



SailingNews

June/July 2006

Canberra Yacht Club

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Don McMichael receives Honorary Life Membership of the CYC

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Lake Burley Griffin Sea Scouts seeking a new Group Leader

Given the common passion for sailing within the Canberra Yacht Club and also the Lake Burley Griffin Sea Scouts, the scouts are looking for someone who is interested in taking on the challenging and rewarding role of leading the Sea Scouts. If any member is interested please call Anna van Dugteren, President Parent Committee - Lake Burley Griffin Sea Scouts on 6274 1119 or at home on 6239 4862.

The Canberra Yacht Club acknowledges the generous assistance of the
Canberra Southern Cross Club





Commodore's Column

CYC Members will be pleased to know that the Canberra Southern Cross Club is currently considering a range of attractive options to carry out an internal re-fit to the aging Yacht Club building in order to provide all members with increased comfort, more enjoyment and a higher quality presentation. At this stage we have been requested to consult with the Canberra Southern Cross Club in order to offer our suggestions in the partial reconfiguration of the downstairs area to assist us to function in an effective manner, but with altered and re-furnished rooms.

Improvements being considered by the CSCC in addition to a higher quality internal fit out upstairs include the installation of a downstairs bar and casual dining area to replace the temporary current fish and chip facility, the relocation of the downstairs toilets and showers in a manner that restricts access to them by non members, an improved kitchen space upstairs and downstairs, relocation of our dinghy storage to a new shed, an urgently needed increase in formal car parking spaces, the building of new boat parking facilities and the building of a large observation deck upstairs off the northern wall, providing excellent lake views and which will also provide welcome shade and shelter to the patio below.

These plans are in addition to some major extensions being considered for the Yacht Club building which may commence as soon as 2008. The cost of all these improvements will be considerable but the results should produce a very attractive venue. For CYC members will be an increased community focus in our sport of sailing and with it the continuation of our success as an important sailing venue nationally. The timing of all these improvements will be influenced by the post December CSCC trading results experienced following the introduction of the strict new non - smoking regulations on the various locations of the Canberra Southern Cross Club. The co-operation and agreement of the ACT Government will also

be a vital part of the success of plans under consideration.

The CSCC financial support for the new CYC hardstand, crane and finger wharf facility remains in place. The ACT Government has approved a generous grant and suitable funds for our own share of the costs has been reserved. All that remains is the ministerial approval of the commonwealth government for the NCA works with the public finger wharf. We optimistically believe the works may be able to commence as early as the first half of 2007, at this stage.

The concept of a structure such as the Immigration Bridge has been mooted around Canberra in various forms for some fifteen years and is currently again under consideration, this time being heavily promoted by a Sydney consultant. The position of the yacht club has been posted on our CYC website and we urge all members to give the matter serious consideration. The committee has met with the NCA and they are aware of our concerns about the negative impact of the bridge on the quality of winds for local sailors as well restricting the use of the lake for National Regattas and potentially preventing proposed training for Olympic Sailing in light inland European type conditions. There are also a range of safety issues and questions about the overall benefit of the bridge to the public.

We warmly support the concept of an attractive facility being constructed in Canberra to celebrate the importance of Post War Immigration. In the opinion of the CYC committee we urge the commonwealth government agencies supporting the concept to introduce a strategy to choose from a potentially wide range of suitable options. We believe it equitable to institute and encourage the citizens of Australia, especially Australian Post War Immigrants with professional skills in architecture and town planning, enfranchising them all to offer their own conceptual plans in an open national design competition so that the representatives of the people of Australia may choose from wide range of attractive and welcome features. In this manner the Post War Migrant population in particular will embrace and celebrate the concept and it will be held in high esteem. A similar process successfully culminated in the construction of a new Parliament House of which we are all proud and which is of a World City standard.

Peter Dalton *Flying High*

Don McMichael

– Honorary Life Membership

At the recent Annual Presentation dinner, club stalwart, Don McMichael was presented with Honorary Life Membership of the Canberra Yacht Club in recognition of his contribution to the CYC and Yacht Administration over many years. Afterwards Don wrote to the commodore:

Commodore Peter Dalton
Canberra Yacht Club
PO Box 7169
YARRALUMLA ACT 2600

Dear Commodore Peter

I write to say how grateful I am to you and your fellow Committee members for the honour that you bestowed on me at the Annual Presentation Dinner last Saturday evening.

It came as a complete surprise to me - in fact I commented to my wife as the special meeting began that I wasn't sure that it was strictly legal as the business of the meeting had not been spelled out in the notice - now I know why!

The Canberra Yacht Club has been an important part of my life over the 30 odd years I have been in Canberra and I expect that it will continue to be so, as long as I am able. The Club is once again as vibrant as it was when I first joined it and that is in no small part due to the efforts that you and your Committee have put in during recent years.

Please convey my sincere thanks and my personal good wishes to all members of the Committee.

Yours sincerely

Don McMichael

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Canberra Yacht Club Presentation Night

The Annual Presentation Dinner was held on May 6th in the large auditorium of the Southern Cross Club Phillip. 174 members and friends of the club attended the dinner to see prizes awarded by the Commodore, Peter Dalton, assisted by Vice Commodore Graham Giles. 22 members of the Youth Sailing Academy also attended.

Congratulations to the prize winners and to the Member Services Group responsible for the organization of the event, the selection of prizes, the venue, the seating arrangements and the room decorations.

The outstanding sailors who took out the major prizes are listed below and their awards were well earned. Those who didn't get a prize or award, and without whom none of this would have been possible are the many volunteers, who time and time again put their hand up to help with the running of races, driving rescue boats, assisting with regattas, social functions and youth squads. The club salutes you.

Perpetual Trophy Winners

<i>Name of Trophy</i>	<i>Winner</i>
Yachtsman of the Year	John Tracey
Yachtswoman of the Year	Alice Goleby
Club Member of the Year	Ian Brokenshire
Crewman of the Year	Craig Murphy
The Family Trophy	Breen Family
Most Improved Senior Skipper	Angus Reid
Junior Yachtsman of the Year	Charlie Bellwood
Junior Yachtswoman of the Year	Suzie Blom
Junior Club Person of the Year	Andrew Breen
Junior Crew of the Year	Michael Denny
Most Improved Junior Award	Hugh Gallagher
Instructors Development Award	Indi Pain
Flying Fifteen Club Championship	John Tracey
Flying Fifteen Point Score	John Tracey



Winners 2005-06



Boat	Skipper	Championship	Points
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DIVISION 1

Wings	John Tracey	First	First
Final Fling	John Hosking	Second	
Relience Ffeighteen	Peter Forster	Third	Second
Super Snabb	Colin Brown	Fourth	
Stir Fry	Bernard Broughton	Third	
Ffenominal	Graham Giles	Fourth	

DIVISION 2

Ting II	Ian Brokenshire	First	First
Wisdom	Dave Bizant	Second	
Vegemite	Nick Hildyard		Second
Imagem	Graeme Wykes		Third

DIVISION 3

Valdor	Mo Kalnins	First	First
Iona	Sean Ahern	Second	
Windsong	Ian Hawke		Second

DIVISION 4

Jac	Martin Linsley	First	Third
Chilli	Phil Hextell	Second	First
Helenka	Martin Brady		Third
Second Rubicon	Michael Wadley	Fourth	

DIVISION 5

Celeste	Warren Reynolds	First	First
Skeaky	Peter Pederson	Second	
Tyagong	Nick McDonald-Crowley	Third	Second
Accident Prone	Louise Hodgman		Third

DIVISION 6

Chinchilla	Bob Watkin	First	
Silk	Daryl Riding	Second	First
Hanky Panky	Robert Redfern		Second

DIVISION 7

Walter Turnbull	Matt Owen	First	
Casper	Howard Faulks	Second	
Hippy Hippy Shake	Andre Webster	Third	First
Motivation	John Graham	Second	

DIVISION 8

Imagem	Graeme Wykes	First	
Gemmini	David Denahy	Second	



The Tasars have Landed

Introducing you all to one of the largest Tassar fleets in the southern hemisphere (outside of the Defence Force) ... A group of CYC sailing school graduates recently formed a consortium with the sailing school and have together purchased the ten Tasars offered for sale by the ADFA Sailing Club at the other end of the lake – seven boats have been purchased by sailing school graduates with the remaining three purchased by the club for the sailing school.

The boats had been used as ADFA training dinghies and had been through the wars, as evidenced by their macho 'fighting man' names – Fearless, Harpoon, Rapier, Sidewinder, Standard, Tarana, Jindivick, Phoenix and Ramboat. As a result of their past lives, their hulls, gunwales and decks had been liberally decorated with scratches, dents, gouges and the odd hole or two.

To enable the group to repair their own boats, Matthew Owen suggested a series of fibre glassing and repair workshops which Warren Hudson generously agreed to conduct. So each Tuesday evening in June the new Tassar group – Andy, Ange, Anthony, Antonia, Mark, Paul, Tanya, Tim, Trish and Zoe – gathered, donned masks and rubber gloves and armed with sanding blocks and spatulas, learned about the properties of epoxy and polyester resin, the art of

fibre glass repairs and applying gelcoat. Using one of the boats purchased by the sailing school, students learned and practised the various techniques they would eventually use to fix their own boats.

Amidst lots of Kung Fu and Karate Kid jokes – 'wax on, wax off' – Warren (Master to his band of Grasshoppers) was a gentle and encouraging teacher. The air of confidence which built over the four weeks was infectious with all students itching to be let loose on their own boats.

We thank Matt Owen for making the sailing school shed available for the workshops – and for heating it! We also thank André Webster who is making us boat covers and Howard Faulks who is designing a trolley for the club's boats and may find himself with a number of orders from the rest of us. Thanks also to Tassar legends Martin Linsley, Bruce Eddes and John Tracey for offers to play a mentor role as we get to know our boats.

A very enthusiastic Tassar group has joined the club and is looking forward to getting their boats on the water. Look out for us!

Trish Gleeson

New Rescue Boat for the CYC

Nigel Harvey and Charlie Bellwood testing out the new powerboat



The Canberra Yacht Club has purchased a new power boat to replace Southern Cross, a new Poly Craft 4.55 centre consol, roto-moulded plastic boat.

The new boat, which is still looking for a name has been tested on the lake with great results, dry, stable, easy to steer, and perfect for a rescue boat, buoy laying and sail coaching. It is powered by the existing motor off Southern Cross, a Honda 4 Stroke 50hp engine. The old Southern Cross which was 26 years old has been sold off to be a fishing boat on Lake Eucumbene. Brian Marriott driver of the MV Southern Cross and Arthur have been fitting out the new boat for service this coming summer. We once again thank the Southern Cross Club for their support to enable us to purchase this new boat.

Power Boat Training Course

The Canberra Yacht Club will be conducting a Yachting Australia National Powerboat Handling Course (TL3) in August and September. This course allows you to be able to drive a CYC Power Boats on race days and to obtain your NSW Waterways Licence.

The course includes:

Safety
 Passage planning
 Radio's
 Man overboard
 Navigation
 Anchoring
 Weather
 Engine Maintenance
 Boat handling
 Towing
 Rope work
 Launching

Dates:

Monday 28th August	Theory 6pm to 9.30 pm
Wednesday 30th August	Theory 6pm to 9.30 pm
Thursday 31st August	Theory 6pm to 9.30 pm
Monday 4th September	Theory 6pm to 9.30 pm
Wednesday 6th September	Theory 6pm to 9.30 pm
Thursday 7th September	Theory 6pm to 9.30 pm
Saturday 9th September	Practical Group 1
Sunday 10th September	Practical Group 2

Cost:

\$150 per person, includes all reference materials and Log Book.

Places are strictly limited

For enrolment please contact Matthew Owen Canberra Yacht Club Manager - Phone: 6273 4777.



Namadgi's crew pleased with hard-earned Hobart race result

Canberra Ocean Racing Club's Bavaria 44 yacht *Namadgi* managed a credible ninth place in the Performance Handicap Division in the last Sydney to Hobart Race, the first time the club has contested the blue-water classic since 1997.

The eight-person crew included Canberra YC members Mike Dunn and Bettina Hiscock. They took part in a comprehensive and demanding nine-month campaign and, according to skipper and CORC President Garth Brice, became a very competent race crew capable of competing with the best. Garth said it was also amazing to witness the transformation of *Namadgi*, essentially a cruising yacht, into a competitive racer which came close to winning its division. The campaign involved 12 training weekends and three ocean races - the Sydney to Gold Coast, the Lord Howe Island Race and the Bird Island Race.

Most of the crew undertook a Safety at Sea Survival Course with Teki Dalton. Preparing *Namadgi* for the Cat I safety inspection and acquiring certification took thousands of hours of work involving the crew and several working bees by other members. *Namadgi* will be maintained at Cat I for cruising and racing.

Before the race, every system onboard was checked and made functional. Over 1000kg of cruising gear was taken off the boat and transported to Tasmania on a trailer, where it was put back on board for cruising in Tasmanian waters

All told, the crew travelled over 15,000 kilometres back and forth from Canberra to Sydney during the campaign.

Namadgi now has a full set of racing sails which were acquired through sponsorship from club member Phil Kavanagh, who makes hot-air balloons, Skin Alert, and G L Brice Pty Ltd. The race crew also contributed funds and spent two weekends making spinnakers with Phil's assistance in his balloon loft.

After the start, the crew had a frustrating time clearing the confused air and waters of Sydney Harbour, but once on course for Hobart had passed over 20 boats in six hours and moved from last in the division to first. "It was at this point I realised that we were capable of winning our division and that all of the hard work over the previous nine months was paying off," Garth said.

"The decision to gybe toward an approaching storm as we entered Bass Strait proved to be a very good move. When the storm reached us we were able to ease sheets and reach toward the Tasmanian coast while the rest of the fleet had to work back up to windward. As we approached the coast of Tasmania we again took the lead on handicap in the PHS Division."

"At this point our luck ran out. The winds died and we were headed by the Tasman Island Eddy. Also a large clump of

kelp got caught in the propeller (which we did not discover until we got into Constitution Dock), and our navigation system failed. Instead of taking five or six hours to sail the last 42 miles from Tasman Island to the finish line, we took 12.”

“However, the race across Storm Bay and up the Derwent was extremely close. We were up against a group of Farr 40s which are half our weight and are full-on IRC racing boats. We experienced all points of sail in winds ranging from 0 a fair bit of the time to 35 knots.

“Unfortunately, the boats we had been beating on handicap had sailed across Storm Bay and up the Derwent River in much better winds and were already in the dock awaiting our arrival, Garth said. “To our great despair, we went from first on handicap down to ninth. Such is life in the world of ocean racing.”

Garth believes that, given the race conditions, it was a good outcome for CORC, Namadgi and her crew. No one was injured and Namadgi was in excellent condition. He said CORC had shown the ocean racing world that a group of “middle-aged” sailors from Canberra can make a Bavaria 44 very competitive in the Sydney to Hobart Yacht Race.



The only damage was to two spinnakers, a light one that became tangled in the shrouds but was repaired, and a heavy spinnaker which shredded itself after a spectacular broach in strong winds while crossing Bass Strait.

Namadgi will return to her base in Pittwater after members have enjoyed cruising in the beautiful D’Entrecasteaux Channel and related waters. She will undergo a through maintenance program before setting off for a winter cruise that will involve exploring some of Vanuatu’s 80 islands until August. She will then cross the Coral Sea to the Whitsunday Islands and is due to return to Pittwater in November.

The club took part in the Sydney-Hobart race for the first time in 1979 (when it was the Offshore Division of Canberra YC), using the Sydney yacht Meltemi. Since then club members have raced to Hobart in 1980, 1981, 1982 (Meltemi), 1984 (Mercedes IV), 1985 and 1986 (Nadia IV), and 1992, 1994, 1995 and 1997 (Portobello). Namadgi is CORC’s sixth yacht. The fifth yacht, Canberra, a Bavaria 42, was used solely for cruising.

David Townsend



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From the historian . . .

Imagine my surprise when I found a classified advertisement in The Canberra Times of 13 September 1963 advising members of the Yacht Club that 'Gentlemen's Choir Practice will continue in the Club House on Sunday mornings at 11 a.m.' I had seen no previous reference in the records to a CYC men's choir. Had I, by chance, found some hidden talent on the part of our founding members?

In April of that year, the Club had moved to Canberra, albeit, still having to sail at Lake George. Senator John Gorton, Minister for the Navy, officially opened the former Royal Canberra Golf Club building as the new home of the CYC at a function on 6 April 1963.

I asked a couple of then members about the choir. Matt Owen's grandfather, John Watch, thought it might have been part of a move in Canberra at the time to establish choirs; Matt's parents, Pattie & Keith, suggested I check the date of the newspaper – perhaps it was 1 April! - & commented that they didn't recall there being any 'gentlemen' in the Club in those days, or any choralist among the sailing fraternity.

Teki Dalton came up with what I assume is the real answer. Teki says:

'Choir' practice did occur at the CYC although I'm surprised that it was advertised as a genuine choir. It was a ruse to get away from home on Sunday mornings, particularly during Winter, to meet with the boys & have a few drinks. I do not remember anything musical happening but I do know that Charlie (Nicol) & Gerry (Hewson) were involved.'

In conversation with a bowling club colleague, I mentioned the 'choir practice' advertisement. He told me that this was a common ploy in South Australian clubs in the '60's to get around the liquor licensing laws that banned clubs from opening on Sundays. Perhaps the same situation applied in Canberra; certainly, the club would only have needed a limited licence in those early days.


The return of Sir Francis Chichester's yacht, Gypsy Moth IV to Sydney Harbour in July this year reminds me of weekend on Sydney Harbour in January 1967. Several Canberra based Seaflys competed in the 131st Royal Sydney Anniversary Regatta on Saturday 28 January 1967. My copy of the Souvenir Program for the event lists all the entries & includes the courses etc. It was a major regatta that catered for ocean & harbour racers & the full range of dinghy classes. Daphne & Peter Fullagar, Eileen & John White & yours truly were among the nine Seafly entries. We had a great race in a fresh

nor'easter, starting in Rose Bay, finishing off Neutral Bay. Being on that side of the harbour, we decided to pay a visit to RSYS. The CYC News of March 1967 picks up the story:

"The crews had a welcome drink at the RSYS after the race (welcome to us after an afternoon of racing, but I recall that Eileen & Daphne had to use their feminine guile to gain admittance to the Club, given that we had just come off the water & were still in our sailing gear!), while the boats were moored in the distinguished company (alongside, in fact) of Sir Francis Chichester's Gypsy Moth IV at the RYS jetty. Sir Francis, his son & Mr Warwick Hood were on board busily preparing for the departure the next day.

"On Sunday morning Mrs Pankhurst (my boat) was the only Seafly to join in the Aquatic farewell to Gypsy Moth..... This armada of boats was a sight worth seeing – although most boats were under power rather than sail".

I well recall the occasion. The breeze was relatively light & we struggle to make our way across the harbour ahead of the advancing fleet – a daunting sight given the hundreds of boats travelling with Gypsy Moth.



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Vale John Henty

John Henty passed away on 11 April, in his 88th year. John was the only Honorary Life Member of the CYC. He was also Hon. Life Member of the YMCASC.

When John was elected a Life Member of the CYC, the subsequent issue of the Club newsletter included the following entry:

The November (1996) Quarterly meeting agreed unanimously with a proposition put by the Executive that John Henty be recognised for his services to the CYC & to sailing activities generally in the ACT with the award of honorary life membership of the CYC. John has been a regular & successful competitor in Club races for some 25 years, with Brian Colman as his crew throughout those years. He has been a member of the sailing Committee, a race official & safety boat driver, an AYF qualified instructor over many years & was often called upon to sit on protest committees. He is a former Commodore of the YMCASC & for many of the earlier years, was a key link person between the ACT sailing clubs & the YA of NSW. John retired from the Sailing Committee last year but he continues to help out in a number of ways.

John was Commodore of the YMCASC for 2 years, in 1970/71 & 1971/72. That Club's magazine, Mains'l, recorded some of John's background:

Works in Projects & Legislation Section, Dept. of the Interior. (He was Lake Superintendent for 4 years in the 1970's) Started sailing at the age of 8 & later trained under five Master Mariners with a combined wealth of experience in whaling ships, China clippers & world wide sailing. His

sailing was in Cadet Dinghies & many ocean racers. Rowing & life time interest in the Boy Scouts & six years with the RAN filled in time before coming to Canberra but it wasn't until son, Phillip, sailed a Fireball (& subsequently, a 505) that John became Starter. In 1969 he took over the racing organisation as Rear Commodore & in the early 1970's was Secretary of the Canberra Sailing Co ordination Committee.

I knew John in Hobart before we both moved to Canberra, a few years apart. In fact, John was one of the first Patrol Leaders in 1st Derwent Sea Scouts where I also spent many happy years - many years after John's time! I subsequently worked with him on some of the administrative committees in Scouting in Hobart.

In Canberra, John sailed a Flying 15 for some 5 years, named Sabak (sail no. 1198), both Summer & Winter, & then a Hunter 19, a trailable yacht named Bounty Hunter, for the next 17 years. John built the Flying 15 in his home garage. She was built of timber, started in the Winter of 1971 & launched in January 1973. John further demonstrated his talents by also building the trailer, having previously completed a welding course. His workmanship was such that in 1973 the hull was used as the mould for local boat builder, Brian Lay, to build a fibreglass Flying 15 for Terry Coles.

John was generous with his time especially in passing on his knowledge & experience to others. In particular, in the early 1980's he was involved, with others, as an instructor for Sailaway, a group that was contracted to the Club at the time to run sailing courses. At the AGM in 1987, he was largely responsible for the introduction in the Club structure of a Rear Commodore (Training). As Brian Colman said when I consulted him in the preparation of this note, John was a man of many parts. For instance, he played lawn bowls in his later years & became a qualified umpire.

In recent times, John was not very mobile but he was delighted to visit the Club during the Flying 15 Nationals in January this year, courtesy of his former crew, Brian, & to catch up with a number of members he had known & sailed with over the years. He was a worthy life member.

Peter Forster

Commodore

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Sunday 30 July

Results Consulting Winter Racing, 1pm

Sunday 13 August

Results Consulting Winter Racing, 1pm

Sunday 27 August

Results Consulting Winter Racing, 1pm

If undeliverable return to
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*Sailing News is edited by Nick Hildyard
lay-out design by Monique Wilding*

For advertising contact: matt.owen@canberrayachtclub.com.au