1988 Sydney-Hobart

There are several reasons by the 1988 AWA Sydney-Hobart race will be remembered as one of the classic races.

For weeks before, clear favourites had begun to emerge and by the start of the race on Boxing Day, many sailing commentators, myself included, had the race won, both on line honours and corrected time, by the fast maxi yacht Windward Passage II. The weather forecast was to offer no surprises and would be the normal Hobart race pattern of a brisk nor'easter at the start followed by a southerly change on the first evening with another change 24 hours later. There would be lighter winds across Bass Strait and along the Tasmanian coast with the usual tricky light conditions in Storm Bay and the Derwent River. For many Hobart race veterans, these were typical conditions and most of us had seen them on previous races.

There is the axiom in any competition that "finishers share the spoils" and this race was to provide many of the owners and skippers with good reason to look carefully at their boat preparation, crew selection and seamanship. Of the 38 retirees many found they could not cope with the strong wind and sea conditions and others broke rigging or equipment which could not be repaired or modified. The retiree list had many unexpected names: Windward Passage II; Madeline's Daughter; Wild

Oats; Ronstan Ultimate Challenge; Indian Pacific (NSW); Venture I; Hammer of Queensland; Pemberton IV; and Singapore Girl.

All of these are top-class, well-prepared racing yachts with experienced crew and several of them will be competing for a place in this year's Australian Admiral's Cup team. Retirement does not come easily to the skippers of those yachts, particularly from the Sydney-Hobart race, and it must have hurt to set a return course to Sydney.

Throughout this season on Nadia IV we have had a very positive attitude towards finishing races. We retired from a medium distance race very early in the season because of a torn mainsail and since then we have tried to cover ourself in the event of breakages or damage. All of us like to win and we often say, "if anything breaks, we'll carry her to the finish!"

Nadia IV was 12th boat to finish and crossed the line at 4.03pm on New Year's Eve. We were 7th overall on corrected time and more importantly, we finished 2nd in Division B, beaten only by Southern Cross, the very latest Farr 40 design. We were delighted with the result, although Middle Harbour Express, which finished 5th overall now led us by one and a half points going into the final two races for the Bluewater Championship. What particularly pleases me is that the crew, as a team of friends, have such enthusiasm for a boat which is obviously out of date by today's standards and they try their very best in every race. The fine result in the 1988 AWA Sydney-Hobart race has been their reward.

Canberra's other entry in the 1988 race, Dr Who, skippered by George Snow, also achieved a fine result. In conditions which suited her from the start, Dr Who had a race-long battle with Southern Cross only to be left behind at Tasman Island with Southern Cross beating her across the line by 4½ hours. Dr Who was 6th across the line and secured 2nd place in the Maxi Division. On corrected time overall she was placed 48th.

TEKI DALTON

* Reprinted from The Canberra Times Sailing Column.

From the Secretary-Manager The Club is Buzzing

Doesn't the Club look great with the new carpet throughout (how could you miss it... I hear other clubs are Green with envy!). New plants, a refurbished "Sailors' Bar" including two mobile gas barbecues, etc. We certainly have one of the very best clubs in Canberra, one of the best in Australia, and judging by visitors' remarks over the holiday period, one of the better yachting clubs in the world. (Modesty never was one of my strong points.)

Big functions lined up for 1989!

Following on from our New Years' Eve Spectacular — once again a magnificent night (and morning!), and the February Jazz 'Superdate' with Graeme Bell, the Canberra Yacht Club has planned a series of 'Not to be missed' social events for 1989 including a fabulous Mothers' Day Luncheon, a bigger than ever Presentation Night, a Cruising Yacht Club Annual Dinner Par Excellence, another Grand Opening of the Season Ball, a Melbourne Cup Day to remember, regular Cabaret Nites in our fabulous Galley Restaurant, plus a host of other interesting sailing/social gatherings, some in co-operation with 2SSS-FM and the Canberra Ocean Racing Club throughout the year.

• THANKS to our staff in the bar, office and restaurant for the magnificent effort over the busy Christmas period, and it's great to welcome Mark back from his sabbatical and Anne back from her 'rest' in hospital.

Look forward to seeing you in our club.

RON SULLIVAN
Secretary-Manager
(Seconded)
Trevor and Matthew,
Galley Restaurant.

 **WHITSUNDAY**
RENT A YACHT

Training...

Changes to adult training courses at the Canberra Yacht Club...

The training scene at the Canberra Yacht Club has changed somewhat over the past few months, mainly in the area of adult training. For a number of years past, the adult training has been conducted by the Sailaway sailing school. With the arrangement lapsing this season, the club now hires qualified instructors on a casual basis to conduct training courses for the benefit of club members. Each course comprises three students and one instructor and are run over 40 hours at times convenient to the students and the instructors involved.

The flexibility of these courses means that they are not advertised as starting on some date and running over fixed days. Club members wishing to learn to sail or to improve their sailing should register at the club office. An instructor will contact them to discuss mutually convenient times.

With the training of adults being taken over by the club again, the training committee thought it time to contact all instructors, assistant instructors, sailing masters and others interested in training. A get-together of these people was arranged for February 2 at the club. The agenda included a short meeting to discuss matters of interest followed by drinks and snacks.

The second half of the sailing season is upon us with the autumn junior sail training course which commenced on Saturday February 4. The racing workshop is not only for juniors but anyone who would like to improve their knowledge of rules, boat trim, etc., and is held at 9 am each Sunday.

There is always room for new instructors, coaches and students in the training programme. See you at some of the activities in autumn.

ROBERT HUGHES
Rear Commodore Training



'Wylde' conditions on LBG during the ACT Trailable Yacht Championship.

SAILING PROGRAMME — 1989

| Date | Club | Race | Duty Class |
|-------------------|--------|---|------------|
| FEBRUARY | | | |
| 18/19 Sat./Sun | YMSC | Youth Regatta | |
| 19 Sun | CYC | Pointscore No. 7 | Cats |
| 22 Wed | CYC | Twilight No. 14 | |
| 25 Sat | YMSC | Pointscore No. 6 | Laser |
| 26 Sun | CYC | Pointscore No. 8 | NS14/Tasar |
| | | Championship No. 5 | |
| 28 Tues | YMSC | Novice Twilight Race No. 13 | |
| MARCH | | | |
| 1 Wed | CYC | Twilight Race No. 15 | |
| 4 Sat | YMSC | Pointscore No. 7; | |
| | | Championship No. 6 | Div. I |
| | CYC | NS14 LBG Trophy Heat 3 | |
| | | Cruising Div. Night Handicap Race | |
| | | No. 3 — 8 pm | |
| 5 Sun | CYC | Pointscore No. 9 | Laser |
| | | NS14 LBG Trophy Heat 4 | |
| 7 Tues | YMSC | Novice Twilight Race No. 14 | |
| 11 Sat | YMSC | Pointscore No. 8 | Div. II |
| | | Marlay Point overnight race | |
| 12 Sun | CYC | Pointscore No. 10; | |
| | | Championship No. 6 | Seafly |
| 18 Sat | YMSC | Lindsay Rimington 3 of a Kind Regatta | |
| 14 Tues | YMSC | Novice Twilight Race No. 15 | |
| 20 Mon | YMSC | Old Salts Race (Canberra Day Holiday) | |
| 24 Fri- 27 Mon | Easter | ACT & NSW Southern Zone Hobie Cat Titles — Twofold Bay YC | |
| APRIL | | | |
| 1 Sat | YMSC | Pointscore No. 9 | Div III |
| | CYC | Cruising Div. Cruising Course Race | |
| | | No. 4 — 2.30 pm | |
| 2 Sun | CYC | Pointscore No. 11 | Mirror |
| 8 Sat | YMSC | Pointscore No. 10; | |
| | | Championship No. 7 | Div IV |
| 9 Sun | CYC | Pointscore No. 12; | |
| | | Championship No. 7 | 505/LWS |
| 15 Sat | CYC | CHAMPION OF CHAMPIONS | |
| 22 Sat/23 Sun | CYC | Cruising Division Cruising Course | |
| 29 Sat/30 Sun | | Race No. 6 — 2.30 pm | |
| JUNE | | | |
| 11 Sun | | Pittwater Islands Race | |
| 24 Sat | CYC | PRESENTATION DINNER | |

WINTER SERIES RACES (CYC)

21 May, 4 June, 18 June, 2 July, 16 July, 30 July, 13 August.
Start time — 12 Noon.

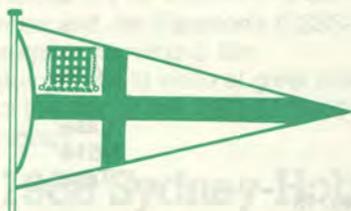
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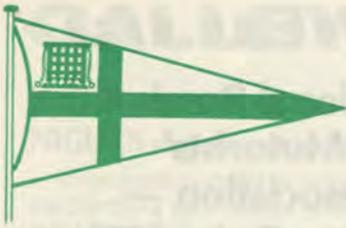
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YACHTSMAN

MAY 1989

Registered by Australia Post Publication No. NBH 0850

JAMES KIRKPATRICK OUR CHAMPION OF CHAMPIONS (twice!) AND REPRESENTS AUSTRALIA IN HOBIE 18 WORLDS, USA

James Kirkpatrick proved master of the monohulls (Flying 15's) to take out the 'America's Mug' CHAMPION OF CHAMPIONS regatta prize for the second year in succession.

The regatta was staged on Sunday 16 April and comprised a series of three back-to-back races sailed in Flying 15's by eight CYC '88/89 Class Champions . . . and in front of a number of loyal and vociferous supporters!

In near perfect weather, James and his crew showed superior tactical skills and aggressiveness to edge out strong challenges from David Lovie and Steve Quinn, with other excellent performances from Cullen Hughes, Rudy Klug and Peter Russell.

The regatta was a great success and attracted TV coverage, and James' performance at this regatta and his other outstanding results throughout the '88/90 season auger well for his chances as an Australian representative at the HOBIE 18 WORLD CHAMPIONSHIPS to be sailed of Monterey, California, USA from the 14th to the 20th of May.

Congratulations and best wishes to our '88/89 Champion of Champions . . . JAMES KIRKPATRICK!



Another America's Mug presentation to James Kirkpatrick.

'Frostbite' commences 21st May!

Your Club is again conducting a Sunday winter race series.

Seven races are scheduled beginning on 21st May and concluding on 13th August. For more details please see the Notice of Race in this issue and the Canberra Sailing Programme 1988-89 which is available at the Club's front office.

The Sailing Committee is very pleased to announce that the Series will be sponsored by the National Roads and Motorists' Association. NRMA has undertaken to provide three prizes to a total value of \$600.

To win these outstanding prizes, detailed in the Notice of Race, it is absolutely not necessary to be a well performing skipper. All that sailors need to do is participate and perhaps be a little lucky.

Few sailing clubs in Australia can boast that they can offer their sailing members a Winter Series of this class and it is expected that an even bigger fleet will meet the starter's gun this year.

Your Sailing Committee hopes and recommends that when you plan your next holiday, or you need insurance, you will keep in mind the outstanding support provided by our sponsor — NRMA.

IN THIS ISSUE . . .

| | |
|--|----------|
| Champion of Champions Regatta | 2 |
| Notice of 'Frostbite' | 2 |
| CCYA Report/Marlay Point | 4 |
| Teki Dalton wins Bluewater | 4 |

Commodore's Corner

February, March and April have seen a great deal of activity both sailing and social at the Club with membership now reaching 1400. The following reports by our Flag Officers cover these events.

I would like to express a big note of thanks on behalf of the Executive to Lorraine Reid and her Ladies' Keep Fit Class, which meets regularly at the club, for their latest donation of \$400. Their support — the tune of about \$800 per year — is quiet, continuing and very much appreciated.

On the subject of money, our financial year ends on 31 May and this means renewals of membership and boat parking fees are due as of 1 June. Both sets of fees are unchanged from last year and boat parking spaces are available.

All members for whom we have current addresses should have already received a renewal of membership form in the mail. If

you have not, or know of a member who has recently changed addresses, please let Anne O'Brien or Ron Sullivan at the Club know.

I would also like to encourage members to renew their membership and boat parking in May or June. We hope soon to announce details of a competition, along the lines of our very successful one last year, which will be open only to members who renew in those two months or to new members who join before 1 July. So be early to be in with a chance.

The next **Quarterly General Meeting** of the Club will be held on **Monday 29 May at 8 pm** and all members are cordially invited to attend. It was unfortunate that we were unable to hold the February Quarterly Meeting for lack of a quorum. Hopefully the earlier notice in this magazine may allow more members to note the date in their diaries or on their calendars, and come along to hear the latest happenings.

Until then, happy sailing and socialising.
PATRICK KEILY
Commodore

CHAMPION-OF-CHAMPIONS REGATTA

'AMERICAS MUG' — donated by the Australia-America Association

In near perfect weather, the Sailing Committee conducted a series of three back-to-back races on Sunday 16 April. The three races were sailed in eight Flying 15s. The generous support of the Flying 15 Class and the owners who lent their boats was appreciated by all concerned.

Eight class champions were present for the regatta and a number were fortified by small gangs of vociferous supporters — particularly the Mirror class champion.

All boats were given an individual rating by the Flying 15 class. This evened out the fleet with final adjusted times from first to last only seconds apart.

During the three races the light breeze gradually picked up, blowing consistently from the north. With small courses set off from the Club a good start was essential. In the first race James Kirkpatrick (catamaran champion) picked the port biased line at the leeward end and was on the way to the windward mark well ahead of the fleet. This told the story for the first race — James had a good lead that could not be pegged back. David Lovie was second and Cullen Hughes third.

In the second race all skippers got an even start. However, James showing great skill went from third to first at the wind mark. His wide round-

ing of the mark, coming up inside first and second, combined with an early spinnaker set, left his competitors floundering in his dirty air. James was first to cross the finish line but Steve Quinn was first on corrected time, then James and Cullen Hughes showing good consistency to come in third again.

The last race proved very exciting with all yachts finishing in close order. It was thought that James Kirkpatrick would not be able to maintain his first across the line record. Rudy Klug (505 class) showed good skills and improvement over his previous two races to lead at all buoys with James averaging 10-13 seconds in arrears. The last windward leg, which was directly up wind, provided the best tactical one-on-one sailing seen all day. Rudy and James cross tacked many times, however James and his crew had settled into a very fast, coordinated unit and were able to make the lay line to the finish just ahead of Rudy. Peter Russell of the Flying 15 class came in third.

The regatta was a great success and attracted TV coverage. James Kirkpatrick was the regatta winner for the second year running, David Lovie was second and Steve Quinn third. Full results appear below. The 'Americas Mug' was presented to James in the Club after the race. Many thanks to Peter Manley and John Blake who assisted in the start/finish boat.

Champion-of-Champions Race Series — Americas Mug
Sunday 16 April, 1989 — Series sailed in Flying 15s

| Name | Sail No. | Race 1 | Race 2 | Race 3 | Total Points | Regatta Standing |
|----------------|----------|--------|--------|--------|--------------|------------------|
| P. Fullagar | 2673 | 4 | 7 | 5 | 16 | 7 |
| J. Kirkpatrick | 2835 | 0.75 | 2 | 0.75 | 3.5 | 1 |
| R. Klug | 2905 | 8 | 6 | 2 | 16 | 6 |
| C. Hughes | 1192 | 3 | 3 | 7 | 13 | 4 |
| D. Lovie | 1894 | 2 | 4 | 4 | 10 | 2 |
| P. Russell | 3240 | 5 | 5 | 3 | 13 | 5 |
| R. Rose | 2387 | 7 | 8 | 8 | 23 | 8 |
| S. Quinn | 1200 | 6 | 0.75 | 6 | 12.75 | 3 |

NOTICE OF RACE

National Roads & Motorists' Association — Winter Series 1989

The CYC will conduct a Winter Series beginning 21st May and concluding 13th August. See the Canberra Sailing Program for full details.

1. **Race Rules** The series will be sailed under the CYC Sailing Instructions 1988-89.

2. **Starting times and classes** as prescribed in the Sailing Instructions will be amended. Alterations will be posted on the Committee Notice Board in accordance with the Sailing Instructions. (It is expected that trailable yachts, dinghies, catamarans and sailboards will have separate classes, though not necessarily separate starts.) The 10-minute signal will sound at approximately 12 noon.

4. **Sign-on** will be mandatory by the skipper of each boat for each race.

5. **Entries** will be accepted on each race day from approximately 11am. No race fee is payable by those CYC and YMCA SC members who have paid the CYC 1988-89 season entry fee of \$75. Otherwise, the appropriate race fee is payable.

6. **Major prizes** have been provided by NRMA. These prizes consist of:

FIRST One NRMA product/services voucher to the value of \$300.

SECOND One NRMA product/services voucher to the value of \$200.

THIRD One NRMA product/services voucher to the value of \$100.

7. **Scoring system** for the series will be based on **participation** and the following procedure will apply:

- 10 points for participation in each race (unless drawn);

- 11 points for DNS (late entrants will attract 11 points per race not sailed); and
- drawn points (1st draw, 6 points; 2nd draw, 5 points; 3rd draw, 4 points; 4th draw, 3 points; 5th draw, 2 points; 6th draw 0.75 of a point).

The skipper with the least points will be determined the winner, the skipper with the next least points will be second, and so on. In the event of tied scores, places will be determined on count back based on drawn points.

8. **Apres-sail** arrangements have been made for the Akarana Room to be made available after each race. Depending on the number of starters in each class, prizes will be awarded at the discretion of the Sailing Committee and the draw for points will also be conducted. Suitable winter refreshments will also be available.

ROBERT B. REDFERN
Rear Commodore Sailing
April 1989

GALLEY NEWS

INTERNATIONAL GOURMET NIGHTS commencing 5th June!

A new gastronomic incentive to visit the Canberra Yacht Club's renowned GALLEY RESTAURANT ... 'GOURMET' nights ... will commence on Monday 5th June! The first country to be featured will be Austria, changing each 1st and 3rd Monday of each month to a different destination to tempt and delight all who sample.

International Gourmet nights will follow the popular lucky badge draw and wine raffles on Monday evenings and will cost a mere \$24 which will include a four-course meal and complementary drink, cocktail, wine or whatever from the particular country involved, all left in the capable hands of Mr Mark Werner. Not to be missed!

Presentation Night

Slightly different this time around, with food from Indonesia, India, Europe and the USA, accompanied by a light dessert. It will be set in a 'smorgasbord' fashion from



four serving areas — so DON'T MISS IT! Presentation Night on Saturday June 24th!

Snippets

The new a-la-carte menu for our Winter of '89 should be on the tables by the end of June...

It's not too early to book your Christmas function as already bookings are quite heavy, so if you are planning on holding your end-of-year bash at the CYC then **BOOK NOW** ... to avoid disappointment!

BON APPETIT
Trevor and Matthew

QUARTERLY GENERAL MEETING

Monday 29th May — 8 pm

A REMINDER!

Have you renewed your membership of Canberra's top Club? Fees are now due and payable for the year 1989-90.

RACE SUPPORT UNIT NEWS:

RSU BOATS TO BE REFURBISHED FOR '89/'90 SEASON

The Race Support Unit (RSU) as seen a few changes over the last 12 months. Frank Burt, the RSU Captain for 5 years, has moved to Melbourne with the RAAF and Jim Lowe, a long standing member of the club, has retired from active rescue boat duties.

I have taken over as RSU Captain, ably assisted by Terrie Ebrill as Rostermaster (and doing a sterling job) and Paul Black, the Coxswain Engineer, who has had an uphill 'battle' keeping the boats serviceable.

Boats, engines, radios and batteriers have had their share of problems, some preventable, some not. However, Paul and other members have ensured that the problems have not been too disruptive on Club activities.

In addition to normal race days, the RSU has provided boats for other tasks,

eg Capital TV's Birdman Rally and the FM104.7 Skyfest — great view of the fireworks.

Most club members will be glad to know that the rescue boats are undergoing refurbishment and by the start of the 1989/90 season will 'sport' a new colour scheme. ELEM is out of the water in preparation for a complete strip, re-paint, re-wire and re-wood. SARACEN will follow closely, with LIONHART (presently yellow, but not for long) being completed early September.

The RSU intends to conduct a rescue boat training course, to TL3 standard, later in the year. Details will be displayed on the club notice board in about September.

Happy boating to y'all.

LANCE HALVORSON
Captain Race Support Unit

TRAINING REPORT: EXPANSION OF ADULT TRAINING ... PURCHASE OF LASERS FOR NEXT SEASON

The main training activities for the 1988/89 season finished with the last junior learn to sail class and racing workshop in April. These last courses were particularly successful and enjoyable. The racing workshop saw two new junior sailors sailing with the mirror fleet in the last races and an up and coming trailer sailor crew competing confidently and well in the Sunday racing.

By the talent seen in the learn to race class and the enthusiasm of the group, we should have a great new group for the racing workshop when it recommences next October. I hope to see more mature sailors taking part in this racing workshop too.

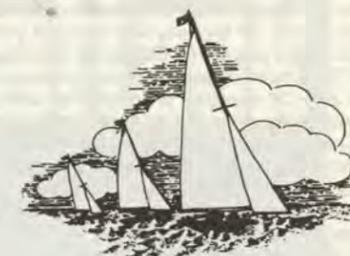
Beside the four junior learn to sail courses, in the past season we have run five smaller adult courses which also resulted in a number of new club members and enthusiastic sailors. The planning for expanding the adult training next season is already under way.

For some time now, we have been trying to acquire two Lasers for the training activities. I think we now have the money and sponsorship we need and are at the stage of selecting suitable boats which are in reasonable condition at a sensible price. If any members know of suitable boats I would be interested in hearing about them.

Talking of club training boats, now that the main training season is over, it is a pity to see the boats unused. Of course, the cold weather has a lot to do with this. However, while the weather lasts, the boats are available to be used by past members of the CYC training program under certain conditions. The procedure is simple. All requests to use the boats must go through the Rear Commodore (Training) so that some control can be maintained, usually a phone call will do. The Rear Commodore Training would need to be convinced that a responsible person was to be in charge of the use of the boats and that the users were previous training course participants and still members of the club.

As we move into the winter, there is still plenty of sailing to be done in the winter series of racing and also a good opportunity to tune boats and maintain skills for the next season.

ROBERT HUGHES
Rear Commodore (Training)



CCYA REPORT

It's been a great season for the Canberra Cruising Yacht Association

The Canberra Cruising Yacht Association, with a membership of over 90 plus families, is undoubtedly the most active 'Class Association' in the ACT, in fact its membership is higher in numbers than the Trailer Yacht Association of NSW which gives an idea of its level of activity. These can be broadly divided into three branches — racing, cruising and social.

RACING

TYA Championships

Association members have acquitted themselves extremely well on the racing side this season with good performances in the Trailer Yacht Association's championships held at Gosford last August, where Ross Wylde-Browne with crew Dick Gallimore sailing the Tramp trimaran *Cassy* gained a second placing in the multihull division, which had probably the largest fleet of trailable multis yet assembled in Australia.

Marlay Point

The highlight of the season however was once again the Marlay Point overnight race on Victoria's Gippsland Lakes on 11 March. After the disastrous weather of the last two years which saw the 1987 race cancelled and the 1988 race postponed until daylight on the Sunday morning, this year saw the race underway on time on the Saturday night. This race usually has southerly winds which result in a run down the lakes throughout the night, however this year saw the wind from a northerly direction which resulted in a lot of the boats not knowing their position while working up the lakes in fairly heavy conditions. Canberra boats acquitted themselves exceptionally well in these conditions with Roger Rose and crew Noel Oliver in their Hartley 18 *Impetuous* using their navigation skills and taking advantage of the lifts to gain a second across the line and second on corrected time in their division. Frank Downing in his Adams 21 *One Step Ahead* got second over the line and first on corrected time in his division while Rob Breen in his Red Witch *Love Boat* got ninth and ninth. These three also took the State Trophy for the first time from the ACT.

In the multihull division Martin Kilpatrick with crew Graham Jackson in the Trailertri 680 *Side FX* took both line and correct time honours despite the threat of the new Grainger trimarans which pulled out for a while during the night when they found the going a bit too tough.

Lake Macquarie

On Easter Saturday, a couple of weeks after the Marlay Point, the Nautical News 42 and 75 mile races were held from the Wangi Sailing Club on Lake Macquarie. The Club had hosted the Trailertri and Trailerable Multihull National Championships during the week preceding Easter, and a number of Canberra yachts were cruising the Lake during the week, with others turning up to race at the weekend. Although the seather during the week had been fine, it collapsed on Good Friday and did not improve, with the result that numbers were down on NSW's answer to Marlay Point. The wind increased during the night resulting in an RL24 capsizing depositing two adults and two children in the water but were fortunate in being rescued fairly quickly by another competitor. With the conditions remaining uncomfortable quite a large proportion of the boats in the 75 miler decided to pull out when rounding the buoy at Wangi after 42 miles. Roger Rose won the 42 miler again, this time by only 3 seconds after more than 8 hours of sailing.

Local Racing

Locally the major event was the ACT Trailerable Yacht Championships on Lake Burley Griffin, which this year also incorporated the Cherry 16 National Title Series. More than fifty entries were received for the series which was encouraging with Australia Day not now making it a long weekend. The Association was again fortunate in having sponsorship from Club Marine, Civic Advance Bank, and Canberra Australia Day Sports Carnival, which enabled a very attractive range of prizes to be offered. Winners of the three divisions were: Division 1, Martin Kilpatrick; Division 2, Frank Downing; and Division 3, Roger Rose, with Evan Holt from Batemans Bay in *Jemima Puddleduck* again taking the Cherry championships, an event he has never lost.

Cruising Division

Saturday Cruising Division races, run by the CCYA on behalf of the Canberra Yacht Club, have again proved very popular, and the winter series starting in May being the final series for the season. These races have been valuable for introducing newcomers to racing in a more casual atmosphere as well as giving participants alternative courses to the regular "round the buoys" club races.

CRUISING

A number of cruises away from Canberra have been conducted under the competent administration of Peter and Julia Hudd. Venues visited have been Wyangala Dam (twice), Lake Macquarie, the Myall Lakes, Pittwater, and Sydney Harbour, with quite a number of members visiting other places individually.

SOCIAL

Fireside Chats

A series of fireside chats were held each month during last winter with a range of subjects being covered from Information Sharing and Catering for Cruises through to Radio Procedures and Racing Rules. These Chats were held in a very convivial atmosphere at the Canberra Yacht Club and anyone interested is very welcome.

Outings

Regular outings during the year to various restaurants, shows, etc., as well as a number of BYO dinners at members' houses or by the lake have always been popular, and generally attract 20 to 30 participants, and when a group of sailors get together there is never a shortage of subjects to discuss.

Magazine

This report would be incomplete without a mention of the importance of the Association's regular magazine 'Cruising Yachtsman', ably edited by Dick Gallimore and very generously printed by member Derek Kelly at no cost to the association. Members rely on it for keeping them aware of activities, as well as publishing articles of interest both from within the Association and from other sources such as Class newsletters.

ROSS WYLDE-BROWNE



"I'D RATHER BE SAILING"

Canberra Yacht Club's
Sailing Program

- * Sailing Reports
- * CCYA News
- * Youth/Junior Sail Segments
- * Social News

EVERY SUNDAY
MORNING AT 9.00!

CANBERRA OCEAN RACING CLUB

TEKI DALTON WINS BLUEWATER!!

Canberra is a long way from the ocean, but it hasn't deterred yachtsman Teki Dalton from winning the Cruising Yacht Club of Australia's Bluewater Championship for 1988-89.

Teki sailed his Sydney-moored Farr 40, *Nadia IV*, to victory in the prestigious championship from *Middle Harbour Express*, skippered by Ray Stone, by a mere 2.5 points.

The Bluewater Championship comprises nine long ocean races, including the Sydney-Hobart, with all races to count.

Consistency in competition and performance was the keynote to success, with *Nadia IV* having to finish one race under number four headsail and storm trisail after ripping her mainsail.

However, owner-skipper Dalton, a Canberra bookseller and journalist, says the best performance by *Nadia IV* was in the Hobart race, in which it finished seventh overall and second in the highly competitive Division B.

"What particularly pleases me is that the crew, a team of friends, have such enthusiasm for a boat that is obviously out of day by today's standards, but try their best in every race," Dalton said.

The win is Teki Dalton's second in the CYCA Bluewater Championship.

A founding member of the Canberra Ocean Yacht Club, Dalton was skipper of the club's former yacht, *Mercedes IV*, when it won in 1984-85 and then shared the skippering of *Nadia IV* with George Snow for two seasons.

Dalton bought *Nadia IV* outright from the club when George Snow bought *Doctor Who*, which has also recorded a series of excellent performances during the 88/89 season.

OPERATIONS REPORT: SECURITY A MAJOR ISSUE AT CLUB

The need for the Club to have a secure storage facility has been recognised for some time. Items like paint, tools and other attractive items have required protection from the casual collector. Club stalwarts, Ron Thompson and John Henty came to the rescue by constructing a stout structure of steel pipe and mesh in the service area behind the Sailors Bar. Thanks to these artisans of the electric arc our treasures will now be safe from those who feel their needs are greater than the Club's.

Whilst on the subject, there continue to be instances of theft of equipment from boats parked around the Club. This was graphically illustrated when Erol Cutler went to a port tack in *Die Cast* during pre-start manoeuvres in a recent Saturday race, and his mast fell down! Erol's embarrassment was caused by a shackle pin which had been loosened by a member of Canberra's underworld attempting to add the item to the others he had removed from the yacht. The message, owners. Remove and securely store all removable equipment on boats left in the park!

That eminent Canberra sailor, Roger Rose, does not confine his considerable talents to the waters of Lake Burley Griffin, Gippsland Lakes and Lake Macquarie. During the last weekend of April, he and his small dedicated team reconstructed the block wall at the side of the Club, a job that has needed doing for so long many of us were not aware the wall was missing. Roger has also provided valued service on various proposals put forward to improve Club facilities and revenue.

The assessment of tenders for the installation of a fire detection system has been completed. According to Canberra's fire department the system is a mandatory requirement. Work should commence on this activity in the near future.

ROB BREEN

Rear Commodore (Operations)

From the Secretary-Manager SOCIALLY SET FOR WINTERTIME!

Dear Members

Winter is always an active social season at the Canberra Yacht Club and this year will be no exception.

Here is a list of happenings and events planned so far, with more to come...

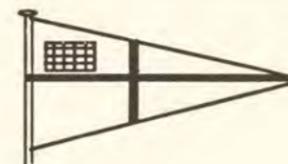
Regular Entertainment

- JAZZ... every Sunday 3 till 7pm.
- PIANO BAR... with complimentary snacks (and Robb's mouth shakers!) every Friday 5 till 8pm.
- OVER 25's PARTY NITES... with Top Bands... every Friday 8 till?
- Lucky Badge Draw every Monday night at 6.30pm!
- Monster Wine Raffles. Commence Monday 22nd May then every Monday at 7pm.

Sponsor 'Frostbite' Series



Support our sponsors!



Your Club Executive...

Commodore: Patrick Keily

Vice-Commodore: Rod Badgery

Rear Commodores:

Rob Redfern (Sailing)

Robb Richards (House)

Rob Breen (Operations)

Norma Hiscock (Finance)

Rob Hughes (Training)

Secretary/Manager: Ron Sullivan

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East Row
Canberra City ACT 2601
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Fax: (062) 49 7955

P.S.: Don't forget our new 'International Gourmet Dinners' on the first and third Monday of each month commencing 5th June. Further details are in the 'Galley News' this issue.

Look forward to meeting you and your guests at the Club.

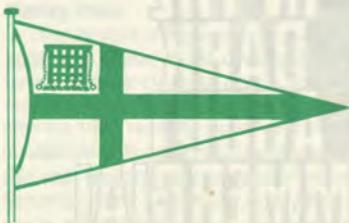
RON SULLIVAN

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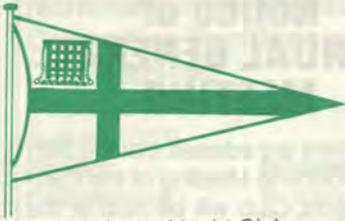
- ★ Piano Bar & Superb Nibbles
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- ★ 'Live' Rock 'n' Roll & Dancing
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Open 8 till late!!



The Canberra Yacht Club
Mariner Place,
Yarralumla, A.C.T.
Phone (062) 73 1784

August 1989

The Canberra

YACHTSMAN

Registered by Australia Post Publication No. NBH 0850

WHAT A YEAR!!

The '88-'89 Year will be remembered for a long time in the illustrious history of the Canberra Yacht Club. On the water, and within our great club, the CYC has had a remarkable year of outstanding achievement.

Kay Cottee . . . "Australian of the Year"

Undoubtedly a major highlight of the year was the visit to the Club by "Australian of the Year", Kay Cottee as guest speaker at a fundraising dinner for Life Education on Friday, January 27th, and again the following day at a 'Sausage Sizzle' on Saturday afternoon, January 28th.

Her presence thrilled the large number of sailors and social members and guests present at those functions, and helped raise in excess of \$6000 from a charity auction for Life Education.

The visit ended with Kay officially starting the 8pm race on the Saturday night, Race 2 of the 11th ACT Trailable Yacht Championship, which attracted 50 yachts.

A memorable weekend!!

Canberra's best ever Sydney-Hobart result

Canberra Yacht Club hosted their inaugural ACT 'Quiet Little Drink' in late January to celebrate Canberra Ocean Racing Club's best ever result in the Sydney-Hobart classic.

Teki Dalton (Nadia IV) and George Snow (Doctor Who) were our special guests, and AWA (race sponsor) generously supplied media television footage and a specially-produced television documentary for the night.

Nadia IV was 12th boat to finish, crossing the line at 4.03pm on New Year's Eve. She was 7th overall on

corrected time and more importantly finished 2nd in Division B, beaten only by *Southern Cross*, the very latest Farr 40 design.

Dr Who, skippered by George Snow, also achieved a fine result, being 6th across the line and 2nd place in the Maxi Division. Teki and *Nadia IV* also cleaned up the (Sydney) CYC's Bluewater Championship again. Well done, CORC!

CYC 'Champion of Champions' comes 11th in Hobie 18 Worlds, USA!

On Sunday 16th April James Kirkpatrick proved last year's win was no fluke by taking out the 'America's Mug' Champion of Champions Trophy for the second year in succession. Sailed in Flying 15s by eight CYC '88-'89 Class Champions, the 'Champion of Champions' regatta was a closely fought duel, but James and his crew showed superior sailing and tactical skills to edge out strong challenges from David Lovie and Steve Quinn, with all competitors turning in excellent performances in near perfect (Canberra) weather!

JK's performance in this regatta and other outstanding results throughout the season earned him a place as an Australian representative at the Hobie 18 Worlds sailed off Monterey, California, USA in May, where he placed 11th in a fleet of the world's best! Congratulations and where to next for James Kirkpatrick??

Socially the Club was abuzz!

They said we'd never do it . . . but we did! The '88-'89 Social Calendar at the CYC was a ripper, with 'House Full' performances at most of our 'annual' events, such as the 'Opening of the Season Ball', the New Year's Eve Spectacular (now firmly entrenched as THE NYE party in Canberra!), Presentation Night, the CCYA Annual Dinner, the French Bicentennial Ball, etc.

Our weekly sessions continued unabated with Jazz on Sundays, our Over 25 Party Nites and Piano Bar

Continued page four



Commodore's Report

The 1988-89 year was one of quiet achievement for the Club in terms of its objectives. These are the promotion and encouragement of the sport of sailing and racing among sailing yachts in particular, and such other aquatic sports as the membership may, from time to time, decide; and the provision of a range of amenities and service to members, including the maintenance of licensed premises and food services.

The Club's activities throughout 1988-89 are covered in the following pages of this Annual Report issue, i.e. sailing, social, operations, finance, and training.

Possibly the most notable fact of the past year is that the Club has remained both viable and profitable in the very competitive Club trading environment, which has seen the decline in the fortunes in so many other Clubs in Canberra.

Our results have in fact continued the magnificent turn-around in Club finances in the 1987-88 years.

The recarpeting of the Club was a major achievement during the year, as was the upgrading of the Akarana Room and the complete updating of our membership and boat parking records, the last being due to the efforts of Lance Halvorsen, our Club Member of the Year.

Other not so obvious changes have also continued the upgrading of the Club and several more including increasing the size of the Sailors' Bar are also in train, and should become obvious in the not too distant future.

The Club's racing, social, training, operations and especially finance elements have all continued to show the result of planning, dedication and application which has led to the Club's present viable and profitable situation.

My sincere thanks go firstly to my Executive and their hard-working committees, secondly to Ron Sullivan and our staff for their friendliness, interest and effort. Thanks also to our caterers, Trevor and Matthew, for their imagination and flair which has been so obvious and successful.

Thanks also to Lorraine Reid and the ladies of the Keep Fit class for their constant donations and support, and to all those who have assisted in working bees and other Club activities.

This mix of interest and application is most heartening and the signs are equally auspicious for the coming year, as will be evident from the budget which will be available and distributed at the Annual General Meeting on 28th August.

A highlight of the year was the visit in January of Kay Cottee, 1989 Australian of the Year. This visit is covered on the front page of this issue. During her visit to the Club over \$6,000 was raised for charity.

The Club continues to be soundly based and gives every indication of going from strength to strength in 1989-90. Our location and building is quite unique among clubs in Canberra and we enjoy support from our sailing and social members, both being essential to our continued viability.

Under these circumstances I am certain that ours will continue to be the happiest and friendliest club in Canberra and become even more successful in 1989-90.

PATRICK KEILY
Commodore

Notice of ANNUAL GENERAL MEETING

Members are advised that the 30th Annual General Meeting of the Canberra Yacht Club will be held at the Club on Monday, 28th August, 1989 commencing at 8 pm.

All members are welcome to attend. Those attending are reminded that only members with voting rights (ordinary, intermediate, country and life members) and who have paid their dues are entitled to vote.

AGENDA

1. Apologies.
2. Confirmation of the Minutes of the 1988 Annual General Meeting.
3. Matters arising from the Minutes.
4. Flag Officers' Reports.
5. General Business.
6. Appointment of Club Auditor for 1989-90.
7. Election of Office Bearers for 1989-90.

Canberra Yacht Club

1988-89 Executive

Commodore: Patrick Keily
Vice-Commodore: Rod Badgery

Rear Commodores

Sailing: Robert Redfern
House: Robb Richards
Operations: Rob Breen
Finance: Norma Hiscock
Training: Robert Hughes

Secretary Manager

Ron Sullivan

Attendance at Executive Meetings

During the year from August to June inclusive the Executive met formally on ten occasions and attendance by the Flag Officers was as follows:

| | |
|-------------|----|
| P. Keily | 10 |
| R. Badgery | 7 |
| R. Redfern | 9 |
| R. Richards | 6 |
| R. Breen | 9 |
| N. Hiscock | 8 |
| R. Hughes | 6 |

STOP PRESS . . .

Eileen White picked up a cool \$2000 when her Badge Number came up in the 'Lucky Badge Draw' on Monday 15th August.

The CYC-sponsored Touch Football team "The Schooners" won the 4th division Grand Final 4-1.

Nominations for election to Flag Officer and Committee Positions of the Canberra Yacht Club 1989-90

(Received by the Secretary Manager on or before 7th August, 1989)

| Position | Nominee | Nominator |
|---------------------------|----------------------------|------------------------------|
| Commodore | P. Keily R. Redfern | L. Halvorsen D. McMichael |
| Vice-Commodore | R. Badgery | F. Downing |
| Rear Commodores: | | |
| Sailing | R. Wylde-Brown L. McGee | R. Redfern P. Russell |
| House | P. Bertolin R. Evans | P. Brass L. Halvorsen |
| Operations | J. White | R. Breen |
| Finance | N. Hiscock P. Brass | P. Keily G. Hewson |
| Training | J. Kennedy | P. Fullagar |
| Committee Members: | | |
| Sailing | M. Kilpatrick T. Dodds | R. Wylde-Brown R. Redfern |
| House | — | — |
| Operations | — | — |
| Finance | D. Ireland | M. Kilpatrick |

Annual Report SAILING

The season began with the **Schweppes Opening Regatta**. Some 56 yachts and skippers shook off their winter cobwebs and sailed in fresh conditions. The perpetual trophies and other prizes donated by Schweppes Drinks were very well received. Trophy winners were John White (Division 1), Peter Manley (Cats) and Ben Johnson (Division 3). A dinner for two in the Club restaurant was also given away by raffle. Schweppes' support for this regatta is very much appreciated.

The Club hosted the **Monaro Gold Cup** for 505s over 22-23 October. Heats 3 and 4 of the NSW 505 Titles were also held in conjunction with this regatta. Some 34 505s turned out and were rewarded with good winds for the three scheduled races. The Club 505 fleet is to be congratulated for their revitalisation of the Monaro Gold Cup and for attracting two heats of the NSW 505 Titles to Canberra. It was a pleasure to see such a large fleet of one design boats on LBG.

A Race Officers' Seminar was hosted by the CYC during the evening of 21 October. Mr Gary Stephens, Chairman of the Race Officers Committee of the Yachting Association of NSW conducted the Seminar. Attendance was exceptional with 35 people of all ages present. The following morning 12 sat the Race

Officers' exam. Gary Stephens indicated that he was pleased with the turn out. Thanks to Ross Wylde-Brown who undertook most of the organisation. The CYC Sailing Committee hopes that greater expertise in this area will improve duty class performance.

The 1988-89 Twilight Series once again proved to be a great success which can be sheeted home to the outstanding support provided by **Whitsunday Rent A Yacht, Ansett Airlines of Australia** and new sponsor **Deluxe Coaches**.

The sponsorship provided by these companies in the form of yachting holidays and return fares to the Whitsunday area, was complemented by dedicated race administration and rescue support. Race administration this season was headed by last year's winner Tim Dodds — a skipper in the CYC's Division 3 Class. The atmosphere in the Club after Wednesday evening racing was tremendous to see and be a part of. The help of CYC members in recalling our generous sponsors when booking your business and holiday travel would be appreciated.

The 1988-89 summer race program concluded on Sunday 16 April with the Championship-of-Champions Race Series. Three races, sailed back-to-back in Flying 15s determined that James Kirkpatrick, a Hobie 18 sailor, was this year's Champion-of-Champions for the second year running. David Lovie was second and Steve Quinn third.

COMING SOCIAL EVENTS

INTERNATIONAL GOURMET NIGHTS

USA 21st August 1989
Japan 4th September 1989

'OPENING OF THE SEASON' BALL

Sat. 23rd September, 7.30 for 8pm

'FATHER'S DAY' LUNCHEON

September 3rd

MELBOURNE CUP DAY AT THE CYC

Tuesday 7th November. *Don't miss it!*

The racing was exciting, attracting a large number of spectators who cheered on their class champion. All boats finished within a few minutes of each other with most only seconds apart. For his efforts James was awarded the "America's Mug" which was donated to the Club by the Australia-America Association for this event.

The week prior to this, despite the bad weather, the CYC conducted its last pointscore and championship race. Over the summer, sailing has been very competitive in a number of different types of yachts. These include trailable yachts, Lasers, 505s, Mirrors, Hobie 18s, Fireballs and Flying 15s.

Average starters in the two pointscore series (58.8 and 55.72) compares very favourably to last season's figures (59.3 and 52.2 respectively). The very strong winds in the early part of the season may have curtailed the enthusiasm of some skippers. However, notwithstanding this, this season's pointscore series participation shows a good growth of about 6% when compared to last season.

The Championship series participation shows a significant increase. Average starters were 63 showing a 16% growth over last season. Starting statistics are attached as well as a summary of prize money

Continued page two



Continued from page one

allocations for the season. This summary does not include the value of sponsorship prizes.

The Winter Series is currently being sailed under sponsorship from **NRMA**. It is pleasing to note that there is a significant increase in participation in this year's series. This increase appears to be the result of more dinghy and catamaran sailors becoming involved. Let's hope that this trend will continue into next season's series.

Sailing Committee Meetings have been well attended by most class representatives. The regular format of meeting on the first Monday evening of each month, excluding public holidays, has meant that class representatives are all aware of meeting times and if the designated class representative is unable to attend, arrangements can be made for a substitute. The regular format also allows for more effective forward planning and feed back from classes and divisions associated with the Club.

The Sailing Committee has established the policy that arrangements for separate classes will only be provided on the basis that an

average of five starters will be maintained during a championship series. For the 1989-90 season class starts will be provided to Fying 15s, Lasers, Mirrors, 505/Sharpies and Fireballs. General Sailing Divisions will be 1 and 2 (trailable yachts), 3 (dinghies) and 4 (catamarans). Should a class not maintain an average of 5 starters then that class will in the following season be provided for in the appropriate general sailing division. Classes wishing to apply for a separate class will need to make application to the Sailing Committee. For the 1989-90 season the Fireball class has made such an application and are on trial.

The Sailing Committee in an attempt to provide even better sailing has taken note of a well prepared Sharpie submission indicating the likelihood of better breezes later in the day and elected to defer the starting times after Christmas by two hours for the duration of daylight saving. This move also falls into line with recommendations of the ACT Cancer Council to move all outdoor sporting events held during the heat of summer to earlier and later day-time time slots.

Presentation Night held on 24 June was very well attended and everyone

enjoyed the mountain of excellent food that was provided by Trevor and Matthew from the Club's restaurant. Highlight of the evening was presentation of the sailing awards. These awards were: Most Improved Junior — Cullen Hughes (Mirror); Most Improved Skipper — Dieter Tietz (trailable yacht); Best Crew — Simmon Mitchell (Fireball); Yachtswoman of the Year — Rebecca Scott (Cherub); and Yachtsman of the Year — James Kirkpatrick (Hobie 18). Congratulations to all awardees.

Mention should also be made of the outstanding results by CYC sailors in State, National and International Championships. These results have been achieved in Mirrors, Cherubs and Hobie 18s. Also, our trailable yacht sailors have done our Club proud by winning the State Teams Trophy at the Marlay Point Regatta and winning efforts at the *Nautical News* Lake Macquarie Race. Perhaps these results are partly a reflection of the full program of sailing offered at the CYC and the organisational efforts which backs up this program.

Yours in sailing,
ROBERT B. REDFERN
Rear Commodore Sailing

Annual Report TRAINING

I am pleased to report that the training activity at the Canberra Yacht Club has continued to expand and provide not only an avenue through which juniors and adults can enter the sailing at the Club and improve their sailing, but also an opportunity for more experienced Club members to enjoy the challenge and rewards of instructing and coaching. The community of people, students and instructors alike in the training activity forms an ever-widening network of colleagues and friends.

In the two years I have been Rear Commodore Training, my training committees and I have tried gradually to improve the base from which training can be carried out in the Club. When I began, the training activity, especially the junior side was in danger of collapsing through lack of organisation and people within the Club with enough knowledge of the activity to carry it on. In the last season, junior training was run by an expert and experienced group of more than 15 senior, junior and assistant

instructors. In addition to this, the racing workshop has been instrumental in introducing juniors and seniors alike to the racing fleet of the Club.

On the senior training side, some important developments have taken place as well. The Club now runs its own adult training program mainly from within the resources of Club instructors. I hope this development will allow the Club to increase the number of members who become AYF instructors and so further expand the Club training base. In the coming season, plans have been made to conduct four adult training courses in November, December, February and March.

To keep the number of instructors up to the number we need to run our courses, we will be running a seminar for instructors on the weekend of 23 and 24 September. On the Saturday afternoon and the Sunday morning, we will discuss the AYF training organisation and hold seminars on instructional techniques and lessons. If the Club is to introduce new sailors to the Club and provide an opportunity for juniors to learn about racing, then we need a training fleet of boats. The Skyrider dinghies provide the backbone of the junior training fleet

but we have been active in the past two years in getting more suitable boats into the Club's fleet. We now own three Mirror dinghies, a restored Enterprise (thanks mainly to the efforts of John White) and a Laser dinghy. These boats cover a large range of our needs but we will still be short of a couple of boats to run the adult courses next season and will need to look at renting.

I have decided not to stand this year for re-election as Rear Commodore Training. This does not mean I will be distancing myself from the training activity. I still hope to be an instructor in the courses and would be happy to serve on the training committee if need be. I hope the incoming Rear Commodore Training finds a reasonable basis on which to conduct the training courses and I wish him or her every success.

I would like to thank all the people who have assisted with the training over the last two years and especially my committee members. This year, Andrew Forster, John White, Simon Mitchell and Annette Black have been able assistants.

ROBERT HUGHES
Rear Commodore Training

| Canberra Yacht Club Sunday Competition 1988-89 Season Statistics (allstats) | | | | | | | | | | | | | | |
|---|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|-----------------------|---------------------|
| AVERAGE STARTERS POINTSCORE SERIES #1 | | | | | | | | | | | | | | |
| Class | Pointscore races* | | | | | | | | | | | Average Total 1988-89 | Average Total 1987-88 | Average Variation % |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | |
| Division 1 | dc | 10 | 6 | 8 | 11 | 12 | 12 | 11 | 5 | 11 | 10 | 3.60 | 10.10 | -4.25 |
| Division 2 | 5 | dc | 3 | 9 | 9 | 7 | 7 | 8 | 4 | 5 | 4 | 6.10 | 7.00 | -12.86 |
| Division 3 | 2 | 2 | dc | 2 | 4 | 4 | 2 | 2 | 1 | 5 | 3 | 2.70 | 2.00 | 35.00 |
| Fireball | 0 | 3 | dc | 2 | 6 | 5 | 1 | 4 | 3 | | | 2.90 | | |
| Tasar | 1 | 4 | 2 | 3 | 3 | 3 | 4 | dc | 0 | 2 | 2 | 2.40 | 2.50 | -4.00 |
| NS14 | 0 | 0 | 0 | 1 | 1 | 6 | 1 | dc | 0 | 1 | 0 | 1.00 | 1.00 | 0.00 |
| Seafly | 0 | 1 | 0 | 0 | 2 | 3 | 1 | 2 | 0 | dc | dc | 1.00 | 3.60 | -72.22 |
| Flying 15 | 2 | 5 | 3 | dc | 7 | 6 | 8 | 7 | 2 | 7 | 7 | 5.40 | 9.00 | -40.00 |
| Mirror | 8 | 10 | 12 | 8 | 11 | 12 | 0 | 9 | dc | 9 | 7 | 8.40 | 10.00 | -16.00 |
| Sharpie/505 | 6 | 9 | 0 | 6 | 8 | dc | 7 | 8 | 5 | 2 | 2 | 6.90 | 3.00 | 83.33 |
| Laser | 7 | 10 | 4 | 8 | 7 | 7 | dc | 1 | 5 | 8 | 8 | 6.50 | 4.10 | 58.54 |
| Catamarans | 8 | 5 | 6 | 12 | dc | 4 | 9 | 0 | 9 | 15 | 13 | 7.90 | 7.00 | 12.86 |
| Total | 35 | 59 | 36 | 59 | 69 | 69 | 55 | 45 | 32 | 69 | 59 | 58.80 | 53.30 | -0.84 |

| AVERAGE STARTERS POINTSCORE SERIES #2 | | | | | | | | | | | | | | |
|---------------------------------------|-------------------|-----------|-----------|-----------|-----------|----------|-----------|-----------|-----------|-----------|-----------|-----------------------|-----------------------|---------------------|
| Class | Pointscore races* | | | | | | | | | | | Average Total 1988-89 | Average Total 1987-88 | Average Variation % |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | |
| Division 1 | dc | 10 | 9 | 14 | 9 | 0 | 11 | 10 | 4 | 10 | 6 | 9.50 | 5.20 | 82.69 |
| Division 2 | 7 | dc | 11 | 11 | 7 | 0 | 7 | 9 | 4 | 5 | 2 | 6.90 | 7.50 | -8.00 |
| Division 3 | 1 | 2 | 1 | 2 | 2 | 0 | dc | 3 | 0 | 2 | 0 | 1.40 | 2.00 | -30.00 |
| Fireball | 2 | 1 | 3 | 2 | 6 | 0 | dc | 5 | 1 | 4 | 1 | 4.20 | | |
| Tasar | 2 | 2 | 1 | 4 | 3 | 0 | 2 | dc | 7 | 2 | 2 | 2.60 | 2.00 | 30.00 |
| NS14 | 1 | 0 | 1 | 1 | 1 | 0 | dc | 5 | 1 | 1 | 0 | 1.10 | 1.00 | 10.00 |
| Seafly | 2 | 3 | 4 | 1 | 1 | 0 | 1 | 2 | 3 | dc | 0 | 1.00 | 3.20 | -37.50 |
| Flying 15 | 3 | 6 | 8 | dc | 9 | 0 | 10 | 7 | 6 | 7 | 6 | 8.80 | 9.00 | -15.00 |
| Mirror | 6 | 7 | 0 | 11 | 0 | 1 | 8 | 8 | 9 | dc | 9 | 7.60 | 10.40 | -26.92 |
| Sharpie/505 | 0 | 4 | 7 | 6 | dc | dc | 6 | 7 | 5 | 5 | 1 | 4.56 | 3.00 | 51.85 |
| Laser | 4 | 6 | 7 | 8 | 4 | 0 | 5 | 9 | dc | 4 | 6 | 4.20 | 2.90 | 44.83 |
| Catamarans | 6 | 7 | dc | 9 | 9 | 0 | 8 | 7 | 6 | 7 | 1 | 6.20 | 7.00 | -11.43 |
| Total | 34 | 48 | 61 | 58 | 62 | 0 | 43 | 67 | 58 | 50 | 37 | 55.76 | 52.20 | 6.81 |

| AVERAGE STARTERS CHAMPIONSHIP SERIES | | | | | | | | | | | | | |
|--------------------------------------|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|-----------------------|---------------------|--|--|--|
| Class | Championship races* | | | | | | | Average Total 1988-89 | Average Total 1987-88 | Average Variation % | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | | | | | | |
| Division 1 | 10 | 11 | 11 | 14 | 10 | 4 | 6 | 9.43 | 7.40 | 27.41 | | | |
| Division 2 | 3 | 9 | 8 | 11 | 9 | 5 | 5 | 7.14 | 6.80 | 5.04 | | | |
| Division 3 | 2 | 4 | 2 | 2 | 2 | 2 | 1 | 2.29 | 2.00 | 14.29 | | | |
| Fireball | 3 | 6 | 3 | 2 | 5 | 4 | 4 | 3.57 | | | | | |
| Tasar | 4 | 3 | 0 | 4 | 7 | 3 | 0 | 3.00 | 2.20 | 36.36 | | | |
| NS14 | 0 | 1 | 0 | 4 | 5 | 1 | 0 | 1.57 | 1.00 | 57.14 | | | |
| Seafly | 1 | 2 | 2 | 3 | 2 | 0 | 1 | 1.57 | 3.60 | -56.35 | | | |
| Flying 15 | 5 | 7 | 10 | 7 | 7 | 6 | | 7.00 | 8.20 | -15.86 | | | |
| Mirror | 10 | 11 | 10 | 8 | 8 | 9 | 9 | 9.29 | 10.70 | -13.22 | | | |
| Sharpie/505 | 9 | 8 | 4 | 6 | 7 | 5 | 1 | 5.71 | 3.00 | 90.48 | | | |
| Laser | 10 | 7 | 1 | 8 | 8 | 4 | 3 | 5.86 | 3.10 | 88.94 | | | |
| Catamarans | 5 | 9 | 7 | 9 | 8 | 6 | 3 | 6.71 | 6.30 | 6.58 | | | |
| Total | 62 | 78 | 53 | 81 | 79 | 50 | 39 | 63.14 | 54.40 | 16.07 | | | |

| CYC PRIZE MONEY CANBERRA YACHT CLUB DISTRIBUTION OF PRIZE MONEY 1988-89 | | | | | | | | | | | | | |
|---|------------------|-------------|------------|------------|------------|-----------|------------|--|--|--|--|--|--|
| POINTSORE #1 | | | | | | | | | | | | | |
| CLASS | AVERAGE STARTERS | PRIZE MONEY | | | | | TOTAL | | | | | | |
| | | \$40 | \$30 | \$20 | \$15 | \$10 | | | | | | | |
| DIV 1 | 9.68 | 40 | 30 | 20 | 15 | 10 | 114 | | | | | | |
| DIV 2 | 6.10 | 40 | 30 | 20 | 15 | 10 | 115 | | | | | | |
| DIV 3 | 2.70 | | | | | | 15 | | | | | | |
| FIREBALL | 2.90 | | | | | | 15 | | | | | | |
| TASAR | 2.40 | | | | | | 15 | | | | | | |
| NS 14 | 1.00 | | | | | | 10 | | | | | | |
| SEAFLY | 1.00 | | | | | | 10 | | | | | | |
| FLYING 15 | 6.40 | 40 | 30 | 20 | 15 | 10 | 79 | | | | | | |
| MIRROR | 8.40 | 40 | 30 | 20 | 15 | 10 | 110 | | | | | | |
| SHARPIE 505 | 6.90 | 40 | 30 | 20 | 15 | 10 | 79 | | | | | | |
| LASER | 6.50 | 40 | 30 | 20 | 15 | 10 | 110 | | | | | | |
| CATAMARANS | 7.90 | 40 | 30 | 20 | 15 | 10 | 116 | | | | | | |
| Total | | 200 | 210 | 140 | 100 | 70 | 790 | | | | | | |

| POINTSORE #2 | | | | | | | | | | | | | |
|--------------|------------------|-------------|------------|------------|------------|-----------|------------|--|--|--|--|--|--|
| CLASS | AVERAGE STARTERS | PRIZE MONEY | | | | | TOTAL | | | | | | |
| | | \$40 | \$30 | \$20 | \$15 | \$10 | | | | | | | |
| DIV 1 | 9.50 | 40 | 30 | 20 | 15 | 10 | 110 | | | | | | |
| DIV 2 | 6.90 | 40 | 30 | 20 | 15 | 10 | 110 | | | | | | |
| DIV 3 | 1.40 | | | | | | 10 | | | | | | |
| FIREBALL | 2.90 | | | | | | 15 | | | | | | |
| TASAR | 2.40 | | | | | | 15 | | | | | | |
| NS 14 | 1.10 | | | | | | 10 | | | | | | |
| SEAFLY | 2.00 | | | | | | 10 | | | | | | |
| FLYING 15 | 6.40 | 40 | 30 | 20 | 15 | 10 | 110 | | | | | | |
| MIRROR | 7.60 | 40 | 30 | 20 | 15 | 10 | 115 | | | | | | |
| SHARPIE 505 | 4.56 | | | | | | 45 | | | | | | |
| LASER | 4.20 | | | | | | 45 | | | | | | |
| CATAMARANS | 6.20 | 40 | 30 | 20 | 15 | 10 | 110 | | | | | | |
| Total | | 200 | 160 | 140 | 100 | 70 | 730 | | | | | | |

| CHAMPIONSHIP | | | | | | | | | | | | | |
|--------------|------------------|-------------|------------|------------|------------|------------|------------|--|--|--|--|--|--|
| CLASS | AVERAGE STARTERS | PRIZE MONEY | | | | | TOTAL | | | | | | |
| | | \$40 | \$30 | \$20 | \$15 | \$10 | | | | | | | |
| DIV 1 | 9.43 | 40 | 30 | 20 | 15 | 10 | 114 | | | | | | |
| DIV 2 | 7.14 | 40 | 30 | 20 | 15 | 10 | 115 | | | | | | |
| DIV 3 | 2.29 | | | | | | 15 | | | | | | |
| FIREBALL | 3.57 | | | | | | 15 | | | | | | |
| TASAR | 3.00 | | | | | | 15 | | | | | | |
| NS 14 | 1.57 | | | | | | 10 | | | | | | |
| SEAFLY | 1.57 | | | | | | 10 | | | | | | |
| FLYING 15 | 7.00 | 40 | 30 | 20 | 15 | 10 | 115 | | | | | | |
| MIRROR | 9.29 | 40 | 30 | 20 | 15 | 10 | 115 | | | | | | |
| SHARPIE 505 | 5.71 | | | | | | 45 | | | | | | |
| LASER | 5.86 | | | | | | 45 | | | | | | |
| CATAMARANS | 6.71 | 40 | 30 | 20 | 15 | 10 | 115 | | | | | | |
| Total | | 200 | 210 | 140 | 110 | 810 | 810 | | | | | | |

| NOTES ON TRIFLY ALLOCATION | | | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|------|
| BELOW 3 AVERAGE STARTERS - 1 TRIFLY | | | | | | | | | | | | | | |
| 3 TO 3.9 AVERAGE STARTERS - 2 TRIFLYS | | | | | | | | | | | | | | |
| 4 TO 4.9 AVERAGE STARTERS - 3 TRIFLYS | | | | | | | | | | | | | | |
| 5 TO 5.9 AVERAGE STARTERS - 4 TRIFLYS | | | | | | | | | | | | | | |
| OVER 6 AVERAGE STARTERS - 5 TRIFLYS | | | | | | | | | | | | | | |
| MEMBER JUNIOR RESULTS - 3 TRIFLYS (NEW COST) | | | | | | | | | | | | | | |
| MIRROR JUNE | | | | | | | | | | | | | | |
| CYC | | | | | | | | | | | | | | |
| WEEKLY RAFFLES | | | | | | | | | | | | | | |
| WEEKLY WEEKLY PRIZES | | | | | | | | | | | | | | |
| WINTER RAFFLES WEEKLY PRIZES | | | | | | | | | | | | | | |
| POINTSORE WEEKLY PRIZES | | | | | | | | | | | | | | |
| CHAMPIONSHIP WEEKLY PRIZES | | | | | | | | | | | | | | |
| TOTAL PRIZE VALUE 1988-89 | | | | | | | | | | | | | | 4938 |

Canberra Ocean Racing Club

TEKI DALTON CAPS A GREAT YEAR WITH A.C.T. ASSAULT ON THE INAUGURAL 'LEXCEN CUP'.

As we've said many times before, Canberra is a long way from the ocean, but it doesn't seem to deter our sailors from National and International successes in yachting.

Teki Dalton and the Sydney-moored Farr 40 *Nadia IV* swept all before them in winning the Cruising Yacht Club of Australia's Bluewater Championship for the second time following their outstanding performance in the 1988 Sydney-Hobart, in which they finished seventh overall and second in the highly competitive Division B. Canberra's other entry in this race, *Dr Who*, skippered by George Snow, also achieved a fine result, was sixth across the line and secured second place in the Maxi Division. On corrected time overall she was placed 48th.

Teki is A.C.T. team leader in this year's inaugural 'Lexcen Cup', the yachting equivalent of cricket's

Sheffield Shield, to be raced off Fremantle, W.A., from November 15-19, 1989.

The inaugural Regatta, which has been officially endorsed by the Australian Yachting Federation, and the idea of one of Lexcen's closest friends, America's Cup yachtsman John Longley, will actually be sailed in 10 Lexcen-designed identical Farr 36 yachts.

Teki is expected to announce his crew selections shortly from a select list of current and past A.C.T. sailing

achievers, and with a likely prize purse of \$40,000 to be channelled back into development of yachting in the winning States/Territories the A.C.T. sailing fraternity will be right behind the National Capital assault on this first-ever Australian Teams Yachting Championship.



Annual Report OPERATIONS

For some time now the Executive has been aware that the Club's premises, not having a thermal fire alarm system, do not comply with all regulations relating to a public building of this type. Tenders were called for the installation of a system and Fire Control Pty Ltd of Mitchell was selected as the successful tenderer. The installation work is expected to be completed by the time of the Club's Annual General Meeting and will have finalised a matter which has caused the Executive some concern.

Stalwart of the Operations Committee, Roger Rose, has undertaken to have plans drawn up for alterations to the Club which the Executive feels are necessary to improve revenue and service to members. These include opening up of the meeting room to provide a larger space for poker machines — a major revenue source for the Club, the shifting of the inner wall of the Sailor's Bar to double its floor space and the

concreting of the area under the Dorothy Norris lounge. The aim is to have these alterations completed as soon as practicable but like most things done with voluntary labour, progress has been steady by not rapid.

A working bee called in early June to tidy up the outer car park was not well attended, probably due to the end of the main sailing period and the onset of winter weather. As a result it has been necessary to ask boat park bay holders to undertake the chipping and removal of weeds or the mowing of grass, themselves. In this way we hope to get on top of the problem and subsequently have new weeds sprayed regularly to ensure they do not progress. A service at a modest fee is offered for those bayholders who are unable or do not wish to undertake the job.

Whilst on the topic of boat parking bays, those holders who have yet to pay the 1989-90 rental fees are asked to do so as soon as possible; the Club needs your money. Members not wishing to renew their rental, are asked to contact Anne at the Club's office so bays can be re-allocated to

persons on the waiting list.

Paul Black and Lance Halvorsen have two of our rescue boats being overhauled by a local boat repairer. It is hoped to have them back on the water for the commencement of the new sailing season.

At the August Annual General Meeting I will stand down as Rear Commodore Operations and take this opportunity to thank members of the Operations Committee, Paul Black, David Irons, Martin Kilpatrick, David Lovey, Steve Moreland, Roger Rose and John Wilson for their assistance in the past year. Without their support the operations task would be beyond the capacity of a volunteer part-timer.

I have nominated long-time Club member and whip LR24 sailor, John White, to replace me as Rear Commodore Operations. I commend John to the membership who, not in retirement, can be expected to be able to devote more time to the job than I have. I invite members to vote for John at the August meeting.

ROB BREEN

Rear Commodore Operations

Lance Halvorsen . . . Club Member of the Year

Canberra Yacht Club's "Club Member of the Year" is a family man with a sailing background in Corsairs and 125 dinghies.

He has been a member of the CYC for a number of years and has spent four of them as Executive Officer of the Race Support Unit. For the last year he has been Captain of that Unit. He has also been a member of the Financial Committee for the past year.

However his main effort over the past 15 months has been connected with the computerisation of the Club's membership and boat parking records.

With membership, he started with an imperfect system and devised the data base and the ADP program, inputted the material, debugged the program, tested it, and has been continually updating it.

So far on this task alone he has spent an average of 5 hours per week for 15 months — about 350 hours in general terms.

With the boat parking, he has devised a similar system which will be of great assistance to all concerned.

For his efforts in all these fields and in Club life generally, LANCE HALVORSEN is a worthy recipient of the Award as Canberra Yacht Club's "Club Member of the Year, 1988-89".



Lindsay Hackett (Aurora Boats) presents the Southern Zone Mirror Championship Trophy to CYC's 'Most Improved Junior', Cullen Hughes



Peter Jamison
Director

1st Floor Bailey's Arcade Canberra City
GPO Box 558 Canberra City 2601
Phone 49 7799 Fax 49 7955

Continued from page one

each Friday night (launched in grand style by our Summertime of '88-'89 association with FM104.7 and 1053 2CA!) and our newer innovations, the 'Lucky Badge Draw' and Monster Wine Raffles each Monday night (good one, Ron) with Trevor and Matthew's 'International Gourmet Nights' each second Monday following the Lucky Badge Draw and Wine Raffle.

Special thanks must go to our Secretary Manager Ron Sullivan and his front office and bar staff, and to Trevor and Matthew who have guided our great club through some pretty difficult times with courage and aplomb. Their positive approach to the task made life ever so much easier for all concerned.

After nearly three years in office as Rear Commodore (House) I shall make way this year for a new and refreshed officer at that helm, and my thoughts and best wishes will surely go to that person and others elected to the new executive committee (and I'm sure going to miss getting up with the sparrows each Sunday morning to do the "I'd Rather be Sailing" program on 2SSS.FM!).

Good sailing . . . friends.

ROBB RICHARDS

Rear Commodore House

Support our sponsors!

Ansett.



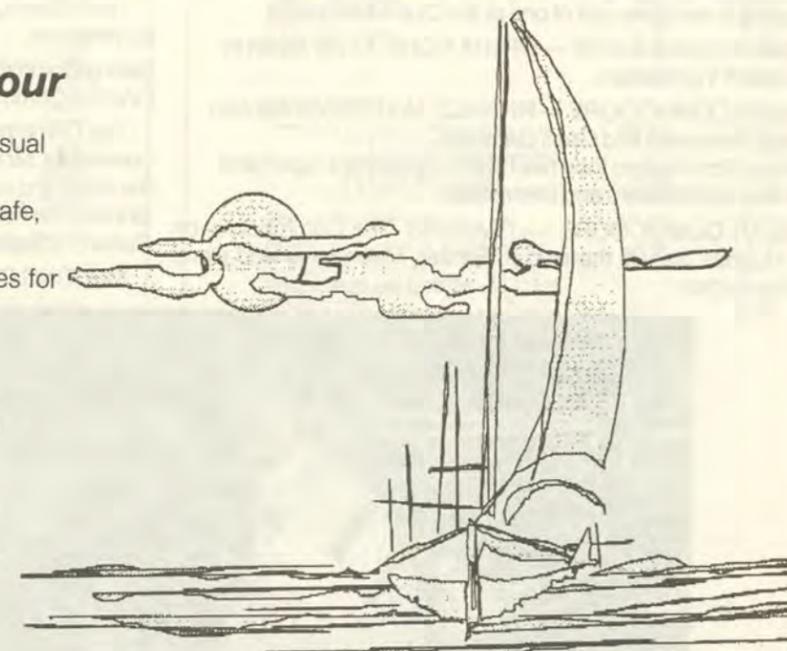
Charter in Pittwater/Sydney Harbour

- 32ft & 40ft Phantom yachts (not the usual slow charter yachts).
- Maintained by the owner. Assures a safe, clean, well-equipped boat.
- Luxurious accommodation and facilities for up to 8 people.
- Lower fees to Club Members.
- References available.

**Phone the owner for information
and brochures:**

Tony Hayman
(02) 960 4830 ah; (02) 957 3777 bus.

**SPECIAL RATES FOR CYC
CLUB MEMBERS!!**



Minutes of the Annual General Meeting

held at the Canberra Yacht Club, Monday, 8th August, 1988 at 8 pm.

APOLOGIES: G. Onions, T. Ebrill, D. Ireland, F. Downing, M. Storey, D. & H. McMichael, R. Hughes, A. Forster, R. Breen, R. Hudd, C. Creed, D. Thomas, G. Askew, B. Evans, G. Garnham, P. Jamison, and R. Church.

MINUTES OF THE PREVIOUS ANNUAL GENERAL MEETING: Moved — P. McGrath; seconded — P. Forster. That the minutes of the Annual General Meeting of 24 August 1987 as published be adopted. CARRIED.

CORRESPONDENCE: Nil.

FLAG OFFICERS' REPORTS: Reports of the Flag Officers were printed in the July/August 1988 Canberra Yachtsman. Supplementary reports were given to the meeting.

COMMODORE: The Commodore reiterated comments contained in his report and said that the past year had been one of the best in the Club's history and expected an even more prosperous one in the year ahead.

Mr Keily then thanked the members, committee and staff for assistance throughout the past twelve months.

VICE COMMODORES: Mr Badgery said that the Vice Commodore portfolio is of a support nature to the committee and is very pleased by the reports on finance, manager and accountant and was most pleased by the profit obtained by the CYC, the first in many years.

Vice Commodore went on to say that he, in conjunction with the committee had dealt with contracts for restaurant, manager and with the Commonwealth for lease renewal and change of purpose clause.

REAR COMMODORE — SAILING: Mr Redfern thanked all sailors, class associations and committee for their wonderful assistance over the past year and went on to say that the past year's sailing has been one of the very best.

REAR COMMODORE — HOUSE: Mr Richards said how pleasing it was to be part of one of the Club's best years.

REAR COMMODORE — OPERATIONS: As per report in Canberra Yachtsman.

REAR COMMODORE — FINANCE: Mrs Hiscock thanked Lance Halvorsen and Geoff Garnham.

Rear Commodore then read 1987-88 auditors report and thanked all members and committee.

REAR COMMODORE — TRAINING: The Commodore, on Mr Hughes' behalf, thanked P. Forster, Mac Storey and Carol Wylde-Brown.

QUESTIONS ON THE REPORTS:

Mr R. Wylde-Brown asked if any further progress on 'sanding' of bay on western side of the Club.

Mr P. Forster asked had new lease made any changes to sailing.

Mr P. Forster enquired that in light of the record sailing profit, would racing fees be reduced.

Mr B. Worth asked how income projections for 1988-89 were arrived at.

Mr P. McGrath asked what positive steps taken to improve sailing averages.

Mr P. Forster said he still does not think enough is being done by the sailing committee and feels the CYC executive should meet with class associations representatives on a regular basis.

Mr B. Worth expressed concern that membership numbers had fallen.

Mr I. McDougal said he was pleased to see that membership records were being updated and correctly recorded.

OTHER BUSINESS: Mr P. McGrath thanked the executive and manager for the profit-making year against previous losses.

APPOINTMENT OF AUDITORS: Moved — N. Hiscock; Seconded — R. Redfern. That Dawson Di Bartolo be appointed as the Club Auditors for 1988-1989.

ELECTION OF OFFICE BEARERS 1988-89: The following Flag Officers were elected unopposed:

COMMODORE: Pat Keily

VICE COMMODORE: Rod Badgery

REAR COMMODORE SAILING: Rob Redfern

REAR COMMODORE HOUSE: Robb Richards

REAR COMMODORE FINANCE: Norma Hiscock

REAR COMMODORE TRAINING: Robert Hughes

REAR COMMODORE OPERATIONS: Robert Breen

The following members were elected to the various committees:

Sailing Committee: M. Kilpatrick and R. Wylde-Brown.

Finance Committee: D. Ireland and G. Garnham.

The Commodore then presented Burgees to the incoming committee. Mr Keily thanked the members present for attending the AGM and reminded the meeting of the officers reunion dinner to be held on 19 August and the opening of the Season Ball on 23 September 1989.

MEETING CLOSED 9.50pm.



Annual Report FINANCE

I am pleased to report that 1988-89 has been a successful financial year for the Canberra Yacht Club.

We have had another excellent trading year which has assisted in substantially reducing our debt as well as providing new furniture and equipment, and amenities for members. Our policy has been to curb expenditure, unless it provides a return to the Club or a benefit to the members; to increase our income; and to establish a solid debt repayment structure. We are pleased that these measures have been achieved without increasing membership fees. The 1989-90 Budget has been drafted with the same policy in mind.

Members Funds at the end of the financial year 1986 were \$91,365. At the end of the 1987 financial year, after a loss of \$67,070, they stood at \$27,425. Last year Members Funds were brought up to \$87,513. Total Members Funds at 31 May, 1989 have been increased to \$129,003. Details are presented in the audited Financial Statement for the year ended 31 May, 1989.



The profit of \$39,293 for the year is a result of good management in the trading areas. Net profits of \$135,213 in Bar trading, \$96,940 in Poker Machine trading, and \$39,038 in the Dining Room account are mainly responsible for the continued improvement. Secretary/Manager Ron Sullivan is to be congratulated on

these results. Sailing income has fallen, due to a decline in income from sponsorship and training fees and increasing overheads. Membership income is higher than the previous year and it is hoped this increase will continue.

The excellent trading enabled us to reduce our debt and restructure our debt repayments. In December we were able to take advantage of low interest rates on our loan which has been reduced from \$305,389 to \$298,484. This year the Club's total liabilities have been decreased by \$3,511 and total assets have been increased by \$37,979. Total members funds have increased by \$41,490.

During the year we have completed listings on the computerised membership register, and continued work on the computerised stock control system. I thank the members of the Finance Committee for their assistance with these ongoing projects.

I am confident that success in the coming year will again be achieved through careful planning and management and the continued support of all members of the Club.

NORMA HISCOCK
Rear Commodore Finance

CANBERRA YACHT CLUB INCORPORATED

BALANCE SHEET

AS AT 31 MAY, 1989

| | NOTES | 1989 | 1988 |
|--------------------------------------|-------|------------------|------------------|
| CURRENT ASSETS | | | |
| Cash on Hand | | 6,644 | 4,590 |
| Receivables | | 5,307 | 11,655 |
| Inventories - as cost | 5 | 13,005 | 11,025 |
| Cash at Bank | | 17,934 | 709 |
| Total Current Assets | | 42,890 | 27,979 |
| NON-CURRENT ASSETS | | | |
| Property, Plant & Equipment | 6 | 428,144 | 405,076 |
| Total Non-Current Assets | | 428,144 | 405,076 |
| TOTAL ASSETS | | \$471,034 | \$433,055 |
| CURRENT LIABILITIES | | | |
| Creditors and Borrowings | 7 | 232,763 | 229,383 |
| Total Current Liabilities | | 232,763 | 229,383 |
| NON-CURRENT LIABILITIES | | | |
| Creditors & Borrowings | 8 | 109,268 | 116,159 |
| Total Non-Current Liabilities | | 109,268 | 116,159 |
| TOTAL LIABILITIES | | \$342,031 | \$345,542 |
| NET ASSETS | | \$129,003 | \$87,513 |
| MEMBERS' FUNDS | | | |
| Accumulated Balance | | 87,513 | 27,425 |
| Entrance Fees Received | | 2,197 | 2,140 |
| Excess of Income over Expenditure | | 39,293 | 57,948 |
| TOTAL MEMBERS' FUNDS | | \$129,003 | \$87,513 |

CANBERRA YACHT CLUB INCORPORATED

GENERAL PROFIT AND LOSS ACCOUNT

FOR THE YEAR ENDED 31 MAY, 1989

| | 1989 | 1988 |
|--|-----------------|-----------------|
| INCOME | | |
| Members Subscriptions | 58,677 | 55,287 |
| Boat Storage Fees | 12,871 | 22,821 |
| Advertising | 200 | 800 |
| Miscellaneous Income | 10,587 | 9,588 |
| Raffle | - | 1,193 |
| | 82,335 | 89,489 |
| Add From Schedules | | |
| Schedule No 1 - General Administration | (309,840) | (268,199) |
| 2 - Bar Trading Account | 135,213 | 122,763 |
| 3 - Sailing and Regatta Expenses | (117) | 17,096 |
| 4 - Poker Machine Trading | 96,940 | 66,232 |
| 5 - Dining Room Account | 39,038 | 36,131 |
| 6 - Functions and Entertainment | 2,113 | 803 |
| Operating Profit/(Deficit) | 45,682 | 64,315 |
| Provision for Depreciation on Club Building | 6,389 | 6,367 |
| Income Tax Expense | - | - |
| EXCESS OF INCOME OVER EXPENDITURE TRANSFERRED TO MEMBERS' FUNDS | \$39,293 | \$57,948 |

CANBERRA YACHT CLUB INCORPORATED
SCHEDULE NO 1 - GENERAL ADMINISTRATION

| | 1989 | 1988 |
|---|--------------------|--------------------|
| Promotions & Advertising | 15,468 | 20,384 |
| Audit Fees | 4,050 | 2,790 |
| Accountancy Fees | 7,100 | 5,875 |
| Bank Charges & Federal Tax | 6,280 | 3,680 |
| Cleaning and Laundry | 14,967 | 14,299 |
| Depreciation | 4,216 | 4,517 |
| Electricity | 7,181 | 5,990 |
| Heating | 1,446 | 1,448 |
| Flag Officers Expenses | 2,195 | 1,455 |
| Hiring of Equipment | 2,812 | 3,140 |
| Insurance | 6,006 | 7,659 |
| Interest - Bank | 50,585 | 50,878 |
| Legal Fees | 231 | 167 |
| Club Insignia | 1,361 | - |
| Club Magazines | 7,391 | 4,244 |
| Office & Miscellaneous Costs | 5,469 | 4,731 |
| Boat Park Expenses | 4,631 | 5,537 |
| New Members Costs | 808 | 846 |
| Badges | 2,231 | 284 |
| Payroll Tax | (450) | 450 |
| Bad Debts Written Off | 909 | - |
| Travelling | 1,539 | 347 |
| Land Rent | 6,642 | 4,532 |
| Motor Vehicle Expenses | 2,076 | 1,001 |
| Printing, Stationery & Stamps | 8,397 | 9,131 |
| Rates | 6,034 | 5,066 |
| Repairs & Maintenance | 22,100 | 13,756 |
| Subscriptions & Donations | 1,344 | 480 |
| Superannuation | 5,599 | - |
| Security | 1,230 | 1,806 |
| Telephone | 6,689 | 6,255 |
| Wages | 72,222 | 72,156 |
| Entertainment | 21,518 | 10,814 |
| Staff Amenities | 8,983 | 4,481 |
| Transferred to General Profit and Loss Account | \$(309,840) | \$(268,199) |

CANBERRA YACHT CLUB INCORPORATED
SCHEDULE NO 2 - BAR TRADING ACCOUNT

| | 1989 | 1988 |
|--|------------------|------------------|
| Gross Sales | 452,350 | 434,188 |
| Less Cost of Sales | | |
| Opening Stock on Hand | 9,446 | 7,993 |
| Purchases | 190,445 | 204,074 |
| | 199,891 | 212,067 |
| Less Closing Stock | 11,996 | 9,446 |
| | 187,895 | 202,621 |
| GROSS PROFIT | \$264,455 | \$231,567 |
| LESS EXPENDITURE | | |
| Insurance | 2,947 | 2,197 |
| Depreciation - Bar Equipment | 725 | 390 |
| Laundry, Cleaning & General Expenses | 3,122 | 1,882 |
| Licence Fee | 12,950 | 8,968 |
| Repairs & Replacements | 9,452 | 6,122 |
| Wages | 91,892 | 82,291 |
| Gas & Electricity & Heating | 7,954 | 6,954 |
| Total Expenses | 129,242 | 108,804 |
| Net Profit Transferred to General Profit and Loss Account | \$135,213 | \$122,763 |

CANBERRA YACHT CLUB INCORPORATED
SCHEDULE NO 5 - DINING ROOM ACCOUNT

| | 1989 | 1988 |
|--|-----------------|-----------------|
| INCOME | | |
| Catering Franchise | 42,446 | 37,302 |
| Expenses Recovery | 7,383 | 7,021 |
| Gross Takings | 49,829 | 44,323 |
| LESS EXPENDITURE | | |
| Repairs | 2,253 | - |
| Electricity | 5,560 | 5,220 |
| Depreciation | 600 | 611 |
| General Expenses | 1,200 | 709 |
| Trade Waste | 1,178 | 1,126 |
| Leasing | - | 526 |
| Total Expenses | 10,791 | 8,192 |
| Net Profit transferred to General Profit and Loss Account | \$39,038 | \$36,131 |

SCHEDULE NO 6 - MEMBERS' FUNCTIONS & ENTERTAINMENT TRADING ACCOUNT

| | 1989 | 1988 |
|--|----------------|--------------|
| Gross Receipts - Club Functions | 14,387 | 13,530 |
| LESS EXPENDITURE | | |
| Artists - Entertainment | 1,551 | 1,575 |
| Food - Club Functions | 9,794 | 10,188 |
| Sundry Expenses | 929 | 964 |
| | 12,274 | 12,727 |
| Net Profit transferred to General Profit and Loss Account | \$2,113 | \$803 |

CANBERRA YACHT CLUB INCORPORATED
YEAR ENDED 31 MAY, 1989
NOTES TO AND FORMING PART OF THE ACCOUNTS

- Basis of Accounts**
The financial statements have been prepared in accordance with the Historical Cost Convention.
- Depreciation**
Depreciation is calculated using the reducing balance method so as to write off the net cost of each fixed asset during its expected useful life.
- Bank Loans**
Westpac Banking Corporation Loan is secured by a Registered First Mortgage over the Club property at Yarralumla and a floating charge over the assets and undertakings.
- Income Tax Expense**
The Club has received an exempt status in terms of S.23(g)(iii), of the Act for the period to 31 May, 1986. This status is subject to review each year by the Australian Taxation Office.

CANBERRA YACHT CLUB INCORPORATED
SCHEDULE NO 3 - SAILING & REGATTA PROFIT AND LOSS ACCOUNT

| | 1989 | 1988 |
|---|----------------|-----------------|
| Training Fees | 1,535 | 2,921 |
| Sailaway Fees | 1,296 | 5,365 |
| Sailing Fees | 11,836 | 10,400 |
| Gain on Equipment Sale | - | 6,704 |
| Sponsorship | 500 | 6,500 |
| Miscellaneous Income | 109 | 268 |
| Government Grant | 4,620 | - |
| | 19,896 | 32,158 |
| LESS EXPENDITURE | | |
| Subscriptions & Donations | 500 | - |
| Depreciation - Boat & Sailing Equipment | 3,372 | 2,400 |
| Fuel | 1,064 | 763 |
| General Sailing Expenses | 781 | 1,968 |
| Trophies Sailing and Regatta Expenses | 5,893 | 2,800 |
| Repairs & Maintenance | 2,207 | 1,234 |
| Insurance | - | 246 |
| Volunteer Expenses | 564 | 645 |
| Subscriptions (Y.A.) | 2,899 | (81) |
| Training Costs | 2,134 | 445 |
| Sailaway Costs | 599 | 4,642 |
| | 20,013 | 15,062 |
| Net Profit/(Loss) transferred to General Profit and Loss Account | \$(117) | \$17,096 |

CANBERRA YACHT CLUB INCORPORATED
SCHEDULE NO 4 - POKER MACHINE TRADING

| | 1989 | 1988 |
|--|-----------------|-----------------|
| Poker Machine Takings | 127,796 | 92,867 |
| LESS EXPENDITURE | | |
| A.C.T. Poker Machine Tax | 15,823 | 9,283 |
| Data Processing | 1,140 | 840 |
| Licence Fees | 2,064 | 1,999 |
| Interest | 205 | 205 |
| Repairs & Maintenance | 5,147 | 5,192 |
| Depreciation | 6,682 | 3,790 |
| Loss on Sale of Machines | - | 5,326 |
| | 30,856 | 26,635 |
| Net Profit transferred to General Profit and Loss Account | \$96,940 | \$66,232 |

CANBERRA YACHT CLUB INCORPORATED
YEAR ENDED 31 MAY, 1989
NOTES TO AND FORMING PART OF THE ACCOUNTS continued

| | 1989 | 1988 |
|---|----------------|----------|
| 5 CURRENT ASSETS - RECEIVABLES | | |
| Sundry Debtors & Prepayments | 4,698 | 10,434 |
| Precharged Loan Interest | 609 | 1,221 |
| | 5,307 | 11,655 |
| 6 NON CURRENT ASSETS - PROPERTY, PLANT & EQUIPMENT | | |
| Lotus Bay Club House - at cost | 360,413 | 357,845 |
| Less Provision for Depreciation | (47,348) | (40,960) |
| Club Boats - at cost | 28,806 | 27,806 |
| Less Provision for Depreciation | (9,449) | (6,221) |
| Sailing Equipment - at cost | 4,815 | 4,835 |
| Less Provision for Depreciation | (3,784) | (3,640) |
| Plant & Equipment - at cost | 92,248 | 76,315 |
| Less Provision for Depreciation | (47,579) | (42,038) |
| Poker Machines - at cost | 79,135 | 53,765 |
| Less Provision for Depreciation | (29,113) | (25,431) |
| | 428,144 | 405,078 |
| 7 CURRENT LIABILITIES | | |
| Secured | | |
| Bank Loans | NOTE 3 200,000 | 200,000 |
| Unsecured | | |
| Trade Creditors | 32,763 | 29,383 |
| | 232,763 | 229,383 |
| 8 NON CURRENT LIABILITIES | | |
| Secured | | |
| Bank Loans | NOTE 3 98,498 | 105,389 |
| Unsecured | | |
| Debentures | 10,770 | 10,770 |
| | 109,268 | 116,159 |

CANBERRA YACHT CLUB INCORPORATED
SOURCE AND APPLICATION OF FUND STATEMENT
FOR THE YEAR ENDED 31 MAY, 1989

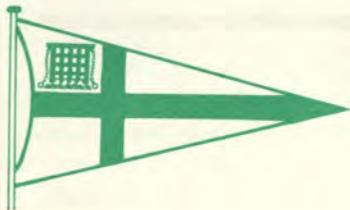
| | 1989 | 1988 |
|--|----------|----------|
| Source of Funds | | |
| Operating Profit | 39,293 | 57,948 |
| After Charging Non-Cash Items - Depreciation | 21,983 | 16,699 |
| | 61,276 | 74,647 |
| Trade Creditors Increase | 3,380 | - |
| Entrance Fees Received | 2,197 | 2,140 |
| Precharged Loan Interest | 612 | 601 |
| Sundry Debtors | 5,736 | 2,098 |
| | \$73,201 | \$79,486 |
| Application of Funds | | |
| Purchase of Assets | 45,051 | 36,713 |
| Increase in Current Assets | | |
| Cash on Hand | 2,054 | 1,010 |
| Stock on Hand | 1,980 | 45 |
| Cash at Bank | 17,225 | - |
| Reduction in Current Liabilities | | |
| Bank Overdraft | - | 18,021 |
| Unsecured Loans - Repaid | 6,891 | 15,758 |
| Creditors | - | 7,939 |
| | \$73,201 | \$79,486 |

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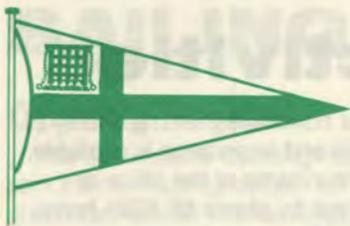
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OCTOBER 1989

Registered by Australia Post Publication No. NBH 0850

Opening of the Season Ball

This Ball, which was held at the Club on Saturday 23 September, was a great success and thoroughly enjoyed by the 80 members and guests who attended, dined and danced.

Guest speaker, George Snow, gave an entertaining trip down memory lane. He recounted how he bought his first boat at an auction in Kingston in the 1960s and after a lot of work he managed to get it afloat on the lake only to sink before the eyes of the water police.

Determined to prove its worth he persevered until a final and fatal floundering in that part of the lake smack in front of Government House. He told of having another boat built by a caravan maker who, he said, "would have done better to stick to caravan making".

Since then George and the Yacht Club have flourished and his ocean going yacht *Dr Who* has won many trophies including the fastest corrected time in the Sydney to Lord Howe Island race. He talked of sailing with Rod Dagleish in *Mercedes IV* in the magical Sydney to Mooloolaba race and in *Nadia* to Noumea. The boat George is currently having built has a design speed of 29 knots! His talk was very relaxed and thoroughly enjoyed by all present.

A highlight of the night was the presentation of the Americas Mug for the second year to James Kirkpatrick by Billie-Jo McCann, President of the ACT Australian-American Association.

The meal was up to Trevor and Matthew's usual high standard, the music was very enjoyable and the night was quite memorable.



Pat Kelly with George and Sabrina Snow



Billie-Jo McCann with James and Jean Kirkpatrick.

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Commodore's Corner

This is our first magazine since the Annual General Meeting in August, and I would like to take this opportunity to welcome the four new Rear Commodores to the Executive, i.e. Ross Wylde-Browne (Sailing), John White (Operations), Peter Bertolin (House) and John Kennedy (Training).

A central aim of the Executive is to maximise the attractiveness of the Club and its facilities to all its members, both sailing and social. The results of this approach are already obvious in a number of areas, and should become more so throughout the year.

One aspect which has been particularly pleasing this year has been the involvement of members in working bees early in the year. Congratulations to the Operations and Sailing Committees, the Flying 15s, 505s and Fireballs for their assistance. I am sure the other classes will also participate when necessary.

Thanks also the ladies' Keep Fit Class for their latest donation of \$350, which is greatly appreciated.

This magazine covers the range of Club activities since August. Highlights so far have been the Opening of the Season Ball and Regatta, the Blessing of the Fleet, the Monaro Gold Cup and Biztech Canberra Cup, as well as the continuing success of our Gourmet Nights and our popular Sunday Jazz afternoons.

In relation to coming events, we wish the best of success to the ACT team for the inaugural Lexcen Cup competition, which is to be held in Perth in November. We have sponsored this team which is headed by Teki Dalton and comprised mainly of CYC sailors.

The next Quarterly General Meeting is to be held at the Club at 8.00 pm on Monday 30 November and it is hoped that a good attendance will provide the opportunity for a full report on Club activities since August. A special effort has been made to have this magazine available to all members well ahead of that meeting.

Happy sailing and socialising.

Patrick Kelly
Commodore

Training Activities

I am pleased to report that the training scene in the Club is moving ahead. We are continuing to build on the firm foundation established under Robert Hughes' leadership. Training is available for anybody from age 9 and up.

As well as training on the Lake we can also organise ocean sail training at Batemans Bay or weekend sails from Sydney Harbour to Pittwater and return, all with fully qualified instructors.

A training committee has been established and this season's training programmes are well underway. The first group of juniors started their training on 7 October under the able leadership of Andrew Forster. The first adult programme starts in early November. We will also be running racing workshops on Sunday mornings with intermediate level training on an as needed basis.

Over the weekend of 23/24 September a seminar was run for our instructors and there will be a power boat TL3 training course organised by the Race Support Unit in November.

We do urgently need more people to help our instructors, from all age groups and with all levels of experience. Perhaps some more of our hotshot racing sailors would like to contribute their knowledge to the racing workshops. I am also looking for a leader for these as John White, with his other club responsibilities,

does not now have the time. Plenty of guidance and assistance is available. Leave your name at the office or contact me by phone 86 5281 home, 43 7782 office hours.

Another area where assistance is always needed is in boat maintenance under Simon Mitchell's leadership. We now have 10 Skyriders, 3 Mirrors, 1 Enterprise, 1 Lazer and Black Swan. Particular thanks here go to John White for his work on the Enterprise and Richard Caldwell on the Mirrors. I am actively looking for another Lazer and if anybody has one for sale, for under \$1200 please contact me. The Mirrors, Enterprise and Lazars are available for the use of club members once they have completed an appropriate training course, and been approved by me, currently at no cost, other than a need to assist in their maintenance.

John Kennedy
Rear Commodore (Training)

Your Club Executive

Commodore: Patrick Keily
Vice Commodore: Rod Badgery
Rear Commodores:
Ross Wylde-Browne (Sailing)
Peter Bertolin (House)
John White (Operations)
Norma Hiscock (Finance)
John Kennedy (Training)
Secretary/Manager: Ron Sullivan

SAILING REPORT

Opening Regatta

The Schweppes Opening Regatta sent the new sailing season off to a good start with 51 entries despite the alternative attraction to the League Grand Final, the Schweppes perpetual trophies being awarded on the same basis as previously with the first going to the Class or Division with the greatest number of entries and this year being won by Yachtsman of the Year James Kirkpatrick for the Catamaran Division, second was Greg Lane for Division I, and third Cullen Hughes for the Mirror Class. The prizes kindly donated by Schweppes were also very well received, and I would like to thank Ian Jack, the Area Manager for Schweppes for his generous support of this event. Unfortunately he was unable to present the prizes in person as he had tickets to the Grand Final, however Rob Redfern, who has had most of the previous dealings with him on behalf of the Club ably deputised for him on the day.

Sailing Committee

This Committee will continue to meet as previously at 5.30pm on the first working Monday of the month. It is intended where possible to have business concluded by 6.30pm prior to the lucky badge draw.

The Sailing Committee is comprised of the two elected members, Martin Kirkpatrick and Tim Dodds, one representative from each Class or Division, Carol Wylde-Browne as Sailing Secretary, and of course myself. Any other sailor who may wish to discuss anything with the Committee is welcome to attend as an observer.

Racing Rules Talk

Jim Orrell, who is an AYF Judge and Chairman of the Yachting Association's Racing Rules Committee, will give a talk at the Club on Wednesday the 25th of October commencing at 7.30pm. Jim is a well known speaker and expert in this area, being the author of many articles in sailing magazines, so with the new racing rules book coming into effect this season, this talk is a must for any racing sailor.

Sailing Programme

Unfortunately a number of errors crept into this year's Sailing Programme as follows:

"January 1989" should read "January 1990".

Championship Race No. 6 was omitted and should be inserted on the 25th of March in conjunction with Pointscore No. 10.

In the PROGRAMME SUMMARY section the Sunday Championship start time should read 3.55pm during daylight saving in 1990.

Please correct your programme accordingly.

Club Racing

With the commencement of Club racing for the season Duty Classes are reminded that they are required to supply crews for the rescue boats as well as man the starting boat and tower. Classes and Divisions are also reminded that result sheets have been prepared for Pointscore and Championship, and it is essential that these be filled out each week, not only so that sailors have an up-to-date display of their position, but also a record of their handicap, so that in the event of their Class representative being absent, Pointscore results can still be calculated.

Remember that the Twilight series gets underway on Wednesday the 1st of November at 6.10pm, reasonably priced meals will be available at the Club afterwards, so give cooking away for the night, come and have a pleasant sail followed by an enjoyable night out.

Ross Wylde-Browne
Rear Commodore (Sailing)



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BEARING MATE

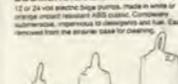


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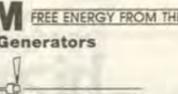


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Wallagoot Lake Regatta

The October Long Weekend saw the first of the Travellers' Trophy series at Wallagoot Lake. It was decided to use this regatta as it is in our local region and enables sailors from south of Canberra to participate. The regatta was held over 3 days, an invitation race on Saturday, 2 races Sunday and a race Monday.

Sixteen Hobies were participating over the weekend. The Invitation Race sailed on Saturday in light air (drifter conditions) was won by Bob and Hugh Watkins on their Hobie 16. A separate prize was awarded for this race. Sailors were not keen on Sunday to rig their boats as the lake was glass, the racing was postponed and a game of touch started.

The hooter went for a start to racing with still no wind, reluctantly we headed back to our boats and then

like someone knew a 15-knot southeast wind blew across the lake and remained in for the rest of the day providing excellent racing conditions on flat water.

The courses provided some fast reaches and no-one complained about the day. Many of us camped at the Bournda State Recreation Reserve which is a great spot for camping, hot showers and lots of sailing stories around the campfire.

Monday dawned with a strong southerly wind and very gusty. The start line was too small for the number of large cats making an interesting start. Within laps of the end of the race the wind strength increased to 30 knots. Boats were flying around the course; sailors came in with smiles on their faces if they managed to finish upright. Very few breakages occurred over the weekend, and I don't think anyone can complain about the conditions at Wallagoot Lake. Prizes were generous, donated by the local businesses. Mike Cave won the major

lucky draw prize of a 4-day yacht charter on the Gippsland Lakes.

Final results:

| HOBIE 18 | Div. | Class |
|-------------------|------|-------|
| J. Kirkpatrick | 1 | 1 |
| P. Manley | 2 | 2 |
| A. Rogers | 6 | 3 |
| R. Armstrong | 8 | 4 |
| M. Cave | 9 | 5 |
| D. Smith | 10 | 6 |
| J. Whitfield | 14 | 7 |
| J. Van Oost Waard | 14 | 7 |

| HOBIE 17 | Div. | Class |
|------------|------|-------|
| D. Jordan | 3 | 3 |
| L. Hackett | 5 | 5 |
| J. Hooper | 11 | 11 |
| G. Gosling | 13 | 13 |

| HOBIE 16 | Div. | Class |
|------------|------|-------|
| D. Watkin | 4 | 4 |
| M. Dunn | 6 | 6 |
| D. Britten | 12 | 12 |

| HOBIE 14 | Div. | Class |
|----------|-------------|-------|
| L. Smart | 2nd in Div. | 2 |

Mirror News

The competitive Canberra fleet commenced its championship round for the 1989-90 season with a trip to Lake Albert, Wagga Wagga Boat Club, on the October long weekend, to compete in the NSW Western Zone Championships. Canberra boats dominated the series taking the first five places in a fleet of 27 boats. Cullen Hughes, current Australian sub-Junior Mirror Champion sailing 'No Worries' won the series with two firsts

and two third placings. Michael Forster in 'Cherry Ripe' finished second and Peter Russell in 'Kaelle' finished third in a competitive and enjoyable series.

Mirror events planned for the first half of the season include the following:

MIRRORSALE 1989, 21 October 1989 — open to all Mirror Dinghy owners who want to improve their sailing skills and enjoyment of sailing.

LAKE GINNINDERRA PICNIC DAY, 12 November 1989 — the ACTMCA

annual family picnic day for all Mirror Dinghy owners.

TACTICS 1989, 18 and 19 November 1989 — coaching seminar with David Graney, current Australian Mirror Champion.

ACT MIRROR CHAMPIONSHIPS, 26 and 26 November 1989.

NATIONAL MIRROR CHAMPIONSHIPS (Hervey Bay, Qld), 28 December 1989 to 3 January 1990.

Contact Peter Russell (ph. 47 7097) for details of the above events.

GALLEY NEWS

- Last gourmet night will be the **third Monday in November** and will re-commence on the first Monday in February 1990.
- Carveries will be run on Wednesday and Sunday evenings to coincide with the summer sailing season.
- Some dates are available in December for your work functions.
- Brunches could be a real possibility in the new year on Sundays only.
- The Restaurant will be open for Christmas lunch — one sitting only with a maximum of 80. The type of meal and cost to be determined, so book now!
- The kitchen staff are pleased to see the disposal of RCH Robb (Rolf) Richards as they can now sleep in on Sunday mornings without a worry!

Love Flipper, Dipper & Nipper!

REGULAR WEEKLY SOCIAL EVENTS

- Every Sunday Afternoon — Jazz
- Every Monday — 6.30 pm Monster Wine Raffle followed by the Lucky Badge Draw
- Every Friday night — Over 25's Party Nights with Top Bands

An Invitation to all Club Members

If you have any stories, information, pictures, etc., that you think may be of interest to other members and would like them published in the next issue of the magazine, please do not hesitate in dropping your material off at the Club so it can be included in the next copy of the Yachtsman.

This magazine is yours and we look forward to your contribution.

Blessing of the Fleet

The Blessing of the Fleet took place on the afternoon of 24 September, preceding the Schweppes Opening Regatta.

The ceremony was performed by Father Richard Thompson, who had just returned from two weeks' cruising in the Whitsundays, and was well attended by all classes.

It is to be hoped that the good winds and sailing experienced since will continue throughout the remainder of the season.

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Club Facilities

You may have noticed some recent changes in the Club. The work being undertaken is aimed at improving the facilities available to members and will be carried out in stages in order to minimise disruption to normal club operations.

The first two stages have been approved by the Committee and consist of relocating the poker machines to the existing 'Manager's Office' area (the number of poker machines will also be increased), and to double the area of the Sailors Bar.

John White
Rear Commodore (Operations)

QUARTERLY
GENERAL MEETING
MONDAY, 27 NOVEMBER
A Reminder

Sailing News

Fireballs

The 1989/90 season will be the second season in which Fireballs will sail as a class at the Canberra Yacht Club. This follows a break of about five years in which Fireballs have not been actively raced in Canberra. The new fleet is composed mostly of young, enthusiastic new owners sailing in 2nd-hand boats. Currently there are over 22 boats resident in Canberra.

For those not familiar with the class, the Fireball is a one-design 16ft scow-type dinghy with a crew of two — one on trapeze. It carries a main and jib totalling 123 sq. ft and a spinnaker of 140 sq. ft. Despite the design changing little since its inception in 1961, the Fireball is still faster than many popular modern one-design and development classes. Its yardstick of 101 places it between the 505s and the general dinghy classes such as NS14s.

The class in NSW is experiencing a rapid growth rate thanks to 'new blood' and the enthusiasm of the executive. Canberra is a major participant in this growth, and to this end the

International Fireball Association of New South Wales is holding heat 3 of the Grand Prix series (travellers trophy) in conjunction with the ACT dinghy championships, and the CYC is hosting the five-race 'ACT-Monaro Zone Cup' in conjunction with the championship series.

To assist the Canberra members, separate scoring has been granted to the class, however we are on trial and need an average of five boats per championship race to retain this separate scoring. Present sailors will be aware of the local disparity in the yardstick, and will appreciate the need to retain separate scoring.

The direct competition inherent in sailing as a class has brought about very close competition and uniform improvement in the active sailors. It is hoped to further this trend with newcomers to the class by informal tuning and racing skills sessions to be held as required, and by the updating of equipment, for example, the purchase of cheap, top quality 2nd hand sails from the state association.

A consistent performance by last season's top three skippers, Steve Quinn, Guy Mitchell and Matt

Gillingham and crews, saw the class achieve an average number of championship starters of 3.9 boats in the first season of racing. These crews did not drop more than three races over the whole season. Hopefully newcomers, including Neil Coggan, Todd Cottee and Paul Fabris will be able to follow this example, and we look forward to sailing against the first all-female crew to sail a Fireball in Canberra — Sharon Aspinall and Fleur Woolley. The girls have promised that by the end of the season we will have no trouble recognising their transom.

The Fireball class offers fast, exciting close sailing involving tactics with speed, and at an affordable price, as indicated by the number of students currently sailing. The class in Canberra by virtue of its enthusiasm and underrated mount is set to expand and hopefully will become one of the stronger classes sailed in the ACT. If you have any enquiries feel free to call either Simon or Guy Mitchell on 86 5936.

N.B. an alternative headline could be — *Japanese Navy sighted in Canberra!*

BIZTECH Canberra Cup

The staging of the second Biztech Canberra Cup was held on the weekend of 30 September and 1 October 1989 sailed from the Canberra Yacht Club. There was a strong fleet of VSs from Sydney and Canberra turned on excellent breezes which provided for an exciting race both days.

The overall winner on the scratch series was the current Australian champion, *Yandoo* from the Vaucluse Sailing Club in Sydney skippered by John Winning and his crew *Steak* and *Otto*. The winner of the handicap series was last year's winner, *Chemist Shop* from Dobroyd Aquatic Club skippered by Peter Muirhead.

The management of Biztech would like to thank the Canberra Yacht Club for their patronage and the support form the race committee and rescue boats.

Tim Dodds
Promotions Officer, VS Sailing
Committee



Biztech Canberra Cup winners (l to r) "Steak", "Otto", and John Winning (skipper)

Finance Report

The good news is that the Canberra Yacht Club is sailing along steadily and making good headway in a sea of difficult financial times. Some of our competitors have sunk and others are sinking but we appear set for another year of excellent results!

All trading areas of the Club have continued to operate profitably. I congratulate Ron Sullivan on the results and thank the staff for their continued dedication. Again, our assets have risen and our liabilities have decreased, thanks to all those members who have given their support to the Club. From 1st June to 31st August 1989 our Excess of Assets or Liabilities has risen from \$129,003 to \$142,453.

Although our membership still needs increasing it has been very pleasing to see many new members being welcomed. Our \$2,000 payout on the lucky badge draw is a good example of the rewards of membership. This year the Club will concentrate on upgrading facilities for members: the new poker machine area and more poker machines will appeal to those who seek monetary reward and the extended Sailors Bar will appeal to those who seek only pleasure. These, and other planned improvements, are in line with our policy of curbing expenditure, unless it provides a return to the Club or a benefit to the members.

Financial reports do not mention savings made; they are considered part of good management. However, there are many members who give their time and expertise on a voluntary basis, thus saving the Club a large sum of money each year. Our healthy financial situation reflects their support.

Norma Hiscock
Rear Commodore (Finance)

From the Secretary/Manager

Dear Members,

Firstly, I would like to thank the last committee for their excellent support over the last twelve months and welcome the newcomers on the Board of Directors.

If present trends continue, we will have an even better year than the one that has passed. This is mainly due to the over 25's dance on Fridays, functions galore, sailing better than ever, not to mention our Sunday jazz afternoons, Monday wine raffle and badge draw.

I thank you all for your support and hope that all members continue to patronize your club and remind members if you wish to hold a Christmas function at the CYC please book now as there are very few dates available.

Thank you one and all and particularly Trevor and Matthew (catering) for their co-operation and hope to see you at the club soon.

Ron Sullivan
Secretary/Manager

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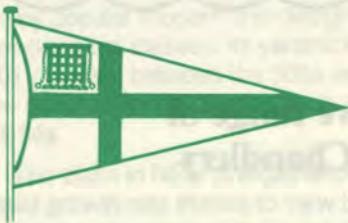
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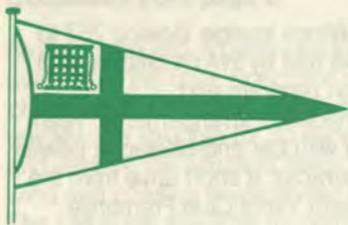
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*A Note to all
Flag Officers
Past and Present.*

*The Flag Officers'
Reunion Dinner
has been postponed
to Saturday,
17 March, 1990.*

*The Commodore
Pat Keily*



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JANUARY 1990

The Lexcen Cup, 1989

The Lexcen Cup, Australia's State Teams Yachting Championship, organised by the Yachting Association of Western Australia, was sailed from the Royal Perth Yacht Club, Fremantle Annexe from November 15 to 19, 1989.

On Thursday, 9 November, the ACT Government sent the ACT Lexcen Cup Team off to Perth with all its best wishes. Deputy Chief Minister and Minister for Sport, Paul Whalan presented the Canberra City Coat of Arms in the form of a flag to team skipper Teki Dalton at a media launch and presentation of team members at the Canberra Yacht Club. Other team members were Rod Dalglish (coach), Andre Webster (main sheet and tactician), Erick Adriaanse (halyards and trimmer), James Kirkpatrick (mast and trimmer), Peter Manley (bowman), and Robert Redfern (trimmer). Canberra's media is present jostling for good shots of the team and to interview Teki. The media particularly press on the ACT chances. Teki is cautiously optimistic, pointing out that the sailors represented in the other State and Territory teams are the cream of world sailing but that the ACT team has all the sailing skills and its aim is to improve by a place in each race.

Saturday, 11 November

Final training day in the east. Brian Worth has offered his Spider 20 on LBG. Apart from Teki, everyone is on board. Rod has taken up station on shore. His mission is to comment on areas that need improvement. The training schedule is a jibe set, a couple of spinnaker jibes, headsail up, spinnaker down, work back to the mark and repeat the process over and over again. Anyone looking on would have thought some of us had never sailed before! We wonder what Brian Worth thinks at the helm. Bugger! The spinnaker catches on a Tasar mast and rips from head to foot and clew to



clew. Brian gets the Mr Cool Award — no visible reaction. Next chute on deck please. At last the breeze begins to pipe in from the east and suddenly our jibe sets and bear away sets look good. Let's go to Perth.

Sunday, 12 November

Up before the magpies even begin to think of digging for grubs. RAAF to Melbourne and breakfast in the

Continued page 2

Commodore's Corner

On behalf of the Executive, I hope all members had a happy Christmas and that 1990 is an enjoyable year for all.

Reports on items from the Club's major areas of activity over the last three months are given in this magazine. Congratulations to those members who participated in the inaugural Lexcen Cup last November in Perth or in State sailing titles over Christmas/New Year periods.

The changes to the Club continue to improve the standard of facilities to members. The most notable recently are our 150 new dining chairs and the improvements to the Sailors Bar, which are proving to be a great success, and which the Committee hopes to have completed in early 1990.

We also hope to continue refurbishing our popular Akarana Room with material on Akarana, which should have been received and displayed by the time this magazine reaches you.

The above improvements are indicative of a conscious decision taken by the Committee to continue improving the facilities for members, both sailing and social, while at the same time continuing to improve our financial position. The response by members to this has been very heartening.

Following discussion with the responsible Minister and ACT Administration, I also hope to be able to announce soon some concrete plans on a jetty or pontoon for the

Club. It has for many years seemed inequitable to me that the CYC is the only aquatic organisation on the Lake Burley Griffin without a jetty and I have spent considerable effort endeavouring to obtain such a facility. Hopefully it will be come a reality in the near future.

The Officer's Reunion, which was to be held in November last year has been postponed to Saturday 31 March 1990. This was considered to be a far more suitable date and a cordial invitation is extended to Flag Officers and members of both present and past Committees to attend with their spouses or partners. The evening is an enjoyable one with a 3-course dinner at a reasonable \$25 per head and a great opportunity to catch up on the latest news. Bookings at the Club would be appreciated as soon as possible.

I would also like to take this opportunity to advise the next Quarterly Meeting is to be held at the Club on 26 February, commencing at 8 pm and all members are cordially invited to attend. One point I would like to stress is that the meeting will not discuss matters which could, and should, have been raised with the sailing, operations, house, finance or training committees in the first instance. This should ensure an interesting and objective meeting. Until then...

Happy Sailing and Socialising.

PAT KEILY
Commodore

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Continued from page 1

Golden Wings lounge. Boeing 757 to Perth and met by WAYA officials and briefed on program and accommodation arrangements. Team supplied with car and billeted in Lewen Army Barracks; a short drive from the Royal Perth Yacht Club Fremantle Annex.

Monday, 13 November

Breakfast at Lombardo's at 7.00 am. Great spread and the boys pay tribute. First night in Lewen Barracks. Who'd be a 'Grunt'. Beds look like fartars from a lunatic asylum. Mattresses are covered in green plastic and the echoes of someone tossing in their sleep boom down the corridor like sails flapping in 20 knots. Four beds in each room, no doors with tasteful grey tiles nicely curling at the edges. At some windows, brown fly-stained holland blinds strain to muffle the crunch of boots and the roar of the RSM on the parade ground. Most States are not impressed and move out to better accommodation at own expense. But the South Australian and the ACT teams are made of sterner stuff and, after all, it's all part of the adventure.

Briefing is held at 9.00 am at the Royal Perth Yacht Club Fremantle Annex where our 8 Farr 36 yachts are moored. All crews are toey to get on the water and start tuning and trying out the sail systems. It's not long before boats are chosen in ballot. Teams cast off and make their way out of the marina onto Fremantle water. The wind is just right at a steady 15-18 knots and it's not long before all eight teams are racing around a windward and leeward mark. Even at this stage of tuning up, no quarter is given. We are marginally off the pace up wind but look good down wind. This could be a reflection of weight. Only the NT is lighter. If the wind pipes in those teams on the weight limit could do better. Practice continues non-stop for four hours — up and down — jibe sets, bear sets and spinnaker jibes.

Wednesday 15 November/Race 1, wind SW 25-26 knots

A good start but continue to sail on two small knocks. Because of a two-hour postponement the overall size of the course is reduced and the race becomes a sprint. At the first windward makr we are last behind NT. Eighty metres between first and last. We do a good jibe set and two jibes on the way to the leeward mark but our leeward rounding is not memorable. In

Continued on page 3

Continued from page 2

dropping the kite, it continues to fly away from the boat. Spectator craft check out the stitching and back away quickly. We struggle for 30 seconds and retrieve the situation. Back on the wind and chasing boats ahead again. The kite is set shy after rounding the windward mark but is taken down at the wing mark as the next leg is too shy. Up to windward again and back to the finish. The leaders finish in 45 minutes with ACT last 2 minutes back.

Thursday, 16 November/Race 2, wind SW 23-25 knots

Another reasonable start after race postponed for SW pressure. We stay left in clear air and seem to have good boat speed. Round the top mark in 7th place and maintain position to leeward mark. Sail well on the windward leg and our coach feels three places have been gained and could have rounded the mark in fourth place. However, we are on port tack with Qld, NSW and P ^ s . on the lay line to the mark. We hesitate and our boat speed drops marginally. With confidence we could have driven through and tacked over the top of them. In the end we tack under Tas. and struggle for height around the buoy missing it by inches. The reaching leg is very fast and at one point we round up — no one was playing the vang — this is a mistake and need to watch in future. Our boat speed is good and at the wing mark Teki squares up but Peter and I still struggle with the end for end pole jibe. On this leg we pick up distance on NT, Tas. and NSW. On the last windward leg we don't go far enough left, we are not setting the boat quickly following tacks and nor do we pick the shifts. Other boats are tacking on 5-degree ^ t i o c k s . This makes the difference of a ^ r e w boat lengths and in this company a boat length is vital. Race lasts 95 minutes with ACT team three minutes behind leader.

Friday, 17 November/Race 3, wind SW 15-18 knots

Race postponed for the wind to shift from E/SE to the SW.

Despite being over the line and returning we get away well and are lying about fourth to the windward mark. However the Race Committee makes a late decision to abandon the race because of a mix up with other yachts that should have been recalled. At the next start we are smothered in the pack. On the first work the fleet goes left and the ACT struggles for clear air and overlay the lay line by some 100 metres and drop further off the pace. Crew work and boat speed to the last leeward mark is good and

gain some distance on the fleet. At the last leeward mark the fleet tacks onto starboard and goes left. ACT rounds mark and sees that our compass figures are looking better on port tack than on previous windward legs. ACT heads right and check our armpits as we were on our own.

We continue right splitting away from the fleet and tack immediately when a knock finally arrives. We are now on starboard and begin to lift on this tack as well. At the windward mark two places have been gained, Tas. and NT are now behind us. ACT does a jibe set and heads down hill with NT only two boat lengths in arrears. NT, who have less crew weight, have better boat speed and we work every wave. NT begin to level peg heading for the pin end of the line and ACT heads for the boat end. We continue pumping each small wave and cross the line two seconds ahead of NT. At least we didn't finish DFL. The crew is pleased and we can build on this result.

Sunday, 18 November/Race 4 Wind SE 10 knots

The race starts at 9.30 am and we play the shifts much better than the beginning of the regatta and keep in touch with the fleet. All our crew work is good and our coach advises after the race that apart from the last down wind leg to the finish, our sail handling is as good as the other boats.

We round the last windward mark in fifth place, jibe set for 150 metres and jibe back onto starboard. Tas., NT are just behind with Qld some 200 metres further back. Tas. and NT follow our tracks and then jibe back on to port again. ACT don't follow and start to sail too much by the lee. Consequently in these lighter airs our boat speed

drops and Tas. and NT drive over us leaving the ACT beaten on the line into seventh place. Important lesson learnt on this downwind leg — you must keep pressure on the spinnaker in lighter airs and don't sail by the lee.

Race 5 wind SE 8 knots

Our start is not timed well but we luff Qld above the start boat. All shifts are watched carefully and we look for pressure. The flicking and dropping breeze is hard to pick. We keep covering NT and Qld behind us but in the last work the wind shifts from the ESE to SW. The ACT is left in the middle of the two competing wind systems with nothing. We slowly make towards the south (away from the mark) towards pressure and finally the spinnaker fills and we head back to what was the windward mark. Qld get through and cover all the way to the finish. ACT is seventh with NT last. The ACT and NT have jugs of rum and cokes on the result between us. Our win over NT is timely after they took the honours in the morning race. A win each does not cancel the wager — it's a jug apiece!

Sunday, 20 November/Race 6 Wind SE 18 knots with gusts at 20-22 knots

Lots of pressure and this combined with flat water the ACT is looking forward to this race. There is a general recall at the start and at the second attempt we get forced too far down the line and have to go left. Our race plan was to go right as we felt the gusts were coming more from the north. NT sailing fast go right early in clear air and are second around the top mark and hold this position to the finish. (The ACT and NT now have two jugs

Continued on page 4

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Continued from page 3

of rum and coke per race today — at \$15 a jug we need a good last race.)

Anyway despite going left we look good and estimate we could be fourth or fifth to the first mark but instead of tacking under Qld onto the lay line we duck behind and find NSW lurking on starboard and duck around again. In this company a boat length is vital and we lose five in 15 seconds. This miscalculation sets the pattern for the race and the ACT is continually out of phase sailing in dirty air. The team is disappointed but feel we can do much better.

Race 7

The race committee moves the race forward 15 minutes to take advantage of a breeze that could die away. At the start we tack quickly onto port and go right. But the lifts that were there earlier don't materialise. Apart from the NT all other teams go left about 100-200 metres, tack and sail in a slight lift because of more wind pressure. ACT is again not looking too flash and round the first windward mark in last place. We bear away and quickly jibe onto port.

Learning from past experience we keep good pressure in the kite and close up with the fleet at the leeward mark. On the next leg up hill NT and the ACT benefit from a huge lift and the rest of the fleet drops below in dying wind. Qld and NT round the windward mark just ahead with ACT third! The wind shift has made the leg to the wing mark a work. We maintain our position and set the kite on a bear away set to the leeward mark. Victoria are only two boat lengths behind us. Every time they attack we shy up and stay in clear air.

This exchange lifts us into slightly more pressure and we leave Qld well behind to leeward. NT make the mark just ahead of us and Victoria.

The race committee indicates a new bearing to new windward mark of 270 degrees. Almost in the opposite direction from the previous windward mark. NT have a moment of doubt losing their way. We drop the kite smartly, jibe and bear up quickly crossing the bows of Victoria. For the first time in the series we are leading a race. ACT now works hard to the windward mark. The majority of the fleet behind us tacks onto starboard and goes away left overlaying the mark and for SA this has paid off and come from nowhere to round the mark just ahead claiming buoy room from the ACT. We both do a bear away set

with the ACT only feet behind. DISASTER! We touch SA in the bum and set our kite. SA naturally calls for our 720 penalty. The rest of the fleet have closed up quickly and are only boat lengths behind. They jibe set and head left. We drop the kite, do the circles, raise the kite and go right all alone. Although having lost six or seven places we realise there is still a chance. The pressure to the right has more muscle and SA, ever alert, jibe and come to join us. SA jibe back onto our tack just in from under our bows and we cross the finish line at the pin end 1, 2. A great result for the ACT at the end of the regatta.

Rap up

What a regatta! One could not have wished to have sailed in better company. The regatta organisation and the level of skill displayed from world champion skippers, tacticians and crew members, and the close results in all races, will ensure a long history for this event. All Australian States and the Northern Territory Yachting Associations will, I am sure, come to consider this regatta as the major event on their sailing calendar. With the identification of the best young sailors in each State and Territory to sail with national and internationally recognised skippers, the level and standard of racing will ensure a very bright future for the event.

It is only hoped that the sailing clubs of Canberra and their members realise what an outstanding opportunity the invitation for the ACT to compete in this even has been and will continue to be. Notwithstanding the size of the Farr 36s, the lessons and skills learnt from this level of competition in one design fleet racing are directly relevant to dinghy, catamaran and trailable yacht sailing here in Canberra.

Although the ACT came last in this inaugural Lexcen Cup, the team performed very creditably in international and Olympic class company where one mistake can mean the difference between first and last. The lessons learnt from this effort should not be forgotten and the potential is there, with foresight, planning, appropriate commitment of funds and the dedication of Canberra's best sailors, for the ACT to show Australian sailing that yachting in the ACT is alive and thriving.

ROBERT REDFERN

ACT Lexcen Cup Team Member
November 1989

1989-90 Flying Fifteen National Championships

Two Canberra Flying Fifteens contested the National Championships, sailed on Waterloo Bay, Queensland, and hosted by the Royal Queensland Yacht Squadron.

The National Title, which ran from 29 December to 6 January, was a curtain raiser to the 1990 International Flying Fifteen World Championships, which were to commence on 9 January. This meant an impressive fleet of 80 boats contested the Australian championship, with representation from New Zealand, the United Kingdom, Ireland, Hong Kong, USA and the Philippines.

Weather conditions for the series varied between 20-30 knot breezes for the first three races down to 5-10 knots for two races in the middle of the series. The short chop on the generally shallow Waterloo Bay was difficult to keep out of the boats and one boat was seen to have a muddy top section on its sail after recovering from a capsize in the boisterous conditions of the second race!

Honours were evenly shared, with Australia, New Zealand and UK represented in the first ten places. The Cowslip trophy, donated by the Duke of Edinburgh as the nationals trophy and named after his own Flying Fifteen was won by Grant Alderson of Perth, showing that his win on Lake Macquarie last year was no fluke. He included two wins in a very consistent result, and his discard was a twelfth place!

The Canberra representatives, Peter and Philip Russell sailing 'Rustler' and Colin Brown and Alan Rilmington in 'Snabb Fish' showed that Canberra Fifteens are on 'the pace' in what was a very hot fleet. But it has to be said that the light conditions in Canberra so far this season were no preparation for the 20 to 30 knot conditions in the first three races. 'Snabb Fisk' finished in 40th place overall and missed selection in the Australian worlds' team by two places. 'Ruster' took 55th place.

Canberra has been confirmed as the venue for the 1990-91 national championships and it is expected around 50 boats will compete. This represents an opportunity for Canberra Flying Fifteeners who don't wish to travel to sail with the best Australia has to offer.

Sailing Report

With half the season gone we have seen a continued increase in Club fleets over last season for both Pointscore and Championship races, competition in the more popular classes becoming very intense leading to good representation of CYC boats at the Flying Fifteen Nationals and Worlds in Brisbane, Mirror Nationals at Hervey Bay in which Cullen Hughes placed fifth, 505's in South Australia, VS's at Port Stephens where Tim Dodds gained a third place in the sprint series and placed well in the Championship and was not the cause of the major boating accident, Laser II's at Mallacoota, six CYC Hobie 18s competed at Terrigal where James Kirkpatrick and Jason gained a seventh placing, and Cherubs at Chelsea with Hugh Stodart and Rebecca Scott placing fourth. I would encourage all representatives who travelled away to submit reports on their championships for publication in the Club magazine.

CYC gave financial assistance to the Flying Fifteen and Mirror representatives to promote the Club at their respective World and National Championships with the aim of encouraging classes to hold future

National titles in Canberra hosted by the Canberra Yacht Club.

The next big event locally is the Trailable Yacht Championships, sailed on the Friday and Saturday of the Australia Day long weekend. This regatta also incorporated the RL24 NSW State Titles.

Racing Rules Talk

Jim Orrell gave a talk to sailors at the Club on October 25 which was very well attended by more than 50 members of CYC and other clubs. The evening proved to be exceptionally valuable for racing sailors with Jim's lucid presentation keeping the audience on their toes. With the number of questions forthcoming, the meeting had to be curtailed or it could have gone all night, however Jim has submitted his notes on one question which created some discussion on the night.

Lexcen Cup

As most members will be aware the CYC was the major sponsor of the ACT team to contest the Lexcen Cup interstate series in Perth, and although coming last in the event, they by no

means disgraced themselves in such illustrious company with competition in all races being exceptionally close. Robert Redfern has prepared a detailed report (see P1) on the event which gives a blow by blow account.

ACT Dinghy Championships

Because of the small number of yachts sailing from the CYC for the Championships, the Sailing Committee decided that it would be preferable for the YMCA Sailing Club to host the event this year with the CYC giving assistance rather than having the event run from two venues. The Sailing Committee would like to express their thanks to all those who assisted, including Ailsa Forster and John Kennedy representing CYC on the start boat, and Roger Rose, Noel Oliverly, Bill Jones, Jim Lloyd, Jim Lowe, and John Blake showing the flag on the CYC rescue boat during the series.

Twilight Series

After making a representation, I am pleased to announce that Ansett Airlines of Australia have agreed to continue their sponsorship of our twilight series to the tune of two economy class return air tickets to Proserpine, which will be included in the first prize as previously. When making bookings for holidays or travel please consider our sponsors, Whitsunday Rent-A-Yacht, Deluxe Coach Lines, and Ansett Airlines of Australia.

Club Racing

Sunday club races are already under way for 1990 with the start being delayed by two hours during daylight saving. The first two races have proved the decision correct by allowing good races in reasonable breezes whereas there was next to nothing at 3 pm. This is another opportunity for an evening out after racing with Trevor putting on a reasonably priced carvery after sailing, so discuss the race over dinner at the Canberra Yacht Club.

Rescue Boats

On behalf of the Sailing Committee I wish to express our thanks to Paul Black from the Rescue Squadron for the time and effort he has put into refurbishing Saracen and Elem after the winter months. Although the work on Saracen did end up extending into the start of the sailing season, a short

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Continued from page 5

inspection of the boats will show why. The mast on Saracen has been re-rigged with shock-cord halyards making starting on the water more straight forward eliminating the need to tie off halyards after every hoist.

Our thanks also go to Lance Halvorsen's crew for always being present at races, due in no small measure to Roster Mistress Terri for her organisation. The presence of the rescue boats can not be underrated as without them we cannot hold our races.

Sailing Program

Cruising Division Race No. 5 was inadvertently eliminated from the program and this will now be sailed on 7 April, so once again I would ask those affected to amend their programs accordingly.

Sailing Committee

It is extremely gratifying to have consistent regular attendance of members at meetings, and my appreciation goes to all members for their willingness to assist with the many jobs involved with keeping the sailing running at a high standard. The results system appears to be working well so that all sailors can keep track of their standing. The Sailing Committee continues to meet on the first working Monday of the month at 5.30 pm with the intention of concluding by 6.30 pm in time for the wine raffle and lucky badge draw. In addition to the elected members and Class representatives, any sailor is welcome to attend the meetings.

ROSS WYLDE-BROWNE
Rear Commodore, Sailing

FREE Whisky Taste

On Thursday, March 1 at 6.00 pm, Mr Colin Wille will be speaking on the history and conduct of whisky. This will be followed by a free Whisky Tasting and snacks. All members present will be placed in a draw for a fine bottle of whisky.

Congratulations to Anne Ball

Who was the Lucky Badge Draw winner and took home a very healthy sum of \$1800? Don't forget you have to be present at the Club to be a winner in the Badge Draw. Every Monday evening.

Operations Report

Sailors Bar: The major constructional work has now been completed, with valuable assistance from Division 1 and 2, and from Catamaran sailors. Additional work will be carried out over the next several months to provide a more nautical atmosphere.

Poker Machine Area: The relocation of the existing machines and the addition of new machines has proved very popular with members and their guests.

Race Support Unit: All boats have now been refurbished; a special thanks to Paul Black who carried out much of the work. The new colour scheme improves the appearance of the boats and makes them more easily recognised.

Communications: A progressive improvement in the Club's communications systems will be made. These changes include the installation of an intercom system, the upgrading of the telephone system, the fitting of a marine radio in the Clubhouse and perhaps most importantly, the replacement of the public address system to provide a much more flexible and more efficient service.

Club Grounds: Various improvements are in hand around the Club. The trailer-sailer launching area has been regraded and some fine gravel added, which should make launching more comfortable.

JOHN WHITE
Rear Commodore, Operations

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From the Secretary/Manager

Well here we are already in the 90's! But what a great year 1989 was for the CYC. Some of the highlights being the Kay Cottee visit (Australian of the Year), Mother's Day, Father's Day and Melbourne Cup Luncheons, Opening of the Season Ball, Presentation Night, and the wonderful Christmas Lunch was enjoyed by all (over 100) who joined us. I have heard that there were some emotional moments when we had a surprise visit from Santa, who was handing out gifts to the kiddies.

The 150 new dining room chairs, the extensions and renovations to the Sailors Bar and relocation of the poker machines has been very well received by all.

Whilst on the subject of poker machines, we now have a range of machines to cater for all tastes, i.e. 10¢ and 20¢ Keno, 10¢ and 20¢ Draw Poker, video machines, single line, multiline and multiplayer machines.

Thanks to you, the members, that the trading in November was the best November ever and December the highest in bar, functions and poker machine trading in the history of the Club.

Thanking you once again. See you at OUR Club.

LITTLE RONNIE

QUARTERLY GENERAL MEETING MONDAY, 26 FEBRUARY — A Reminder —

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GALLEY NEWS

The Restaurant would like to wish everyone a happy New Year. A new a la carte Menu has started, featuring exciting new cuisine as well as retaining the old favourites.

Gourmet Nights

The very popular Gourmet Nights will resume on February 5th, still on the first and third Monday evening of every month.

Carvery

The Carvery is operating every Wednesday and Sunday evenings from 6.30 to 8.30 pm. We are looking for good support from the Sailors.

Functions

It's never too early to book your private function. December 1990 has already been booked quite heavily. Function menus have risen slightly, but remember a 10% discount applies for weekday functions.

If you haven't dined at the Galley Restaurant lately, do yourself a favour and do so soon, as the Restaurant is looking superb with its new furniture and the food is mouth watering.

Nipper, Dipper & Flipper

Officers' Reunion Mirror News

This night provides an opportunity for a yearly reunion of those who have been connected with the running of the Club over past years. Present and past Flag Officers and present and past members of any of the Club's Committees and Associations are cordially invited to attend with their spouses or partners.

The date is Saturday 31 March, the venue obviously the CYC and the cost of \$25 per head for another of Trevor and Mathew's exceptional special three-course dinners.

If you know of any Committee members who may have left Canberra or may not presently be members of the Club, it would be appreciated if you could pass on the above details to them. Bookings at the Club as soon as possible would be appreciated to assist with catering.

Hoping to see you there for an enjoyable evening.

Disco Away

Starting Thursday, March 1, the Club will be holding regular disco nights. Every Thursday from 8.00 pm until late. All welcome.

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24th Australian Championships — 1989-90

Eight Canberra boats competed in the 24th Australian Championships sailed in Hervey Bay, Queensland from 28 December 1989 to 3 January 1990. The highlight of the series was the outstanding performance of Cullen Hughes including a comprehensive win in Heat 6 of the series, and an overall placing of 5th.

The ACT Team, resplendent in team 'T' shirts, generously donated by the CYC and YMCASC, performed creditably despite a lack of intensive coaching as for the top three states. The ACT finished 4th in the Canberra Times (Teams) Trophy with 425.75 points from Tasmania (202.75), Western Australia (210.25) and Victoria (258.25).

The series was sailed in moderate to heavy conditions except for the last two light heats; heat 4 saw the retirement of 28 boats in the 25-30 knot conditions. Sixty-six boats competed in the series won by Tom King of Victoria (10.5) from Luke Dillon of Western Australia (11.75).

Canberra boats, including three junior crews competing with assistance from the ACT Community Development Fund, performed well with Cullen Hughes 5th, Peter Russell 20th, Michael Forster 21st, Graeme Dennett 22nd, Andrew Forster 23rd, Robert Hughes 30th, Peter Williams 41st and 12-year-old Craig Williams 58th. Peter Russell won the "Harmony" (husband and wife) Trophy; Graeme Dennett won the "Frank Buxton" (adult and child of the same family) Trophy; and Robert Hughes won the 4th Division Trophy.

The future of Mirror sailing in Canberra looks bright especially with the increased number of juniors regularly participating in Club racing. We look forward to the next series in Adelaide, which includes the World Championship Team selections.

Your Club Executive

Commodore: Patrick Keily
Vice Commodore: Rod Badgerly
Rear Commodores:
Ross Wylde-Browne (Sailing)
Peter Bertolin (House)
John White (Operations)
Norma Hiscock (Finance)
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Secretary/Manager: Ron Sullivan



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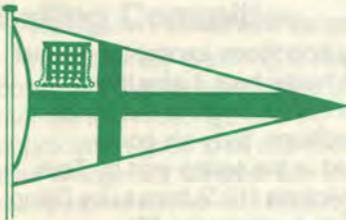
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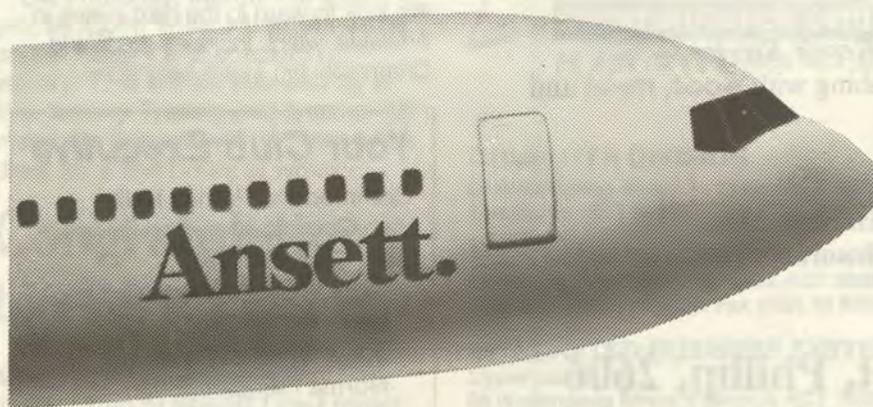
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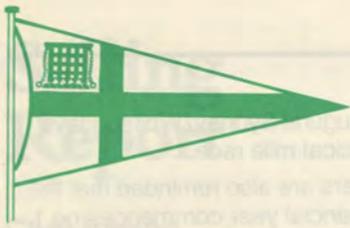
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MAY 1990



Commodore's Corner

This third magazine for 1989-90 provides another opportunity to recap some of the recent happenings at the Club and for members to have reasonable notice of forthcoming events. These are covered throughout this issue.

By way of an overview, competition sailing has now almost finished with the Champion of Champions event being on 22nd April and the popular Frostbite Series due to start on 20th May. On the social scene our perennial favourites of Friday Over-25's Nights, Sunday Afternoon Jazz and Gourmet Nights continue to be popular, and the dinners for the end of the Twilight Series and the Officer's

Reunion were both very enjoyable and successful. For the future, members are reminded of the Presentation Dinner coming up on 23 June 1990.

Staff-wise, we wish Matthew Currie well in his future as caterer for the Burns Club and welcome Petrina Shee who replaces Anne O'Brien who had been our Secretary for some time.

The Third Quarterly General Meeting is scheduled for Monday 28th May at the Club for 8pm and it is hoped a good attendance will provide the opportunity for a full report on Club activities during the past three months. I shall unfortunately not be present at that meeting, as I shall be participating

The Editor

Over the years the *Canberra Yachtsman* has been regarded as the most important means of communication between the Club and its members. It tells members about past, present and future happenings, events of note, members' sailing exploits, and is in fact the 'voice' of the Club.

However it's always a challenge for a Club to continue to meet the needs of members. This is a two-way process—one of administration and one of feedback. The executive and the management of the Club endeavours to carry out a broad range of activities to make the Club a good place to visit. In recent years there has been a significant increase in social membership which has changed the old yachtsman's-only Club image and also added significantly to the viability of Club's operations. But the executive/management also needs to receive constructive comment from members about Club services and facilities.

Members are encouraged to put their views on the Club and how it can meet the challenge of the 90's by writing to the Editor, about anything to do with Club activities. We would like to hear from sailing and non-sailing members.

Also if you have a boat for sale there will be a new Marine column in the next edition. First edition ads are free. A once-only offer.

Good Frostbiting.
JOHN HOSKING

Training Report

The annual training cycle has now been completed. We have run two successful Skyrider courses for juniors, four introductory courses for adults, one introduction to racing course and one powerboat/rescue boat handling course. Several of our junior instructors have had their qualifications upgraded to instructor, one instructor to sailing master and one to TL4 inshore instructor.

I am, however, concerned that our pool of instructors is limited and this has inhibited our ability to provide training programs. I would therefore ask that all members consider if they could spare a limited amount of time to pass on their skills to others. We have appropriate course material and will provide any training that is required. A particular need is for our juniors for our Skyrider program. We even pay you to have fun in helping.

As an added incentive I am arranging for instructors to be able to get in some ocean sailing. I have one contact who has agreed to help and will be approaching others. It is pleasing to see that we now have two large ocean-going yachts on the Club register, maybe in time we can build on Teki Dalton's success and become as big a force offshore, as we are in catamarans, dinghys and trailer-sailers. As I said in an earlier report we can arrange training.

For next season we will be renewing our course program to determine what changes, if any, should be made to make the courses more effective. If

in the inaugural Sydney/Whitsundays 1000 nautical mile race.

Members are also reminded that the Club's financial year commences on 1 June and that early renewals of both membership and boat parking, to take effect from then, would be appreciated.

A last thought concerns the Annual General Meeting at the end of August and nominations for positions on the Executive. The duties are demanding, but are also rewarding. Consequently I would suggest that any members who consider they have the time and talent to offer should give serious and early consideration to their nomination.

PAT KEILY Commodore

any member has any ideas they will be gratefully accepted. I am also looking at training boat needs and will be seeking a Corsair or like boat for our adult training program. If any member has one or knows of one that might be for sale please contact me on 243 7782 (work).

In closing I would like to thank OTIS and CBS for their sponsorship of our Skyrider program.

JOHN KENNEDY
Rear Commodore Training

From the Secretary/Manager

Dining, Poker Machines, Bar and Functions continue to improve despite the hard times upon us which only goes to prove the wonderful support you the member continue to give to our Club.

I would like to welcome Petrina Shee to the Canberra Yacht Club. Petrina can be found at the reception desk and will be only too happy to attend to any enquiries you may have. Please call and say hello!

Special thanks to Mr Colin Wile and United Distillers for conducting the very successful Whisky Taste on 1st March, 1990.

Make sure you *Don't* miss the next one.

Just a gentle reminder that Annual Subscriptions are due on 31st May, 1990.

Thanks once again.

RON SULLIVAN
Secretary/Manager

Sailing Report

Club Racing

With the season nearly over we have seen a continued increase in Club fleets over last season for both Pointscore and Championship races, at this point an overall increase on last season of 3.6% for pointscore and 2.7% for championship is shown, with significant increases in Div I, Catamarans, Flying 15, Mirror and Sharpie/505, and drops in Divs II and III, Fireball and Laser with class starts status bring in jeopardy for the Fireball and Laser classes. It should be pointed out that some sailors appear to be under the misunderstanding that season entries attach to the boat and not the skipper with the result that some boats have been sailing without their regular skippers and not being entered.

More sailors are travelling away to regattas at other clubs which improves the standard at our Club, although at the same time may have a slightly depressing effect on numbers for regular Club racing, however this is more than offset by the promotion of our Club, and members will be delighted by the Mirror effect in recapturing their Transom Trophy for the first time since it was held by an ACT team in 1982.

The later start of the Sunday afternoon racing during daylight saving had the desired effect of giving good sailing winds on a number of days when there was next to none at 2pm or even 3pm, however we are still getting quite a lot of animated discussion among sailors regarding the merits of the later start time. This is to be discussed by the Sailing Committee at the next meeting where a decision will be made as to whether the exercise is to be repeated next season.

Champion of Champions

This event is to be run on Sunday 22nd April, and this year will be sailed in Lasers. An invitation is extended to all sailors to come and cheer their Class or Division champion on, perhaps while enjoying a picnic by the lake. The racing will be organised to be easily viewed from the shore.

Twilight Series

The Twilight Series sponsored by Whitsunday Rent A Yacht, Deluxe Coach Lines, and Ansett Airlines of Australia finished on a high note with a

dinner in the Club following the final race, which although a bit late in starting due to the delayed finish caused by lack of wind, which seems to occur on the last race every year, was never-the-less attended by about 120 people along with John and Maureen Jeziorny from Deluxe Coachlines and also representing Janice Tessier from Whitsunday Rent A Yacht who was unable to attend, and Kathy Rodwell on behalf of Jeff Eager representing Ansett Airlines. Kathy and John both participated in the final draw and presentation of prizes with the first prize of one bareboat charter for eight days and return air tickets for two being won by Tim Dodds, the second prize of one Sailing Adventure berth for eight days and one return coach ticket being won by Zel Hindley who manned the rescue boat for every race in the series, and third prize of one Sailing Adventure berth for six days and one return coach ticket being won by Ross Wylde-Browne.

The series had 130 different boats participating in it and an average of more than 40 boats starting in each race.

Winter Series

NRMA has again agreed to sponsor our Winter Series of seven races commencing on 20th May with three lucky draw prizes of product/services vouchers to the value of \$300, \$200 and \$100. The 10-minute signal will sound at approximately 12 noon and apres-sail arrangements have been made for the Akarana room with Trevor supplying his usual high standard of suitable winter fare.

Presentation Dinner

This season marks the 25th anniversary of sailing on the lake and we intend to mark this at the

presentation dinner on 23rd June. Class representatives are now gathering nominations for the perpetual awards for this night.

Future of the Southern Zone

The meeting called by John Henty to discuss the future of the Southern Zone Committee of the Yachting Association of NSW was held on 27th March and had Bernard Peelgrane, the Executive Director of the Yachting association in attendance. The meeting resolved to form a working party consisting of two members from each ACT club to investigate and recommend on the future of yachting administration in the ACT by 30th June.

Lexcen Cup

Applications are being received by Teki Dalton for crew positions in the team to represent the ACT this year, and the positions of previous members is not assured. Prospective applicants should have their sailing resumé to Teki prior to 21st April.

At this stage he has organised the charter of a J24 on Sydney Harbour to be used in conjunction with *Nadia IV* for crew evaluation and training. Teki would like the CYC to be the team headquarters for the challenge and it is intended to run a benefit night on 29th September.

Sailing Committee

The Sailing Committee continues to meet on the first working Monday of the month at 5.30 pm with the intention of concluding by 6.30 pm in time for the wine raffle and lucky badge draw. In addition to the elected members and Class representatives, any sailor is welcome to attend the meetings.

ROSS WYLDE-BROWNE
Rear Commodore Sailing

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505 fleet expanding

There has been a notable expansion of Lake Burley Griffin's senior dinghy class — the 505 — this season, with prospects good for its continued health.

The two-man dinghy is among the most testing, yet satisfying of sailing dinghies, presenting enormous boathandling, crew co-ordination and tactical challenges.

In the 1960s and 1970s the 505 fleet dominated sailing in Canberra and threw up a number of national champions, including Rod Dalgleish and Peter Harvey.

There was a steady decline in numbers through the 1980s. But since Christmas six 505s having enjoyed close racing, often with only seconds separating the leading boats.

Two times bridesmaid in the world Contender title, Andre (The Legend) Webster, is the latest skipper to join the fleet. He is gradually getting the hang of having Joe around the boat, and setting a spinnaker at the windward mark!

Paul Cohen has moved from his Flying Fifteen to a 505, and doesn't know why he didn't make the move years ago. Already he has shown a clean tuck to more experienced skippers in light airs.

Former national Cherub champion Hugh Stodard has sailed several times, and recorded one narrow victory. Peter Richards has also sailed borrowed boats on a number of occasions and is considering joining the fleet.

Club Championship

With one championship race to be sailed Rod Badgery and Geoff

Haskew had a firm grasp on the senior dinghy championships.

Sailing in the much-revived fleet of 505s and LW Sharpies, Rod and Geoff had three wins, one second and one third to their credit.

Veteran skipper and 505 stalwart Rudy Klugg, with Richard Norris for'ard had two wins, two seconds and two thirds.

The weather was likely to play an important part in the outcome. If the final heat is sailed in winds under 12 knots it is conceivable that The Old Fox might sneak a win and secure the title. If he does grant larceny charges should follow, because the theft of the title would be on the same scale as Labor's sneak win of the election from the Liberal Party on March 24. Winds over 15 knots should tie up the title for The Jumbuck.

National title

Three Canberra 505s joined the fleet of 79 contesting the national titles in Adelaide. It would be nice — but regrettably untrue — to say that what the Canberra contingent lacked in numbers was made up for in quality.

The depth of talent at the titles was extraordinary, with former two times world champion Dean Blatchford and Ton Woods managing only seventh place.

The Canberra boats generally found themselves placed in the 20s and 30s — but it wasn't unusual to find dinghy sailors of recognised talent back there as well.

One small mistake invariably resulted in dropping a minimum of five places. On one notable occasion Tim Hill dropped from 12th to 23rd on the last leg!

CONTACT: For further information on the 505 contact CYC Vice Commodore Rod Badgery on 257 4222 (w) or 248 6811 (h).

Fireball News

The last quarter has seen many changes to the Fireball Fleet. Steve Adcock has purchased 'Jubilee' and a good secondhand mast and sails. Frayne Prichard has bought 'Hustler' from Simon and Guy Mitchell, and Nick Farr has bought 'Akadama'. Rodney and Michael Gibb have redecked 'Heatseeker' and should return to regular racing soon. Matthew Gillingham and Steve Quinn are continuing to sail consistently, and Michael Keys and Sharon Aspinall are rapidly improving their skippering ability.

Simon and Guy Mitchell are moving into their own boats. Simon is sailing with Sharon Aspinall on a redecked and rebuilt boat called 'Tickled Pink' whilst Guy is looking for his new boat. The competition between the two brothers should raise the competitiveness of the ACT fleet, and the number of new owners augers well for the future of Fireballs in Canberra.

ACT Fireballers have taken the opportunity to enjoy the companionship and competition found at the IFA of NSW Grand Prix events, normally placing in the top five.

Fireballing in the ACT and NSW is administered by a very enthusiastic executive which, along with new owners, promises strong growth and competition for the future. The Association has good secondhand sails at less than 30% of new prices and boats can be bought for between \$500 and \$4,500 secondhand, depending on the amount of work required. If your current boat is a bit tired, slow or less than exciting, and you don't want to spend thousands of dollars, consider the Fireball Class. Simon Mitchell can be contacted on 281 4763 at home.

Mirror News NSW Championships

Eight Canberra boats competed in the NSW Championships held over four weekends at Wagga, Sunshine (no Canberra competitors), Balmoral and Kogarah with five of eight races to count. The competitive Canberra fleet dominated the series with six boats in the top ten placings. Michael Forster (8.5 points) with a dramatic second placing in the last (tide dominated) race beat Cullen Hughes (9.5 points) by three seconds to win the series by one point. Peter Russell (14.75 points) finished third, Andrew Forster (23 points) sixth, Graeme Dennett (28 points) eighth and Robert Hughes (37 points) tenth.

Southern Zone Championships

The Southern Zone Championships were held at Kogarah Sailing Club on 24 and 25 March in conjunction with heats 7 and 8 of the NSW Championships. The figure-of-eight courses around Kogarah Bay through moored boats in light winds and strong tides provided challenging conditions for the eight Canberra competitors. The last race saw the retirement of many boats from the 25 boat fleet who were unable to make the second mark of the course under Tom Ugly's Bridge against the outgoing tide. Canberra boats dominated the series (again) with Cullen Hughes first, Michael Forster and Andrew Forster equal second, Peter Russell fourth, Graeme Dennett sixth, Peter Williams ninth and Robert Hughes tenth.

Transom Trophy

The Canberra Yacht Club team of Peter Russell, Michael Forster and Andrew Forster comprehensively won the Transom Trophy from Balmoral Sailing Club with wins in all races. The Transom Trophy inter-club teams racing series was inaugurated in 1968 and held by Canberra from 1975 to 1982.

The series was abandoned in February due to storms and resailed on March 31 with only the CYC challenging BSC for the Trophy. Light winds provided ideal conditions for the CYC team and resulted in first, second and third placings for the CYC team in all races.

Three-of-a-Kind Regatta

The Mirror team of Cullen Hughes, Michael Forster and Peter Russell on the Lindsay Rimmington Three-of-a-Kind Regatta held at the YMCA on March 27 between ten teams by nearly half an hour from the 505 and Laser teams.

International Status

It is pleasing to note that the International Status of the Mirror dinghy was finally confirmed on October 30 1989 by the IYRU. New International rules are now available from the ACT Mirror Class Association Incorporated.

NOTICE OF RACE National Roads and Motorists' Association Winter Series 1990

The CYC will conduct a Winter Series beginning 20th May and concluding 12th August. See the Canberra Sailing Program for full details.

Race Rules The series will be sailed under the CYC Sailing Instructions 1988-89.

2. **Starting times and classes** as prescribed in the Sailing Instructions will be amended. Alterations will be posted on the Committee Notice Board in accordance with the Sailing Instructions. (It is expected that trailable yachts, dinghies, catamarans and sailboards will have separate classes, though not necessarily separate starts.) The 10-minute signal will sound at approximately 12 noon.

3. **Sign-on** will be mandatory by the skipper of each boat for each race.

4. **Entries** will be accepted on each race day from approximately 11am. No race fee is payable by those CYC and YMCA SC members who have paid the CYC 1989-90 season entry fee of \$75. Otherwise, the appropriate race fee is payable.

5. **Major prizes** have been provided by NRMA. These prizes consist of:

FIRST One NRMA product/services voucher to the value of \$300.

SECOND One NRMA product/service voucher to the value of \$200.

THIRD One NRMA product/services voucher to the value of \$100.

6. **Scoring System** for the series will be based on **participation** and the following procedure will apply:

- 10 points for participation in each race (unless drawn);
- 11 points for DNS (late entrants will attract 11 points per race not sailed); and
- drawn points (1st draw, 6 points; 2nd draw, 5 points; 3rd draw, 4 points; 4th draw, 3 points; 5th draw, 2 points; 6th draw, 0.75 of a point).

The skipper with the least points will be determined the winner, the skipper with the next least points will be second, and so on. In the event of tied scores, places will be determined on count back based on drawn points.

7. **Apres-sail** arrangements have been made for the Akarana Room to be made available after each race. Depending on the number of starters in each class, prizes will be awarded at the discretion of the Sailing Committee and the draw for points will also be conducted. Suitable winter refreshments will also be available.

ROSS WYLDE-BROWN
Rear Commodore, Sailing
April, 1990

AYF course at CYC

The Club is offering an Introductory/Inshore Skipper Theory Course under the AYF National Yacht Cruising Scheme TL4.

This is a combined course to introduce people to yacht cruising including basic safety and seamanship techniques together with the fundamental principles of the theory of navigation and meteorology. It is applicable to all sailors from dinghy to ocean going yacht.

The course will last for seven or eight weeks of two nights per week from 6.00pm to 9.00pm starting in the last week of July. Monday and Thursday nights.

Cost \$150 plus basic navigation equipment which will be advised to course applicants. Purchase of an appropriate text will also be recommended. Apply to the Club's office now as there is a maximum of 12 places available.



Galley News

We have a new very enticing but smaller a' la carte menu for this winter consisting of some old favourites and a few new ideas.

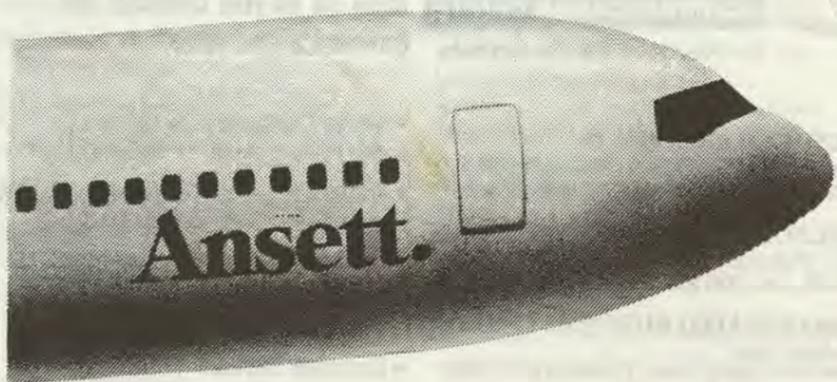
Sizzling foods are available at the bar throughout the week, an ideal luncheon for the winter months. At under \$10.00 per main dish, they represent great value for money.

Functions it seems have taken first place and the restaurant is running a very poor second at the moment. I don't see as many social or sailing members faces these days and wonder why this is so.

Restaurants in general have hit on hard times due to over supply. Tourism is at an all-time low and the public is not dining out. This could be due to the high interest rates, too many long weekends and the election. Many in fact are closing down. We however plan to stay in business by offering good service and value for money meals.

So come out and visit your friendly Club Restaurant. We have an excellent menu and wine list and look forward to seeing members and friends at the finest spot in Canberra.

Regards,
TREVOR WELCH & STAFF



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Operations Report

Club Grounds: A recent working bee by several members of the Mirror Class, together with Operations Committee members, has resulted in a marked improvement to the surrounds of the Club. Discussions are in hand with the National Capital Planning Authority to upgrade the strip adjacent to the access road to the Club and also to carry out some other badly needed improvements to the Club grounds.

A response is awaited from the Sailing Committee before initiating any action on restricting parking on the grassed areas adjacent to the Club. If you have views on this contact your class representative or any member of the Operations Committee.

Sailors' Bar: Work continues on the Sailors' Bar to provide a more nautical atmosphere.

Ground Floor Toilets: The planned progressive improvements to the ground floor toilets and showers are on schedule.

JOHN WHITE
Rear Commodore Operations

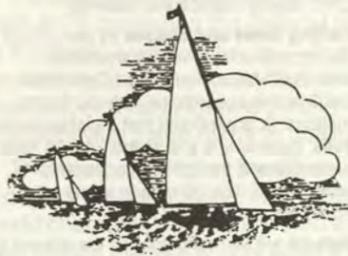


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Flying 15's on rise again

The past season has seen two new additions to the fleet, two changed hands and two older boats restored. John Howard, a former Rear Commodore, has acquired top Lake Macquarie boat "Flying High" and is expected to figure at the point end of our races. Peter Marcusson has his fifth Fifteen "Jenny Sue" under development, Theo Bennett has acquired "Torsten", Peter Clark has rebuilt "Pantagruel" and Hugh Spencer has almost rebuilt "Lorraine". Brian Martin has purchased Shalom. We hope to see these boats racing regularly next season.

With the Nationals to be held at Canberra Yacht Club next January, planning is well advanced and the fleet is budgeting for a top series — at least one overseas entry has already been promised. With say, 60 boats on the starting line, a somewhat crowded spectacle is promised for all. There could be, at the latest count, 20 Canberra Yacht Club starters for the event. The fleet is going from strength to strength.

As an indication of the closeness of racing as the fleet tunes up for the Nationals, Club championship heat wins, so far, have been divided between four boats.

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The Canberra Yachtsman
PUBLISHED QUARTERLY
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All would-be story tellers and journalists to SEND STORIES/PHOTOS to the Secretary/Manager, Ron Sullivan by the dates shown below:

WINTER edition by 30th June
SPRING edition by 30th September
SUMMER edition by 31st December
AUTUMN edition by 31st March

Sit down NOW and write a short story about a recent interesting event you were involved in. Include photos where possible for added interest. Cartoons could be the go.

WEEKLY EVENTS

| | |
|-----------|--|
| Sunday | Jazz — 3-7 pm |
| Monday | Lucky Badge Draw & Wine Raffle — 6.30 pm |
| Tuesday | Quiet Wining and Dining |
| Wednesday | Quiet Wining and Dining |
| Thursday | Meat Raffle 6.30 pm and Club 25's Disco 8 pm |
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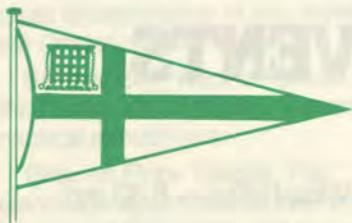
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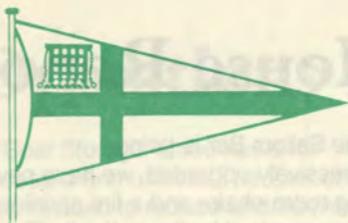
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AUGUST 1990



Flying Fifteens on Lake Burley Griffin. 'Rustler' 2835 and 'Rollingstone' 2104 beating up the lake. The National Flying Fifteen Championships will be held this year on LBG from 1 to 10 January, 1991.

Commodore's Report

The 1989-90 year was one of quiet achievement for the Club in terms of its objectives. These are the promotion and encouragement of the sport of sailing and racing among sailing yachts in particular, and such other aquatic sports as the membership may, from time to time, decide; and the provision of a range of amenities and services to members, including the maintenance of licensed premises and food services.

The Club's activities throughout 1989-90 are covered in the following pages of this Annual Report issue, i.e. sailing, social, operations, finance and training.

Possibly the most notable fact of the past year is that the Club has remained both viable and profitable in the very competitive Club trading environment, which has seen the decline in the fortunes and closures of so many other Clubs in Canberra.

Our results have in fact continued the steady turn-around in Club finances in the 1987, 1988 and 1989 years.

Steady improvements to the Club during the year have included the replacement of all our dining room chairs, the continued extensions and improvements to the Sailors' Bar, the provision of a larger poker machine area with more machines, the repainting of the downstairs showers and toilets and the improved landscaping to the entrance of the Club grounds.

Other not so obvious changes have been the refurbishment of our race support boats, which has involved considerable effort by Paul Black, and improved boat parking arrangements.

The Club's racing, social, training, operations and finance elements have all continued to show the result of planning, dedication and application.

My sincere thanks go firstly to my Executive and their hard-working

committees, secondly to Ron Sullivan and our staff for their friendliness, interest and effort. Thanks also to our caterer, Trevor, for his imagination and flair which has been so obvious and successful.

Thanks also to Lorraine Reid and the ladies of the Keep Fit class for their constant donations and support, and to all those who have assisted in working bees and other Club activities.

This mix of interest and application is most heartening given the present tightening in the Club trade in Canberra, which is expected to continue during 1990-91.

A highlight of the year was the inauguration of the Lexcen Cup competition in Western Australia in November 1989 and the commendable performance of the ACT Team.

The Club continues to be soundly based and gives every indication of maintaining this position in 1990-91. Our location and building is quite unique among Clubs in Canberra and we enjoy support from our sailing and social members, both being essential to our continued viability.

Under these circumstances I am certain that ours will continue to be the happiest and friendliest Club in Canberra.

I would hope the Annual General Meeting at the Club on Monday 27 August 1990 is well attended. I will be stepping down as Commodore at that meeting and I wish the incoming Commodore and Executive well for 1990-91. I leave the position of Commodore after three years with a great sense of achievement — not as much as I would have hoped, but still having participated in quite a remarkable change in the Club during those years.

PAT KEILY
Commodore

House Report

The Sailors Bar is being progressively upgraded, we have new dining room chairs and a fire sprinkler system required by the authority. The relocation of the Poker Machines has been well received with some new machines providing both variety for the keen players and revenue for the Club, whilst the Akarana Room is proving to be a very popular meeting/function venue.

However we are mindful that there are many projects that should be undertaken as funds permit. Our top priority is a progressive refurbishing of the kitchen which needs sprucing up and some new equipment. We also need new dining room tables and outdoor furniture. The Club entrance and office area should be improved. These and numerous other 'unfinished' projects will form part of a 'hit list' for the new executive. We must continue with improvements to the Club both inside and outside, in order to provide members with a standard of facilities expected in a competitive Club environment. This of course has to be balanced against a background of high interest rates and or large bank loan which the Club is slowly pegging back. Responsible management is therefore the key to the Club's future prosperity.

One of the dilemmas we face is that although Bar and Poker Machines turnover/profits are increasing, membership fees income is decreasing. This is mainly due to a reduction in full membership numbers.

There has been a trend over the last 12 months or so, for many full members to change over to social membership, and I think it is going to be difficult in the current economic climate to increase full membership to any extent. However we have been actively promoting social membership over the last few months with good results, over 200 new social members during May/June. These efforts will continue throughout the year.

Finally in order to accelerate improvements to the Club House and surrounds, I would like to have your support for a list of projects that can be undertaken with appropriate planning and supervision, by work parties over, say, a 12-month period. If we can contribute just a little to the Club's amenities we are bound to get much more out of it.

JOHN HOSKING
Rear Commodore, House

Operations Report

Boat Storage: Good news for sailboard enthusiasts. The Executive has decided to reduce undercover storage fees for sailboards from \$65 per year to \$50 (double this for social members and non-members). We hope that this move will encourage more sailboards to make use of the Club's facilities.

A working bee in the 505 boat storage area has improved storage facilities in this area considerably. Thanks to those 505 sailors who participated.

Club Grounds: The new parking arrangements for cars and boats appears to be working well. Access for boats (especially the catamarans) from the boat storage area to the launching area should be much improved by the provision of an additional exit gate on the side facing the lake. It is also planned to remove the concrete drain which has been such an obstruction over the years and to re-contour and upgrade the grass area next to the lake.

The design of a new Club Jetty is proceeding well and discussions are

continuing with the authorities. It will be located close to where the mooring pontoon is currently secured.

Ilmar Kalnins is investigating, on behalf of the Operations Committee, the design of a mini-jetty for the Flying Fifteen/Trailer-Sailer launching area. The design will be referred back to the Sailing Committee and Operations Committee for comment before commencing construction, so if you have views on this, please discuss this with your class representative.

Race Support Unit: Lance Halvorsen and Paul Black are preparing a master plan for upgrading the fleet of rescue boats/start boat over the next five years. If you have any ideas on the subject, let them have your views. Terrie Ebrill is currently putting together a roster for next season. If you have a TL-e rating, please see if you can help her by adding your name to her list of rescue boat crew.

JOHN WHITE
Rear Commodore, Operations

Flying Fifteens

With icy fingers gusting from Antarctica calling for attention by the proponents of the Greenhouse Effect, spare a thought for the Flying Fifteeners preparing for the nationals in January '91, while it takes four to five days for two-pot epoxies to harden (if then).

The Ernst and Young International Flying Fifteen 29th Australian Championships will be held on Lake Burley Griffin from 1 to 10 January 1991. The local class Association is looking hard to establish both social and racing programs for the large number of visitors hoped for.

As is usual with Flying Fifteen championships, a very high standard of racing, including some World class competitors will doubtless enjoy the spectacle of a close series over 10 days.

The ACT fleet is looking forward to learning the latest techniques and may attract some newcomers. Charter or buy a boat with a valid measurement certificate, have helmsman and crew financial members of the ACTFFA by 1 December and be in it. This is going to be known as the friendly nationals.



Commodore Pat Keily exchanging club burgees at Sanctuary Cove Y.C. on his recent adventure from Sydney to Gladstone via Coffs and Southport. But that is another story!



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Canberra Cruising Yacht Association

This year marks a significant event for the CCYA as it is the 20th anniversary of its formation. It is also the first year under the helm of Eileen White, our first lady president.

The CCYA has a membership of over 80 and has the largest fleet of trailable yachts in NSW. In order for the CCYA to have a say in the regulations governing our sport the Executive recently decided to be represented on the Trailable Yacht Committee of the YA of NSW. Ross Wylde-Browne was elected as the CCYA representative.

Racing

The Cruising Division races have been keenly contested with a total of 40 different boats competing in the spring and summer series. The winner by one point of the RL 24 cup, which this year was awarded for the aggregate total of the spring/summer series, was Trevor Elias sailing a Bonito 22, 'Yum Yum'. Next year the cup will be awarded for the combined winter/spring/summer series.

Ron Thompson (Sandgroper) decided to retire from the job of Handicapper at the end of the summer series and Greg Lane has taken over. Roger Rose also relinquished his

sailing duties and Peter Hudd will take over then. Many thanks to both Ron and Roger for their past efforts.

The ACT Trailable Yacht Championship held over the Australia Day weekend was a great success with a record number of 70 entries. Despite a problem with lack of sponsorship the Championship broke even, largely due to the increase in the number of entries.

Cruising

This year has seen an improvement in the weather which resulted in many enjoyable cruises coordinated by Greg and Diane Lane.

Wyangala Dam again proved popular and was visited over the October Long Weekend and also at Easter when eight boats turned up. Pittwater and Mallacoota Inlet were also popular. Our efforts to day sail on Googong Dam were frustrated last season due to the water level being below the end of the Rangers Ramp. Perhaps we will have better luck this year! Other places visited were the Myall Lakes, Lake Eucumbene, Lake Macquarie, Lake Illawarra, Botany Bay, Sydney Harbour and Marley Point. Some of these trips included races with the Trailer Yacht Association.

Social

The climax of the social activity each year is the CCYA Dinner which is to be held on 21 July this year. As this year is the 20th anniversary dinner our guest speakers were Colin Goyne, Noel Dennis and Ken Jorganson, all founder members of the Association.

Other social activities this year have included visits to the theatre, dinners at numerous restaurants and barbecues at various members' houses. Many thanks to Nel and Fons Wagemaker for their hard work in organising these events during the year.

During the winter months the Association also arranges fireside chats which usually include a guest speaker and also allows the members to swap a few yarns. The next two, which are on 14 August and 11 September, will include talks by the MSB and Andre Webster on sail trimming. All sailors are cordially invited.

If anybody requires further information about the CCYA please ring Peter Hudd on 266 2107 (w) or 291 0170 (h).

Editorial

We have printed in this issue one of a series of articles on the origins of the CYC, written by Peter Forster and first published in the Club newsletter of November 1975, which I am sure will be of interest to many of you.

It is now 30 years since the formation of the CYC and one wonders what changes will occur over the next 30 years to 2020.

Looking back to some earlier issues of the magazine, in 1977 there was a planning committee chaired by Rod Dalgleish. Some of its recommendations included the provision of:

- a fully watered grass surrounds to the Club House;
- sealed and landscaped carpark;
- keel boat launching ramp and launching facilities; and
- marina facilities in the long term.

Important projects which still require implementation!

Many changes and improvements have been made since then but progress has been constrained by heavy loan repayments for the extensions completed in 1980.

However we should not lose sight of the importance of setting future objectives for the Club to ensure our achievements over the next 30 years can be looked upon with some pride. We need spirited debate on the future course of the Club, we need a plan of action, say 3 or 5 years, which brings into account members' aspirations and sets achievable goals for the Club's future success.

To good planning and implementation.

JOHN HOSKING

Mirror News

CYC Presentation Dinner

The CYC Presentation Dinner provided the highlight of the 1989-90 sailing season for the Canberra Mirrors with the award of the 'Yachtsman of the Year' Trophy to Cullen Hughes and the 'Yachtswoman of the Year' Trophy to Dallas Hughes — a 'Mother and Son' first. Cullen's outstanding performances, and Dallas' skills and contribution to sailing have been an important part of the development of Mirror sailing in Canberra. Michael Forster was awarded the 'Most Improved Junior' Trophy to add to his ACT and NSW titles.

The 'Transom Trophy' won by the CYC team of Andrew Forster, Michael Forster and Peter Russell from Balmoral Sailing Club, was presented to CYC Commodore Pat Keily. We hope the Trophy stays in the CYC Trophy Cabinet for many years.

The Aurora Boats 'Traveller's Trophy' was presented to Cullen Hughes for his win in the NSW Western and Southern Zone Championships, and 5th placing in the Australian Championships.

Victorian Mudpuddler Championships

Michael Forster competed in the 5th Victorian Mudpuddler Championships on Albert Park Lake in Melbourne on the Queen's Birthday long weekend with 120 other small dinghies including

Mirrors, Sabots, Sabres, Lasers and the like. Michael's fifth placing including a win in Race 4 was a creditable performance in a fleet that included the current Australian, Victorian, SA, NSW and ACT champions.

Australian Championships

Canberra's top crews are already in training for the next Australian Championships in Adelaide which include World Championship team selection. It's time to take all those Mirror dinghies out of the shed and prepare them for next season.

The 26th Australian Championships are to be held in Canberra from 28 December 1991 to 4 January 1992. The Championships represent an exciting opportunity for Canberra's sailors to participate in National competition in an affordable family dinghy.

PETER RUSSELL

RYA Instructional Videos

Aurora Boats now has RYA instructional sailing videos for hire.

"As One with the Wind" is a basic introduction to sailing and includes tacking, gybing and reefing through to racing.

"Capture the Wind" is about dinghy racing, and uses Lasers, Toppers and 420s to demonstrate tactics, boat speed and trim, sail trim, spinnakers and trapeze work. These techniques apply to all classes so this video will be a useful aid to sailors intending to race for the first time next season. It is also excellent revision for those who wish to brush up on certain areas of racing to gain those few extra seconds.

Of particular interest to sailors planning a coastal passage is "Understanding Navigation". This video covers chart reading, direction finding, leeway and dead reckoning, and many other aspects of navigation.

These videos are for hire at \$5.00 a day plus a \$20.00 refundable deposit.

Transom Trophy Presentation to Pat Keily



CYC Trailer Sailors rafting up before start of Marley Point race.



The Origins of the CYC

This is the first of what I hope will be a series of articles that will discuss aspects of the history of the Canberra Yacht Club. Initially at least, they will be based on old records, such as minutes of meetings, that have been found at the Club. Maybe there are other source documents to which I do not have access at the moment, but which may be brought to light as a result of these writings. As a member since only 1966 I found the early history interesting; hopefully both old and newer members alike will also find my summary of interest.

Peter Forster

The first two years — September 1959 to September 1961

The Club saw its genesis in a meeting held at the Hotel Wellington on 14 September 1959. The minutes of the meeting record the following people as being present: M. Hunter, R. Kitchin, C. Nicol, T. O'Neill, R. Perry, M. Shaw, G. Smith.

Mr O'Neill was elected Chairman, Mr Smith as provisional Secretary, and Mr Perry as provisional Treasurer. The meeting agreed to draw up a draft constitution and to impose an interim levy of two pounds (\$4).

The second meeting was held some two months later, on that occasion and subsequently at the Hotel Ainslie Rex. Mr O'Neill was elected Commodore, Mr Kitchin Secretary, Mr Perry Treasurer and Mr Nicol Public Officer, all on an interim basis. By the time of the next meeting in April 1960, the officers of the Club had had discussions with the National Capital Development Commission about an allocation of land for a clubhouse site. The meeting also decided to increase membership to a minimum of 25 persons and then to apply for registration of the club.

By June 1960, membership had reached the required 25 members for registration, and a constitution was discussed and accepted. Messrs J. Deeble, M. Hinchliffe, S. Mauger and A. Mildren made up the first membership committee that was formed in May, 1960.

A Mr G. Twibill of the Royal Sydney Yacht Squadron spoke to some 26

members in July 1960 about possible future developments for the Club, having visited Canberra for a weekend at the Club's expense. At the same meeting of 11 July 1960, the first Flag Officers and General Committee were elected in accordance with the recently adopted constitution. The following members were elected: Commodore Mr Terry O'Neill; Vice Commodore Mr Max Hinchliffe; Rear Commodore Mr Jack Deeble; Club Captain Mr Steve Mauger; Treasurer Mr B. Meek.

General Committee: R. Anderson; C. Nicol; J. Black; W. Pederson; W. Brill; T. Scott; R. Warren.

The General Committee met for the first time (again at the Hotel Ainslie Rex) on 25 July 1960 and made several significant decisions:

- to include power boats in the Club, with the types to be specified when the details of the lake Ordinance were known;
- to review suitable classes of yachts, with a view to the Club fostering no more than three classes initially;
- an entrance fee of five guineas, with the annual fee to be set later; and
- the General Committee to meet fortnightly if possible and all the members to meet monthly.

In August, the Committee decided to plan the Club on the basis of an ultimate size of 400 members and 400 junior members, and to provide facilities for 100 boats. Fees were determined for the various classes of members, with adult male members having a \$30 entrance fee payable

over three years, and a \$24 annual subscription.

The Committee also agreed in August 1960 that an attempt would be made in the near future to sail on Lake George, with 'the register' to be open to all classes with encouragement of two classes. (The restriction on two classes was subsequently changed.)

In pursuance of that conclusion, Mr Ron Moran, a former President of the Yachting Association of WA, addressed members about aspects of yachting in WA.

In subsequent months, the Committee had discussions with officials of the NCDC concerning 'the lake scheme' in Canberra including such matters as a site for a Clubhouse, courses for racing, etc. 'In principle' decisions were also made about the types of boats to be sponsored by the Club as follows:

- that the Club 'take in almost any type' including motor and power boats;
- that the Heron and Moth be encouraged for racing — they were seen as being easily handled, popular and reasonably priced; and
- a third class (about 14 feet) was thought to be essential, but no conclusion was reached.

The first race day at Lake George was held on Sunday 19 February 1961, using the RMC Boatshed as an HQ. Visiting yachtsmen and members were entertained on the Saturday at the Harman Naval Base in Canberra.

To be continued

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Hobie News

The ACT & NSW Southern Zone Hobie Cat Titles were held over Easter 1990 and were very successful. A total of 50 boats entered and sailed the series in light to moderate winds on Twofold Bay, Eden, NSW.

The series was very competitive in all classes with boats from NSW, Vic. and the ACT competing for first place.

The Hobie 18 class was won by Shane Noris from Torquay Vic. followed a close second by Peter Manley from the ACT and John Kersh, NSW third. The Hobie 17 trophy was retained by Darrell Jordan from Batemans Bay with Matt Burgess (ex-National Champion) second and Steve Hales third from Victoria. The Hobie 16 class was won by Aaron Worrall of Victoria, just beating his father Bill and third went to another Victorian Fred Schneider. The Hobie 14 Turbo class was won by Darren Bundock of Terrigal, NSW who also won the Hobie 14 National Title in January, second to

Richard Ortner from ACT and third Sean McNally from Victoria.

Twofold Bay is also the venue for the Australian National Hobie Cat Championships to be held from 29 December through to 9 January 1991 and is being organised by the ACT & NSW Southern Zone Cat Association. Planning is well under way for a successful series. The Hobie 14 and Hobie 18 series is a selection for the next World Titles. The Hobie 18 World Titles will be held in Italy in June 1991.

Talking of World Titles a member of the Canberra Yacht Club has just competed in the Hobie 17 World Titles in Canada. Lindsay Hackett also owner of Aurora boats represented Australia and although not making the final cut we are sure his experience at this level will enhance his sailing career.

PETER MANLEY (President)



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Another Lucky Winner

Longtime member John MacDonald won the Lucky Badge Draw of \$1900 on Monday, 9th July 1990.

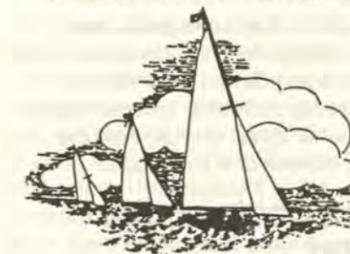
Why not drop into the Club on Mondays between 5.30 and 7.00 pm for the Wine Raffle and Lucky Badge Draw.

You must be there to win it!

'Bad eggs or good sports?'

'Twas the night the skipper splashed the Easter Bunny. On Easter morning, John White of no fixed address but then residing at Wyangala Dam, found Easter Eggs at the front doorstep of his RL 24 — two for each of the occupants. He didn't have to ask his neighbours about it. He shamefacedly admits that he had heard a noise at his front door at about 10 pm and, assuming that one of the local Wyangala residents was throwing stones at his boat, had thrown a bucket of water over the intruder. The three young intruders rowed off down the street. Only after all the giggling and subsequent indignity had quietened down did the occupants of the White residence find their Easter Eggs on the doorstep.

I am reliably informed by Mark Lane and Julie and Wendy Gallimore that certain residences will be excluded from the Easter Bunny's rounds next year.



Galley News

We have a new and imaginative a la carte menu for Winter which we feel you will enjoy in this magnificent location overlooking our beautiful lake.

Thursday nights have now been set aside for our special Gourmet Nights. We have a resident pianist to add a touch of class to these very successful dinners. At \$24.00 for four courses plus wine you would be crazy not to make up a party and enjoy a great night out.

We would like to welcome Steve Welch to the staff. Steve comes to us from the Tower Restaurant so we are looking forward to enjoying his culinary skills.

There are hot snacks at the bar Tuesday to Friday during Winter. Stay on afterwards and give us the pleasure of your company for dinner.

Bon Appetite.

Trevor & Staff
GALLEY RESTAURANT

Fireballs on Track for 1990-91

NSW State Titles

Five Canberra crews attended the 1989-90 State Titles held at Koonawarra Bay Sailing Club over the Easter Break. A good time was had by all in some trying conditions with some notable performances from Steve Quinn who placed third in the first heat and Mirror sailors Cullen and Robert Hughes who placed first in the Junior Championships and seventh overall. Matt Gillingham and Neil Robertson sailed a consistent series to finish eleventh overall whilst Sharon Aspinall and Jennifer Mitchell learnt a lot in their first series and showed their potential (neither of these ladies had sailed more than four weeks prior to the series).

As all the Canberra boats were junior competitors, the results are very encouraging. Simon Mitchell and Sharon Aspinall have won the Grand Prix on handicap and are now the proud owners of a pink boom.

More boats on the water

Michelle Keys has taken delivery of her boat and is working on getting it back on the water, and Guy Mitchell has finally taken delivery of his new boat 'Midnight Delight', KA 13693, and should now really fly.

Training program

With the 1990-91 nationals being held at Gosford, the local boats are doing their utmost to improve the standard of competition. Boats are being upgraded over winter and training is to be heavily emphasised in the first half of the season, with training weekend number one being held at the CYC on September 14/15. Weekend No. 2 will be held on November 10/11 at Kogarah Bay Sailing Club. These weekends in combination with Club racing and Grand Prix events will ensure that the standard of Fireball sailing in Canberra and NSW will improve out of sight. It seems reasonable to expect a fleet of 5-11 Fireballs at the CYC next season which will further push the competition.

For more information on the Fireball Class, contact Simon Mitchell on 281 4763 at home.

From the Secretary-Manager

This last year has been one of consolidation during a time of economic downturn and difficult trading for many businesses and clubs in Canberra. However we are weathering the storm very well and are now in a better financial position than we have been for some years. Bar and Poker Machine trading is well up on last year with the Restaurant providing solid supporting income.

This year we propose to advertise the Club and its facilities more vigorously to increase membership and patronage. There is also the

continuing need to improve facilities and services which the Club must do to maintain its position in the local scene.

I would like to thank the Executive, Galley Crew, Bar and Office staff for their support during the year.

Look forward to seeing you at the Club.

RON SULLIVAN

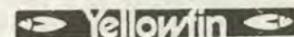
P.S. A gentle reminder — Fees are now overdue for boat storage, racing and membership for '90-91.

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Sailing Report

Club Racing

With the summer sailing program now complete and the winter series more than half over, I feel that despite some reports to the contrary the past season has seen the continuation of the revival of sailing at the Canberra Yacht Club from the small fleet sizes of five years or so ago, with fleet sizes being maintained at roughly the same average numbers of starters over the past three years, while the number of sailors travelling away to other regattas has been much higher this season, which indicates a healthy Club racing fleet in contrast to the majority of Australian sailing clubs where fleet sizes have continued to decline. On the championship scene we have both Flying Fifteen and Mirror National Championships to be held here over the next two years.

Achievements of the Club sailors this season include:

- Mirror Transom Trophy won for the first time since 1981;
- Junior Mirror sailors Michael Forster and Cullen Hughes took the first two places in the NSW Championships ahead of Peter Russell, while Cullen also gained a fifth placing at the Nationals in Hervey Bay;
- Hugh Stodart gained fourth placing in the Cherub Nationals and unofficial second in the NSW titles;
- Chris Ablett won the NSW Sharpie title; and
- Trailable Yachts had a record 70 entries for the ACT Championships.

Sailing Committee

Organising a sailing program as extensive as that run by the Canberra Yacht Club with regular Club racing, Cruising Division, Twilight and Winter series as well as special events and championships, is no small exercise, and needs active participation by the sailors for everything to function smoothly. A number of larger clubs employ professional staff to run their sailing for them, and our Club has certainly been at a stage for a number of years where this is quite a substantial undertaking on a voluntary basis, and not possible to organise effectively without an active Sailing Committee. I have been fortunate to have such a committee, and I would like to express my thanks to all the members of my committee for their efforts this past season, and especially

to my wife Carol for maintaining the sailing records and being available to sort things out when they went wrong on occasion, and Robert Redfern who has done a lot of work behind the scenes, and for maintaining the sailing statistics for a number of years giving us the only quantitative record of where we are going.

One of the innovations the Sailing Committee introduced this season, the delayed start of Sunday afternoon racing during daylight saving after Christmas, had the desired effect of giving good sailing winds on a number of days when there was next to none at 2 p.m. or 3 p.m., resulting in an increase of 8 per cent in the average size of fleets over the corresponding period of the previous season. The Sailing Committee has decided to repeat this delayed start next seasons. The Sailing Committee has also decided to maintain class starts the same for next season, although with a large increase in the size of the Division I fleet and a drop in Division II numbers, the respective class representatives have been asked to look at the possibility of altering the break-point between the divisions with the aim of more equally dividing the fleet.

A query was made at the last quarterly meeting regarding my comments in the previous issue of the Yachtsman on eligibility for Club Championship and pointscore competitions. The situation is that the entry is accepted by the Club for the yacht, and so the yacht may be sailed by the owner or owner's representative in any of the Club's races so along as IYRU rules 20 and 21 are complied with (i.e. the owner or owner's representative must be a member of an affiliated yacht or sailing club). Eligibility for championship and pointscore series attaches to a particular skipper who must be either a member of the Canberra Yacht Club, or a member of an affiliated Canberra club and have a full season entry with the Canberra Yacht Club. This point will be clarified in the sailing instructions for next season.

Sailing Sponsorship

We have been fortunate in having quite substantial sponsorship for a number of events this season, and I thank Schweppes, Whitsunday Rent A Yacht, Ansett Airlines, Deluxe Coaches and NRMA for their support.

Champion of Champions

The summer championship series concluded with the running of the annual "Champion of Champions" event in which the championship winners of each class and division compete for the 'America's Mug', donated by the Australian-American Association. Interest in the series this year was high, and obviously being taken seriously with competitors borrowing Lasers to practise beforehand.

This year the races were sailed in the one-man Laser dinghy, and competition was very close, with the time between first and last boats in each of the three races being less than four minutes. The races were run over a short windward and return course set off the Canberra Yacht Club, and there was a lot of verbal support from the large number of supports on the shore.

The series was won this year by Tony Ryan, the Laser Class champion, after a hard fought series against Cherub sailor Hugh Stodart, with the final difference only being a third of a point between them, while Cullen Hughes from the Mirror Class took third place. The president of the Australian-American Association, Mrs Billie-Joe McCann was present to see the racing and participate in the presentation.

Presentation Dinner

The annual presentation dinner saw Mirror Class sailors Cullen Hughes and his mother Dallas being awarded Canberra Yachtsman and Yachtswoman of the year. Other perpetual awards went to Michael Forster for the Most Improved Junior; Julie Gallimore the Junior Achievement Award; Most Improved Skipper, Glenn Pollard; Best Crew, Rebecca Scott; and Club Person of the Year, Eileen White.

Guest speaker for the evening was Neville Wittey who, along with being the Australian Junior Laser Champion in 1976, Australian Yngling champion five times, and winning the Olympic Classes Regatta in Solings last Easter, is also Australia's youngest international yachting judge.

The Vice-President of the Australian-American Association of Canberra, Mrs Pauline Millar also attended and her husband David, a past president, made the presentation

of the America's Mug to Tony Ryan, the Canberra Yacht Club's Champion of Champions for 1990.

A feature of the night was the decorative use of the original sails and spars from Sue Youngman's Seafly, the only yacht which has sailed competitively on the lake every season since the lake was filled 25 years ago, and I thank Sue for lending her boat for this event.

ROSS WYLDE-BROWNE
Rear Commodore, Sailing

1989/90

Championship (C) and Pointscore (P) results for the Canberra Yacht Club's racing series were as follows:

Division I

- D. Lovie 1st C, 1st P1, 2nd P2
- R. Breen 2nd C, 11th P1, 5th P2
- G. Pollard 3rd C, 13th P1, 1st P2
- B. Worth 4th C, 3rd P1, 9th P2
- J. White 5th C, 12th P1, 20th P2
- J. Blake 6th C, 4th P1, 3rd P2
- D. Tietz 7th C, 7th P1, 4th P2
- D. Cartwright 8th C, 2nd P1, 7th P2
- G. Davidson 9th C, 18th P1, 18th P2
- R. Thompson 10th C, 6th P1, 10th P2
- J. Church 11th C, 17th P1, 17th P2
- B. March 12th C, 8th P1, 8th P2
- P. Taylor 13th C, 15th P1, 13th P2
- H. Mattner 14th C, 16th P1, 6th P2
- F. Downing 15th C, 20th P1, 25th P2
- P. Hudd 16th C, 14th P1
- R. Gallimore 17th C, 26th P2
- W. Barnes 18th C, 9th P1, 14th P2
- S. Manley 19th C, 23rd P2
- G. Lane 20th C, 22nd P1, 16th P2
- H. Lindsay 21st C, 22nd P2
- R. Wylde-Browne 5th P1, 11th P2
- A. Houston 10th P1, 27th P2
- P. Keily 19th P1, 24th P2
- B. Lieske 21st P1, 19th P2
- G. Howarth 12th P2
- I. Brokenshire 15th P2
- D. Overheu 21st P2

Division II

- R. Rose 1st C, 3rd P1, 3rd P2
- J. Henty 2nd C, 1st P1, 2nd P2
- D. Menzies 3rd C, 2nd P1, 1st P2
- G. Gillett 4th C, 6th P1, 6th P2
- M. Deakin 5th C, 5th P1
- R. Peake 6th C, 7th P1, 7th P2
- R. Brown 7th C, 8th P1
- E. Cutler 8th C, 5th P2
- T. Elias 9th C, 10th P1
- S. Davies 10th C, 12th P1
- C. Cameron 4th P1
- T. Brandon 9th P1, 4th P2

Division III

- H. Stodart 1st C, 2nd P1, 1st P2
- B. Lieske 2nd C, 4th P1, 5th P2
- T. Dodds 3rd C, 4th P2
- S. Youngman 4th C, 1st P1, 3rd P2
- P. Fullagar 5th C, 6th P2
- M. Owen 6th C, 6th P1, 8th P2
- P. Smith 3rd P1, 2nd P2
- B. Weston 5th P1
- T. Imhoff 7th P1, 6th P2
- T. Haalebos 7th P1



Tony Ryan sailing Laser 137561 to victory in Champion of Champion races for the America's Mug

Division IV

- T. Moyle 1st C, 8th P1, 6th P2
- G. Johnson 2nd C, 7th P1
- M. Dunn 3rd C, 24th P1, 22nd P2
- A. Hackett 4th C, 24th P1, 26th P2
- L. Hackett 4th C, 13th P1, 20th P2
- B. Freestone 4th C, 12th P2
- S. Marsh 7th C, 19th P1, 16th P2
- G. Gosling 8th C, 29th P1
- D. Bizant 8th C, 27th P1
- M. Moore 9th C, 9th P2
- R. Watkin 16th P1, 24th P2
- R. Saunders 16th P1
- R. Ortner 18th P1, 17th P2
- H. Jansen 20th P1, 27th P1
- T. Bossomayer 22nd P1, 24th P2
- B. Freestone 22nd P1
- D. Grant 11th P2
- A. Beattie 14th P2
- P. Mitchell 19th P2
- F. Pensko 21st P2
- P. Gately 26th P2
- B. Saunders 26th P2

Hobie 18 / Division IV P/S

- J. Kirkpatrick 1st C, 11th P1, 5th P2
- P. Manley 2nd C, 15th P1, 6th P2
- R. Armstrong 3rd C, 6th P1, 4th P2
- R. Redfern 4th C, 4th P1, 10th P2
- A. Scott 5th C, 2nd P1, 1st P2
- M. Cave 6th C, 1st P1, 2nd P2
- D. Smith 7th C, 3rd P1, 3rd P2
- J. Whitfield 8th C, 9th P1, 22nd P2
- R. Davis 9th C, 21st P1, 12th P2
- C. Tucker 10th C, 5th P1, 8th P2
- T. Dodds 11th C, 26th P1
- S. Uhe 12th P1, 17th P2
- C. Uhe 13th P1, 14th P2
- C. Frost 29th P1
- G. Frost 29th P1

Fireball Class

- S. Quinn 1st C, 1st P2
- G. Mitchell 2nd C, 1st P1, 2nd P2
- M. Gillingham 3rd C, 3rd P1, 4th P2
- S. Day 4th C, 5th P1, 3rd P2
- P. Fabris 5th C, 4th P1, 8th P2
- S. Adcock 6th C, 7th P1, 7th P2
- S. Johnson 7th C
- M. Gibb 8th C, 7th P1, 9th P2
- R. Pinkerton 9th C
- N. Farr 9th C, 5th P2
- S. Aspinall 10th C, 5th P2
- A. Molony 11th C, 6th P1
- J. Macfarland 12th C
- A. McLeod 13th C

Division V

- G. Cook 14th C
 - L. Schoevers 14th C
- Flying Fifteen**
- C. Brown 1st C, 6th P1, 6th P2
 - P. Russell 2nd C, 3rd P1, 1st P2
 - P. Forster 3rd C, 4th P1, 2nd P2
 - I. Kalnins 4th C, 5th P1, 5th P2
 - J. Hosking 5th C, 1st P1, 4th P2
 - I. Hawke 2nd P1, 2nd P2
 - L. McGee 7th P1, 7th P2
 - P. Marcusson 7th P2
 - P. Dalton 9th P2

Mirror Class

- C. Hughes 1st C, 7th P1, 11th P2
- P. Russell 2nd C, 4th P1, 14th P2
- A. Forster 3rd C, 2nd P1, 15th P2
- M. Forster 3rd C, 6th P1, 10th P2
- G. Dennett 5th C, 5th P1, 5th P2
- B. Keys 7th C, 1st P1, 3rd P2
- R. Hughes 6th C, 3rd P1, 8th P2
- C. Williams 9th C, 12th P1, 1st P2
- S. Kennedy 8th C, 11th P1, 2nd P2
- A. Dennett 11th C, 9th P1, 4th P2
- N. Williams 10th C, 10th P1, 6th P2
- J. Caldwell 8th P1, 9th P2
- D. Hughes 13th P1, 19th P2
- P. Williams 14th P1, 19th P2
- C. Campbell 15th P1
- D. Donovan 16th P1
- B. Withington 16th P1
- T. Meharg 7th P2
- Se. Meharg 12th P2
- Sh. Meharg 13th P2
- J. Donovan 16th P2
- D. Roos 17th P2
- R. Henderson 18th P2
- P. Andrew 19th P2
- J. Andrew 19th P2
- R. McCuaig 22nd P2

505/Sharpie Class

- R. Badgery 1st C, 4th P1, 1st P2
- R. Klug 2nd C, 3rd P1, 2nd P2
- T. Hill 3rd C, 1st P1, 4th P2
- J. Roos 4th C, 2nd P1, 3rd P2
- C. Ablett 5th C, 5th P1, 5th P2
- P. Richards 6th C, 6th P1, 8th P2
- P. Cohen 7th C, 6th P2
- M. Leydon 8th C, 7th P2
- D. Magill 9th C, 7th P1
- D. Milligan 10th C

Laser Class

- T. Ryan 1st C, 1st P1, 1st P2
- R. Green 2nd C, 2nd P1, 2nd P2
- M. Finlayson 3rd C

Canberra Yacht Club
Sunday Competition 1989-1990 Season
Statistics (sailstats)

AVERAGE STARTERS POINTSCORE SERIES #1

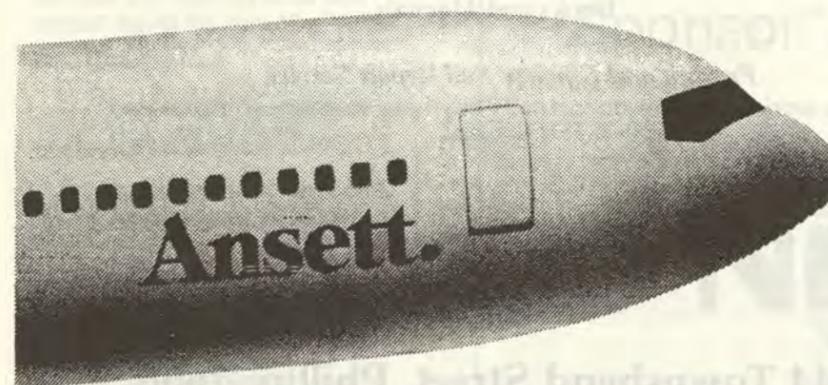
| Class | Pointscore races> | | | | | | | | | | | Average Total 1989-90 | Average Total 1988-89 | Variation % |
|--------------|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|-----------------------|-------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | |
| Division 1 | dc | 16 | 15 | 11 | 12 | 12 | 8 | 11 | 9 | dc | nr | 11.75 | 9.60 | 22.40 |
| Division 2 | 0 | dc | 7 | 3 | 7 | 2 | 3 | 5 | 4 | 2 | nr | 3.67 | 6.10 | -39.89 |
| Division 3 | 1 | 6 | dc | 2 | 8 | 4 | 4 | 5 | 5 | 4 | nr | 4.33 | 7.10 | -38.97 |
| Division 4 | 13 | 16 | 18 | 13 | dc | 14 | 8 | 7 | 16 | 9 | nr | 12.67 | 7.90 | 60.34 |
| Fireball | 3 | 4 | 2 | 1 | 1 | 1 | 3 | 6 | dc | 4 | nr | 2.78 | 2.90 | -4.21 |
| Flying 15 | 0 | 7 | 7 | dc | 6 | 7 | 7 | 6 | 6 | 9 | nr | 6.11 | 5.40 | 13.17 |
| Mirror | 7 | 11 | 12 | 10 | 11 | 9 | 8 | dc | 11 | 11 | nr | 10.00 | 8.40 | 19.05 |
| Sharpie/505 | 4 | 7 | 5 | 0 | 8 | dc | 7 | 4 | 6 | 0 | nr | 4.56 | 4.90 | -7.03 |
| Laser | 3 | 6 | 5 | 1 | 2 | 2 | dc | 7 | 3 | 0 | nr | 3.22 | 6.50 | -50.43 |
| Total | 31 | 73 | 71 | 41 | 55 | 51 | 48 | 51 | 60 | 39 | nr | 59.08 | 58.80 | 0.48 |

AVERAGE STARTERS POINTSCORE SERIES #2

| Class | Pointscore races> | | | | | | | | | | | | Average Total 1989-90 | Average Total 1988-89 | Variation % |
|--------------|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|-----------------------|--------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | | |
| Division 1 | 8 | 10 | 12 | 9 | 15 | 11 | 15 | dc | 4 | 9 | 11 | 10 | 9.45 | 9.50 | -0.48 |
| Division 2 | dc | 5 | 3 | 4 | 5 | 4 | 6 | 3 | 2 | 3 | dc | 3 | 3.50 | 6.90 | -49.28 |
| Division 3 | 2 | dc | 1 | 2 | 2 | 4 | 6 | 9 | 1 | 4 | 2 | dc | 3.30 | 7.10 | -53.52 |
| Division 4 | 7 | 12 | 14 | dc | 14 | 8 | 11 | 10 | 11 | dc | 15 | 11 | 10.20 | 6.20 | 64.52 |
| Fireball | 0 | 0 | 1 | 3 | 3 | dc | 4 | 0 | 0 | 3 | 3 | 9 | 1.55 | 2.90 | -46.71 |
| Flying 15 | 2 | 8 | dc | 6 | 9 | 7 | 7 | 9 | 10 | 8 | 9 | 10 | 6.82 | 6.80 | 0.27 |
| Mirror | 3 | 8 | 14 | 10 | 15 | 4 | dc | 14 | 10 | 5 | 12 | 15 | 9.64 | 7.60 | 13.64 |
| Sharpie/505 | 1 | 0 | 4 | 8 | dc | 7 | 7 | 6 | 6 | 7 | 7 | 6 | 4.82 | 4.56 | 5.66 |
| Laser | 4 | 4 | 3 | 3 | 2 | 2 | 5 | 4 | dc | 2 | 5 | 3 | 3.09 | 4.20 | -26.41 |
| Total | 27 | 47 | 52 | 45 | 65 | 47 | 61 | 55 | 44 | 41 | 64 | 67 | 51.36 | 55.76 | -7.88 |

AVERAGE STARTERS CHAMPIONSHIP SERIES

| Class | Championship races> | | | | | | | Average Total 1989-90 | Average Total 1988-89 | Variation % |
|--------------|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|-----------------------|--------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | | | |
| Division 1 | 16 | 12 | 11 | 9 | 15 | 9 | 10 | 11.71 | 9.43 | 24.22 |
| Division 2 | 7 | 7 | 5 | 4 | 6 | 3 | 3 | 5.00 | 7.14 | -29.97 |
| Division 3 | 6 | 3 | 5 | 2 | 6 | 4 | 0 | 3.71 | 8.43 | -55.94 |
| Division 4 | 2 | 3 | 2 | 3 | 1 | 2 | 2 | 2.14 | 6.71 | -68.06 |
| Fireball | 4 | 4 | 6 | 3 | 4 | 3 | 5 | 4.14 | 3.57 | 16.05 |
| Flying 15 | 7 | 6 | 6 | 6 | 7 | 8 | 10 | 7.14 | 7.00 | 2.04 |
| Mirror | 11 | 11 | 9 | 11 | 11 | 9 | 11 | 10.43 | 9.29 | 12.26 |
| Sharpie/505 | 7 | 8 | 4 | 8 | 7 | 5 | 6 | 6.43 | 5.71 | 12.58 |
| Laser | 6 | 2 | 7 | 3 | 5 | 2 | 3 | 4.00 | 5.86 | -31.74 |
| Hobie 18 | 9 | 6 | 9 | 7 | 9 | 7 | 7 | 7.71 | 0 | 0.00 |
| Total | 75 | 62 | 64 | 56 | 71 | 52 | 57 | 62.43 | 63.14 | -1.13 |



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Finance Report

I am pleased to report that 1989-90 has been a successful financial year for the Canberra Yacht Club.

We have had another excellent trading year which has assisted in reducing our debt as well as providing new furniture and equipment, and amenities for members. As last year, our policy has been to curb expenditure, unless it provides a return to the Club or a benefit to the members; to increase our income; and to establish a solid debt repayment structure. We are pleased that these measures have been achieved without increasing membership fees. The 1990-91 Budget has been drafted with the same policy in mind.

Members' Funds at the end of the financial year 1986 were \$91,365. At the end of the 1987 financial year, after a loss of 467,070, they stood at \$27,425. By 1988 total members funds were brought up to \$87,513 and by 31 May, 1989 had been increased to \$129,003. I am pleased to announce that total members funds as at 31 May, 1990 are \$151,994. Details are presented in the audited Financial Statement for the year ended 31 May, 1990.

The profit of \$21,424 for the year is a result of good management in the trading areas. Net profits of \$140,022 in Bar trading, \$117,513 in Poker Machine trading, and \$44,744 in the Dining Room account are mainly responsible for the continued improvement. Secretary/Manager Ron Sullivan is to be congratulated on these results. Boat storage income has increased but Sailing income has fallen this year, as has Membership income. It is hoped that next year these areas will improve.

The excellent trading enabled us to reduce our debt and again restructure our debt repayments. This year the Club's total liabilities have been increased by \$7,672, however, total assets have been increased by \$30,663 to give us assets of \$501,697. total members funds have increased by \$22,991.

I thank the members of the Finance Committee, Lance Halvorsen, Des Ireland and Peter Manly, for their valued assistance over the past three years. I also thank Herbert May for his assistance in meeting our accounting requirements.

I am confident that success in the coming year will again be achieved through careful planning and management and the continued support of all members of the Club.

NORMA HISCOCK
Rear Commodore, Finance

Notice of Annual General Meeting

Members are advised that the 31st Annual General Meeting of the Canberra Yacht Club will be held at the Club on Monday, 27 August 1990 commencing at 8.00 p.m.

All members are welcome to attend. Those attending are reminded that only members with voting rights (ordinary, intermediate, country and life members) and who have paid their dues are entitled to vote.

Agenda

1. Apologies
2. Confirmation of the Minutes of the 1989-90 Annual General Meeting
3. Matters arising from the Minutes
4. Flag Officers' Reports
5. General Business
6. Appointment of Club Auditor for 1990-91
7. Election of Office Bearers for 1990-91

Canberra Yacht Club 1989-90 Executive

Commodore: Patrick Keily
Vice-Commodore: Rod Badgery

Rear Commodores

Sailing: Rose Wylde-Browne
House: Peter Bertolin (to March)
John Hosking (from March)
Operations: John White
Finance: Norma Hiscock
Training: John Kennedy

Secretary Manager

Ron Sullivan

Attendance at Executive Meetings

During the year from August to June inclusive the Executive met formally

on 11 occasions and attendance by the Flag Officers was as follows:

| | |
|-------------------|----|
| Pat Keily | 11 |
| Rod Badgery | 7 |
| Ross Wylde-Browne | 10 |
| Peter Bertolin | 6 |
| John Hosking | 4 |
| John White | 10 |
| Norma Hiscock | 7 |
| John Kennedy | 5 |

Canberra Yacht Club Annual General Meeting Held 28-8-1989 at 8.00 pm

Apologies: D. McMichael, K. Stagg, R. Richards, D. Ireland, J. Breen, I. McDougal and G. Garnham.

Constitution: Mr R. Badgery (Vice Commodore) gave a brief outline on the bylaws in relation to Annual General Meetings. Mr P. Forster moved that the AGM proceed. Seconded J. Church. A discussion was then held exploring all avenues pertaining to such a decision. Motion was then carried. Mr B. Worth abstained from voting.

Minutes of the previous AGM

That the minutes of the Annual General Meeting of 8 August 1988 with one amendment (under Rear Commodore Training) should read "Mr Hughes thanked Andrew Forster" and not P. Forster be adopted. Moved J. White, seconded P. Russel. Carried.

Flag Officers' Reports

Reports of the Flag Officers were printed in the August 1989 Canberra Yachtsman. Supplementary reports were given to the meeting as follows:

Commodore

Mr Keily said in spite of very hard times being experienced in the Club industry the CYC continues to trade very well and thanked all for their support during the past 12 months.

Vice Commodore

Mr Badgery thanked committee, race support units and sailing committee.

The Vice Commodore went on to say that over the past 12 months he had re-negotiated catering contract and insurance contracts have been re-investigated. CYC lease is current with the Commonwealth and is not structured as a Club lease but a commercial lease over 25 years.

Rear Commodore Sailing

Mr Redfern thanked all the class representatives, rescue crews, all sponsors, in particular NRMA.

The Rear Commodore then reiterated the excellent fleet numbers as contained in his report as per the Yachtsman.

Lexcen Cup

Mr Redfern said that he was proud to announce that out of the seven team members plus one reserve, six have been chosen from the CYC to represent the ACT in the inaugural 'Lexcen Cup' to be contested off Fremantle, WA, during November 1989.

House Report

Mr Redfern delivered the House Report in the absence of Mr Richards who was unavoidably detained in Sydney.

Mr Richards who was standing down from the Committee after three years due to his business commitments had said that it had been a great pleasure to have been so closely associated with so many wonderful people and such a great club.

His report went on to say that he envisaged that the CYC would indeed go on to even greater achievements for years to come.

Rear Commodore Operations

The Rear Commodore (Mr Breen) said that although the year had been successful for operations one did not always accomplish the great goals that were set, due mainly to work commitments, etc. Special thanks must go to all that attended the various working bees, race support units and the Committee.

Rear Commodore Training

The training has been the best ever over the last two years. Mr Hughes said that basically what was done to achieve this great result was to build

on the program that was initially created some time ago.

Boats have been purchased to cater for both senior and junior classes. The CYC Training now uses our own training instructors, whilst some drawbacks are experienced, the pluses are that students are taught to sail and our instructors gain valuable training skills.

Mr Hughes then thanked all that had assisted him and the various sponsors.

Rear Commodore Finance

Mrs Hiscock read the 1988/89 auditors report and said that she was very pleased to be part of a team that once again achieved a very successful year.

Special thanks to P. Manley, D. Ireland, G. Garnham, L. Halvorsen and the Committee.

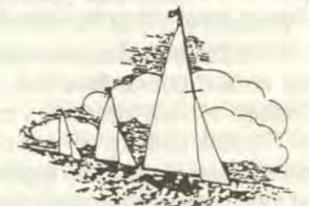
Discussions and Questions on Flag Officers' Reports

Mr J. HENTE asked where does the monies collected for boat storage and boat parking go to?

THE REAR COMMODORE FINANCE said mainly the monies go to rates, land taxes and maintenance.

Mr J. HENTE then said that boat storage/parking fees were down approx. \$10,000 on the previous year.

REAR COMMODORE FINANCE said this had now been paid since the



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end of May (Club's end of financial year) and does not show in current figures.

Mr HENTE then questioned why this had not been shown as debtors in 1988/89 auditors figures?

MRS HISCOCK (R/C Finance) said she does not believe that any boats were left in boat park during 88/89 that had not paid the appropriate fees.

Mr KEILY (Commodore) said he also believes that very few if any boats were parked that fees were not paid.

Mr P. MANLEY (Finance Committee) said that he believed a discrepancy was made in 1987/88.

Mr B. WORTH. Were budget figures for 89/90 accurate, for example were we running to this budget.

R/C FINANCE read actuals from July figures.

Mr FRANK DOWNING commended the R/C Training for the great service to the CYC over the past two years. Mr Downing said that it appears that the number of adults attending training classes has decreased.

R/C TRAINING agreed that fewer adults were attending but said this was probably due to the decision made late in the year for the CYC to run the classes instead of sailaway and also adults were required to learn to sail by appointment only. Mr Hughes said this problem has been alleviated for the coming season due to having obtained more instructors.

Mr P. FORSTER enquired about the large amount of expenses in schedule No. 3 pertaining to trophies and regatta costs.

Mr REDFERN R/C SAILING replied that these costs were mainly due to the huge stock of trophy glasses that were purchased, enough for a possible two-year period and turkeys purchased for the Sunday raffles.

MR F. DOWNING. Did the CYC intend to spend on capital expenditure.

R/C FINANCE. Mrs Hiscock replied that it would be left to the incoming Committee to ascertain whether any proposed works did go ahead.

Mr KEILY said that he felt that the Committee has the right to make decisions for the better of the club and its members.

T. EBRILL enquired about the trade name of the restaurateurs.

Mr REDFERN moved that this enquiry be directed to the incoming Rear Commodore House.

Mr P. FORSTER. Whilst he has the best interests of the Club at heart (three members of his family sail each weekend) he said he is concerned at the arrogance of some members of the Executive. Also that it appears the Tasar, Seafly and Fireballs are no longer recognised and asks what the R/C Sailing is doing for these classes.

Mr FORSTER then made the following comments.

- That sailing at the Club seems to be a 'lottery'.
- Disturbed that signs show no increase in the numbers of the Sailing Club.
- Seems we can sail 20 races over summer for a possible \$67.50 prize and Winter Series prize \$300 — no incentive. Race for the sake of racing.
- Was the CYC in contact with Yachting Association of NSW. What were fees paid to same for?

THE REAR COMMODORE SAILING
Mr R. Redfern replied to the question and comments as follows:

Mr Redfern said that in his report he stated how classes offer their support — he should have said Seaflys, Tasars and NS14's lack of support and that these classes were warned over the last 2-3 years to participate or else.

The Sailing Committee were asked to bite the bullet and decide whether to have these classes participate as the average numbers for these classes was 3 to 4 boats but that does not mean that these classes could not enjoy good sailing as there are plenty of races that they can and are welcome to participate in.

Mr Redfern went on to explain how prizes were allocated, i.e. Midweek and Winter Prizes are donated by sponsors. The question of prizes had been put to the Sailing Committee and the outcome had been that most sailed for the sheer enjoyment and not glittering prizes.

To the question of the fees to Yachting Association of NSW it was explained that these fees were for training, etc., and was suggested that the incoming Sailing Committee may explore an ACT Yachting Association.

The Rear Commodore said he was mystified by the comment that sailing figures were down and once again mentioned the percentage increases as reported in the CYC Yachtsman.

ACCEPTANCE OF R/C REPORTS. It was then moved that

R/Commodores' reports be accepted. Moved J. Church, Seconded P. Russell. Carried.

General Business

RAFFLES. Mr J. Hudd reported that most were very pleased with the raffles conducted at the completion of the weekend races but she thought that participant prizes should only go to those who completed the race.

YA OF NSW. Mr J. Kennedy said that the CYC had looked at joining the YA of NSW 5-6 years ago and had been rejected and should be looked at again.

AUDITORS FOR 1989/90. Mrs N. Hiscock moved that Dawson and Dibartolo be appointed Club auditors for 1989/90. Seconded P. Russell. Carried.

Other Business

Mr J. HENTE thanked last year's team for the support and great effort and welcomes the incoming committee.

Mr B. WORTH thanked the Secretary Manager for good effort over the past two years particularly for the growth areas of bar trading, functions and poker machines.

Mr P. KEILY then thanked this committee for their support during the prior 12 months.

Election of Office Bearers 1989/90

The following Flag Officers were elected unopposed:

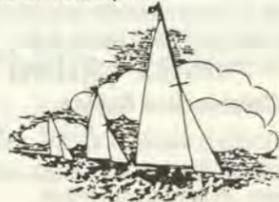
Vice Commodore Mr R. Badgery
R/Commodore House Mr P. Bertolin
R/Commodore Operations Mr J. White
R/Commodore Training Mr J. Kennedy

The position of Commodore, Rear Commodore Sailing and Rear Commodore Finance were contested.

After a ballot conducted in accordance with the Constitution, the following were elected:

Commodore Mr P. Keily
R/Commodore Sailing
Mr R. Wyld-Browne
R/Commodore Finance Mrs N. Hiscock

Mr Keily then thanked all for attending and declared the meeting closed at 10.55 pm.



REPORT OF REAR COMMODORE (TRAINING) FOR 1989/90

This year has seen a series of effective training programs run by the club. We ran one instructional techniques course, two Junior training programs, four Adult training courses, one Learn to race course and one rescue/power boat handling course. We also attempted to run an intermediate course and an inshore skippers course, both of these had to be cancelled due to lack of support. The following AYF instructors certificates were received by members during the year - three TL1 Instructor, one TL1 Sailing Master and one TL4 Inshore.

Our training fleet now comprises ten Skyrider junior training boats, three Mirrors, two Lasers and one Enterprise for adult training not to forget the Black Swan rowing and support boat. We have also been leasing a Corsair for adult training, we are still seeking the long term loan of one with a view to purchase, as they make an ideal adult training boat. The Skyriders are currently being refurbished and a limited amount of work is required on the other boats, a particular need being extra buoyancy for the Enterprise.

I would like to express special thanks to all our instructors and particularly to Andrew Forster for his management of the junior training program, to Robert Hughes for his continuing help in all areas and for managing the learn to race program, to Des Ireland for finding time amongst his many other sailing commitments to travel from Sydney to help with Adult training and to OTIS for their continuing sponsorship of the junior training program.

There are several longer term issues that will need to be addressed by the incoming training committee. The Skyriders are now beginning to show their age and some major refurbishment will be needed. I believe we need to start looking around for a class of boats that could be used for more advanced youth training. What is needed are boats that are as simple and as easy to maintain as a skyrider but able to comfortably take two people up to adult sizes, unfortunately such a boat does not seem to be made and maybe we will need to build up a fleet of Lasers as some other clubs have done. With the new small rig they could be very effective. To do this though will require some new sponsorship. CBS withdrew their sponsorship following their merger with Civic Advance Bank and good second hand Lasers with the addition of the small rig would cost up to \$2000 each.

I note nobody has nominated for the position of Rear Commodore Training, this is an important club office as it is only through an effective training program that we will continually add to our racing fleets. No longer do we get the continual flow of people transferred from interstate which was the mainstay of our racing fleets in the past. I do not wish to stand this year, last year my work commitments were onerous and I had the luxury of being able to spend much of my sailing time in Sydney, this however, meant that I was not able to give as much time to training as I believe was needed. While I don't anticipate travelling to Sydney nearly so much this year, my other commitments are unlikely to reduce and I don't believe it would be fair to the club for me to continue. Also, what is urgently needed is for some experienced members to step forward to take on the responsibility of managing the individual training programs and helping out generally. We have an excellent team of junior and adult instructors, but all the instructors in the world are no use without individual program managers.

In the end it is up to you, the members, to decide how much effort should be put into introducing people to sailing, maintaining the viability of our racing fleets and in improving sailors skills. I would not like to see our training effort diminish or be handed over to a commercial organisation, but if there is not more support forthcoming from experienced members that is what will happen.

John Kennedy
Rear Commodore (Training)
August 1990

Pat: This could be read out at the AGM if appropriate

Cheers,

Tolun

Operations Committee Annual Report

This year has been a very full one for the Operations Committee. Major works completed during the year include the enlargement of the sailors bar, provision of a separate area for poker machines and major upgrading of lighting, particularly in the boat storage areas and the sailors bar. In addition, the bar area has been upgraded by relocating the ice machine and redcoratng the downstairs toilets.

Extensive discussions have taken place with the Interim Capital Planning Authority and with National Capital Planning officers with a view to improving facilities in the general area of the Club. These discussions have already resulted in improving the area flanking the road, enabling boat parking to be re-allocated to improve access. The flag pole has been repaired and repainted and the emergency telephone repaired. Additional barbecue tables should prove popular in the sailing season.

I would also like to thank the many members who helped with the various working bees during the year, members of the Race Support Unit for their efforts, and the members of the Operations Committee.

J.A.W. White

J.A.W. White

Rear-Commodore Operations

AUDITORS' REPORT

TO THE MEMBERS OF CANBERRA YACHT CLUB INCORPORATED

We have audited the accompanying Balance Sheet and Profit and Loss Account and Notes to the Accounts in accordance with Australian Auditing Standards.

In our opinion, the financial statements present fairly the financial position of the Canberra Yacht Club Incorporated at 31 May, 1990, and the results of its operations for the year then ended in accordance with the Australian Accounting Standards and comply with the provisions of the Associations Incorporation Ordinance 1953 of the Australian Capital Territory.

The accounting and other records examined by us have been properly kept in accordance with the provisions of the said Ordinance.

CANBERRA *29 June 1990.*

Dawson

M S DAWSON

DAWSON DI BARTOLO & WOMACK
CHARTERED ACCOUNTANTS

CANBERRA YACHT CLUB INCORPORATED

BALANCE SHEET

AS AT 31 MAY, 1990

| | NOTES | 1990 | 1989 |
|--------------------------------------|-------|------------------|------------------|
| <u>CURRENT ASSETS</u> | | | |
| Cash on Hand | 1 | 9,540 | 6,644 |
| Receivables | 6 | 12,012 | 5,307 |
| Inventories - at Cost | 5 | 16,484 | 13,005 |
| Cash at Bank | | - | 17,934 |
| <u>TOTAL CURRENT ASSETS</u> | | <u>\$38,036</u> | <u>\$42,890</u> |
| <u>NON CURRENT ASSETS</u> | | | |
| Property, Plant & Equipment | 7 | 463,661 | 428,144 |
| <u>TOTAL NON CURRENT ASSETS</u> | | <u>\$463,661</u> | <u>\$428,144</u> |
| <u>TOTAL ASSETS</u> | | <u>\$501,697</u> | <u>\$471,034</u> |
| <u>CURRENT LIABILITIES</u> | | | |
| Creditors and Borrowings | 8 | 244,411 | 232,763 |
| <u>TOTAL CURRENT LIABILITIES</u> | | <u>\$244,411</u> | <u>\$232,763</u> |
| <u>NON-CURRENT LIABILITIES</u> | | | |
| Borrowings | 9 | 105,292 | 109,268 |
| <u>TOTAL NON-CURRENT LIABILITIES</u> | | <u>\$105,292</u> | <u>\$109,268</u> |
| <u>TOTAL LIABILITIES</u> | | <u>\$349,703</u> | <u>\$342,031</u> |
| <u>NET ASSETS</u> | | <u>\$151,994</u> | <u>\$129,003</u> |
| <u>MEMBERS' FUNDS</u> | | | |
| Accumulated Balance | | 129,003 | 87,513 |
| Entrance Fees Received | | 1,567 | 2,197 |
| Excess of Income over Expenditure | | 21,424 | 39,293 |
| <u>TOTAL MEMBERS' FUNDS</u> | | <u>\$151,994</u> | <u>\$129,003</u> |

CANBERRA YACHT CLUB INCORPORATED

GENERAL PROFIT AND LOSS ACCOUNT

FOR THE YEAR ENDED 31 MAY, 1990

| | 1990 | 1989 |
|--|-----------------|-----------------|
| <u>INCOME</u> | | |
| Members Subscriptions | 42,290 | 58,677 |
| Boat Storage Fees | 16,219 | 12,871 |
| Advertising | - | 200 |
| Miscellaneous Income | 6,347 | 10,587 |
| | <u>\$64,856</u> | <u>\$82,335</u> |
| <u>ADD FROM SCHEDULES</u> | | |
| Schedule No 1 - General Administration | (331,377) | (309,840) |
| 2 - Bar Trading Account | 140,022 | 135,213 |
| 3 - Sailing and Regatta Expenses | (8,143) | (117) |
| 4 - Poker Machine Trading | 117,513 | 96,940 |
| 5 - Dining Room Account | 44,744 | 39,038 |
| 6 - Functions and Entertainment | 77 | 2,113 |
| <u>OPERATING PROFIT</u> | <u>\$27,692</u> | <u>\$45,682</u> |
| Provision for Depreciation on Club Building | 6,268 | 6,389 |
| Income Tax Expense | - | - |
| <u>EXCESS OF INCOME OVER EXPENDITURE TRANSFERRED</u> | | |
| <u>TO MEMBERS FUNDS</u> | <u>\$21,424</u> | <u>\$39,293</u> |

CANBERRA YACHT CLUB INCORPORATED

SCHEDULE NO 1 - GENERAL ADMINISTRATION

| | 1990 | 1989 |
|---|--------------------|--------------------|
| Promotions & Advertising | 8,283 | 15,468 |
| Audit Fees | 4,750 | 4,050 |
| Accountancy Fees | 8,349 | 7,100 |
| Bank Charges & Federal Tax | 6,189 | 6,280 |
| Cleaning and Laundry | 17,780 | 14,967 |
| Depreciation | 6,410 | 4,216 |
| Electricity and Heating | 8,109 | 8,627 |
| Flag Officers Expenses | 2,565 | 2,195 |
| Hiring of Equipment | 3,605 | 2,812 |
| Insurance | 5,507 | 6,006 |
| Interest - Bank | 52,447 | 50,585 |
| Club Magazines | 9,277 | 7,391 |
| Office & Miscellaneous Costs | 16,302 | 12,050 |
| Badges and Badge Draws | 5,800 | 2,231 |
| Bad Debts Written Off | - | 909 |
| Travelling | 1,119 | 1,539 |
| Land Rent | 6,500 | 6,642 |
| Motor Vehicle Expenses | 3,194 | 2,076 |
| Printing, Stationery & Stamps | 5,017 | 8,397 |
| Rates | 7,917 | 6,034 |
| Repairs & Maintenance | 26,474 | 22,100 |
| Subscriptions | 1,257 | 1,944 |
| Superannuation | 3,046 | 5,599 |
| Security | 1,797 | 1,230 |
| Telephone | 8,763 | 6,689 |
| Wages | 70,100 | 72,222 |
| Entertainment | 31,005 | 21,518 |
| Staff Amenities | 9,815 | 8,963 |
| <u>TRANSFERRED TO GENERAL PROFIT & LOSS ACCOUNT</u> | <u>\$(331,377)</u> | <u>\$(309,840)</u> |

CANBERRA YACHT CLUB INCORPORATED
SCHEDULE NO 2 - BAR TRADING ACCOUNT

| | 1990 | 1989 |
|--|-----------|-----------|
| Gross Sales | 485,742 | 452,350 |
| <u>LESS COST OF SALES</u> | | |
| Opening Stock on Hand | 11,996 | 9,446 |
| Purchases | 202,237 | 190,445 |
| <u>Less Closing Stock</u> | 214,233 | 199,891 |
| | 13,569 | 11,996 |
| | 200,664 | 187,895 |
| <u>GROSS PROFIT</u> | \$285,078 | \$264,455 |
| <u>LESS EXPENDITURE</u> | | |
| Insurance | 2,875 | 2,947 |
| Depreciation - Bar Equipment | 1,200 | 725 |
| Laundry, Cleaning & General Expenses | 5,122 | 3,122 |
| Licence Fee | 16,308 | 12,950 |
| Repairs & Replacements | 4,690 | 9,652 |
| Wages | 104,982 | 91,892 |
| Gas, Electricity & Heating | 9,879 | 7,954 |
| <u>TOTAL EXPENSES</u> | 145,056 | 129,242 |
| <u>NET PROFIT TRANSFERRED TO GENERAL PROFIT AND LOSS ACCOUNT</u> | \$140,022 | \$135,213 |

CANBERRA YACHT CLUB INCORPORATED
SCHEDULE NO 3 - SAILING & REGATTA PROFIT AND LOSS ACCOUNT

| | 1990 | 1989 |
|--|-----------|----------|
| Training Fees | 6,746 | 1,535 |
| Sailaway Fees | - | 1,296 |
| Sailing Fees | 9,069 | 11,836 |
| Sponsorship | 1,500 | 500 |
| Miscellaneous Income | - | 109 |
| Government Grant | - | 4,620 |
| | \$17,315 | \$19,896 |
| <u>LESS EXPENDITURE</u> | | |
| Subscriptions & Donations | - | 500 |
| Depreciation - Boat & Sailing Equipment | 3,223 | 3,372 |
| Sponsorship and Grants | 2,001 | - |
| General Sailing Expenses | 4,815 | 4,744 |
| Trophies and Regatta Expenses | 2,745 | 5,893 |
| Repairs & Maintenance | 6,879 | 2,207 |
| Insurance | 2,555 | - |
| Volunteer Expenses | 1,885 | 564 |
| Training Costs | 1,355 | 2,134 |
| Sailaway Costs | - | 599 |
| | 25,458 | 20,013 |
| <u>NET LOSS TRANSFERRED TO GENERAL PROFIT AND LOSS ACCOUNT</u> | \$(8,143) | \$(117) |

CANBERRA YACHT CLUB INCORPORATED
YEAR ENDED 31 MAY, 1990

NOTES TO AND FORMING PART OF THE ACCOUNTS (CONTINUED)

| | 1990 | 1989 |
|--|----------------|-----------|
| <u>6 CURRENT ASSETS - RECEIVABLES</u> | | |
| Sundry Debtors & Prepayments | 11,122 | 4,698 |
| Precharged Loan Interest | 890 | 609 |
| | \$12,012 | \$5,307 |
| <u>7 NON-CURRENT ASSETS - PROPERTY PLANT & EQUIPMENT</u> | | |
| Lotus Bay Club House - at Cost | 360,757 | 360,413 |
| Less Provision for Depreciation | (53,556) | (47,348) |
| Club Boats - at Cost | 31,486 | 28,806 |
| Less Provision for Depreciation | (12,517) | (9,449) |
| Sailing Equipment - at Cost | 4,815 | 4,815 |
| Less Provision for Depreciation | (3,939) | (3,784) |
| Plant & Equipment - at Cost | 119,149 | 92,248 |
| Less Provision for Depreciation | (56,345) | (47,579) |
| Poker Machines - at Cost | 112,986 | 79,135 |
| Less Provision for Depreciation | (39,175) | (29,113) |
| | \$463,661 | \$428,144 |
| <u>8 CURRENT LIABILITIES</u> | | |
| <u>Secured</u> | | |
| Bank Loans | NOTE 3 200,000 | 200,000 |
| Bank Overdraft | 14,262 | - |
| <u>Unsecured</u> | | |
| Trade Creditors | 30,149 | 32,763 |
| | \$244,411 | \$232,763 |
| <u>9 NON-CURRENT LIABILITIES</u> | | |
| <u>Secured</u> | | |
| Bank Loans | NOTE 3 94,522 | 98,498 |
| <u>Unsecured</u> | | |
| Debentures | 10,770 | 10,770 |
| | \$105,292 | \$109,268 |

CANBERRA YACHT CLUB INCORPORATED
YEAR ENDED 31 MAY, 1990

NOTES TO AND FORMING PART OF THE ACCOUNTS

- The financial statements have been prepared in accordance with the Historical Cost Convention. Unless otherwise stated, the policies adopted are consistent with prior years.
- Depreciation
Depreciation is calculated using the reducing balance method so as to write off the net cost of each fixed asset during its expected useful life.
- Bank Loans
Westpac Banking Corporation Loan is secured by a Registered First Mortgage over the Club property at Yarralumla and a floating charge over the assets and undertakings.
- Income Tax Expense
The Club has received an exempt status in terms of 5.23(g)(iii), of the Act for the period to 31 May, 1986. This status is subject to review each year by the Australian Taxation Office. Requests to the Taxation Office for clarification have been lodged, yet to date no reply has been received. It is not expected that any changes to the exempt status will be made.
- Stock
Stock is valued at the lower of cost and net realisable value.

CANBERRA YACHT CLUB INCORPORATED
SCHEDULE NO 5 - DINING ROOM ACCOUNT

| | 1990 | 1989 |
|--|----------|----------|
| <u>INCOME</u> | | |
| Rental Income | 37,845 | 42,446 |
| Expenses Recovery | - | 7,383 |
| Room Hire | 17,014 | - |
| <u>GROSS TAKINGS</u> | \$54,859 | \$49,829 |
| <u>LESS EXPENDITURE</u> | | |
| Repairs | 1,615 | 2,253 |
| Electricity | 6,469 | 5,560 |
| Depreciation | 1,156 | 600 |
| General Expenses | 112 | 1,200 |
| Trade Waste | 763 | 1,178 |
| <u>TOTAL EXPENSES</u> | \$10,115 | \$10,791 |
| <u>NET PROFIT TRANSFERRED TO GENERAL PROFIT AND LOSS ACCOUNT</u> | \$44,744 | \$39,038 |

CANBERRA YACHT CLUB INCORPORATED
SCHEDULE NO 4 - POKER MACHINE TRADING

| | 1990 | 1989 |
|--|-----------|----------|
| Poker Machine Takings | 163,031 | 127,796 |
| <u>LESS EXPENDITURE</u> | | |
| A C T Poker Machine Tax | 21,924 | 15,823 |
| Data Processing | 1,620 | 1,140 |
| Licence Fees | 2,211 | 2,064 |
| Repairs & Maintenance | 8,381 | 5,147 |
| Depreciation | 10,062 | 6,682 |
| Wages | 1,320 | - |
| | 45,518 | 30,856 |
| <u>NET PROFIT TRANSFERRED TO GENERAL PROFIT AND LOSS ACCOUNT</u> | \$117,513 | \$96,940 |

CANBERRA YACHT CLUB INCORPORATED
SOURCE AND APPLICATION OF FUND STATEMENT
FOR THE YEAR ENDED 31 MAY, 1990

| | 1990 | 1989 |
|--|----------|----------|
| <u>SOURCE OF FUND</u> | | |
| Operating Profit | 21,424 | 39,293 |
| After Charging Non-Cash Items - Depreciation | 28,319 | 21,983 |
| | 49,743 | 61,276 |
| Bank Overdraft | 32,196 | - |
| Trade Creditors Increase | - | 3,380 |
| Entrance Fees Received | 1,567 | 2,197 |
| Precharged Loan Interest | - | 612 |
| Sundry Debtors | - | 5,736 |
| | \$83,506 | \$73,201 |
| <u>Application of Funds</u> | | |
| Purchase of Assets | 63,836 | 45,051 |
| Increase in Current Assets | | |
| Precharge Loan Interest | 281 | - |
| Cash on Hand | 2,896 | 2,054 |
| Stock on Hand | 3,479 | 1,980 |
| Cash at Bank | - | 17,225 |
| Sundry Debtors and Prepayments | 6,424 | - |
| <u>Reduction in Current Liabilities</u> | | |
| Trade Creditors | 2,614 | - |
| Unsecured Loans - Repaid | 3,976 | 6,891 |
| | \$83,506 | \$73,201 |

SCHEDULE NO 6 - MEMBERS' FUNCTIONS & ENTERTAINMENT TRADING ACCOUNT

| | 1990 | 1989 |
|--|------|---------|
| Gross Receipts - Club Functions | 325 | 14,387 |
| <u>LESS EXPENDITURE</u> | | |
| Artists - Entertainment | - | 1,551 |
| Food - Club Functions | 248 | 9,794 |
| Sundry Expenses | - | 929 |
| | 248 | 12,274 |
| <u>NET PROFIT TRANSFERRED TO GENERAL PROFIT AND LOSS ACCOUNT</u> | \$77 | \$2,113 |

KEVIN HOARE TYPESETTING

Typography is surely the hottest topic in graphic communications today!

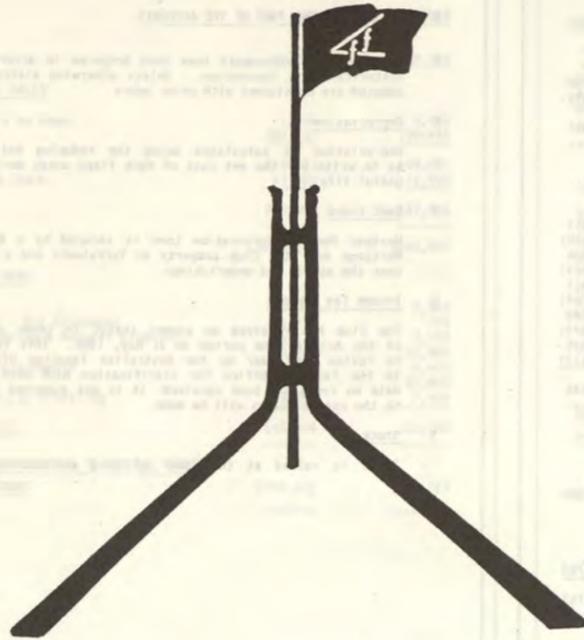
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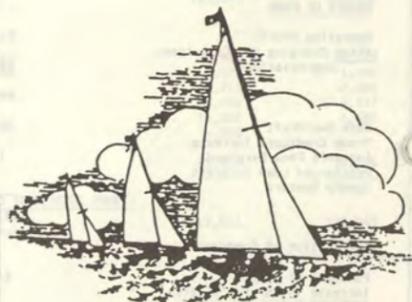
January 1st to 10th, 1991.

Weekly Events

- Sunday** Jazz 3 - 7 pm
- Monday** Lucky Badge Draw and Wine Raffle 6.30 pm
- Tuesday** Quiet Wining and Dining
- Wednesday** Quiet Wining and Dining
- Thursday** Gourmet Dinner
- Friday** Over 25's Party Night — 8.30 pm
- Saturday** Functions — Book now!

Coming Events

- Tuesday, August 21st:**
 - Membership Raffle 6.30 pm. Two return tickets to Gold Coast by East West Airlines
- Saturday, September 22nd:**
 - Opening of Season Ball
- Tuesday, November 6th:**
 - Melbourne Cup Calcutta
- Sunday September 2nd:**
 - Fathers Day at the Galley Restaurant



Boats for Sale

TRAILER/SAILER 4.6m Tropic 'Isis'. Complete with registered trailer, 5 sails, 2 anchors, life jackets, etc. \$4750 o.n.o. Norma Hiscock, 286 1435.

MARICAT 14ft Catamaran with trailer reg. to 9/90. Owner going overseas shortly. Valued at \$1,600 by Aurora Boats. Will take nearest offer. Contact D. Potter, 265 5499 (w).



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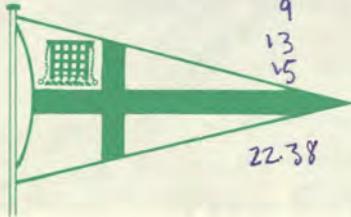
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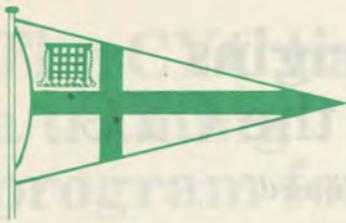
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NOVEMBER 1990



Pre-war 12-metre racing (Photo by Morris Rosenfeld).

Commodore's Report

Having only recently taken over the reigns of the Club which is obviously operating in a renaissance atmosphere, I should formally express my appreciation of all the hard work of my immediate predecessor and his executive; and the dedication of those former Commodores who were able to hold the Club together during a very difficult period.

During the AGM one executive appointment remained unresolved (RC Training) and I was asked as incoming Commodore to pursue the matter. I am very pleased to advise that John Kennedy reconsidered his decision to stand down and is continuing in the position. I understand that John together with a former RC Training, Robert Hughes, have been active in putting together a training program covering children and adults. The program has been published and is available in the Club.

I should also congratulate John and Robert for their work in

organising the display of CYC training boats and the program in the Canberra Centre in Civic. The boats were on display for two weeks. Thanks also to the Hobie 18 and Sharpie classes which also arranged a display of their boats in the Centre at the same time.

I should also formally pay tribute to Club staff, and particularly to Tim Dodds (Vee Ess skipper), whose hours of work during the October long weekend ensure that the Vee Ess and 505 regattas were a great success. These activities, together with many function bookings, provided a tremendous sailing and dynamic feel about the Club.

With a full sailing program and the Flying 15 nationals being held at the Club following Christmas, I am sure this good feeling about the Club will continue.

ROBERT B. REDFERN

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Editorial

I am sure there are many interesting stories to be told by various Club members over a wide range of sail and Club related topics.

Hopefully some will be forthcoming for the next issue of the Yachtsman.

Nevertheless on looking back over some old issues of the Yachtsman, I've been able to find some articles

which you should enjoy. The Origins of the CYC researched by Peter Forster is continued, whilst some interesting stories will hopefully encourage readers to make a small contribution to the Yachtsman. It's your Club magazine — so how about it?

Here's to a good sailing season.

JOHN HOSKING

Origins of the CYC

Continued

Subsequent to the Regatta, it was agreed to develop the Lake George site as the Club's interim sailing area, but with it being the possible permanent location for all 'larger' sailing craft. A lease for the occupancy of the RMC shed was signed on 17 April 1961 and arrangements were made to repair and recondition the shed, using voluntary labour. A number of donations from business firms were received.

In May 1961 following a competition among the members, the General Committee accepted the design for a Club burgee. Early planning was also carried out for an opening of season regatta to be held at Lake George on the weekend 30 September to 1 October 1961.

Mr Bill Moran, on behalf of his father, advised the General Committee on the formation of, and requirements for, a Sailing Committee, the first of which was subsequently appointed at a meeting on 15 June. The members were: Mr Ron Moran (Chairman), Mr Allan Swinbourne, Mr Peter Russell, Mr Ron Tuckwell, Mr John Pigeon, Mr Bill Moran.

The Committee was given the task of organising the opening of season regatta and the Club sailing activities.

The Club was accepted as a member of the Yachting Association of NSW in June 1961, subject to a clause being included in the Club's Constitution to provide for races to be run under the IYRU rules. At that time incidentally, the Club had some 95 nominal members.

The role of a 'women's auxillary' in the Club is first mentioned in the minutes of a meeting of 29 June 1961 where it was agreed that the objective should be "to cover an open approach" to the provision of general club amenities and to the raising of funds, with their attention being directed to improving the interior of the Clubhouse.

In the weeks leading up to the opening of season regatta, the Committee devoted the majority of its time to preparatory work, including the completion of renovations to the Club's facilities at Lake George. This regatta was to be the first major sailing event conducted by the Club but the details will be included in the next article in this series.

The CYC has a training program for you

If you want to learn to sail the Canberra Yacht Club's training programs are ideal for you. The Club is an Australian Yachting Federation (AYF) approved training school and offers sail and power boat training programs for all age groups from nine years and up and all backgrounds from newcomer to experienced sailor.

Some of the common questions we are asked are answered below, if you have more we are always available to answer them.

Do I need to know anything about sailing?

No, our learn to sail courses will cover all you need to know.

Do I need to have my own boat and equipment?

No, our learn to sail program provides boats and equipment for beginners and for our more advanced courses, you can use ours or your own.

Can my children learn to sail on their own?

Yes, our junior program caters for ages 9 to 13 years, while other beginners classes are suitable for 14 years and up.

Can we continue improving and learning after we have got the basics?

We have more advanced programs which can introduce you to racing or improve your sailing skills.

What supervision is provided?

All courses are run by qualified instructors they take you step by step through the courses.

I want to charter a yacht for my holidays

Our TL4 course provides you with the theoretical knowledge and we can arrange for practical training.

About the Training Program

Junior Learn to Sail Courses are designed to introduce children in the age group 9 to 13 years to the basics of sailing. The children progressively learn to rig and sail single handed Skyriider yachts over 10 Saturday afternoon sessions. Parents are also encouraged to assist ashore and join in the fun. Sponsored by Otis.

Racing Workshops provide a next step from the Learn to Sail courses. Sailors of any age with basic sailing skills can receive further instruction in sailing and learn how to get into the competitive side of the sport. The Club's Skyriider, Mirror and Laser dinghies are used in this course but participants are encouraged to consider getting a boat of their own.

Beginners Sail Training for young and old. The Club's Mirror and Laser dinghies and a range of larger dinghies and cruising yachts are used. Enjoy the floating classrooms and the social side as well.

Introductory and Inshore Skipper theory course. This provides a sound introduction to sailing in larger yachts or trailer sailers in coastal waters. It gives a sufficient introduction to the theory of sailing to enable you to navigate safely in inshore coastal waters. Practical training can also be provided. Combine both and you can confidently charter a yacht for your next holiday.

TRAINING PROGRAM 1990-91

Junior Learn to Sail Courses — AYF TL1

| | | |
|-------------------------|------------------|------------------|
| (age 9 to 13 inclusive) | Cost \$65.00 | |
| Early season | Sat 1.30 to 4.30 | 6 Oct to 8 Dec |
| Late season | Sat 1.30 to 4.30 | 2 Feb to 6 April |

Racing Workshops — AYF TL2

| | | |
|-------------|-------------------|----------------------|
| Cost | Juniors \$60.00 | (\$50 with own boat) |
| | Adult \$80.00 | (need own boat) |
| Late season | Sun 10.00 to 1.00 | 3 Feb to 10 March |

Beginners Sail Training — AYF TL1

| | | |
|------------------|------------------|-----------------|
| (All age groups) | Cost \$200 | |
| Early season | Sat 9.00 to 5.00 | 3 Nov to 1 Dec |
| (except 24 Nov) | | |
| Late season | Sat 9.00 to 5.00 | 2 Feb to 23 Feb |

Introductory and Inshore Skipper — AYF TL4

| | | |
|-------------|------------------|--------------------|
| Cost \$160 | | |
| Winter 1991 | Mon 6.00 to 9.00 | 17 June to 16 Sept |

Rescue Boat Handling — AYF TL3

Arranged as required

Intermediate AYF TL1, Instructor AYF TL1, Advanced Racing AYF TL2 and Race Officer AYF TL8 — these are arranged as required.

There are reductions in fees applying to each course as follows:
Member of Canberra Yacht Club — \$5.00
Possession of appropriate log book — \$5.00

The Canberra Yacht Club is an Australian Yachting Federation approved training school and all courses are conducted by qualified instructors.

For further information visit the Canberra Yacht Club during the Club's office hours Monday to Friday 9.30 to 5.30 or on Saturday or Sunday after 12.00 or phone 273 1784 or contact:

| | |
|---------------|--|
| John Kennedy | Phone 243 7782 (bh) or 286 5281 (ah), or |
| Robert Hughes | Phone 266 4334 (bh) |

Sailing Report

The Sailing Committee continues to meet on the first working Monday of the month at 5.30 pm. Attendance by Class and Division representatives is very good, and I am appreciative of the time given by these people without whose help and advice the efficient running of Club racing would be nearly impossible.

Sailors are reminded that the Sailing Committee is the overall co-ordinating body for sailing at the Club, and all events at the Club should be directed under its overall umbrella. If it is proposed to hold State or National championships at the Club the Sailing Committee should be advised at the earliest opportunity, and for such championships to be officially recognised, the Yachting Association of NSW requires that Notices of Race and Sailing Instructions be approved by them, and must be submitted to them a minimum of three or four months in advance. If the YA requirements are not met they may refuse to acknowledge the series as an official title.

HARDY CUP

I would like to congratulate Hugh Stodart and Rebecca Scott who, representing the Canberra Yacht Club, took second place in the Hardy Cup section of the prestigious 1990 Hardy Wines Challenge series.

The event was sailed in Tasar dinghies and sailors from throughout Australia competed, the Cup being won by well known 5.5 metre sailor and former Australian Laser Youth Champion Richard Stanning. Stanning and Stodart each gained three first placings in the final series, with only minor placings separating the end result, and finishing ahead of top sailors such as Chris Tillet, skipper of the winning yacht in the Lexcen Cup last year, and National Tasar Champion, Richard Longbottom.

Hugh and Rebecca now set their sights on the World Cherub Championships to be sailed in Auckland next January, and the Club is giving them some assistance with their campaign, and they will be holding a 'Mega Beach Party' in the Sailors' Bar on Friday the 28th November with a good selection of lucky door prizes and a happy hour from 8 to 9pm. Hugh and Becca are

selling tickets at \$10, and would like everyone to come along.

SUNDAY RACING

An approach has been made to the Sailing Committee for the Club to offer a start for junior skippers who do not sail Mirrors, as the Division III course is too long for these less experienced sailors to complete. The Committee has agreed to create a new division, provisionally call IIIJ, which will start with Division III but sail the shorter course as sailed by the Mirrors. This change will come into effect next season.

Notice boards for all Classes and Divisions are now on the walls of the Sailors' Bar thanks to Peter Manley and Robert Redfern who arranged their purchase and installed them over the long weekend. We also now have a cupboard in the Sailors' Bar to hold the Sunday prizes, and Geoff Haskew has kindly undertaken to produce an electric draw machine for the Club which will avoid the need for continually sorting of tokens for the lucky draw.

WINTER SERIES

This was again a highly successful series thanks to the continued support of NRMA, and was marked by the greater participation of dinghies than in the past few years.

SCHWEPPE'S OPENING REGATTA

Once again we had the conflict with the Raiders in the League grand final, however we still had a good turnout despite the light conditions which saw the race shortened to only one lap, all classes managed to finish even though one class only had nineteen seconds left to the time limit.



Tim & Liz Dodds at the Whitsundays — lucky first prize winners of the Twilight Racing. The prize was a 7-night Bareboat Charter on a Benetau Oceanis 390 (36ft, 3 showers, 3 double rooms, cold booze and fabulous weather) all kindly sponsored by Whitsunday Rent A Yacht, Shute Harbour.

Classes and Divisions competed for the Schweppes perpetual trophies on the same basis as in previous years, the trophies going to the winner of the largest Classes or Divisions entering, with additional prizes being awarded by courtesy of Schweppes.

First prize was taken by Geoff Howarth from Division I in the Tramp Trimaran 'White Mischief'. Geoff took good advantage of the fluky conditions to finish well ahead of the rest of the fleet. Second prize went to the Mirror class led by Cullen Hughes in 'No Worries', while Division II took third place with John Henty in 'Bounty Hunter'.

WHITSUNDAY RENT A YACHT TWILIGHT SERIES

This series got off to a good start with 47 boats in the first race, and a number of other boats whose skippers forgot to sign on. We are fortunate to be the only club to receive sponsorship from Whitsunday Rent A Yacht this season, and this has been retained because of the effort we put into promoting them, and also because we are the only club to have such a large racing fleet composed of the full spectrum from dinghies through catamarans to trailer sailers, with the occasional sailboat thrown in for good measure.

In conclusion I would like to thank all sailors well in their endeavours this season, and especially at national level and higher over this Christmas period. We will be holding the Flying Fifteen Nationals at the Club, and many sailors will be travelling to their respective championships with the local Hobie Association being responsible for the Hobie Nationals being held at Twofold Bay over the same period.

ROSS WYLDE-BROWNE

Rear Commodore House

The Club has been literally booming over the last three months with record turnover in all areas of operations. This has been due to a concerted effort to 'sell' the Club and its facilities through letter box drops and TV.

The significant influx of new social members has made quite an impact on both membership, members and facilities. The Club must move with the times and adjust to the increased demands placed on it in order to provide the facilities members require. A refurbishment of the kitchen will commence shortly whilst planning is underway to improve the 'busy' areas of the Clubhouse and surrounds. We are looking forward to an excellent year of growth.

JOHN HOSKING

From December '86 issue

Local America's Cup Developments

Canberra Yacht Club took a modest step towards a future challenge for the America's Cup with the launching on Saturday of its new training tender "Black Swan". While Mr Bond's "Black Swan" is a high powered luxury vessel looking after the current crop of America's Cup sailors, the local "Black Swan" is rowed by parents and instructors during the training of 10-year-old children.

The trainees are learning the art of sailing on the Canberra Building Society/Otis Elevator fleet of Sky rider training boats. They will be ready for the America's Cup in 12 years' time. The Sky rider trainers have been so successful that an additional tender is required to mind them. Dr Lorraine Reid started the long term challenge for the real America's Cup by christening the rowing tender "Black Swan" with a modest bottle of soft drink.

Angus Houston, Ron Thompson and Mac Story for their contributions to purchase the "Black Swan" If anybody wishes to make contributions to the future America's Cup Team Junior Sky rider Training team we'll be glad to hear from you. Talk with Laurie or any Flag Officer.

Mirror News

The competitive Canberra fleet commenced its championship round for the 1990-91 season at the Wagga Wagga Boat Club Opening Regatta on the October long weekend. Canberra boats dominated the 20-boat series including ten Canberra, six Hardy's Bay and four Wagga Wagga boats.

Cullen Hughes in 'No Worries' dominated the series with wins in all races. Close competition for the minor placings resulted in Andrew Forster in 'The Mouse' second, Michael Forster in 'Cherry Ripe' third, Peter Russell in 'Kaelle' fourth, and Robert Hughes in their new boat alternatively called 'Murphy's Law', 'Dynamic Duo', 'Joker', *et al*, fifth.

The improved performance of Robert Hughes, and the good boatspeed shown by Danny Keys were the highlight of the series. The Hughes, Williams and Russell families enjoyed the camping facilities provided at the Club. Good weather, competitive sailing and good companionship combined to make the series enjoyable.

Training for the Canberra Team to the 25th National Mirror Championships in Adelaide is to include a coaching seminar to be conducted on the 13th and 14th October at Batemans Bay Sailing Club to practice boat handling in coastal waters.

Up to 25 boats are expected to compete in the ACT Mirror Championships to be conducted by the YMCASC/CYC on the 24th and 25th November. The series is sure to be keenly contested following the close racing of last year.

Two Mirror dinghies added colour to the YMCASC promotion held at the Tuggeranong Hyperdome on the 14th and 15th November. It is pleasing to note that three Mirror dinghies are under construction and expected to join the Mirror fleet this season.

The 26th National Mirror Championships are to be held in Canberra from the 28th December 1991 to the 4th January 1992. The Championships represent an exciting opportunity for Canberra's sailors, especially juniors, to participate in National competition in an affordable family dinghy.

QUARTERLY GENERAL MEETING

The Quarterly General Meeting of the CYC will be held at the Clubhouse on Monday 26th November at 8.00 p.m.

The Notice of Meeting has been advertised in The Canberra Times and Club Notice Board.

Ron Sullivan, Secretary Manager



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OFF SEASON

Mon-Fri 8.30am-5.00pm
Sat 8.30am-12.00pm

Sharpie News

With the First Kangaroo Cup heat to be sailed at the ANU at 4.00 p.m. on the 3rd of November and the twilight season commencing the previous Wednesday the fleet is starting to awake from the Canberra winter.

John Truelove has stripped "Prestissions" ready for a new paint job and has purchased a new Webster jib. Dave Drohen is fitting a new foredeck after removing it at the Lake George Regatta. Pete Lacoste has a new crew and with his Lexcen Cup experience is keen to do well. Dick Cladwell will have "Wombat" on the water with his Copeland College crew. A fine effort considering the industrial problems and insurance hassles he has had to deal with.

Looking back over the early season Pete Richards, Chris Ablett and Ian Bergman were 1st, 2nd and 3rd in Min IV the first interstate event. The regatta attracted entries from Sydney, Wollongong and Batemans Bay and was voted both a Sailing and Social success. The East Coast Championship held at Balmoral SC was attended by early birds Peter and Chris. Suffice to say conditions were heavy and the series was won by a visiting Victoria boat "Sea Going Vegetable" sailed by Andrew Wilson from Black Rock Yacht Club.

Flying Fifteen News

Entries for the National Championships in Canberra are coming in, for what should be a great series.

On the local front Peter Forster has hit a purple patch sailing Packam IV to five wins in two heats of the Club Championships. Laurie McGee is ironing out early season problems having spent many hours grinding and shaping a new keel and removing 'excess' weight from 'Wings' hoping to make it fly.

New sails, keels, rudders and new 'crews' are scattered through the fleet in the quest for more speed. There is going to be some very close racing this summer in a very competitive fleet.

Contact Laurie McGee 258 1261 for further information on boats for sale, crews wanted, etc.

Laser News

The NSW/ACT Laser Association anticipate 20-30 boats from NSW participating in this year's ACT Dinghy Championships to be held 24-25th November. This series has been added to the Laser racing calendar and should help stimulate Laser sailing in Canberra. Membership of the Association has many benefits. The Laser magazine Lasernews generally contains 30 or more pages of the latest tuning and set-up notes, interviews with World Champions, news from other clubs, regatta results and reports. It also

enables members to compete wherever there is a Laser fleet, anywhere in the world.

Coming events: ACT Championship 24-25 November (YMSC); Australian Champs 2-11 Jan. '91 (Port Lincoln, SA); State Champs 1-3 Feb. '91 (Port Stephens, SC).

Class contact, Michael Blackburn Ph. 248 6632 or PO Box 438 Belconnen 2616.

Second hand boats — contact me if you want to sell your Laser.

CYC Hobie News

Since the beginning of the season, a good showing of Hobie Cats on a Sunday, it would probably be a good idea to use Wednesday twilight as a training day.

The 1990 Coila Classic at Tuross is on again this year and is always a good event (17/18 November).

Also a good event is the Jindabyne sailing regatta, 1st and 2nd December.

Both events count for travellers' trophy points.

Hobie Nationals — Eden 29th December to 9th January. Entry forms available from Hobie Class representatives.

Hobie 18 world titles will be held in Italy June/July 1991. Pre-qualifying Eden January 1991.

Contact JAMES KIRKPATRICK for further information.



From the Secretary-Manager

During the last three months the Club has attracted over 500 new social members which must be some sort of record. On behalf of the Executive and Staff I would like to welcome all new members to this fine Club.

We trust that you use and enjoy the Club facilities on a regular basis at our great location near the lake.

For those of you who have thought about sailing but never got around to it, we have an excellent Learn to Sail program for Juniors and Seniors.

Don't forget about booking for our magnificent Christmas luncheon and New Year's Eve Dinner Dance — a sell out last year. Contact Petrina or Ron on 273 1784 for reservations.

See you at the Club.

RON SULLIVAN Spinnaker Restaurant News

With the commencement of the new sailing season, we have introduced our Summer a la carte menu. We have retained some old favourites and included some new creative dishes.

Christmas is advancing rapidly, so organise your functions early to avoid disappointment.

Why not give the family a special treat for Christmas luncheon. We have a special four-course dinner including drinks for only \$59 per adult and \$30 Child (under 14) and of course Santa Claus.

Over the next 12 months progressive improvements to the kitchen will be undertaken in order to upgrade equipment and improve service to our valued patrons.

Happy Christmas to you all — bon appetite.

TREVOR AND STAFF

Boats for Sale

Flying Fifteen — Good racing condition. Two jibs, main, spinnaker on reg. trailer. 1989/90 CYC Pointscore winner. \$3000 ono. Contact John Hosking 286 3615.



You thought the CYC had boat parking problems! This is the hard at the Royal Hong Kong Yacht Club, October 1990.

Trailertris and Tramps get it all together

During the National Trailable Multihull Regatta held off Stradbroke Island over Easter this year (1990), the Trailertri and Tramp owners gathered for the Trailertri and Tramp Nationals, formally adopted a set of Class Rules and elected a committee to administer them. The committee is currently known as the Trailertri and Tramp National Body.

The Class rules will ensure continued competitive racing for the many Trailertris and Tramps built over the last decade.

Over the last several years, the association has been proud to have developed a Rating System, Measurement Manual, Class Rules, Class Constitution and has commissioned a computer program to make life simple at our regattas. The computer program is available to other yachting groups and has among other things, the ability to calculate boat ratings and race results, using the Olympic or Alternate Scoring Systems.

The National Trailertri and Tramp committee members are available to discuss any matters pertaining to the Class or the Rules and they are as follows:

Bob Forster, the Class handicapper (the developer of the Rating System), is also Trailertri 720 representative, lives in Brisbane, and can be contacted on (07) 341 4546.

Chris Nelson, the Tramp representative, lives in Sydney and

can be contacted at home on (02) 524 0278.

Kevin Murray, the winner of the Trailertri division of the National Championships in 1990, is the co-ordinator for the 1991 National Championships. He lives in Sydney and can be contacted on (02) 997 6078.

Martin Kilpatrick is the Trailertri 680 representative and is based in Canberra, contacted on (06) 288 6424.

One of the main aims of the National Body is to promote Trailable Multihulls as a group. We believe the more multis we can gather at the one site for an event, the more chance we have of gaining publicity and increasing our numbers. We will always try to ensure the inclusion of a General Trailable Multi division at each of our National Championships, as we did in 1989 and 1990.

The NSW Trailertri/Tramp Association will host the next Trailertri Championships in September/October 1991 and will again hold the National Trailable Multihull Regatta, on beautiful Lake Macquarie from the Wangi Sailing Club.

For further information or copies of the Trailertri/Tramp National Association Class Rules, contact one of the above or write to: The Trailertri/Tramp National Body, C/o Martin Kilpatrick, 41 Burrinjuck Crescent, Duffy, ACT 2611.

Bare-boating on the Hawkesbury *Sept. '79 Issue*

The Lovie family, together with friends Phillip and Frances Marsh, spent five days and nights during the May school holidays on a brand new six-berth Endeavour 28 cruising the Hawkesbury River and Broken Bay.

The yacht was hired from Glenarne Yacht Hire, a small firm based near Spencer, about 10 kms inland from Brooklyn where the Sydney to Newcastle expressway crosses the Hawkesbury. The firm hires out Endeavour 24, 26, 28 and 30ft yachts at very reasonable rates, especially during the cooler months. The charge for our hire was \$190, which was less than \$20 per day per couple.

The equipment supplied with the yacht was first class and certainly added to the ease and enjoyment of the cruise — full safety rails, two speed self-bailing sheet winches, fluorescent lighting, toilet and shower compartment, separate forward cabin, navigation lights, hand-held plug-in spotlight, electric bilge pumps, spirit stove, jib and genoa, electric start Buckh diesel, pressure water supply for galley and shower etc., etc. "Owners" Marilyn and Des Levy have certainly spared no expense.

The first 28 hours of our holiday was marred by rain. However, the yacht was large enough inside, and outside under the boom awning, for the six of us to relax in comfort. Equipped with good wet weather gear, we refused to let the weather dampen our skins or our spirits.

Our first day was spent motoring to Akuna Bay in Coal and Candle Creek. On entering the more open waters where the Hawkesbury enters Broken Bay, we encountered severe headwinds the heavy rain which made the trip up Cowan Creek fairly slow and uncomfortable, especially for those below.

Magnificent Marina — The marina at Akuna Bay is magnificent, and we moored there overnight in one of the floating concrete berths.

We were given permission by the owners to use their showers and toilets, although I doubt if the reception would be as generous during the peak season (one of the many advantages of off-peak hire!). Incidentally, the boat ramp at this complex is one of the best in NSW, with ample car and trailer parking and is highly recommended for trailer yacht sailors visiting the Hawkesbury/Pittwater area.

After another hot shower next morning, courtesy of the Marina (we preferred showering ashore with six

on board), we motored up to Bobbin Head at the southernmost end of Cowan Creek for a planned lunch at Halvorsen's wharf, to be followed by our first sail. I said planned.

After filling up our water tanks and a beer and lunch in some welcome sunshine (the rain was breaking up), we switched on the engine — or tried to. No go! We attempted for hours to contact the owners for permission to have a Halvorsen mechanic check out the problem (the engine was still under warranty) but to no avail. We finally got through by 4 p.m., and a mechanic stepped aboard. By 7 p.m. the women had filled him with sherry (they had filled themselves by 5 p.m.) and he was having difficulty finding the engine, let alone the fault.

Phillip and I saw him off shortly after, and we settled down to a quiet evening of wife bashing.

10.30 a.m. Wednesday and Marilyn and Ses arrive at Halvorsens, and by 10.31 a.m. the engine's going. A stuck solenoid, freed by the tap of a spanner. Shades of Morris Minors! After looking at our faces, Des suggested we have an extra day on board at his expense. With the rain almost gone, we sailed down Cowan Creek to a lunch at anchor beside one of the beautiful little beaches in this area. Surprisingly, there are lots of oysters available at low tide.

That afternoon we sailed into Broken Bay towards Pittwater in a beautiful 15 knot breeze. The Wednesday afternoon races added the finishing touch to our euphoria. We picked up a vacated mooring off Church Point and rowed ashore for a very palatable seafood dinner in the local Stunned Mullet Restaurant.

A calm, sunny morning greeted us and after a hearty breakfast, we sailed across to the Royal Prince Alfred Yacht Club where we were welcome to use the Club's facilities. This is a palatial Club and well worth a visit, but sailing gear will gain you access to the sailors' bar only — so take some good clothes if you wish to see the whole Club.

The afternoon was spent sailing in Pittwater and Broken Bay, and finally, as the breeze died, motoring around to the famed Refuge Bay. There must be over 100 moorings available for cruising boats in this bay, and at least 20 craft shared the evening with us under a full moon.

A strengthening westerly greeted us at breakfast on Friday, and for the first time the jib was set instead of the genoa. Phillip took the opportunity to learn more about the art of sailing but by mid-morning discretion replaced valour and we lowered sails and started the diesel for the return trip to Brooklyn.

If you are not familiar with this type of cruising, then the following tips might help. When arranging hire of the yacht, inquire if charts of the area are provided. If not, obtain some. Plan your travelling times to coincide with favourable tides; take a transistor radio for weather forecasts; approaching moorings, jetties, etc., slowly, and against the wind or tide; try to anchor or moor for the night well before nightfall, if you don't know the area; don't forget your wet weather gear; and if you cruise with friends, make sure they are close friends. The boat gets smaller as the holiday progresses!

DAVID LOVIE

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To Boats with Floats: A slow progression in attitude *From December '86 Issue*

A few years ago, when I was nearly twelve, I was steering up the Mersey River with a ton of fish aboard my dad's old fishing schooner and watching the Heavyweight Sharpies tacking back and forth. I contemplated that it was a stupid waste of time to just race around in boats like that without doing something useful, like helping your dad catch a ton of fish.

Eight years on, having lost the ability to catch fish, I was swearing at the fishing boats and steamers that got in the way as I tacked down the river in a Heavyweight Sharpie.

Moving up to a Lightweight Sharpie I then found myself terribly put out when an Yvonne Catamaran blistered its way around the course to beat us for the "Cock of the Mersey" trophy. The cat was sailed by a slight young man and his small and pregnant wife. What a blow to morale for all we true blue sailors and how "unfair" for people to sail catamarans.

Things really started to fall into place when Mark Bethwaite came to tell us the finer points about the new spinnaker chutes we were dabbling with. During the course of the evening he described sailing as being all about having an aerofoil in the air, a hydrofoil in the water and some low drag flotation in between. Plus, of course, a means of keeping it upright. How dare he call our beautiful yachts "low drag flotation"! The gorilla crews were not too impressed either!

The messages took a while to sink in but eventually I coupled up the lesson handed out by the pregnant catamaran sailor with my dad's teaching that long skinny boats were generally faster and easier to propel than short fat ones. (He often dismissed 8 knot speed claims for short fat boats as being 4 knots either side of the bow.) The conclusion I reached was that two or three long skinny hulls would be a better form of low drag flotation than one fat one. After all if you can't catch a ton of fish you may as well waste time in the easiest and fastest possible way.

It took a long while for a few attitudes to undergo modest changes but having shed the "stupid waste of time" idea and moved through "unfair catamarans" to the "low drag flotation", I now have one of those "nuisance sailboards" in the family and it can be carried beautifully on the outriggers of my "unfair trimaran".

Many others have had trouble accepting the "unfair multihulls" and

here are two noteworthy examples:

Nathaniel Herreschoff blitized the fleet of 33 yachts at the New York Yacht Club's Centennial Regatta in 1876 with a 24-foot catamaran. We all know now that the NYCC chaps are good spors but in 1876 they forbade Herreschoff's idea of low drag flotation from ever racing again. Herreschoff you may recall was one of the world's most famous yacht designers. He did build other catamarans and one reached a speed of 18 knots which was quite a speed 110 years ago. If Denis Connor could get his twelve metre yacht anywhere near that speed he would be very pleased.

To prove that East and West once had similar attitudes, Victor Tchetchet raced a catamaran in the Spring Race of the Imperial Yacht Club at Kiev in 1908. "I easily passed all types of small yachts of the Club and victoriously crossed the finish line. But instead of receiving the first prize I was told that my boat is not a boat, but no one new why, and it was disqualified and for good!"

Now it is 1986 and attitudes move on more speedily. Over in Perth are many true blue sailors who thought that a winged means of keeping upright was unfair in 1983. How many of them now have wings on their keels?

In Europe at the moment famous sailors with names like Tabbarly, Knox-Johnstone, Pajot and Blythe are racing around in monster multihulls in the aquatic equivalent of Grand Prix motor racing. Predictably the breakage rate of these monsters sometimes approaches that of the motor racers. At one stage before common sense took a grip, a designer whose 80-foot monster had finished a race without breakage suggested that it could have been built lighter.

Safety on boats is more a matter of crew expertise and construction than multi vs mono. On the ocean the

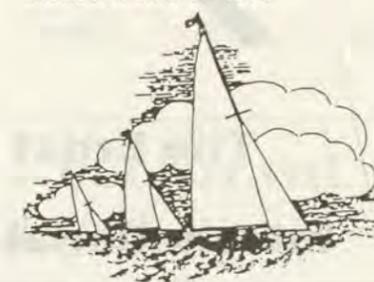
multis stay afloat whenever the worst catastrophe befalls them and this allows TV crews to flash out pictures of the upside down boat. Usually the crew are alive and in the same picture. It can be much more alarming if your mobile home drops to the bottom of the ocean rather than floats about on the ocean surface waiting for the cameras. The last word on safety comparisons must go to a Junior Skyrider Trainee who explained the significance of the words "monohole" and "multihole" to a little friend. "The monoholes only need one hole to sink them."

If speed is your current state of mind, forget about the monos and multis and buy a "nuisance sailboard". They are now the fastest sailboat and are very close to claiming the title of "The 40-knot sailboat". Multihull sailors knew all along that a catamaran would be first to the magic 40 but it seems we might be on the wrong boat.

The type of boat we choose depends on our attitudes and needs at the time. If we still want to catch a ton of fish we need a different boat to those folk who waste time by racing around all over the place. We must respect the other person's choice as we may find ourselves indulging in a glorious waste of time on bits of low drag flotation which we thought were a "nuisance" or "unfair" just a few months ago.

One day I may even go sailing in a short, fat boat!

Reference *Multihull Seamanship* by Michael McMullen 1976



COMING EVENTS...

1990

CHRISTMAS LUNCHEON 25 December

NEW YEAR'S DINNER DANCE 31 December

1991

NATIONAL FLYING FIFTEEN CHAMPS 1-10 Jan

Pity the Poor Handicapper

The Need

Within the sport of yachting there are two predominantly conflicting philosophies that require to be reconciled by Club officials and recognised by all those interested and concerned with the growth of the sport.

On the one hand we have the purist class racing exponent who is primarily concerned with class racing developing his or her skill with the ultimate objective of succeeding at state, national, international or olympic level. This elitist group comprises a small number of sailors in a

comparatively few classes who possess the ability, time, financial resources and aspirations to pursue the elusive goals of scratch racing.

On the other hand by far the greater number of sailors seek the thrill of competition in some form or other of handicap racing. This latter need is aggravated because the boating industry continues to produce ever increasing varieties of dinghies, yachts and equipment, all bigger, better and faster than last year's models, with the result that General Divisions within Club tend to grow at the expense of established classes.

However, notwithstanding the

often derisive attitudes of the purist, handicap racing has become an accepted feature of most Clubs even within class racing and offers the encouragement so necessary to provide continued interest in the class.

Club officials are therefore concerned to develop satisfactory methods of handicapping which will provide optimum attraction to the majority of members. To do this a "Club Handicapper" is appointed.

The Concept

The basic object of a valid handicap system is to give every starter in a race the opportunity of winning. Thus each yacht will have a club handicap calculated and adjusted by its class or division handicapper. This Club handicap is not to be confused with a yardstick which is a type of handicap applicable to a class of yachts as between other classes of yachts.

Appropriate handicapping can make for quite exciting racing for both the experienced and the learner, for disparate fleets of yachts and for crews of differing abilities. Poor handicapping will result in frustration and fall-off in participants. It must be accepted as a basic concept that the fastest and most expensive yacht, or the best or most experienced crew does not necessarily win, all starters having as near equal a chance of winning as is possible to achieve with varying weather and crew conditions. Honours go to the skipper who does better on the day with his handicap, than other skippers do with theirs.

The Handicapper's job is to see that all members get a fair go.

Types of Systems

Handicaps are generally expressed as a number, a percentage or in minutes. The yacht's actual time is adjusted by the handicap to give a corrected time on which race results are based.

There are many different systems applied, although the more popular are derived by —

- (i) technical calculations based on a formula of hull and sail measurements (such as the International Offshore Rule (IOR) used mainly for ocean racing

Continued from page 10

- (ii) calculating a percentage time correction factor for each yacht based on actual performances of yacht and crew; and
- (iii) arbitrary time reductions based on previous performances (e.g. penalty of 3 minutes for 1st, 2 mins for 2nd and 1 min for 3rd, etc., or time correction factors expressed in minutes).

In respect of (i), this handicap system is confined to larger yachts because of the time, effort and cost involved in having the yacht measured and rated by experts. It is largely impractical for yachts under 8-10 metres.

Types of systems based on a percentage (ii) are perhaps the more scientific of those in use for smaller yachts and such systems relating to actual performance tend to minimise the effect of varying weather, sea conditions and experience as "time sailed" is the important factor. This type of handicapping is popular with general divisions, particularly those with yachts of considerable disparity in size and speed. The calculations can be time consuming with larger fleets and often some handicappers' discretionary adjustments are necessary.

Arbitrary time systems (minute systems) (iii) are popular within many skiff classes and provide only a rough and ready method of handicapping. They are only really effective when the fleet is of a fairly uniform standard and "sailed times" are within certain limits. Easy to apply, they can be completely arbitrary, and often no handicapper's discretionary adjustments are used.

CYC policy in handicapping has been to leave it to Class and Division associations to develop and operate their own approved systems with the Club Handicapper arbitrating in case of dispute, and Sailing Committee intervening only when gross injustice appears to be occurring with the use of a particular handicapping system.

The normal protest procedures are also available to settle handicap disputes.

Details of a percentage system developed in this Club for Lake Burley Griffin conditions follows.

Percentage Systems

Percentage systems find most favour in general divisions because of the disparate fleets of widely ranging yacht and crew performances. Based on the Victorian Yachting Council Yardstick, the system employed by

Divisions 1 and 2 in particular, was developed by Col. P. McGrath to eliminate the errors of "averaging", the effect of weather, length of courses and other factors which tend to reduced the efficacy of many handicapping systems.

This system has given keen racing to the keel boat and trailer sailer fleet, and as it is based on actual performance of yacht and crew, and is re-assessed after each race, every starter goes to the start line with as near equal a chance of winning as is possible to devise.

Original handicaps are established by comparing each yacht's actual time in a race and the actual time of the fastest yacht. This margin is converted to a percentage. Thus if the race was re-run under identical conditions the fleet would dead-heat on corrected times. Percentage handicaps are re-assessed after each subsequent race by calculating back, as against the fastest yacht, and if variations occur, within pre-determined limits, percentage adjustments in or out are applied for the next race for some or all yachts. (These pre-determined limits are established on the basis of experience and eliminate the problem of yachts "sailing-slow" to established a good handicap.)

New yachts racing are given an arbitrary handicap based on whatever is known of the yacht type and crew, for the first race. Thereafter, it has its handicap adjusted as for other yachts.

Calculation and re-assessment of handicaps is under this system somewhat time consuming as every yacht must have two separate calculations made after each race. Tables and electronic calculators have reduced the time needed for these calculations.

From such percentage handicaps it is a simple matter to determine appropriate "yardsticks" for the particular class of yacht.

LIFE MEMBERS

Help from Members please! Our Register of Life Members is being updated and computerised. Because of the ongoing nature of Life Membership it sometimes happens that addresses go astray. So please contact Petrina on 273 1784 if you can help with Life Members' current addresses.

Your Club Executive for 1990-91

Commodore: ROBERT REDFERN
 Vice Commodore: ROD BADGERY
 Rear Commodores:
 Sailing: ROSS WYLDE-BROWNE
 Training: JOHN KENNEDY
 Finance: NORMA HISCOCK
 House: JOHN HOSKING
 Operations: JOHN WHITE

Weekly Events

| | |
|------------------|---|
| Sunday | Sailing 2-5 pm Jazz 3-7 pm |
| Monday | Lucky Badge Draw and Wine Raffle 6.30 pm |
| Tuesday | Quiet Wining and Dining |
| Wednesday | Carvery Special Twilight Sailing 6 pm |
| Friday | Over 25's Party Night — 8.30 pm |
| Saturday | Functions — Book now! |

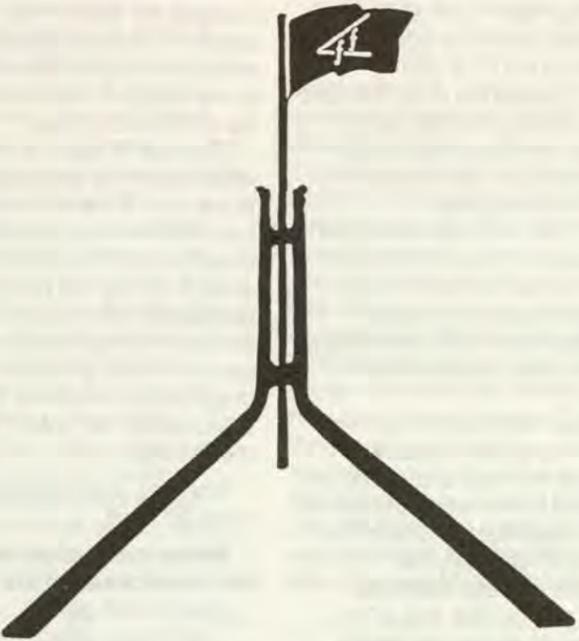
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- Special Functions

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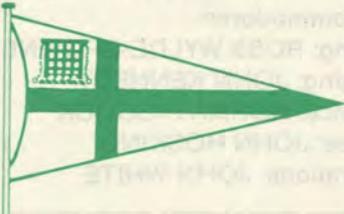
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