



Maclaren Laser 4.7 Youth World Championships – Buenos Aires, Argentina.

On the 27 of march myself and my mum and dad caught a bus to Sydney for our flight the next day to Argentina, it was very exciting to know that I am, in a few days, going to be representing Australia in a sailing world championships. We got on our flight at 10am on the 28 of March, so we arrived at the airport at 7am. Got our luggage checked in and then did a bit of window shopping, eating, and sleeping to pass the time. Due to the time difference I arrived in Argentina on the 28 March at 10am, so after a 12 hour flight we actually didn't lose anytime at all, which was really weird.

For the rest of the day we stayed in our awesome apartment, which was on the 30th floor (top floor) and had an awesome view of the river, unfortunately there was a building in the way of the race course, but we could still see the other boats training. Once we unpacked we went for a walk around to get to know the surroundings and also to find where the local shops were.

The next day (29th) was my first training day with the team and our coach – who was a local, Fransisco Cosentino – he has previously been a coach for Australia for other world titles. The wind was very light and the water was very brown (a lot dirtier than Canberra!!) as I found out that day it is actually the most polluted waterway in the world. It was good to get the charter boat on the water and to see how I went against the other Australians. All we practiced that day was speed and spins, “because no doubt we would have to do at least one during the regatta” – fransisco

On the 30th we had a full day of training with lunch on the water to save time. Our warm up was tacking/gybing on the whistle and then we did short races to practice mark rounding's and starts. After that the rest of the training session was like a mini regatta, with a few other countries joining in. this was good as we could then see who to look out for on the race course. The Spanish were really rough and didn't care much about the rules at all, while the other countries (India, Denmark, and Bulgaria) were really nice and played by the rules.

Finally, measurement day (30th) our coach had gone down to the club late at night when everyone had gone to move our boats first in line for measurement, as you had to be measured in teams, so at 830 we all came down for the start of measurement. At 830 – half hour before measurement starts – the queue was 100 meters long, we were incredibly thankful that fransisco came early. All our boats got measured within the hour and we all passed, with one exception.

The Australians numbers were too tall; everyone in the team was the same. There was a big argument between our coach and the measurers, they wanted us to change them, but fransisco was arguing that it's the whole team so the whole country would be the same. Finally we all passed and everyone went home. Except for myself Harry and shane, because we turned up a day later we went out for a short 1 hour session, which was all speed.

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Race day one! Was very nerve racking especially for a few of us as it was our first worlds. Our practice race was abandoned the day before due to lack of wind so we didn't know exactly how we compared to the others. Max wind for the day was 7.6 knots averaging 5/6 (5 knots was the minimum allowed for racing) the course was quite long so it took a lot of hard work to stay focused for the whole race. After 2 general recalls we finally got away, I had a good start on the pin and a good first work, to finish in the 20's (mid fleet). In race 2 all the girls started loosing concentration which evidentially made us get not so good results, but the start was still quite good.

Race Day two! The weather conditions were pretty much the same as the day before, but averaging 7 knots, with an incredibly strong tide going across the wind which caused a pile up on the pin boat. I didn't get much of a good start due to the current pushing me abit too far down the line, so I had a lot of catching up to try and do, but that's just how it goes. The skill level of everyone there outstanding, getting mid fleet finishes was more than I hoped for, and tried to maintain those placings. Second race we all got good starts, but again we started to lose concentration which resulted in loss of places.

Race day three! It was a much different scenario to the previous days, the conditions were, gusts of 20-25knots, averaging 17 easterly. With the current still being stronger in the first race, as it was an easterly we got the swell and chop from the ocean, the swell wasn't big but the chop was quite large, as in pictures you cannot see the hull of the boat, and at times all you can see is the top half of the mast, in other pictures there are some of the rescue boats going in and being air born or having waves crash over them. So it was abit full on. We all had a good start, but unfortunately didn't see the right hand shift so we were on the wrong side and had to tack over which resulted in position losses. Keeping a mid fleet finish with the strong winds, and large short, steep waves I was quite happy with the result. Second race was a totally different story, I got quite a bad start, was last around the top mark, then capsized and put a small bend in my mast as it was so shallow, then by the second t.mark rounding I got back to 25th capsized again due to the waves that hit me as I rounded the mark, which was where I bent my mast beyond sailing, which meant that I dropped back to 3rd last by the finish line. My mast was so bent that even with no vang and my mainsheet off I had a massive crease from the luff to leach on my sail. This day I was also trying to compete with a broken tiller, where it was hitting the deck and deck cleat for the back traveler so whenever I had to tack or gybe, I had to lift it up, which was quite irritating. When I got back onshore, I got my mast re bent then a new tiller ready to smash the next day of racing.

Race day four! Again a totally different day, with winds from the SW between 12 and 17 knots, current with wind for the first race, then against for the second. First race was quite difficult with very shifty winds; I was struggling to get the feel of the boat, and after the day before I was super keen to get good result in heavy winds. So I got abit angry at myself which resulted in loss of concentration, I finished that race with a 19th, which I am still happy about. In the second race of the day I was super keen to show the other what I can do, still with the motivation after the previous day's performance. I started on the boat as it was favored, however about 30 meters off the line a massive right hander came through and knocked everyone over but myself and a few others, which gave us a huge advantage, I rounded the top mark in 5th, extremely happy I worked even harder to try and improve my score, on the downwind I went right, as that was the direction of the waves which meant I could surf them longer, I got on every wave, and made sure no one passed me, just before I went to round the gate, I had a glance over to realize I was 2nd rounding the mark, only behind by half a boat length. With only two legs to go I knew I had to keep pushing myself even though I was physically tired, I lost a few places up the last work, and was 5th around the mark, but I was able to maintain that position for the rest of the race.

Race day five & six! These two days were the exact same conditions, 12-15 knot NW with wind against tide. The first race of day five, I got a very good start and finished in 9th, then a not so good start, and finished in the teens-20. Day 6 was the last day, we were all very tired, both mentally and physically, which showed in the results, the racing was still good, and we all pushed our selves to the line. At least we could chill and reach in to the shore as it was NW.

We all tried our hardest and were thrilled to be competing in Argentina at a world championship representing our country. My final result was 20 out of 46 girls, with a score card consisting of: 24, 27, 17, 28, 40, 42, 19, 5, 9, 20, 12, 20. With my two drops 40, 42.

I would like to thank the CYC for all their support towards me, and their fundraising to help me get to Argentina, as well as Angus Reid for also putting in some money. To Craig Davidson for coaching me to the level I'm at now and for the extra hours he put on for me in preparation for Argentina, including a trip to the Bay for some swell practice, also thank you Mel for coming along and for your support. To the HPS squad for pushing me to my limits, and improving all my skills. Most importantly a HUGE thank you to my parents for taking me over to Argentina, and allowing me all this time off for sailing, and for taking me to all the regattas and training sessions that made me get to this level.

Cassandra Schlimbach

Commodores Column

Like many of you I spent several late evenings sitting back watching the Olympics. Only this time we got to see sailing on free to air TV. Even better we got to listen to the BBC commentary.

We have been able to witness some fantastic results from people that many of us know or have sailed with over the years. Hopefully the results, on top of those achieved in Beijing will lift the profile of sailing even further.

Whilst not quite the Olympics we have the winter series drawing to a close. The hot dogs and soup will soon give way to increasing spring winds. Which means we have the summer series just around the corner. It also means that we have an AGM. As you would have seen the from recent emails the AGM is scheduled for 7pm on Thursday 13 September. If you think you can contribute to the CYC Committee, please nominate. The most important attributes for nomination are commitment and enthusiasm for the sailing and the club. I would once again like to take this opportunity to thank my fellow Committee Members and particularly Matt for their support and work throughout the year.

You would have noticed around the club that the CSCC have been undertaking some major works around the rear of the building, in particular in the kitchen area. Please ensure that you treat the area as a construction site and be careful when you need to go near the area. The encouraging element to the works being undertaken are the commitment that the CSCC has shown not only in the current works but also the recent refurbishment of the restaurant. This is a positive indication in relation to the site not to mention the facilities that are being developed.

Hopefully I will see you on the water.

Howard Faulks

Member Services Group (MSG) upcoming events

2012

Wednesday 31 October –

Halloween after Twilight race in the Sailors Cabin

Sunday 11 November – Try Sailing Day

Thursday 22 November 6pm – New Members Event (TBC)

Wednesday 19 December – Christmas Twilight BBQ

2013

Wednesday 20 March – End of Twilight BBQ

Sunday 14 April – America's Mug - Hot Dogs

Saturday 18 May – Presentation Dinner

Opportunity for Skippers

Very soon members from the CYC Members Service Group (MSG) will be offering skippers an opportunity to try a new graduate from the sailing school racing program in your crew.

These people have all been introduced to the basics of sailing, seamanship and safety on the water. They are keen to learn and are willing to commit should you be interested in offering them a regular spot.

If you have any queries about this program or want to help welcome these keen-beans into our sport, please do not hesitate to contact the Emily at the CYC Office or an MSG representative.

Sara Kennedy



SAP 505 World Championship at Riva del Garda

Having just recovered from my jet lag after a trip with Michael Quirk to Riva and Kiel I'm sitting in the office where it's 2 degrees and blanketed in fog outside. Getting back into work is going to be hard as I think about all the sailing that is and has been going on in Europe.

It all started with a phone call late on a Tuesday night in May when I was sitting on the lounge after dinner when the phone rang. It was Michael Quirk, and he wanted to know if I was interested in a quick trip to Europe to sail the Riva Cup at Lake Garda and the Kiel Youth regatta the following week in Kiel, Northern Germany. Michael and I had sailed together at the Batemans Bay regatta and once before in Sydney so I knew that we would enjoy ourselves, so after 30 seconds of deliberating I agreed and 2 weeks later I was on a plane to Milan.

This trip was my first trip out of Australia, so as an introduction to sailing 505's overseas, Garda seemed like the perfect place to start! Riva del Garda is just slightly different to sailing in Australia! Watching the fantastic cliffs and breeze while we waited for the boat to arrive was torturous. Quirky and I were keen to get out there in the fresh air. I'd heard about the Ora and the Vento but actually sailing in it was something special. I still can't comprehend paddling to the start knowing that you are going to be sailing in 20 knots!

For people who haven't sailed at Riva before, it's a bit of a mind bender. The breeze is so consistent from day to day that the marks are permanently set, this is also due to the fact that the water depth is allegedly between 200 and 350 meters (1150 feet) deep so permanent buoy anchors are required! If a buoy ever needs to be moved they just cut the anchor line and drop down another 10 better bricks linked together on a chain.

The way it works is that the start line is fairly central and is about 300 meters long with a massive pin bias. The course right hand side rock/cliff face is generally the place to be after the start. So by putting such a big pin bias on the line the pin boats can cross the fleet easily but aren't necessarily the first to the rock face where there is generally more breeze and some sweet angles. The net result is that you have to weigh up starting at the geographically bias end (pin), or at the boat to get into the rock face early. Either way, after the gun it's a 50 boat race to the rock face where the whole fleet sails a tight lane up the rock face in breeze between 15 and 25 knots. It's absolute turmoil and the

water is like a washing machine, but great fun!

Having always sailed with Keysie (Daniel Keys) in Australia in our YMS boat, changing boats to the Holger (Euro style) boat and changing skippers was always going to take some adjustments. Upside down cleats on pole launchers, thwart positions, sitting on Quirkies controls plus our timing during tacks, gybes and even our vernacular needed to align! We did our best to get settled as quickly as possible and despite a few breakages we improved as the Riva regatta went on.

Quirky and I were quick downhill in the breeze (yes – gybe set and back towards the rockface!), overpowered upwind at times but all in all, happy with the way we sailed. Our results didn't reflect our overall performance but gave us something to work from. Despite one of our spinnaker poles dragging on the floor of the boat (making tacking very hard) we finished the last heat 5th in the 50 boat fleet. The 5th was indicative of where we felt we should have finished the regatta had it not have been for a DNS and DNF due to breakages and a 20th after the spinnaker pole broke. To finish up the regatta we painted the town with the pommy Mojito men on Saturday night before making our way with a few Aussie friends to Verona, Venice and then on to Kiel via Hamburg.

Despite everything I've heard about Euro conditions being lighter than Australian conditions, when we arrived in Kiel the breeze was ON! Quirky and I spent the Wednesday arvo sailing in Kiel in fresh breeze and warmer than expected water. Thursday we sailed in light fading breeze with some fast Germans, Friday we practiced boat handling and developed our processes – again in light air. Saturday the first day of racing was even lighter again – 0 knots. So the light air Euro thing was coming true...

Despite the light air, Kiel was buzzing with activity with hot weather and around 500-700 boats there for the Youth Championships – apparently 505 sailors qualify for youth regattas on a lack of maturity clause... There were tons of Lasers, 29ers, 420's, 470's, Europe's and some other local classes. We were lucky enough to rig in the pen with the German 470 Olympic girls (Aussie Matt Belcher's wife) and the 49er team.

Sunday, the first day we were able to race proved to be a long 7 hour day on the water - in light air. We sailed 3 races in thigh burning conditions for the crews. The breeze was up and down a little at times but generally crews were on the side tank for most of the day. Quirky and I suffered a mystery illness when it came to boat speed and despite doing well off the line we spent most of the day pointing at transoms.

Mercifully the breeze settled in on the Monday and we sailed another three races. The first heat was a little quiet on the start line as we were minus 7 boats

from the Sunday arvo black flag. Quirky and I seemed to find some more speed and despite being 4th or 5th after the start we managed to lead around the top mark in 'just trapezing upwind, running square downwind' but building conditions. Once again, racing was close between the lead boats and both gates at the bottom were very busy.

Races 5 and 6 were sailed in slightly more breeze with crews mostly wiring downwind. Once again Quirky and I spent some time leading early on and we enjoyed the tight racing. In both races the lead group of boats were all 3 wide at the bottom gate marks and the pack finished very close together. The quality of the 30 boat fleet in Germany was exceptional with many of the fastest guys in the world there.

So what did I learn? Lots about how to sail 505's fast. Overall, I think I learnt 2 seasons worth of sailing in 2 weeks. Discussing it with Matthew Owen however I agree that sailing overseas definitely teaches you about boat speed and handling but more than that you learn a lot more about how to win through being professional, committed and organised. We spent 7+ hours on the boat, racing 3 – 4 races in light air. Further, at both regattas the race committees were very organised and set very good courses. Courses were true, starts were on time and there were no mistakes.

It's an enjoyable way to sail in Australia where we lay around and wait for the seabreeze to settle but we are spoilt. Our winter conditions in Sydney and surrounding are probably not that different to the conditions that the Euro's enjoy. They sail in shifty breeze, they don't get concerned with the forecast – they just sail. They sail in freezing conditions however they dress comfortably and appropriately. If there is 0 breeze, rather than hitting the bar, they go running or have some other form of exercise to keep fresh and fit for the following day. Something we as Aussies can keep in mind, but of course, not take too seriously...

Daryl Roos



CYC member Daryl Roos swapped a CYC Burgee with the Commodore of the Fraglia Della Riva, at Riva del Garda in Lake Garda Italy

Namadgi winter cruise 2012



A number of Canberra Yacht Club members are also members of the Canberra Ocean Racing Club (CORC). It's the time of year when the CORC winter cruise to the South Pacific gets underway again. This year members will visit New Caledonia, Vanuatu and North Queensland on the club's new Elan Impression 444, 'Namadgi'.

Namadgi is just 12 months old and over this period has been extensively fitted out for offshore sailing and cruising. Since her commissioning in June 2011, she has cruised Pittwater and Broken Bay, completed coastal passages to both Nelson Bay and Jervis Bay and undergone sea trials to Lord Howe Island.

In the first week of June Namadgi was delivered to Noumea in New Caledonia from Pittwater by skipper Jim Buchanan and his crew. On the way they took advantage of the good weather and anchored overnight at Middleton Reef about 450 Nm from Sydney. During the second half of the passage, a low pressure trough brought northerly head winds of up to 50 knots and uncomfortable seas for 24 hours. However, the new Elan showed herself to be a very sea-kindly boat and handled the conditions extremely well.

During June and July CORC members will cruise the amazing World Heritage listed grand lagoon of New Caledonia with regular trips to the Isle of Pines. The ability to provision at French supermarkets and experience the Noumea chic is high on Club members' agendas. Then David Taylor and his crew will cruise north to Vanuatu via the Loyalty islands and volcanic Tanna island. In Vanuatu, more CORC members will cruise Namadgi north through the idyllic Vanuatu island chain for a further six weeks. The water maker and cockpit navigation system will be put to good use in Vanuatu waters.

In early September, Peter Wain and crew will deliver Namadgi from Luganville in Northern Vanuatu to Mackay. From there she will commence a further 10 weeks of cruising the fabulous Whitsunday islands with many Club members and friends participating. In late November, David Holt and crew will begin the cruising delivery south to bring Namadgi home to Pittwater.

In total, Namadgi will be away from Pittwater for over six months and will log about 5000 nautical miles. Most of the Club's 26 members will use the boat during the winter cruise with many doubling up and sailing several trips.

To ready Namadgi for the club's extensive cruising and offshore adventures lots of extras have been installed in Namadgi including a new RIB tender and outboard motor, a new bimini and sun/rain shade, cockpit cushions and a new BBQ. Namadgi has also been fitted out with lee sheets and capacity for extra gas bottles. In addition, S/Steel safety grab handles have been installed in the cockpit. Electronics have been enhanced with the addition of HF radio with sailmail; Satellite phone, solar panels and a new water maker.

For more information see: www.corc.com.au

Memberships are available, contact David Holt on **0439 470 261** or david.holt100@gmail.com



From the Office

Summer on the way

With the sailing season just about to start the office has been busy planning for the club racing and the regattas booked in this year. After a huge schedule in the 10/11 season and a quite one 11/12 the CYC is reading itself for some fantastic events this year. From the Defence Short Course Sailing Championships to the Spiral, an expected 120 boat Laser States and Access Nationals, the CYC will show that we can conduct high quality events from our club. We will be looking for volunteers for most of these regatta so if you are available please contact the office.

Race Duty

The CYC will start its "Fun activity" of putting together the race roster for the season. Without our members doing their duty we would be unable to conduct any racing. All sailing members must at least two duty's during the season outside volunteering for regattas. We will be emailing out requests for people to nominate a duty that they wish to nominate for. If we don't receive a date we will have to roster you on a race, what a great way to watch sailing!!

Opti's

There has been a big change in the Opti Squad coached by Steve Cartwright for this season. The Opti's will now race before the CYC race on the Sunday and the sailors will be available to crew on other boats during the season. We are asking the parents and other volunteer to assist with the basic race management and results, should be a great season for our little champions.

Boat Shop

The Boat Shop has been swamped with people getting ready for the sailing season, we have a permanent specials board at the shop for equipment at very low prices, come in a have a look.

Olympics

Wow , what a result for the Australian Sailing Team. It is a fantastic result with far reaching effects on our sport, and you have all probably been approached by non-sailors asking about the sport. We need all to capitalise this movement and use it for the benefit and growth of the sport.

If you have someone asking email this new youtube promotional video from Yachting Australia. <http://www.youtube.com/watch?v=zhB84lwEv5I>

Buoyed Up

We have committed to continue and expand the Buoyed Up program with 60 disadvantaged kids booked in for the Oct to Dec period. With this we need funding to allow these kids to get on the water and hopefully assist in their schooling and outlook on life.

We will be hosting a Buoyed Up fundraiser dinner on the Friday 19th October at the Woden Southern Cross Club. Tickets are \$150 with the Patron of the Buoyed Up program Malcolm Page now the most successful Australian Olympic Sailor guest speaker for the night.

What a better way than having a great night out, helping disadvantaged kids and listening to Malcolm talk about his and the teams great result at London.

Tickets will be on sale at the office soon.

Happy sailing
Regards Matt

2012-13 Fees

The Canberra Yacht Club Committee has approved the Membership and Boat Storage Fees for the coming membership season which starts on October 1st 2012. We have had a small rise in the overall fees but the CYC Committee have removed the full Season Entry fee to help promote more sailors to get into racing. The Renewals will be sent out late August, we ask that you all please return the forms with payment before October 1st.

CATEGORY	FEE	CSCC
Adult	\$240	\$230
Family (2 adults + 2 kids)	\$380	\$360
Student Intermediate (full time 18-25)	\$110	\$100
Non-sailing Associate member	\$50	\$40
Junior (under 18)	\$40	N/A

Boat parking

LOCATION	FEE
Outside park (gravel, grass, enclosure, Hard Stand)	\$560
Tender Rack	\$110
Inside Dinghy-ground level	\$560
middle level	\$400
Kayak (per hull)	\$300



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