



## Celebrating 50 Years

Some 170 members, former members and friends enjoyed a celebratory dinner at the Canberra Southern Cross Yacht Club on Monday 14 September on the occasion of the Canberra Yacht Club's 50th birthday. One of the highlights of the evening was the launch of the book, *Capital Sailing*, recording the 50 year history of the club from its origins in 1959 until the present day.

Andrew Plympton, President of Yachting Australia, was the principal guest for the evening. Other guests included Jack Rice, Senior Vice President of the Canberra Southern Cross Club, Reg Smythe, President, Yachting ACT, Warren Nicholls, a member of the ACT Heritage Council, and Alan Foskett, the author of *Capital Sailing*. ABC Radio personality/sports commentator, and CYC member, Tim Gavel, was the Emcee for the evening, with newly elected Commodore, Paddy Hodgman, presiding.

Paddy is our 23rd Commodore. Of the 22 former Commodores, 10 were in attendance. Those attending were Peter Forster from the 1970s (and 1990s), Eric Ablett from the 1970s-80s, Don McMichael and Frank Downing from the 1980s, Robert Redfern and John White from the 1990s, and Neil Primrose, Peter Harvey, Peter Dalton and Graham Giles from the 2000s.

Another former Commodore from the 1970s, John Watch (Matt Owen's grandfather), made it to Canberra from Sydney, had lunch at the club but failed to make the dinner due to a short term health problem. David Bull (1983-84) lives in Brisbane and couldn't make the trip and Bill Bodger (1982-83) doesn't enjoy good health these days – but would have loved to have been involved. Eight former Commodores are deceased. Four former Commodores of the YMCA Sailing Club also attended

### Contents

Celebrating 50 Years
Commodore's Column
Recommendation for Life Membership
Batemans Bay to Moruya
ACT F15 Championship

1	From the Manager	10
4	CYC Executive Contact	12

5  
6  
8



ACT Sailing Inc  
Mariner Place Yarralumla, PO Box 7169 Yarralumla ACT 2600  
The Canberra Yacht Club acknowledges the generous assistance of the Canberra Southern Cross Club



# CYC 50th Dinner Celebrations





Twilight race team



– Ralph Westen, Russ Richards and Ken Cartwright from the 1970s, and Carol Wylde- Browne from the 1970s-80s (who was also our Rear Commodore Finance, in the late 1990s. And three former Presidents of the very important Associates' Committee – Shirley Meldrum, Eileen White and Loraine Reid- were there also.

Others present spanned the years from 1960 until the present day. For instance, Peter Cook-Russell, who now sails mid week with Ken Cartwright, sailed on Lake George in the 1950s with the former Canberra Sailing Club, Ron Tuckwell (and wife Vera) from the CYC's earliest days on Lake George, travelled from Perth for the occasion, and Christine Bethwaite, now a Canberra resident, represented that well known sailing family, several members of which were regular competitors in the early days of the CYC. Jack Townsend, our oldest life member at the age of nearly 100, and his former crew, Christine Parks (nee Harvey) were there, as was Joy Warren, one of the first women sailors in the club.

In giving the keynote address, Andrew Plympton commended the CYC on achieving 50 years of successful inland sailing and on publishing a book about those 50 years. He also commented on the highly successful sail training program leading to the club being a finalist in the YA Australia awards for the second year in a row, this time in two categories. Long time member with one of the best sailing records in the club, Peter Russell (of NS14 and Flying 15 fame) proposed the toast to the club's 50th birthday and joined with Andrew Plympton in cutting the ceremonial cake – using Commodore Paddy's ceremonial Navy sword as a knife!

Alan Foskett and Peter Forster spoke about the writing of Capital Sailing which complements their previous book, From Lake George to Lake Burley Griffin, Canberra's Pioneer Sailors. Alan had had no prior involvement in sailing or in the CYC but has an enviable record of producing books about aspects of local history. They both acknowledged that the attractive visual face of the book was due to the significant contribution of Robina Gugler who was responsible for both the data input and the graphic design. Peter appealed to the club to ensure that it maintains adequate records into the future to facilitate the task of updating the recorded history when appropriate.

In closing the formal part of the evening, the Commodore thanked all those who attended, those responsible for organising the evening, and the ACT Heritage Council for providing grants to help fund the production of the two books about the history of the CYC. A number of those present took the opportunity to buy copies of Capital Sailing and to have them signed by the author and the ten former Commodores who were present. Needless to say, copies of both books are available for purchase at the CYC boat shop.

Past & Present Commodores



## Commodore's Column



We seem to have burst into the 2009-10 season with unusual vigour, as was evidenced by the breeze which welcomed us for the opening race of the season and which, for the following week, led to the postponement of racing to another day. That second weekend did, however, see the International OK Dinghy Myuna Bay Sprint - Australian Sprint Championships successfully conducted

here. It was great to see such a strong fleet of visitors, prominent among them Nigel Harvey, with a class that doesn't normally race here, coping with all the variety our Lake has to offer.

The CYC 50th Anniversary dinner was also an impressive demonstration of the vigour and energy that seems to characterise the Canberra Yacht Club. More than 170 attendees spanned the whole history of our Club, from before its origins through to our current strength and opportunities for our future. The management and staff of the Canberra Southern Cross Yacht Club also went the extra mile to give us a memorable and exceptionally great evening.

With a number of us coming newly onto the CYC Committee at the start of this season, we're keen to build, with the same sort of vigour, on the very sound foundations that previous Committees and the staff over the past few years have laid down for us. I, for one, am very grateful for all the hard work put in by our predecessors, as well as by Matt, Craig and Carolin, and what's being achieved through the Sailing School and, more recently, the Boat Shop. Now, we're looking forward to making the most of the opportunities all that hard work has given us.

Now that we have around 600 CYC members, with a very strong youth component, it's timely for us to think about what the last few years' very strong growth mean for us, for what the CYC can offer us all, for what our expectations of the Club are, and for what we can offer the Club. The question we all might ask ourselves is: **How many of the 600 do each of us know personally?** When we were smaller, it was easier to know who we all were and what our needs and priorities were.

While there will be at least some among the membership of the CYC who are content to simply pay their subscriptions and participate in their chosen form of sailing, there are also many others who have much to offer, good ideas for how we can do things better or reasonable expectations that we should work to meet.

For me, a priority this year will be to improve how the CYC understands and captures that potential and responds to those expectations. After all, the CYC will only ever be as good as we, its members, make it.

Similarly, we need to understand the whole range of things that need to be done to keep the Club successful, and then how best to meet that demand. There are roles that need special expertise, activities that are particularly conducive to volunteers and other tasks best simply paid for – as far as the cost is reasonable.

Making sure we've got all that right is integral to making sure we're making best use of our members' talent and capacity, and meeting our expectations.

I had an **email message sent** round to all **CYC members** at the beginning of October, asking for input to updating our **strategic direction, priorities and objectives**, and the planning we need to do to achieve all that. I've already had a number of responses, which are very welcome, and we're looking to hear from more of the members. We're not a closed shop, and we really do want your help to ensure we make the best of the CYC.

Lastly, and very importantly, we all benefit greatly from the terrific work of those who support our racing, and they also need our help and support, particularly in the areas of race entries, signing on and resolving any anomalies in entry and participation details. With the twilight series starting on 28 October, observing some simple points, provided by Jenn Nielsen will make life easier all round:

- With **every new series an entry form is required**. If you haven't done a full season entry, you need to complete an entry form, preferably in advance, for the twilight series. **The entry form is the sign-on for the first race.**
- If your **name is not on the sign-on sheet an entry form has not been received**. You need to **complete an entry form**. Please **do not write your details on the sign on sheet**.
- For any championship, pointscore, twilight or regatta racing, if you **withdraw before, during or after a race please advise the race officials, preferably via the withdrawal sheet** available in the Sailors Cabin.
- If you have questions about handicapping or results **please speak to your class representative, rather than the results team**, in the first instance.

**Paddy Hodgman**



# Recommendation for Life Membership

## Peter Forster

The Committee recommends that Peter Forster be elected a Life Member of the Canberra Yacht Club for exceptional services rendered over an extended period.

Peter's sailing experience is extensive since boyhood. He began sailing as a youth with the Sea Scouts in Hobart, and latterly in this period he sailed the Governor's boat.

On moving to Canberra in 1964 Peter joined the CYC and has sailed continuously here except for 2 years while in Adelaide, where he continued to sail. Peter also joined the YMCASC, and assisted in building their clubhouse.

At the CYC Peter:

- purchased and campaigned the Seafly Mrs Pankhurst for 10 years from the 1965–66 season, winning an Australian championship in the process.
- sailed Mirror dinghies with sons Andrew and Michael as crew, both graduating to become very successful skippers. Over a period of about 10 years the family sailed their Mirrors, including the 2 years in Adelaide, representing the Club at Nationals at least 7 times,
- ventured into the 505 Class for a season mid 80's,
- saw the light and purchased a Flying Fifteen, successively owning 3 boats, and in which Class he continues to be very active and highly competitive, also representing the Club in a number of Nationals.
- was CYC Yachtsman Of The Year for 1971–72

Throughout Peter's membership of the CYC he has been a contributor, and although much of this, such as numerous and still frequent regatta and rescue boat duty, Class association activities and the like is not formally recorded, his service in committee positions is unmatched. He was:

- Vice Commodore for the 3 years, 1970–73 and then Commodore for the next 3 years, 1973–76,
- Commodore again for 2 years in 1995–97, the critical period when the Club had reached a financial position of near-collapse, and the sensitive and vital negotiations with the Canberra Southern Cross Club were so successfully conducted. This led to the excellent arrangement we now enjoy, allowing the Club to flourish to reach its present nationally recognised state of good health.

Since holding office Peter has maintained a very strong concern for the wellbeing of the Club, being a very sound source of advice and assistance when requested. He has had a very strong interest in the history and records of sailing in general, and of the Club in particular. He was the motivation behind the project to record the Club's history in the book launched last year 'From Lake George to Lake Burley Griffin' and in the companion volume launched on the Club's 50th birthday on 14 September, 'Capital Sailing', documenting the full history of the Club.

Peter Forster has been and continues to be a very significant member of the CYC, in his love, participation in and direct support of the sport of sailing, but particularly through his outstanding contribution to the management and wellbeing of the Club.

## Terrie Ebrill

1 Terrie has devoted many years to running the Race Support Group - a very demanding job to get qualified people to operate and crew the committee and safety boats each week, scheduling the servicing and repairs of the boats, and encouraging club members to obtain the necessary qualifications to participate.

2. Terrie was a regular member of Don McMichael's crew for many years, first on his Boomaroo 22 "Serene" and then on his Sonata 26 "Vivaldi". Since Don retired from sailing, she has crewed for a number of other Club members and is always willing to assist any skipper who is short handed."

3. Terrie was the face and energy of the Australia America Association at CYC. Since the inception of the Little America's Cup as the trophy for the Champion of Champions Regatta Terrie has arranged the 'keeper' prizes and for the Association to be suitably represented at the regatta and conduct the prize giving.

4. Over the years Terrie has been the friendly, welcoming face at CYC for all new members, particularly those who may have been reserved, uncertain or shy. She quickly made them feel welcome, steered them on to the right boats, and made them a member of our community.

5. She is also the Club's unofficial "Birthday" recorder, organising cards for those whose birthdays she knows about.

6. Terrie was an active member of the Associates Committee in the 1980s (though I'm not sure whether she ever held any office with them.)

Terrie was recognised in the past for her efforts and was awarded the Club Member of the Year in seasons 1985-86 and 1999-2000. She has continued to be an active and contributing member of the CYC.

The committee is very pleased to recommend that Peter Forster and Terrie Ebrill be elected a life member of the Canberra Yacht Club.



CYC Life members Peter Forster, Terrie Ebrill & Don McMichael

## Batemans Bay to Moruya

Several months earlier Beau Bateau completed a successful trip from Batemans Bay to Moruya. Whilst that trip was a lot of fun, more boats could only make it more so. After some discussion about suitable weekends the weekend of 18-19 July was the best combination of outside commitments and tides. All we needed was favourable winds and seas which as it turned out, was forthcoming.

The week leading up to the trip had been one of checking various websites for predicted wind swell and tide conditions. The BOM Website, other local weather sites and a web cam of the Moruya bar to observe it at various tide and sea conditions provided plenty of useful information. On the Thursday prior it was agreed that conditions were likely to be good and we were heading off.

The small fleet comprising Beau Bateau, Finesse and Solitaire (Bichon) met 9am Saturday morning at the Batemans Bay boat ramp. Safety equipment, stores, communications and trip planning had been well sorted in the previous weeks. We set up the boats with a 5knts westerly land breeze in beautiful sunshine, a wonderful contrast to the cold frosty conditions that morning in Canberra. After a final check of the bar and logging our trip with the Coastguard the boats were launched. Beau Bateau and Finesse sat idling in the channel waiting for the other to complete either personal grooming or last minute boat preparations.



With a modest swell and 1hr before low tide we decided to turn right after the break wall to avoid the larger waves coming over the bar. Once across sails were hoisted and we headed out to Tollgates with the intention of rounding them prior to heading south. This turned out to be a lucky decision as we had just passed Tollgates when we saw the first whale. It surfaced about 5m from Solitaire much to the excitement of all. Heading south in light and fickle SW winds reasonable progress was made until we were about 4km from Burrewarra Pt when the wind died completely. We decided to motor, to ensure we would enter the Moruya River well before dark. Fortunately the wind returned as we approached Burrewarra Pt and was a steady 7knts still from the SE.

Beau Bateau and Finesse sailed side by side past Broulee Island to the Moruya River enjoying smooth conditions and the occasional beer. Whilst there was no stated intention to race, much subtle sail adjustments were noted as each tried to gain an edge. Solitaire was content to both join us and, being a faster boat also explore the ocean before

returning to accompany us as we approached the Moruya River.

Communications between boats were generally quite good with VHF on Beau Bateau and Solitaire, handheld 27mg between Beau Bateau and Finesse and of course mobile phones. It soon became apparent that one skipper was blissfully ignorant of VHF radio procedure when they were called and asked to go to channel 73. There was no response despite several attempts and it was assumed by the calling boat that they had a problem with their radio. Unknown to the calling boat was that the other simply turned to 73 without acknowledging and tried to communicate. This resulted in the Coastguard ringing them on his mobile to check their status. This was useful fuel for later evening comment by the other two boats.

We arrived at the Moruya bar at 3.00pm, an hour before high tide. The favourable wind and current allowed the boats motor/sail across the bar and then sail up the river to Moruya, enjoying the view and found a sheltered inlet on the river with a free mooring for the night on the way. We







rafted up on the Moruya Jetty and secured the boats within the planned timeframe to walk the short distance to the pub and watch the Bledisloe Cup. Friendly locals were intrigued by the sight of the three boats tied together and during the conversation gave some detailed instructions on entering the selected inlet at low tide. The restaurant upstairs provided a good meal and several bottles of reasonably priced red. Some hours later we emerged and returned to the boats.

The trip down the river to the selected anchorage was eventful. A moonless night, unlit channel buoys and low tide provided a test of navigation skills. The leading boats skipper tried the wrong anchorage inlet (ignoring the protests of the crew) and promptly ran aground (the same boat that ran out of fuel earlier in the day). While fetching the spinnaker pole to push them off, the crew managed to dislodge an electrical wire sending the boat into darkness. All was fixed with a minimum of fuss despite the influence of beer and wine. A little further down the river the correct inlet was found and clearly forgetting the

entry details provided by the locals also ran aground. The entry channel is very narrow and sits between a large rock on the shore and a very shallow sandy bottom. After entering the inlet the buoy was located and one boat tied up with the others rafting. There was enough time to enjoy the night sky and a few single malts before retiring.

After great nights sleep, the planned simple breakfast of weetbix was discarded after plates of scrambled eggs, bacon, savoury mince and toast started appearing from Solitaires galley. The newly crowned Princess Verlie proceeded to model the latest boat wear, flannelette pyjamas with little sheep on them, makes Elle Macpherson's undergarment wear look tame in comparison. We then proceeded to the River mouth with a brief toilet stop at the jetty near the boat ramp on the way.

The day looked promising with a reasonable land breeze and clear sunny skies. There was some concern as we approached the bar as it was right at the bottom of the ebb tide and was a little choppy. With 3-4kts of

current behind and under full power the boats flew into the Tasman Sea once more. Wind was initially from the West at about 6kts which lent to a reach towards Broulee Island. This was not to last with the wind strengthening to 10kts and coming from the North, right on the nose. What followed was a great days sailing into the wind all the way with some extremely long tacks out to sea. At one stage Finesse looked to be heading for Lord Howe Is. In one tack back into shore we were entertained for 30 minutes by a whale constantly breaching just to the north of Burrewarra point.

We arrived back at the Bay at about 3.30pm, tired but satisfied after a great weekends sailing. All agreeing that this should be done again.

Suggested places for up coming sailing are,  
 St Georges Basin (weekend 22 Nov)  
 Clyde River – (Bichon did it the past long weekend),  
 Batemans Bay to Ulladulla,  
 Myall Lakes and Lake Macquarie  
 If any other boats would like to join us, please speak with any of us.

Damien and Bruce of Beau Bateau, Mark and Ria of Finesse, Bob of On a Mission and David and Verlie from Bichon (formerly Solitaire)



## Victorians Recapture ACT Flying Fifteen Championship Trophy

The 41st ACT Flying Fifteen Championship was held on Lake Burley Griffin over Saturday 3rd and Sunday 4th October 2009. Twenty two yachts entered the Championship, including six from Victoria and one from South Australia. Amongst the competing skippers were four who had previously won the Championship: Bill Shand (Gippsland Lakes Yacht Club, Victoria - GLYC); Craig Rainey (GLYC); John Tracey (CYC) and Matt Owen (CYC).

Five races were sailed, with the final score for each yacht calculated on the best four results. First place in the Open Championship again went to Craig and Ian Rainey (Where The Bloody Hell Are You), with a total of 6.5 series points. Second were Dale Collings and Glenn Scheen from the Mordialloc Sailing Club, Victoria, (Aussie Falcon) on 13 points while Matt Owen and Andrew Reed (Visit to Ward 11A) secured third place with 15 points on a count back from Bill Shand and David Parish (Relience Ffenty Ffoo).

The prize for the first 'Classic' yacht went to Robin and Keir Malpas, CYC (Euffamism) and the award for the first 'Silver' yacht went to Glen Seeley and Nick Lemon, CYC (GT Wiff A Twist of Lemon). The handicap prize was taken out by Brian Carroll, Royal Yacht Club of Victoria, who joined Matt Gleeson, CYC (Ffunnyly Enuff).

The Championship was held in cool and overcast conditions. The wind for the three races sailed on the first day was predominantly from the South to the South East, fluctuating from around 5 to 9 knots and overall providing excellent sailing conditions. On the second day, the two races were held in lighter conditions with the wind oscillating from the South to the South East for the first race in the morning and from the South East to the North East for the final race in the afternoon. The results in the final race reflected the variable and tricky wind conditions.

Race 1: PRO Ian Brokenshire set the start line for the morning race between Black Mountain Peninsular and



Springbank Island. After a general recall on the first attempt at a start, the fleet got away the second time around. The results of this race were to set the scene for the whole Championship with the first four yachts across the line subsequently taking the first four places in the series. The Rainey brothers won the race with Matt Owen/Andrew Reed and Dale Collings/Glenn Scheen crossing the line together 43 secs behind the Raineys with Bill Shand/David Parish taking fourth place. Of the CYC contingent, Leigh Nielsen/Alex Hildyard (Seraffim) sailed exceptionally well to finish in fifth place as did Peter Forster/Craig Murphy (Relience Ffeighteen) who crossed the line in seventh position while the interstate combination of Brian Carroll/Matt Gleeson secured eighth place.

Race 2: The start line for the two afternoon races was moved closer to Spinnaker Island. In a nail biting finish, the Rainey brothers won by one second from Matt Owen/Andrew Reed. Third, only a further two seconds astern, were Dale Collings/Glenn Scheen with Bill Shand/David Parish again taking fourth spot. Brian Carroll/Matt Gleeson were seventh while CYC's John Tracey/Paul Cohen (Wings) improved to take eighth place.

Race 3: With the breeze having freshened, the course was made a little longer for the third race. Matt Owen/Andrew Reed finally broke through to take line honours. In equal second place, 18 secs behind, were David Meldrum/Trevor Williams from the Gippsland Lakes Yacht Club (£10 Note) and the Rainey brothers. Fourth place again went to Bill Shand/David Parish while John Tracey/Paul Cohen advanced to gain fifth place. Brian Carroll/Matt Gleeson crossed the line in seventh place while







CYC's Neal Davis/Peter Strauch (Swinger) and Graham Giles/Stuart Allan (Super Snabb) finished in equal in eighth place.

Race 4: The fourth race got away on Sunday morning in light wind. Dale Collings/Glenn Scheen showed a clean pair of heels to the fleet to win by over 2 mins from the Rainey brothers with Bill Shand/David Parish moving up to take third place. Brian Carroll/Matt Gleeson continued to improve to take fourth spot as did Peter Forster/Craig Murphy who took fifth place. CYC members Glen Seeley/Nick Lemon (GT Wiff A Twist Of Lemon) showed their obvious liking for the lighter conditions by crossing in sixth place, with Robin and Keir Malpas not far behind in seventh position. Matt Owen/Andrew Reed cruelled their chances of back-to-back Championship wins, crossing the start line early and being declared OCS – as were Leigh Nielsen/Alex Hildyard.

Race 5: With the wind dropping off during the final stages of race 4, the PRO directed yachts to return to shore. Race 5 got underway early afternoon in very light and variable winds. A significant wind shift shortly after the start enables a number of the competitors to open up a commanding gap on the rest of the fleet. Taking line honours for the first time in the Championship were Brian Carroll/Matt Gleeson with Glen Seeley/Nick Lemon recording an excellent second, a little over a minute behind the winner. Equally impressive were Robin and Keir Malpas who took third place edging out John Tracey/Paul Cohen by one second. Graham Giles/Stuart Allan were once more amongst the leaders in taking seventh place. Series overall winners the Rainey brothers, who had sewn up the title before the final race was



sailed, had their worst placing of sixth; second overall place getters Dale Collings/Glenn Scheen could only make fourteenth while third overall place getters Matt Owen/David Parish came in tenth.

The Championship Dinner, held at the Canberra Southern Cross Yacht Club on the Saturday night, was attended by over 40 people. A relaxed and informal evening was enjoyed by all. ACT Flying Fifteen President Peter Dalton welcomed everyone to the Championship and to the Dinner. The President also hosted drinks for participants in the CYC's Sailors Cabin on the Friday evening.

At the presentation of prizes following the final race, much appreciation was expressed for the work put in by the organizers of the Championship and to the PRO Ian Brokenshire, the Results Officer Jenn Nielsen, the Member Services Group led by Trish Gleeson and the teams on the water and in the club-house handling registration, results, hamburgers and drinks. Thanks was also expressed for the ongoing support and sponsorship provided by Karen Rush of Karen Rush Real Estate and Debra Nowell of Over the Moon Promotions.

## OPEN RESULTS

No.	Name	Skipper/Crew/	Placings	Total
3880	Where The BHAY	C Rainey/I Rainey, Vic	1, 1, 2.5, 2, (6)	6.5
3930	Aussie Falcon	D Collings/G Scheen, Vic	3, 3, 6, 1, (14)	13.0
3311	Visit to Ward 11A	M Owen/A Reed, ACT	2, 2, 1, (22) 10	15.0
3854	Relience Ffenty Ffoo	W Shand/D Parish, Vic	4, 4, 4, 3, (23)	15.0
3861	Ffunnily Enuff	B Carroll/M Gleeson, ACT	(8) 6, 7, 4, 1	18.0
3611	£10 Note	D Meldrum/T Williams, Vic	6, (23) 2.5, 8, 5	21.5
3662	Wings	J Tracey/P Cohen, ACT	(11) 7, 5, 10, 4	26.0
2250	Euffamism	R Malpas/K Malpas, ACT	10, (11) 10, 7, 3	30.0
3594	Relience Ffeighteen	P Forster/C Murphy, ACT	7, 10, (11) 5, 9	31.0
3062	GT Wiff a Twist...	G Seeley/N Lemon, ACT	12, 12, (17) 6, 2	32.0
2251	Iffy	C Arnold/M Arnold, SA	(13) 5, 12, 11, 8	36.0
3259	Celtic Pride	C Hall/B Jones, Vic	9, 8, 16, 9, (20).	42.0
3657	Super Snabb	G Giles/S Allan, ACT	(15) 14, 8.5, 14, 7	43.5
3620	Seraffim	L Nielsen/A Hildyard, ACT	5, 18, 13, (22) 13	49.0
3059	Force Majeure	R Hart/I Chapman, ACT	14, (17) 14, 12, 12	52.0
3492	Swinger	N Davis/P Strauch, ACT	(17) 13, 8.5, 17, 16	54.5
2835	Stirffry	B Broughton/I McDowell, ACT	(18) 15, 15, 13, 17	60.0
3060	Flying High	P Dalton/H Moebus, ACT	(20) 16, 19, 16, 11	62.0
1125	Ziff	N Garvey/G Anderson, ACT	16, (21), 20, 15, 15	66.0
3745	Splash	T Ruut/G Stromov, ACT	21, 9, 21, (23) 23	74.0
2831	Interact	G Taylor/K Rowley, ACT	(22) 20, 18, 19, 18	75.0
2110	Mistral	J Simmons/M Stanley, Vic	19, 19, 22, 18, (23)	78.0



## From the **Manager**

### Start of Summer

We are off with a bang..... 85 boats entered the first race of the season in wild arctic conditions ( when will global warming start??) with only 24 finishers caped off an enthusiastic and cold start to the season. We normally get these numbers at the end of November when all the dinghies start racing, well done to all.

### Improvements to Sailors Cabin and Crusader

Over the winter there have been a number of changes around the club with **Schiavello donating** a new kitchen to the club to refurbish the tired looking area. Andrew Wilson spent countless hours installing the kitchen which now looks fantastic and very practical to our CYC volunteers. **Big thanks to Andrew.**

**Super Coach Craig Davison** put his old Shipwrights hat back on and **assisted by Rory** did the long planned refurbishment of **Crusader 2** over the winter break. The boat looks fantastic and although we don't have a coffee machine installed yet (2010-2011 budget) it is looking great.

### Sailing School

The Canberra Yacht Club Sailing School is back into full forward mode with a large courses over the school holidays. The **Opti Squad** and **Youth Sailing Academy** have been strongly book up programs. Craig's Youth Race Squad have been training for over a month now with new members starting training for the **Spiral Nationals on Australia Day.**

A big thanks to **Debra** from **Over the Moon Promotions** for the continuing sponsorship of the **CYC Youth Program.**

### Safety

The tragic events of the Flinders Island race with two of Australia's active ocean racers lost during the race brings home the fact that we must be all **aware** and **vigilant** of the **safety aspect** of our sport. I would ask all of you to **discuss safety** measures and reactions with your crew and **inspect** your **safety equipment** to insure that you and your boat are prepared. Even if we sail on inland waters the dangers are still there.

See you on the water  
Matt Owen.

Sailors please remember that when you are **rostered for DUTY** you should **sign-on as 'duty'** and if you are **unable to attend**, it is up to you to **FIND A SUITABLE REPLACEMENT** and **notify the CYC**. Race duty is a great opportunity to meet other sailors and to contribute to the Club in a positive way.

If your **MEMBERSHIP** or **BOAT PARKING FEES** are **OVERDUE**, if **you** or **your crew** have as yet **not renewed** for this financial year **please address this issue** before racing.

There is an **extensive wait list** for **boat parking**, if you want to **retain** your parking spot please **renew** this **immediately** as we will be **re allocating** to those on the wait list.

For members who do use the **boat park facility** please be reminded that **items of value** which may tempt thieves are **not stored** on or **near your boat.**

When listed for **race duty** please be at the **CYC** by **12noon** for **briefing** by the **RO**. **Please** make sure that you are **well prepared** and **dress appropriately**. Remember to **sign-on** as **'duty'** so that the average points may be allocated to you. If you are **unable to attend**, please **find a suitable replacement** and notify the CYC.

**All members on  
Rescue Boats MUST wear a PDF.**



# CHAMPIONSHIP RACE 2 — Sunday 11 October



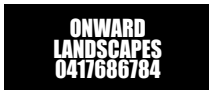
## Major Supporter



## Major Sponsors



## Sponsors



**CAPITAL INSURANCE BROKERS PTY LTD**  
**CAPITAL FINANCE BROKERS PTY LTD**

General Insurance, Life Insurance + Finance Brokers ABN: 47 001 768 190 AFS License: 244526



CANBERRA YACHT CLUB

# BOAT SHOP

For all your boat repair bits and pieces, or simply because you can't help yourself, come and check out the new shop.

**Weekdays: 9.30am – 4.30pm Weekends: 9.30am – 12.30pm**

# PHONE: 6273 4777

## CYC Executive Contact list

### Commodore

Paddy Hodgman  
(m) 0401929018 (h) 62853694  
lpmge\_h@bigpond.net.au

### Vice Commodore

Stuart Allan  
(m) 0410582799 (h) 62582797  
allanone@goldweb.com.au

### Treasurer

Ron Ashpole  
(m) 0414265190 (h) 62629518  
ronashpole@iimetro.com.au

### Rear Commodore Member Services

Ian Hawke  
(m) 0438318301 (h) 62813181  
ian\_hawke@bigpond.com

### Rear Commodore Communications

Angela Cumming  
(m) 0412 11 23 23 (h) 6288 1678  
angela.cumming@act.gov.au

### Rear Commodore Racing

John Tracey  
(m) 0411 750 069  
(h) 6286 2390  
jandet@grapevine.com.au

### Rear Commodore Operations

Sue Hart  
(m) 0419 995 724  
(h) 6285 2888  
sue\_hart@inet.net.au

### CYC Manager

Matthew Owen  
(w) 6273 4777  
matt.owen@  
canberrayachtclub.com.au

### CYC Office Manager

Carolin Dasey  
w 6273 7177  
admin@canberrayachtclub.com.au

Please forward articles for future newsletters to matt.owen@canberrayachtclub.com.au or angela.cumming@act.gov.au

Designed by Angela Cumming

For advertising contact:  
matt.owen@canberrayachtclub.com.au  
If undeliverable return to Canberra Yacht Club, PO Box 7169, Yarralumla ACT 2600.