 Commodore’s Report

Congratulations to the Flying Fifteen class for their successful Nationals so recently completed at the Club. I understand from advice from Flying Fifteen President, Peter Russell, that many visitors remarked on the friendliness of the series and the facilities available at the Club, not least of which was the services of many members of the Race Support Unit. My appreciation also goes to the starter — Peter Fulgarter. The standards should be maintained in early 1992 when the Mirror class hosts its nationals at the Club. It is very pleasing to see the promotion of these classes in Canberra and the considerable efforts they have made to attract their national titles to the Club.

While talking about regattas, and applauding the efforts of classes associated with the Club, praise is also due to Eileen White and her committee from the Canberra Cruising Yacht Association who organised the ACT Trailable Yacht Championships over the Australia Day long weekend. From all reports, this regatta was again made about the outstanding second class hosts their nationals at the Club.

It is very pleasing to see the promotion of the series and the friendliness of the series and the many visitors remarked on the considerable efforts they have made to attract their national titles to the Club.

Robert B. Redfern

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Training Report

Our summer training programs are underway. We are running a senior course with nine students and a racing workshop with eight students. We have been asked to put on another Saturday class by the CGC and may put on one for six people in March. In June we will commence a TL 4 (three:-five cases are based) course with the option of practical sessions in Pittwater or Sydney Harbour. The course is scheduled to run on a Tuesday and Thursday for five weeks. The current rates are limited to $120 per person. The course is a very good introduction to the club’s regattas and is run by AYT qualified instructors with inshore and offshore experience.

I am still seeking volunteers to assist with training, if anybody can help please contact me. Training is provided and only limited experience is needed. It is an easy and pleasurable task. For the younger members 12 and up and if they provide an opportunity to learn extra skills and at the same time teach the basics of sailing to others. You are needed no matter what your ability and experience.

Our training equipment has been borrowed from the boats and it is very much appreciated. Toillustrate its return on walkabout is the top section of a Laser mast, new sail battens from the enterprise, mirror oars, mirror boom vangs, retaining fittings from both Laser and Mirror vangs, drain plugs and rudder pintles from the Skyriders, these last are often chopped when the boats are carried.

Our training fleet has grown again enabling us to cater for a wider range of boat needs. Robyn McGrath kindly donated Peter’s Mirror to us. Many members of our fleet are real boat and not just a toy. It is used by Sailaway for many years. We have just bought a Swift, the small boat with the red hull and red sails. We are evaluating this and it is satisfactory. We will be purchasing more in due course.

A junior training boat will complement the Skyriders and should enable us to extend upwards the age range of our Junior courses.

Our sailing programs are available to everybody. If you have special needs contact either myself or Robert Hutton and we will see what we can do.

John Kennedy
Rear Commodore (Training)

Editorial

I think this is one of the best ‘sailing’ issues we have received from the most well-known writers and photographers of covering their championships in Australia and New Zealand. Congratulations to all those keen sailors who travelled far and wide to participate.

The Club also hosted the National Flying 15 and the ACT Trailable Yacht Championships during January, so it has been a very busy period for sailors, Club officials and staff.

We have also seen the advent of sponsorship which is so big plus for our sailing regattas. It takes a lot of the financial burden off clubs and organisations and is such a necessary support to ensure that top line facilities and services are available to make our regattas memorable.

John Hosking

Operations Report

Much has happened since the last Operations Report, the most obvious being the new concrete path from the Southern Jetty to the southern end of the Foreshores. The Club has leased these premises from the Department of Transport to give us access for cars to the grassed areas. These changes should greatly improve the area.

The dinghy rack has been relocated to a more convenient location and some minor improvements made to the car park area.

Re-grassing and removal of the existing concrete drain on the lake foreshores will be taking place in the autumn. It is also planned to restrict access to cars to the grassed areas; these changes should greatly improve the area.

One problem we are working on concerns the parking of boats illegally in the under-cover boat wash areas, particularly in the 5.50 area. Members are reminded that only club owned boats and those boats with allocated storage locations can be left in these areas, any other boats may be moved out at the owner’s risk.

In Lake Bay, several sunk moorings have been recovered and re-buoyed thanks to the efforts of a team of divers from Aqua-Medium Dive Centre with Andrew Phillips coordinating operations. Many thanks Andrew.

John White
Rear-Commodore Operations

Sailing Report

With the second half of the season well under way I am happy that the standards of sailing at the Canberra Yacht Club is continuing to improve. The atmosphere at the time of writing show a small increase over last season for the Championship and Pointscore 1 series, with Pointscore 2 series having an increase of more than 20 per cent. This is especially satisfying given the increased number of Club boats travelling to other regattas this season which must impact on our local fleet, and making it appear that the later starting times are becoming more generally accepted.

The other major effect is that our local Club racing is becoming more competitive. Skips are attacking the start line more aggressively as evidenced by the greater number of recalls. It has been said that if you are not recalled at least once six to eight starts then you are not trying hard enough, and it can be shown that a good start can have a major effect on the finishing position, even in races running over a number of days such as the Sydney-Hobart. This improvement is also aided by the effort of our ‘old timers’ and the Mirror, Fireball and Firefish series held at the Club.

It has been a very busy period for the Club, both on and off the water. Congratulations to James Kingpin for gaining a third place in the Hobie 18 Nationals, and to the other sailors who did not do so well, it is pleasing to see them taking part, and augurs well for the future performance of Canberra sailors at national level.

Held still and Rebecca Scott travelled to Auckland in mid-January, for the World Chelubea Championships, securing second place overall, and first Australian and mixed crew placings. The race at the front of the fleet was very close, and it is interesting to note that all the races except one were won either by Hugh and Rebecca or the first winners. The Canberra Yacht Club congratulates them on their performance and it is pleasing to see that it has been able to give them some assistance with their campaign.

Ross Wythe-Browne

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From the Secretary-Manager

A very big welcome to the 300 plus (800 since July) new members from all of us at the CYC. I sincerely hope our association will be a long and happy one. Congratulations to both the Flying 15s and Tarellable Yacht Association Committees for conducting the Australian and ACT Titles in such a professional manner.

Finance Report

I am pleased to report that the Club is trading well and that we, once again, have had a financially successful quarter. At the end of December, trading comparisons show that Membership income has continued to improve, the increase in Membership probably being partly responsible for the increased Poker Machine and Bar trade revenue and the drop in Door Fees. Sailing losses are about the same as last year and Training shows a small profit. Boat storage shows a good increase.

We have made minor improvements to facilities and equipment (garden, concrete, bar stands, new tables, etc.) but as we have not yet undertaken large-scale renovations or extensions this year we are in a much better financial position than at the same time last year. Careful management by the Executive and the Secretary/Manager has also played a part in reducing our debts. Continuing our policy of returning profit to facilities for Members we should be able to make proposed renovations later in the year.

As at 31 December 1990, Non-current and Current Liabilities are $335,856.24 and Fixed and Current Assets are $549,243.87. Excess of Assets over Liabilities is $213,387.63. At the same time last year liabilities were $382,434.98 and Assets were $532,338.55 with Excess of Assets over Liabilities of $149,913.57 (an increase of Assets over Liabilities is $213,585.63.

Many of the interstate participants and visitors alike expressed their appreciation for a job well done. Please don't forget to book early for the Mother's Day Luncheon on the 5th May as many were disappointed last year by not doing so. See you at the Club.

RON SULLIVAN

Laser News

Just about all of the regular Laser sailors in Canberra travelled to Port Stephens near Newcastle for the 1990-91 State titles. Glenn Bourke won the regatta as expected, but best of the ACT team was Michael Blackburn in fifth place. This was a very good effort considering the number of boats (110) and the quality of the fleet.

Lightweight sailor Alastair Gellatly finished second in the smaller Radial division after borrowing the rig and having his first sail in a radial out to the start line for the first heat.

CYC champion of champions, Tony Ryan, had some bad luck during the regatta. He broke his boom before the start of one heat, and scored an automatic disqualification for starting prematurely in another, pushing his finishing place past 60th.

Both Alastair and Michael are considering travelling to Greece later in the year for the Laser World and Laser Radial World Championships. In the Laser National titles held at Port Lincoln, SA, in January, these two finished 49th and 10th respectively, in the Radial division.

The Laser fleet racing on Sundays seems to have strengthened somewhat with the change of hands of some second hand boats and buying of new ones by some very enthusiastic sailors. Good sailing.

Class contact: Michael Blackburn, ph: 249 8457

Ernst & Young International Flying Fifteen National Championships

Canberra, 1-10 January 1991

Victorians James Thomson and Robert van Veenendael convincingly won the Ernst & Young International Flying Fifteen National Championships sailing on Canberra's Lake Burley Griffin from 1 to 10 January last.

As expected, these two sailors was sailed in light to medium wind conditions with breezes in all races varying between 1 and 15 knots. The sizeable number of spectators on the lake shores were however treated to a spectacular demonstration of Flying Fifteen performance when a line squall of 50 knots plus hit the fleet in the last race. Two keels were shown to the ammiral experts but the crew of the 29-strong fleet took off in clouds of spray, showing what has made the class so popular among small keelboat sailors over a period of many years.

Big gains and losses were made in the challenging wind sailing conditions with variable wind strength and direction. One top skipper said: "At home I can relax once I get to the front of the fleet, but in Canberra I have to concentrate for the whole race. Changing conditions meant I could be involved in three or four races in one heat!"

Boats from all Australian fleets were represented in the series. Also, popular Ian Cleaver (Canberra) and veteran Derek Walbourn (England) joined in the competition.

THE RACING

Tuffa Gruffa sailed by James Thomson and Robert van Veenendael won the championships to the extent that they need not have sailed the last race.

The high performing Queensland boat Corrangattack sailed by Ashley Smith and Phil Wil returned the performance they achieved in the 1990 Brisbane Nationals to come second, with the third place getter in the 1990 Worlds, Ian Cleaver, coming third.

Canberra sailors filled the first two places in the handicaps result with Ian Hawko (Windstorm) first and John Hobking (State of the Ark) second. Victorian sailor Ian Whitehead in Tuffa Gruffa

Race 2 was a close contest in gusty wind conditions with a number of boats choosing the wrong side of the strategically placed Spinnaker island. Tutta Gruffa battled with Corrangattack and White Magic 2 (Mark Bulka, Vic) and ultimately won by three boat lengths from the Queensland boat with Fantail third.

Three boats got away from the fleet in the light to medium conditions of Race 3. After a close race Russter started to look very good with a 14-second win from Cunnin Stunt and the Victorian boat Traveling Sailman sailed by John Hawkins.

Race 4 was sailed in stronger breezes, enabling Tutta Gruffa and Cunnin Stunt to show their paces, filling first and second places respectively with Corrangattack further back in third place.

Ability to pick wind shifts in the 1 to 15 knot winds of Race 5 showed Ian Cleaver (Cunning Stunt) hitting top gear with a win of more than a minute from Soggy Sox (Ron Walker, Qld) who had a spectacular last leg, followed by the new ubiquitous Tutta Gruffa in third place.

Race 2 turned out to be the deciding race for Tutta Gruffa. James Thomson handled the predominantly light conditions within lead to ease the boat over the line. The second and third place getters, White Magic 2 and Corrangattack were well behind. This result secured the series for Thomson.

The main interest in Race 7 was the minor placings, which were wide open. Tutta Gruffa sailed and loose in the 10-15 knot winds lifted up with a 20-knot plus line squall to win. The race for second place was decided after seem aggressive tactics, with Corrangattack taking the honours for second place in an almost photo finish from Cunnin Stunt.

1—Tuffa Gruffa (J. Thomson, Vic) 4-1-1-1-1-1, 83.1; 2—Corrangattack (A. Smith, Qld) 3-2-3-3-3-3, 80.1; 3—Cunning Stunt (I. Cleaver, U.K) 6-7-2-2-1-6-6; 4—Soggy Sox (R. Walker, Qld) 5-17-7-11-14-14-14; 5—Fantail (G. Totterdell, WA) 12-3-3-8-8-8-8. Russell, ACT) 1-11-1-3-8-4-6; 7—White Magic 2 (M. Bulka, Vic) 12-4-8-7-6-2-7, 8—Gunnadiano (M. Bulka, Vic) 12-5-10-4-6; 9—Cunning Stunt (I. Cleaver, U.K) 6-7-2-2-1-6-6; 10—Rolling Stone (L. Kainra, ACT) 5-7-7-11-4-5-11, 87.
Flying Fifteens racing on LBG during National Championships.

Well what happened to the Canberra team? We were quite noticeable in our designer Canberra team jumpers designed and organised by that well known fashion buff Matt himself! He just forgot that it was summertime. But none of us minded having it out for the series and there were many comments from interstate sailors such as "By crikey, chaps, it must be cold in Canberra." We also made a huge impact during the team drinking byretreating en masse to the top balcony to escape those nasty silly people from other states who just got too drunk and were acting in a very silly fashion. A comment made by Dave McGill who hates the sight of alcohol and was egged at the drinking habits exhibited at the nationals. I must add that Dave and crew were inspired and inflamed by their win in heat five (on handicap). The crew were last seen chasing Dave to the bus stop trying to get a sip of port.

Well who won? You probably all know but I'll tell you again, Peegrane Marine from SA sailed by Grant Geddes, second was Shory in Proud Aussie (NSW), third You Can't Get Fritz in Sydney (SA), sailed by Rob Drussen. First on handicap Miss Appropriation (Qld), P Spork, Pocket Rocket (WA), B Prosor, Garry and the Allure (SA), R Mitten. The country championship was won by Fast Forward (SA), G McCloud, second Inquisis, Qld, G Miller, third was Websail sailed by Michael, Matt, Richo, Gumbry, Alan, Morris, Alan's Dog, the Phantom, and Saddam Hussein (seriously, congratulations). Well that was the nationals for another year, all good fun and lots of drinking.

Canberra Cruising Yacht News

The 13th ACT Trailable Yacht Championships were held on 26/27th January 1991 at the Yacht Club of the Canberra Australia Day Sports Carnival.

Sponsorship was also gratefully received from NAB Laboratories. Fifty-six yachts competed in the three races, in three Divisions, numbers reduced from last year on the previous year's entries. Lake Burley Griffin put on her usual moods to the advantage of local skippers.

Saturday afternoon's race began with most boats down in a stiltish breeze—the wind moderated later in the race and most reefs were shaken out.

The night race had almost perfect conditions with a steady westerly breeze and bright moonlight.

The marathon race on Sunday had people wishing the Saturday winds had continued. Sunday had light variable winds, though there was never a flat calm. Plenty of sunscreen was needed during the four-hour race. The consistent drizzle damaged their NSW Championships in conjunction with our championships and also had to cancel extra race on Saturday morning.

The Princess Association competed for a trophy during the weekend and this was won by local skipper Stephen and Heather Davies, sailing Sabre. Boats came from near and far including Wagga, Dubbo, Port Macquarie, it was interesting to see the Boatspeed 25s which had travelled from Tamaki Yacht Club where the boat was designed.

We have to thank Trevor and his staff for the superb catering all weekend.

Local skippers took out the major prizes for all three divisions, Division 1 was won by Martin Kilpatrick sailing SideX, Division 2 by Caroline Fitwyman sailing Scarlet O'Hara and Division 3 by Peter Rose sailing Impetuous. Full results are on the Club board.

Two cruisers are planned for March for the Canberra Day weekend and also for Easter, anyone interested should contact Greg Lane. These following months are expected to have some successful cruisers during the past six months.

Thanks to all who helped make our weekend a success.

EILEEN WHITE

President

World Chub Championships—Auckland, New Zealand, January 1991...

The Friday Edition's Story

After a disappointing fifth place in the Nationals we left Australia with a few problems to fix. Our sails had delaminated and started to pull apart during the nationals and as we flew out Bruce Hollis of Concept sails was making us a new one which he would bring over with him the next day (if all went well). To top it all a local skippers had discovered that our mast was being squashed at both sides of the mast which we had appeared to fix that problem when we got to NZ.

The flight over was interesting to say the least. Around 60 Chub sailors, friends and family managed to keep not only themselves entertained but half of the plane as well as in the end only three decided to stay on the plane and go to Honolulu. For some reason our faces weren't let them.

The motel we were staying at with about 15 other Australians was 3km from the airport which meant we had to walk the series was to be held. We set off for the club on the first morning thinking the walk would be manageable. Fifty minutes and several wrong turns later we had our doubts and the minibus hired to form a shuttle service to the club from the three motels the Australians were staying at was a saviour.

The first morning we had to unload the containers. We had packed 23 Chub masts in two 40ft containers in five hours the Friday night and finished and we hoped we would end up more than containers of rubbish when we unpacked. Amazingly the only damage that occurred during the journey was a few rub spots where padding had begun to go off.

After setting the mast etc. up again we managed a short familiarisation sail the next day the work began. The sail measuring turned into a nightmare. After some minor problems on our spinners we got through without too many hassles. The sailing that afternoon indicated that the competition would be close in the light wind with many boats on the pace. The top Kiwi boat, Gaskrankenstation, had not yet appeared on the water though, so we were not quite sure what to expect.

The invitation race was not a good one for us. A bad start meant we spent the afternoon waiting for the smoke to clear. We were happy with a 7th after rounding the first mark in the back half of the 40 boat fleet. The Kiwi boat, Gaskrankenstation had revealed in the conditions to win convincingly. The racing was close but fortunately we were unable to get a good speed comparison with the top boats so we were still of the view we would shape up.

HEAT 1

The race started in a 5-10 knot northeasterly which shifted all over the place through the afternoon, necessitating four course changes during the race. This lead to some confusion. An average start is a good first beat and we were in first at the top mark, Gaskrankenstation was in second. The wind shifted right and we got buried. Took a flier the next beat but managed to get into second. An extra sail was added to make a new one which he would bring over with him the next day (if all went well). To top it all a local skippers had discovered that our mast was being squashed at both sides of the mast which we had appeared to fix that problem when we got to NZ.

HEAT 2

Bumpy water and an 8-10 knot northeasterly. Poor masts needed attention. We had our doubts and the minibus hired to form a shuttle service to the club from the three motels the Australians were staying at was a saviour.

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From page 6

him all day until he swam setting the kite. We saw the gust coming and left the shute down until the gobe mark. In front by 200m all we had to do was finish. Half out of control on a flying reach the rudder cavitated on a 20m from the mark putting us in the drink. A quick recovery meant we rounded on the back of the first bunch. Got back one place to get third.

Gaskrankenstation first, Stonedlonger fifth. Happy with performance in a breeze considering weight, especially downhill.

HEAT 6

Moming race and S-10 knot northwesterly. Gaskrankenstation only had to bet us to get title and covered us all day. Got him on the line to get third but that was not enough and.

Gaskrankenstation had it wrapped up with a heat to go. Stonedlonger won to bring him within 3 points of us in the race for second place.

HEAT 7

Same breeze with squalls threatening. On water first and early to worry Stonedlonger. Eyes only for Stonedlonger at the start. Stuck to him and started a few boats down to the favourable side. Just ahead of him at top mark. Stop tight cover on next beat and increased lead and got into first. Light squally on run helped increase lead to 200m and Stonedlonger dropped to fifth. Finished first with Stonedlonger getting back to third.

We were happy with our final placing of second overall and with the series we sailed. Gaskrankenstation was a deserving winner. Just about everything had come together at the right time and if things had gone better we may have been able to push Gaskrankenstation harder for first place. Celebrations got under way and finished a few nights later.

The help and support the Canberra sailing community has given us has been nothing short of fantastic. There are too many people to mention here but to those who did help go our sincerest thanks. Both the Canberra Yacht Club and the YMCA Sailing Club gave very generous support which was greatly appreciated and we must thank them also. We also hope that up and coming sailors receive similar support to assist in developing their talent.

HUGH STODART and REBECCA SCOTT

Fireball News

The most exciting piece of Fireball news has nothing much to do with sailing. Congratulations to Matthew Gillingham and Libby Spies who announced their engagement on their return from a holiday in Thailand.

For the first time in a long while Canberra Fireballs participated in a national titles, held at Gosford over the New Year period. As expected, the standard of the fleet was very high and it was felt that the tail end of the fleet was much thinner on the ground than expected.

Guy Mitchell and Anthony Ingram on Moonlight Delight consistently improved throughout the series, coming 28th out of the Canberra boats in 25th place. The steady improvement resulted in winning the B Division Handicap, receiving a brand new job from John Clifton. Steve Quinn and Ben Tindale on Teddy Bears Picnic came 28th and Sharon Aspinall and Simon Mitchell on Tickled Pink came 29th.

All three boats gained a great deal of experience and practice from the series, and the quality of the top boats in terms of finish and sailing ability was a real eye opener.

We would like to extend a warm welcome to Ian Walster, the proud new owner of Steve Quinn's ex-boat, Frantic. We look forward to sailing with him in the near future.

Boats are appearing on the lake which have not previously been seen, and it is hoped that they will shortly be sailing with us at the Club.

SIMON MITCHELL
Class Representative

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You can choose Skipper Yourself, Private Crewed Charter, Flotilla Sailing or Sail Adventure Groups... so hop on the toll free line or clip the coupon for full details.
Five-0-Five News

The 1990-91 National Championships were hosted by the Royal Motor Yacht Club at Toronto, on the 24th and 25th November. Cullen Hughes regained his championship title following a tight battle with Warren Slater (from Melbourne) and Michael Forster. The title was confirmed in the final race, which was won by Cullen Hughes. Shona Maharg won the Handicap series. Kris Jones (from Hardys Bay) won the Ladies Championship and Peter Wild (from Wagga Wagga) won the Visitors Trophy.

Mirror News

20th ACT Mirror Championships

Twenty-five Mirrors competed in the 20th ACT Mirror Championships sailed in strong winds on Lake Burley Griffin on the 24th and 25th November. Cullen Hughes regained his championship title following a tight battle with Warren Slater from Melbourne and Michael Forster. The title was confirmed in the final race, which was won by Cullen Hughes. Shona Maharg won the Handicap series. Kris Jones (from Hardys Bay) won the Ladies Championship and Peter Wild (from Wagga Wagga) won the Visitors Trophy.

Annual Lake Ginninderra Picnic

Danny Keys retained his Picnic Champion title at the ACTMCA Annual Lake Ginninderra Picnic. Spectators and competitors of all ages were entertained with the “Three Peaks Race”, “Balloon Race” and “Single-handed Race”.

CYC Pointscore Series 1, 1990-91

Consistent performances by Robert Hughes resulted in a clear win from Peter Russell and Jenny Caldwell in Pointscore Series No. 1. Strong winds and other activities affected fleet numbers with only several boats completing seven races.

25th Australian Mirror Championships

Seven Canberra boats competed in the 25th Australian Mirror Championships held at Brighton and Seaciti Sailing Club in Adelaide from 27 December to 4 January. Ninety boats competed in the series, which was won by Stephen McElwee (9.50) from Tasmania, Tom Dean Dixon (12.75) from Western Australia, with Tom King (17.00) of Victoria third.

Canberra crews, whilst not having the success of last Nationals at Hervey Bay, performed creditably with improved skills being evident. The combination of gale starts and a tide affected course, with slower boatspeed from the Canberra boats resulted in placings in the middle third of the fleet. Cullen Hughes finished 23rd, Michael Forster 30th, Andrew Forster 32nd, Peter Russell 34th, Bernie Keys 37th, Graeme Dennett 42nd and Robert Hughes 51st.

Western Australian crews dominated the series which was sailed in predominantly heavy conditions with all boats finishing in the top 10. Bernie Keys convincingly won the Division E trophy and surprised many with his good boat speed in his first Nationals.

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John Kennedy — Rear Commodore (Training)
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273 1784
Interstate rivalry off the water during the National Flying Fifteen Championships. Some local sailing faces should be identifiable.
 Commodore's Report

You may be aware that your membership is due for renewal by 1 June 1991. If you know you would appreciate the need for membership subscriptions to be received on or before the due date. You should have received a renewal form.

Despite the difficult economic times we find ourselves in, the Club has enjoyed a successful year thanks to the support and contributions of its members, both sailing and social. Ross Wykle-Browne, Rear Commodore Sailing, has told me that more people are participating in Club racing this year than for many years, and John Hosking, Rear Commodore House, has related to me how pleased he is with the increased number of members using our facilities.

Your Club Executive is very conscious of the need to provide good facilities to members. With this in mind, we have met your needs. Should you wish to write or speak to me on any matter, I look forward to seeing and speaking with you in the Club.

Yours in sailing

ROBERT B REDFERN
Commodore

Training Report

Once again we have come to the end of a successful season. Our last junior and adult courses were the best for a long while. We were blessed with good weather and capable students. Students from both courses are interested in crowing if you have vacancies. Our race training program was also successful; many thanks to Robert Hughes and his helpers.

We were fortunate in being able to borrow two Corona dinghies for the adult course, thanks to the Army Sailing Club and to Robby Campbell. For the junior course the only reason we had to have one sponsor in OTIS, their contribution is greatly appreciated. It enabled us to keep the cost down and thereby accessible to a wider range of children.

We are increasingly finding that a number of children come back for a second course and we will be revising the course material to reflect this. I am also looking at the possibility of extending our junior course age range upwards, the problem is finding a suitable low maintenance boat at the right price. The Swift we bought is one solution; however, I would prefer a recognised class boat. I understand some clubs are now turning to the International Optimist dinghy. It is now being produced in Australia in fibreglass at a reasonable price ($2500). However, if you wish to purchase five or more would require substantial sponsorship.

I urgently need the assistance of somebody to take over the maintenance of our Mirror dinghies. We would like to bring at least two of their up to reasonable racing condition. We have the money for equipment but cannot afford the cost of professional attention. If anybody can help would they please contact me. Can anybody donate a Spinaker and make chute? Also the donation of reasonable second hand sails would help. With the Mirror Nationals coming up at the end of the year it would be good if we could have some of our trainees competing in Club boats.

The proposed TL4 Inshore Navigation Course will commence on 17 June as of mid-April has eight starters. We can only take twelve so if you are interested you will need to check at the office quickly. Places are allocated on a first come first served basis.

We will be progressively locating all our training boats in the long boat shed and reallocation other storage to cater for members' boats and other equipment currently located at the end of the shed. This will provide a more secure storage area and we will be able to modify it to meet our needs.

You will see in another section of the magazine a proposal to change the Club's constitution with respect to training. The changes are relatively minor but important to the continuous success of our training program.

I am seeking additional helpers for our race training program. If you can help please let me know.

JOHN KENNEDY
Rear Commodore (Training)

Sharpie Snippets

Rick Shortidge from Balmoral Sailing Club sealed his 5th State Championship at the Batemans Bay Regatta over the Anzac weekend with a win on the Saturday afternoon. However, the Canberra connection was maintained as he had two of Canberra's best known Mirror sailors, Michael Forster and Cullen Hughes, on board.

The only other boat with a chance going into the weekend was Canberra boat 'Z' having to win both heats to take back to back titles. This looked a possibility with 'Z' holding down a substantial lead after two laps in heavy conditions, however a broken forestay with the inevitable mast overboard stopped the surge. Shortridge, third at this stage behind Phil Glutz from Wolongong, moved into top gear and with some slick spinnaker work from the Mirror boys passed 'The Rat' to lead at the leeward mark. He went on to take the gun and the title to top off a great season. Congratulations Shorty and crews.

CHRIS ABLETT

Editorial

The Summer season finished with a bang on Sunday 21 April — Champion of Champions day. It was most encouraging to see the level of interest and enthusiasm particularly amongst the younger sailors for this event, although the gusty conditions only permitted one race. Ralph Sipes gave the background to the 'American's Mug', which he presented to the winner, in his speech after the event. (See story this issue.)

All sailing enthusiasts will be pleased to learn of the progress of the newly formed ACT Zone committees of the YA of NSW which replaces the Southern Zone. The main functions of the committees are:

1. Liaison with ACT Government, Lake Superintendent and other (non-sailing) users of Lake Burley Griffin.
2. Coordination of Funding Applications to ACT Government and Corporate sponsors.
3. Coordination of Race Officers, Sailing Master and other Training Courses.
4. Coordination of ACT Yachting teams.
5. Promotion of the Sport of Sailing, including the encouragement and support of School and Youth Groups.

The timely establishment of the ACT Zone should ensure that ACT Yachting is effectively represented and promoted at local, State and national levels.

JOHN HOSKING

Canberra Cruising Yacht Association

We have had a very enjoyable three months since the last "Yachtsman" with very favourable sailing weather. Racing has had good fleets both in the Sunday races and the Saturday cruising racing with very close results in the series.

Cruising too, has been very enjoyable. Easter saw two well supported cruises — one to Wyangala Dam and the other to Mallacoota — it was my first visit to Mallacoota and I found it a fascinating place with an amazing variety of bird life. The weather was perfect for cruising. Wyangala Dam is also an ideal cruising ground and the crews there had an excellent time.

Weekly Events

<table>
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<tr>
<th>Day</th>
<th>Event</th>
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<tr>
<td>Sunday</td>
<td>Sailing 12.00 pm</td>
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<td>Tuesday</td>
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<tr>
<td>Friday</td>
<td>Over 25’s Party Night — 8.30 pm</td>
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<tr>
<td>Saturday</td>
<td>Functions — Book now!</td>
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A complete graphic design and photo-opyting service for the Government and Corporate sector

Those who sailed, lunched and climbed trees on the Lake Burley Griffin On deck knew what a great time and we hope this "tradition" will be continued next year.

We are now approaching fast and as usual, we have arranged a series of "Fireside Chats", the first on 15 May — the tickets are $30 each and details, all are welcome.

We hope to see good fleets for the Frostbite Series at the beginning of June.

Plans are underway for a Whitsunday Cruise later in the year and also for a Murray River Cruise in 1992.

EILEEN WHITE

Operations Report

As you have probably noticed, work has commenced on improving the area surrounding the Club. Considerable regrading has been carried out before adding top soil and rock. The enlarged log berthing area has been completed. A new launch ramp will be constructed adjacent to the main entrance to the Club. Before next sailing season, we wish to make a major upgrading of the area outside the Sailing Bar. If you have any ideas on this, please let me know.

The big project of the year for the Club however is a major refurbishment of the kitchen — the first such since the Club was built over 25 years ago. This work was being conducted by ACT Government and phototypesetting

quiet wines and dining

carvery special

over 25’s party night — 8.30 pm

functions — book now!

graphic design and art studio

1st Floor Bailey's Arcade
Canberra City
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Fax 249 7955

John White
Rear Commodore Operations
**Sailing Report**

**CLUB SAILING**

With the summer sailing season now concluded, it is interesting to see the trend towards increased fleet sizes continuing, with Sunday feasts reaching the mid-seventies on two Sundays — a record for recent years, and contrary to the trend in most yacht and sailing clubs in Australia.

Following the Christmas period, club sailors have continued to acquit themselves well, with Michael Forster retaining his NSW Mirror title, Robert Hughes winning the NE Victorian Mirror Championships on Lake Mulwala, beating Tom King, the top Victorian sailor and member of the Australian team to compete at the America's Cup in Holland. James Kirkpatrick won the ACT and Southern Zone Hobie 18 title at Turooa Heads, and Cullen Hughes gained third place in the NSW Fireball Championships at Gosford. Michael Blackman and Stuart Allen finished a flying first in the NSW Laser Championships in a fleet of 110 boats — a larger and stronger fleet than the Nationals in Tasmania. Michael Forster, and Danny Keys, so strong in the Laser Nationals next Christmas. All entries in which were down as a result of four consecutive years of extreme conditions. This year saw fairer conditions. This year saw fairer conditions.

**PRESENTATION DINNER**

This is scheduled for the 22nd of June, and nominations are now being sought for the perpetual trophies of Yachtsman and Yachtswoman of the year, Best Crew, Most Improved Skippers, Most Improved Junior, and Best Trainee. With such a successful season behind us, those trophies will be keenly sought, and the Sailing Committee anticipates a difficult job finalising selections.

**NRMA WINTER SERIES**

We have again been fortunate in obtaining the support of NRMA for the Winter Series with valuable prizes to be won again on the basis of participation. In addition they have extended the sponsorship this year to individual race prizes as well, making participation well worth while. Thanks to the CCYA, a small heater has been donated to the Club to improve comfort in the tower for the Winter Series Race Officers.

**MIROR TRANSOM TROPHY**

The Club hosted the Transom Trophy event this year, the first time the trophy has been held in Canberra since 1981. Seven teams participated, and the trophy was retained by the CYC team comprised of Andrew and Michael Forster, and Danny Keys, so strong in the Laser Nationals next Christmas. All entries in which were down as a result of four consecutive years of extreme conditions. This year saw fairer conditions. This year saw fairer conditions.

**CVC “Young Ones” Transom Trophy Champions.**

**Mirror News**

**3rd NSW MIRROR CHAMPIONSHIP**

As reported in the Canberra Times "ACT sailors plundered the silverware at the NSW Mirror Championships" held at Hunters Cove Sailing Club on the 16th and 17th February 1991. Seven Canberra boats competed in the series, all well-supported by members of the Sailing Committee, and is also on the agenda of the Mary Quarterly General Meeting for discussion.

The Canberra Yacht Club run an extensive race program with Sunday Club racing, Cruising Division, Twilight and Winter series, with additional major championships of the Flying Fifteen Nationals this season and the Mirror Nationals next Christmas. All those events need the assistance of the Race Support Unit, and I would like to thank all the members of the Unit for their efforts, especially Captain Zel Hindley for the many hours he has put in during the season, and Roster Mistress Toni Ebbutt for effectively ensuring the boats are always “manned”.

Finally I would like to thank all the members of the Sailing Committee for their help during the year. Organising such a large program as we run is a major undertaking on a voluntary basis, and without the help of the Sailing Committee members would be nearly impossible.

**TROPHY HIGHLIGHTS**

- Michael Forster and Danny Rocco (Cherry Ripe) retained their Transom Trophy championship.
- Andrew Forster (The Mouse) and Danny Keys (Wide Awake) sailed in the College NSW Championships to third place.
- Daniel Keys and Alex Badger (White Ant) finished equal third on handicap.

**NORTHEASTERN VICTORIAN CHAMPIONSHIPS**

Twelve Canberra boats, the largest all-ACT fleet, completed in the NE Victorian Championship held on the 9th and 10th of March 1991. Nine Canberra sailors Robert and Beni Hughes topped off a terrific weekend with winning the series — all were winners.

**RACING ON RUGGED LANDSCAPE**

Fifteen Nationals held on Lake Burley Griffin for more than 20 years. In 1990/91, Flying 15s made up the second-largest class of one-design yachts racing with the CYC with an average number of 8.4 starters over the season, second only to the Mirrors (an increase of about two boats or 29% on the previous season). Fifteen different Flying 15s competed in the CYC races during the season, including three new skippers over the last couple of months. The fleet is delighted to see Danphe and Peter Finlay compete in the last couple of months.

**ACT Flying 15 News**

The Flying 15 class continues to show its durability, providing close racing on both a championship and handicap basis and in an increasing fleet. The Flying 15 design is now more than 40 years old (Uffa Fox, vintage 1948) and has been racing as a class on Lake Burley Griffin for more than 20 years. In 1990/91, Flying 15s made up the second-largest class of one-design yachts racing with the CYC with an average number of 8.4 starters over the season, second only to the Mirrors (an increase of about two boats or 29% on the previous season). Fifteen different Flying 15s competed in the CYC races during the season, including three new skippers over the last couple of months. The fleet is delighted to see Danphe and Peter Finlay compete in the last couple of months.

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The now famous Marlay Point Regatta of 1991
—or how to complete the course in record time

There are many ways of reaching a finishing line ahead of one’s fellow competitors. A Canberra Yacht Club team in ‘Posh Junk’, a veteran 23-footer designed by the well-known Colin Thorne, and re-built by her enthusiastic and enterprising owner, Angus Houstone, came up with the ultimate answer at this year’s Marlay Point Regatta. The end result, in hindsight, was no surprise to crew members, John Hosking and Peter Marcusson, although they would have preferred a little more training beforehand.

For those readers who are unaware of the events that unfolded on the night of 9th March 1991 read on. For those readers who are unaware or how to complete the course in record time...

Marlay Point Pre-race briefing — cold and windy, March 1991.
PROPOSAL TO AMEND THE CONSTITUTION OF THE CANBERRA YACHT CLUB INCORPORATED

I propose the Club's constitution be amended as follows:

- Clause 6.2 — second sentence: add after "Sailing", "Training".
- Clause 12A — second sentence: add after Training (first occurrence) the word "committee".
- Clause 12A — second sentence: delete 'of' (second occurrence) and insert in its place 'from'.
- Clause 12A — second sentence: delete 'manage the Club Junior and Senior training programs and other matters flowing from Training' and insert in its place 'manage the training and related activities of the Club and advise the Club Executive on policy related thereto'.

MOVED: John Kennedy, Rear Commodore (Training)

The purpose of the proposed amendment is to clarify the role and responsibilities of the training committee and to prevent any possibility of differing interpretation of the role and responsibilities, when compared with those of the sailing and house committees. The final change also makes it clear that, as for the sailing and house committees, it is the Club's Executive that is the body responsible for policy matters. As the clause is currently worded this is not clear.

More specifically the reason for each proposed change is:

First change: Currently clause 6.2 allows junior members to be on the sailing and house committees but not the training committee. This amendment would allow junior members to be on the training committee.

The second change: This would correct what appears to be a typographical error.

The third proposed change: This is a minor technical change to standardise the wording of the constitution.

The fourth proposed change: As well as making it clear where the responsibility for policy lies it ensures that what is possibly a restriction on the Club's training programs is removed. The Club's training activities extend beyond just 'junior and senior training programs' for example we are accredited with the Australian Yachting Federation to undertake TL1, TL2, TL3 and TL4 programs. Our current programs for example include junior, senior, intermediate, race, rescue boat handling, navigation and instructor training.

The proposed changes have the endorsement of the Club's Executive. If the proposal is accepted the training clause would read:

TRAINING COMMITTEE:

12A. 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 from the Club Executive, manage the training and related activities of the Club and advise the Executive on policy related thereto. The Chairman shall be the Rear Commodore (Training) who shall also hold the position of Principal under the Australian Yachting Federation Sail Training Scheme.

THE NUMBERS: Fleet sizes (especially Mirrors) are related to class promotional activities and good weather, and not late starting times during daylight saving time.

THE WIND: At 2.00 pm less than 50% chance of having a day worth sailing — why bother? At 4.00 pm greater than 50% chance of having a day worth sailing, becoming greater the later we're out. Rumour is the YMCASC will be starting at 4.00 pm next season.

THE SUN: Why expose our bodies to the sun at the hottest time of the year, at the hottest time of the day? THE NUMBERS: For the seven races held at 4.00 pm this year our numbers are up on last year, with race 3 pointscore 2 having 75 starters, a record in recent times. All happening in the wake of National hangovers.

THE FAMILY: The 4.00 pm start allows a gain of 2.00 hours of daylight with the wife and kids. This 2.00 hours would inevitably be lost in the evening to the box.

YOUR OPINION

If you have an opinion on late starts come the next Quarterly General Meeting on 27 May 1991 at the Canberra Yacht Club at 8.00 pm. YOUR EXECUTIVE IS ABOUT TO DECIDE ON THE PROGRAM FOR THE NEXT SEASON.

After the hard grind around the buoys, or braving the perils of the yacht club bar, we think you deserve some laid back cruising in the magical Whit Sundays on us!

*Any club member who books a 3 day cruise aboard any of our superb fleet of yachts and motor cruisers, any time from now till the end of June '91 will get 2 days extra cruising free!

You can choose Skipper Yourself, Private Crewed Charter, Floilla Sailing or Sail Adventure Groups — so hop on the toll-free line or clip the coupon for full details.

CLUB MEMBERS CAN CRUISE IN THE BEST OF STYLE FOR 2 DAYS FREE!
CHAMPION OF CHAMPIONS RACE
Ralph Sipe's
Presentation Speech

"Commodore Redfern, sailors, ladies and gentlemen. I am honored to have been invited to do the "smoking gun" award of 'America's Mug' to the immediately proven Champion of Champion sailors."

"My acquaintance with the 'Mug' goes back to those great days in 1980 when the slightly better known trophy 'America's Cup' was secured in the Perth Yacht Club's trophy locker, and the world's yachting fraternity were preparing to try and pry it loose."

"Knowing the great sins of price and stubbornness of my countrymen, shared by Mr Dennis Connors, I reckoned that the odds were even money that the 'Cup' might be recaptured. It was then that I joined forces with Terri Ebrill to convince the powers that be in the Australian-American Association to procure and sponsor another silver yachting trophy which would remain always in the very heart of Australia with the Canberra Yacht Club."

"The trophy was duly procured and christened 'America's Mug'... named not for the yacht America as was the Cup but for the country America."

"The mug was presented to the yacht club in 1986 by the US Ambassador, Mr Bill Lark. Commodore Frank Downing then devised the conditions of award to the champion of champion sailors on Lake Burley Griffin, ensuring that the spirit of the award for the mug was in skill and determined competition."

"The rest of the story is history and is written on the plaque on the base of the trophy. The Mug was first awarded to Stewart Allen, Champion of Champions in 1986/87 season. For the next two seasons, 1987/88 and 1988/89, it appeared as though the Mug was to be a permanent award to James Kirkpatrick, but in 1990 Tony Ryan sailed away with it."

"Which brings us to today's competition and this year's award. I am pleased and honored to present America's Mug to the 1991 Champion of Champions, Michael Blackburn."

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Spinnaker Restaurant News

- GOURMET NIGHTS are now on Thursdays. Any three courses from the a la carte menu incl. wine for $26. Best value in town.

- FRIDAY NIGHT LATE SNACKS — 10pm 'til late including Hot Roast Beef Rolls, etc.

- WINTER SPECIAL — Members and friends, 10% off for functions on Monday, Tuesday and Wednesday.

- BBQ WEEK COMMENCES 27th May. For lunch and dinner, marinated meats and seafoods, kebabs and sates. All you can eat for $11 (includes salad bar, fresh bread and coffee). Book please.

- SUNDAY SIZZLES 12 pm - 3 pm during winter. Menu and price as per Gourmet Night.

- KITCHEN RENOVATIONS commence in May, which will improve capacity and efficiency, and provide patrons with a better service.

- We would like to thank all those who enjoyed the Wednesday night Carvery during the Twilight Series. Any suggestions for snacks during Winter Series would be appreciated.

Thanks for continuing support.

TREVOR WELCH & STAFF

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Want to Sail at the Coast? Want to Charter a Yacht?

CANBERA YACHT CLUB IS OFFERING AN AYG TL4 INTRODUCTORY AND INSHORE COURSE

This course will teach you all you need to know to enable you to navigate safely in inshore coastal waters. It teaches you the basic theory about boats and sailing, including safety, seamanship, rules of the road, buoyage, navigation, the weather, chartwork and a host of other things. It is practically oriented. It does not load you up with useless theory but aims to give you sufficient theoretical knowledge to be able to confidently handle a yacht in inshore conditions.

As an additional system, practical experience sailing in inshore conditions on Sydney Harbour or Pittwater can be arranged.

Cost: $160.00

Wkend: June to September 1991

Interested? Please provide your names, phone numbers and addresses to the office. We can take up to twelve people.

Our instructors are Australian Yachting Federation qualified and have extensive coastal sailing experience.

JOHN KENNEDY — Rear Commodore (Training)

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CANBERRA YACHT CLUB

WINTER SERIES 1991

NOTICE OF RACE

The Canberra Yacht Club will conduct a Winter Series beginning 19 May 1991 and concluding on 11 Aug 1991, as published in the Canberra Sailing Program.

1. Race Rules

The series will be sailed under the Canberra Yacht Club Sailing Instructions, 1990-91, as amended by this notice.

2. Starting times and classes will be posted on the notice board in accordance with the Sailing Instructions. It is expected that trailerable yachts, dinghies, catamarans and sailboards will have separate divisions, but not necessarily separate starts. The warning signal for the first start will sound at approximately 12 noon.

3. Sign-on by the skipper or representative will be mandatory for each race.

4. Entries will be accepted on each race day from approximately 11 am. No race fee is payable by entrants who have a CYC full season entry, otherwise the appropriate race fee is payable.

5. Prizes have been provided by NRMA.

Series prizes are as follows:

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.

Additional prizes have also been provided by NRMA for weekly presentation.

6. Scoring for the series will be based on participation, the following procedure to apply:

- 10 points for participation in each race (unless drawn)
- 11 points for DNS with late entrants attracting 11 points for each race missed;
- drawn points as follows:
  1st draw - 6 points
  2nd draw - 5 points
  3rd draw - 4 points
  4th draw - 3 points
  5th draw - 2 points
  6th draw - 0.75 points

The winners will be determined on the basis of the lowest total points scored for the series. In the event of a tied score, places will be determined on a count back of drawn points.

7. Apres-sail arrangements have been made with the Club, and will generally be held in the Akarana Room. Weekly draws and presentations will be made at this function. Suitable winter refreshments will also be available.

ROSS WYLD-JE-BROWNE
Rear Commodore Sailing
12 April 1991

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It pays to belong
"Jazz on Sunday"

EVERY SUNDAY AT C.Y.C.

★ Canberra's top Jazz Bands
★ Regular Jazz 'Superdates' featuring the very best jazz talents in Australia

Canberra's Home of Jazz — Don't Miss It

"Good Times & Great Rock 'n' Roll"

Every Friday Nite
at the Canberra Yacht Club

'Live' Rock 'n' Roll & Dancing 9.00 pm to late — See You There!

SPINNAKER RESTAURANT
Open 8 till late!!

273 1784
The Canberra YACHTSMAN

The Canberra Yacht Club
Mariner Place
Yarralumla, ACT
Phone (06) 273 1784

AUGUST 1991

Lexcen Cup — crew selections trials on Lake Burley Griffin during July. Inset: Commodore Robert Redfern presenting Zel Hindley with Club Person of Year Award.
COMMODORE'S REPORT

The 1990-91 sailing season for the Canberra Yacht Club can be described on all fronts as an outstanding success in many trying economic times. I can say this because of a number of reasons. Our sailors — juniors, intermediates and seniors — have all brought credit to themselves and the Club. Many have achieved very notable results both at national and international level. I commented in detail on these achievements in my last report and many of the remarkable achievements were publicly recognised at the Club’s presentation night.

The Executive has really worked as a team in a very cooperative spirit. Significant results have come to fruition in the administration of sailing at the Club and in the ACT. Club training activities continue to expand, and Club operational activities will report in more detail. The members of the Executive are: Vice Commodore, Rod Badgery; Rear Commodore Finance, Norna Hiscock; Rear Commodore Sailing, Ross Wyde-Browne; Rear Commodore Training, John Kennedy; Rear Commodore Operations, John White; and Rear Commodore House, John Hooking.

I am pleased to report that 1990-91 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 generating more amenities for members. At last year, our policy has been to curb expenditure, unless it provides a Club benefit or a benefit to the members, to increase our income; and to establish a solid debt repayment strategy. Members were pleased that in the 1980 financial year our debt was $31,353 in Pekelinge and Machine trading are mainly responsible for the continued improvement. Secretary/Manager Ron Sullivan is to be congratulated on those results. Beat storage income has also increased but Sailing income has fallen slightly this year. Training (now a separate account) profit should be added for any comparison. Membership income has increased slightly this year. The excellent training enabled us to reduce our trading line and our interest debt repayments. This year the Club’s total liabilities have decreased by $16,093 to $31,100 and total assets have been increased by $74,734 to give us total assets of $77,641, an all-time record for the Club. The chart below records the progress over the last five years. Our achievement is something many clubs in the region would be pleased to emulate.

I thank the members of the Finance Committee, Lance Halvorsen, Des Ireland, Peter Mandy and Herbert May for their valued assistance to me during the past four years that I have served as Rear Commodore Finance. 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 Annual General Meeting 27th August 1990, 8 pm

D. McMICHAEL expressed concern that the ordinary membership numbers had decreased and asked had Committee given any thoughts to increasing full membership numbers? General discussion held on membership fees and ways of increasing full membership. Incoming Executive to address this problem. P. FORSTER noted that sailing fees down in 89-90 compared to 88-89. D. McMICHAEL gave a brief update on progress towards the establishment of an ACT Zone of the NSW Yachting Association and mentioned that clubs in the region were supportive. S. MITCHELL requested the reason for CYC organising and running the Training Program rather than outside bodies. J. KENNEDY, Rear Commodore Training, said he believed CYC training to be more professional and effective.

GENERAL BUSINESS

T. EBBRILL paid tribute to the late Peter McGrath and could Executive also give tribute? So noted. Seconded D. McMICHAEL. Carriered. M. KELPMAN suggested that CYC employ Fulltime Training Supervisor. P. KELLY suggested that this be an option for incoming Committee to consider.

P. HUDS supports general thought but unfortunately finances wouldn’t support this venture but ways of promoting and increasing numbers in racing in the ACT should be fully investigated. P. KELLY announced that Mr G. Davies was the winner of the early subscription renewal promotion.

Mr Kelly thanked Mrs L. Reid for the donation of $500 to the CYC from the “Keep Fit Classes”.

CORRESPONDENCE

Request from Canberra Centre to supply boats for exhibition during October.

FLYING 15s, Laser, Hobie 18s and Skydriers to furnish boats. All classes are welcome to participate. P. WYDE-BROWNE thanked Commodore P. Kelly and asked for a round of applause. Given and seconded D. McMICHAEL.

ELECTION OF OFFICE BEARERS 1990/91

The Following Flag Officers were elected unopposed:

COMMODORE: Mr R. REDFERN
R/COMM SAILING: Mr R. Wyde-Browne
R/COMM HOUSE: Mr J. Hooking
R/COMM OPERATIONS: Mr J. White

There were no nominations for Vice Commodore, R/Comm Finance and R/Comm Training.

Mrs N. HISCOCK nominated Mr R. BADGERY for Vice Commodore. Seconded P. HUDS. Carriered. Mr R. Badgery thanked Mrs N. Hiscock for Rear Commodore Finance. Seconded D. McMICHAEL. Carriered. Mr. R. Badgery thanked Mrs N. Hiscock for Rear Commodore Finance. Seconded D. McMICHAEL. Carriered. Mr. R. Badgery nominated Mr J. KENNEDY for Rear Commodore Training. Mr Kennedy thanked Mrs Hiscock but declined the position due to work commitments.

The Commodore Mr Redfern thanked all present and closed meeting at 9.05pm.
Sailing Report

With this report we have concluded the Club Racing for the season, and the Presentation Night where next year's fleet will be announced. Fleets for Club Racing have been maintained this season, despite increased numbers of Club Members sailing elsewhere to championships and other events, and our Club has done exceptionally well this season at State, National and International levels.

Sailing is progressing well in the ACT in contrast to the majority of clubs throughout Australia where numbers continue to decline. The post-Christmas late start period had an increase of 20 up in starters over last year. The Committee has elected to continue the late start period on the next season on the same dates as the past two years and this decision has been ratified by the Executive. The NSW Winter Series is progressing well with a record number of starters in both Trailable Yacht and Dinghy divisions. We have been fortunate in having regular entries from the ADFA Sailing Club, and with a record number of starters in both divisions. So let's ensure that the ACTs are seen as having some of the best sailing during the year by your patronage.

The Awards Committee has continued to update the sailing statistics, our quantitative measure of sailing progress, and Carol for her assistance in all areas of race administration.

After four years on the Sailing Committee I will not be seeking re-election as Rear Commodore Sailing; however, I am leaving the sailing at the Club in good shape, and Carol and I have been able to sleep through the winter period with excellent attendance of club members. Peter Hudd.

The local Yachting Association Zone Committee has been re-activated this season under the Chairmanship of former Commodore Don McMichael. The ACT Administration requires all funding requests to be channelled through the Club's "Parent Boat". A lot of work has been put in by the members of this committee, with the Committee being represented by Robert Redfern and the Canberra Cruising Yacht Association by Peter Hudd. The Sailing Committee has not regularly presented with excellent attendance of Class and Division representatives at meetings. All the members of the committee have contributed to the effective running of sailing at the Club, and I would like to especially thank Peter Redfern who has conscientiously produced minutes from the meetings, Robert Redfern who, despite his workload as Commodore, has continued to update the sailing statistics, our quantitative measure of sailing progress, and Carol for her assistance in all areas of race administration.

After four years on the Sailing Committee I will not be seeking re-election as Rear Commodore Sailing; however, I am leaving the sailing at the Club in good shape, and Carol and I have taken on the job of co-ordinating and running the ACT Dinghy Racing in November, to be run from the CYC this year, and I will continue to be available to help when required.

ROSS WYDE-BROWNE

TRAINING REPORT

Once again we have come to the end of a successful season. Our last junior and adult courses were the best for a long while. We were blessed with good weather and capable students. Our race coaching program was also a success, many thanks to Robert Hughes and his staff.

We were fortunate in being able to borrow two Corsair dinghies for the last Beach Marina, Mirror, and Duntroon Community Coaching course, and the apprenticeship and coaching course with 11 students. We will be extending it to cover both the on-water component. If anyone who has boats on Sydney Harbour or Pittwater that they could be pressed into, I would be interested in hearing from them. We need to be left to make night sailing.

Do you want to become an instructor or coach? The ATC has a structured program that enables sailors to share their skills and pass them on to other less experienced sailors. The best way to start is to assist in our junior, adult or race coaching programs. For instructors the levels are Assistant Instructor, Instructor in Charge, and Race Instructor. Our course is open to all including our social members. As said in my last report, I argue that the need for experienced junior sailors and capable students. Our courses are open to all including our social members. As said in my last report, I argue that the need for experienced junior sailors and capable students. Our courses are open to all including our social members.

The Flying Fifteens very much appreciated the support given by the Race Support Unit and sailing members from other divisions. So let's ensure that the Mirror Nationals are a great success by giving them every support we can. I know that they would be very pleased to have you join us and would also like to see you at the regatta. I would like to sincerely thank all members who supported the Club and its sailing during the year by your patronage. We have had a record year and if possible three of them up to reasonable racing conditions. We have the money for equipment but cannot afford the cost of professional attention. If anybody can help with this please contact me. With the Mirror Nationals at the end of the year it would be good if we could get our junior sailors and our trainers competing in Club boats.

The TLA Small Boat Certificate and Indes Nav Germany Certificate are in the hands of 11 students. We will be extending it to cover both the on-water component. If anyone who has boats on Sydney Harbour or Pittwater that they could be pressed into, I would be interested in hearing from them. We need to be left to make night sailing.

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The Club Executive and members with the newly elected Captain of the Rear Commodore, the Club will have developed the best for the coming season. It should be a beauty.

FROM THE SECRETARY/MANAGER

How quickly time flies. We have just had one very successful Flying Fifteen Nationals and already the Mirror Nationals are looming.

The Flying Fifteens very much appreciated the support given by the Race Support Unit and sailing members from other divisions. So let's ensure that the Mirror Nationals are a great success by giving them every support we can. I know that they would be very pleased to have you join us and would also like to see you at the regatta. I would like to sincerely thank all members who supported the Club and its sailing during the year by your patronage. We have had a record year and if possible three of them up to reasonable racing conditions. We have the money for equipment but cannot afford the cost of professional attention. If anybody can help with this please contact me. With the Mirror Nationals at the end of the year it would be good if we could get our junior sailors and our trainers competing in Club boats.

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**NOTICE OF ANNUAL GENERAL MEETING**

Members are advised that the 32nd Annual General Meeting of the Canberra Yacht Club will be held at the Club on Monday, 26 August 1990 commencing at 8.00 pm.

All members are welcome to attend. Those attending are reminded that only members with voting rights (ordinary, intermittent, country and life members) and who have paid their dues are entitled to vote.

**AGENDA**

1. Apologies.
2. Confirmation of the Minutes of the 31st Annual General Meeting.
3. Matters arising from the Minutes.
6. Confirmation of the Minutes of the House Report:

The Club has once again enjoyed a very good year with record profits in all but one area of operations. We have also reversed the downward trend in membership income which was of some concern last year.

Upgrading of facilities is continuing, as funds permit. We are mindful that for the Club to prosper we must provide top facilities for our members, and this we are striving to do.

The success of the Club is in no small measure due to the efforts, application and commitment of our staff under the stewardship of Secretary/Manager Ron Sullivan.

**FLYING 15 NEWS**

**PRESENTATION NIGHT**

Consistent with its relatively high average number of starters during the sailing season, the Flying 15 Class had one of the larger representations at the Presentation Dinner in June with 17 members present. We were pleased to support our winners and placers at the first time.

**WINTER RACING**

Several Flying Fifteens have been involved in the Club's Winter Racing series. Peter Fullagar and Ron Freestone have been using the series to continue to sort out what makes the boat go, Ian Havre continues his (almost) unblemished record of sailing in anything available to him and the brand new owner of Lightning (the black boat), is taking the opportunity to learn what he can about sailing a 15.

Generally breezes have been light but there was at least one day with a healthy sailing breeze. In the last couple of races, by arrangement with the starting team, the Flying 15s have joined with the Trailer Sailers to sail a course other than the standard one around boys D, Y and A, and I am told by a reliable source that that has been enjoyable.

**RUMOUR**

There is a rumour around the Club that one of our Flag Officers (who will remain unnamed but who is involved in training) is looking to further enhance our fleet by buying a Flying 15.

**PETER FORSTER**

**Remember Robb Richards?**

Robb is now living in Sydney and would be most appreciative if anyone heading his way could transport his old Tomato mast and rudder assembly.

Robb can be contacted on (02) 344 9108 (work) or (02) 969 0360 (home).

Robb's Tomato hulls are available to anyone who wants them, for the cost of a phonograph or Tomato Red.

Phone Peter Jamison on 249 7799 (work) or 251 9929 (home).
MIRROR NEWS

CYC RESULTS

The 1990-91 sailing season was one of the best for many years with up to 17 Mirrors competing at the CYC and close, enjoyable racing throughout the season.

With Calen Hughes and Michael Forster only sailing four of the possible seven Championship races due to University commitments the series was wide open. The Championship was eventually won by Peter Russell (Aurora) from Andrew Forster (The Mouse) after a hard fought match race in the final heat.

Daniel Keys (White Aces), with two championship wins, finished a creditable third and first junior in his first season of skipping.

Consistent performances by David Donovan (Danger Mouse) in Pointscore II resulted in a clear win from Daniel Keys, with Seona Meehan (Pugwash) third. It is great to see the improved performances from our juniors who dominated Pointscore II with seven of the top 10 places.

BATEMANS BAY CLOSING REGATTA

General Division 2 was won by Bernie Keys (ball Aces) in difficult conditions ranging from gale to drifter in a 3-4 kn swell. Race one saw only 26 of 82 starters finish in the 25-30 knot conditions, with Bernie Keys remarkably winning on corrected time from a Cherub.

CYC AWARDS

Congratulations to Bernie Keys — CYA “Most Improved Skipper” and Daniel Keys — CYC “Most Improve Junior” for 1990-91. It is encouraging to see the Mirror Class continuing to foster new sailing talent in Canberra.

PETER RUSSELL

Spinnaker Restaurant News

From our great ‘new’ kitchen we have been inspired to produce a fabulous new menu, specially published in the Yachtsman. We are also running during the Winter months a delicious Spit Roast (inside) for lunch on Tuesdays and Wednesdays. Come and try our epicurean delights. You will not be disappointed. Here’s to good dining.

TREVOR WELCH & STAFF

A Little Bit of History

Recently I decided to take advantage of some weekend weather that was more suitable for indoor rather than outdoor activities to thumb through my collection of issues of the Canberra Yachtsman and its predecessors. I doubt that I have a full collection, in particular I have a major gap between 1967 and 1972, but then I cannot recall what form of communication the Club had with its members in those earlier years.

One item I do have is a two-page sheet dated February 12, 1962 headed News Bulletin No. 7 which indicates that it was composed by a Committee member (named Doni Lawler) who had recently been appointed Public Relations Officer for the Club.

There were two particular matters of which I was reminded as I flicked through the journals — one about the early Canberra Day Regattas, and the other about our guests at Presentation Nights.

THIRD CANBERRA DAY REGATTA — 6-7 MARCH 1965

As we look forward to reintroducing the Canberra Day Regatta into the program for the 1990/91 season I was interested to count up from the copy of the Sailing Instructions I have from the 1965 Regatta the entries in the various classes, as follows:

- Seady 20
- National G1ven 12
- International Finn 14
- National Moth 52
- International OK 18
- YW Heron 56
- International 505 11
- International 1D 9
- General Division 23
- TOTAL 248

Visitors represented 27 clubs from out of town and there are some interesting names among the entrants including: Peter Fullagar, Rod Dalglish, Tony Mooney, Ralph Watson, Colin Byloe, Jim Hardy, Peter Harvey, Teri Dalton, Roger Gole, Mark Bethwaite, Craig Whitworth, Peter Forster.

Guests of the Club for our Annual Presentation dinners also reveals some interesting names, as follows:

1973 Gordon Ingate (Caprice of Foon)
1974 Bill Pethers (Malerrill)
1975 Ken McCain, Olympic Fund
1976 Charles Middleron, President, YA of NSW
1978 Mike Fletcher, National Coach
1979 Tony Mocrey, Promotions Officer, YA of NSW
1980 Syd Fisher (Bagmatrin)
1981 Peter Shipmore
1986 John Bernie, Mastro, Australia III
1987 Captain Bill Coulter, US Naval Attaché
1990 Neville Whitty, International Judge, etc.

As you will see there are some gaps; in some years I know that we did not have a guest, for others I do not have the issues of the Yachtsman that might give me the information. If any members can fill in the gaps for me I would be interested to hear from them (ph: 281 1124 at home).

I hope that the Club has maintained a collection of the Yachtsman — hopefully in bound volumes — as a contemporary way to record our history.

PETER FORSTER

AURORA BOATS

7 YALLOURN STREET, FYSHWICK
Telephone (06) 239 1922

- Boatbuilding, Sales, Repairs, Chandlery
- New and Used Yachts
- Fibreglass, Timber and Aluminium Repairs
- Masts Supplied and Rigged
- Sails Renewed on the Premises

OPEN

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<td>2.30pm-5.00pm</td>
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Hugh Sommert meeting Yachtsman of Star from Robert Hughes.
Championship (C) and Pointscore (P) results for the Canberra Yacht Club’s 1990-91 racing seasons:

**Division I**

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Race 1</th>
<th>Race 2</th>
<th>Race 3</th>
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<tr>
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<td>B. Liesz</td>
<td>1st C</td>
<td>1st C</td>
<td>1st C</td>
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<td>D. Lovie</td>
<td>2nd C</td>
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<td>1st P1</td>
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<tr>
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<td>R. Breen</td>
<td>3rd C</td>
<td>12th P1</td>
<td>8th P1</td>
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<tr>
<td>4</td>
<td>D. Tiazi</td>
<td>4th C</td>
<td>10th P1</td>
<td>5th P1</td>
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<tr>
<td>5</td>
<td>J. Blake</td>
<td>5th C</td>
<td>9th P1</td>
<td>2nd P1</td>
</tr>
<tr>
<td>6</td>
<td>J. Mainsley</td>
<td>6th C</td>
<td>2nd P1</td>
<td>13th P2</td>
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<tr>
<td>7</td>
<td>P. Taylor</td>
<td>7th C</td>
<td>17th P1</td>
<td>4th P1</td>
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<td>G. Pollard</td>
<td>8th C</td>
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<td>17th P1</td>
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<td>9th C</td>
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<td>R. Thompson</td>
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<td>D. Cartwright</td>
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<td>W. Hellwig</td>
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<td>D. McMichael</td>
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**Division II**

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<td>3rd P1</td>
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<td>4th C</td>
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<td>5th P2</td>
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<td>P. Zeitsch</td>
<td>5th C</td>
<td>2nd P1</td>
<td>5th P2</td>
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<td>T. Dodds</td>
<td>6th C</td>
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<td>M. Brady</td>
<td>9th C</td>
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<td>J. Howard</td>
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<td>P. Richards</td>
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<td>P. Smith</td>
<td>3rd C</td>
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**Regatta Rules**

Most sailors have dreamt about a liberal set of instructions that permit some scope for innovation. How about these for a classic set, from Mascot Cove Yacht Club, Malolo Lailai, Fiji.

**Muscot Key to Port Vila REGATTA OF THE RULES**

1. Each yacht must start from Muscat Cove, Malolo Fiji on or about September 21, 1991 finish at or near Vila, Vanuatu in the same year.
2. All work are required to run their engines at least one hour per day.
3. This is a cruise event and not intended to be an official regatta. The rules of racing apply, if the weather is poor at the intended start, the start will be delayed until the weather is good, or at least fair.
4. All boats to maintain a 24-hour watch.
5. All competitors to be at Dick’s Bistro at 8.00 a.m. on the morning.
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19. All competitors to be at Dick’s Bistro at 8.00 a.m. on the morning.
20. All competitors to be at Dick’s Bistro at 8.00 a.m. on the morning.

**LEXCEN CUP**

The ACT Yachting Challenge conducted a series of selection trials to skipper a tactician combination to represent the ACT in this year’s Lexcen Cup Challenge in Fremantle. Three of the ACT’s top Adams 21 yachts were chosen for the series.

The races were run over a tight course consisting of a start, short boat to windward and a downwind return to finish, with the fleet being required to pass through a gate on both legs of the course. The 10-race series was close and hard fought making the selection’s decision difficult. The final team will be announced in the press in the next few days.

- Lexcen Cup

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11. All competitors to be at Dick’s Bistro at 8.00 a.m. on the morning.
12. All competitors to be at Dick’s Bistro at 8.00 a.m. on the morning.
13. All competitors to be at Dick’s Bistro at 8.00 a.m. on the morning.
14. All competitors to be at Dick’s Bistro at 8.00 a.m. on the morning.
15. All competitors to be at Dick’s Bistro at 8.00 a.m. on the morning.
16. All competitors to be at Dick’s Bistro at 8.00 a.m. on the morning.
17. All competitors to be at Dick’s Bistro at 8.00 a.m. on the morning.
18. All competitors to be at Dick’s Bistro at 8.00 a.m. on the morning.
19. All competitors to be at Dick’s Bistro at 8.00 a.m. on the morning.
20. All competitors to be at Dick’s Bistro at 8.00 a.m. on the morning.

**LEXCEN CUP**

The ACT Yachting Challenge conducted a series of selection trials to skipper a tactician combination to represent the ACT in this year’s Lexcen Cup Challenge in Fremantle. Three of the ACT’s top Adams 21 yachts were chosen for the series.

The races were run over a tight course consisting of a start, short boat to windward and a downwind return to finish, with the fleet being required to pass through a gate on both legs of the course. The 10-race series was close and hard fought making the selection’s decision difficult. The final team will be announced in the press in the next few days.

**REGATTA RULES**

Most sailors have dreamt about a liberal set of instructions that permit some scope for innovation. How about these for a classic set, from Mascot Cove Yacht Club, Malolo Lailai, Fiji.
AUDITORS' REPORT
TO THE MEMBERS OF CANBERRA YACHT CLUB INCORPORATED

CANBERRA YACHT CLUB INCORPORATED
FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 MAY, 1991

DAWSON & WOMACK
Chartered Accountants
Level 2, 40 Allara Street,
CANBERRA CITY ACT
Phone: (06) 2470700

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 as at 31 May, 1991, and the results of its operations for the year then ended in accordance with the Australian Auditing 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.

M S DAWSON
DAWSON & WOMACK
CHARTERED ACCOUNTANTS

CANBERRA YACHT CLUB INCORPORATED
BALANCE SHEET
AS AT 31 MAY 1991

<table>
<thead>
<tr>
<th>Notes</th>
<th>1991</th>
<th>1990</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT ASSETS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash on Hand</td>
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<td>9,540</td>
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<td>15,273</td>
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<tr>
<td>Inventories - at cost</td>
<td>19,848</td>
<td>16,484</td>
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<tr>
<td>Cash at Bank</td>
<td>25,325</td>
<td>24,977</td>
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<td>TOTAL CURRENT ASSETS</td>
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<td>$38,036</td>
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<td>NON CURRENT ASSETS</td>
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<td></td>
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<tr>
<td>Property, Plant &amp; Equipment</td>
<td>46,686</td>
<td>42,977</td>
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<td>Club Buildings</td>
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<td>TOTAL NON CURRENT ASSETS</td>
<td>$506,475</td>
<td>$463,661</td>
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<td>TOTAL ASSETS</td>
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<tr>
<td>CURRENT LIABILITIES</td>
<td></td>
<td></td>
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<tr>
<td>Creditors and Borrowings</td>
<td>9,707</td>
<td>24,411</td>
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<tr>
<td>TOTAL CURRENT LIABILITIES</td>
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<tr>
<td>NON-CURRENT LIABILITIES</td>
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<tr>
<td>Borrowings</td>
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<td>105,292</td>
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<tr>
<td>TOTAL NON CURRENT LIABILITIES</td>
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<td>TOTAL LIABILITIES</td>
<td>$333,010</td>
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<td>NET ASSETS</td>
<td>$243,411</td>
<td>$151,994</td>
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CANBERRA YACHT CLUB INCORPORATED
GENERAL PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31 MAY 1991

<table>
<thead>
<tr>
<th>Description</th>
<th>1991</th>
<th>1990</th>
</tr>
</thead>
<tbody>
<tr>
<td>Members Subscriptions</td>
<td>56,396</td>
<td>42,290</td>
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<tr>
<td>Boat Storage Fees</td>
<td>22,029</td>
<td>19,219</td>
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<tr>
<td>Miscellaneous Income</td>
<td>9,333</td>
<td>4,530</td>
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<td>85,765</td>
<td>66,049</td>
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<tr>
<td>ADJ. FOR SCHEDULES</td>
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<td></td>
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<tr>
<td>Schedule 1 - General Admin (340 442)</td>
<td>(331,377)</td>
<td></td>
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<tr>
<td>Schedule 2 - Bar Trading A/c</td>
<td>191,597</td>
<td>140,022</td>
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<tr>
<td>Schedule 3 - Sailing &amp; Regatta Expenses (11 895)</td>
<td>(8,143)</td>
<td></td>
</tr>
<tr>
<td>Schedule 4 - Poker Machine Trading 133,553</td>
<td>117,513</td>
<td></td>
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<tr>
<td>Schedule 5 - Dining Room A/c</td>
<td>35,569</td>
<td>44,744</td>
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<tr>
<td>Schedule 6 - Training Trading Account</td>
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<tr>
<td>OPERATING PROFIT</td>
<td>96,328</td>
<td>27,692</td>
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<tr>
<td>Provision for Depreciation on Club Buildings</td>
<td>6,268</td>
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<tr>
<td>EXCESS OF INCOME OVER EXPENDITURE</td>
<td>$90,127</td>
<td>$21,424</td>
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<tr>
<td>1991</td>
<td>1990</td>
<td></td>
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<tr>
<td>Gross Sales</td>
<td>179,613</td>
<td>692,743</td>
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<tr>
<td>Less Cost of Sales</td>
<td>133,560</td>
<td>174,562</td>
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<td>Total</td>
<td>46,053</td>
<td>508,181</td>
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<tr>
<td>Less Closing Stock</td>
<td>23,943</td>
<td>90,508</td>
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<tr>
<td>Inventory</td>
<td>23,943</td>
<td>90,508</td>
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<tr>
<td>Operating Profit</td>
<td>22,110</td>
<td>597,572</td>
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<tr>
<td>Less: Excess of Income over Expenditure</td>
<td>(22,110)</td>
<td>(597,572)</td>
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<tr>
<td>TRANSFERRED TO MEMBERS FUNDS</td>
<td>$191,597</td>
<td>$140,022</td>
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</table>

CANBERRA YACHT CLUB INCORPORATED
SCHEDULE NO 2 - BAR TRADING ACCOUNT

<table>
<thead>
<tr>
<th>Description</th>
<th>1991</th>
<th>1990</th>
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</thead>
<tbody>
<tr>
<td>Sales &amp; Discount</td>
<td>579,623</td>
<td>485,742</td>
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<tr>
<td>Less: Cost of Sales</td>
<td>13,569</td>
<td>11,996</td>
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<tr>
<td>Opening Stock on Hand</td>
<td>235,321</td>
<td>202,237</td>
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<tr>
<td>Purchases</td>
<td>248,890</td>
<td>214,233</td>
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<tr>
<td>Less: Closing Stock</td>
<td>231,913</td>
<td>200,664</td>
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<tr>
<td>Gross Profit</td>
<td>347,710</td>
<td>285,078</td>
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<tr>
<td>Less: Expenditure</td>
<td>156,113</td>
<td>156,113</td>
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<tr>
<td>Insurance</td>
<td>3,975</td>
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<tr>
<td>Depreciation - Bar Equipment</td>
<td>1,200</td>
<td>1,200</td>
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<tr>
<td>Laundry, Cleaning &amp; General Exps.</td>
<td>5,122</td>
<td>5,122</td>
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<tr>
<td>Licence Fee</td>
<td>16,308</td>
<td>16,308</td>
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<tr>
<td>Repairs &amp; Replacements</td>
<td>4,690</td>
<td>4,690</td>
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<tr>
<td>Wages</td>
<td>109,521</td>
<td>104,982</td>
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<tr>
<td>Gas, Electricity &amp; Heating</td>
<td>14,175</td>
<td>9,879</td>
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<tr>
<td>TOTAL EXPENSES</td>
<td>191,597</td>
<td>140,022</td>
</tr>
<tr>
<td>NET PROFIT TRANSFERRED TO GENERAL PROFIT AND LOSS ACCOUNT</td>
<td>$(11,895)</td>
<td>$(8,143)</td>
</tr>
</tbody>
</table>

CANBERRA YACHT CLUB INCORPORATED
SCHEDULE NO 1 - GENERAL ADMINISTRATION

<table>
<thead>
<tr>
<th>Description</th>
<th>1991</th>
<th>1990</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promotions and Advertising</td>
<td>9,186</td>
<td>9,283</td>
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<tr>
<td>Audit Fees</td>
<td>4,850</td>
<td>4,750</td>
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<tr>
<td>Accountancy Fees</td>
<td>7,850</td>
<td>8,349</td>
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<tr>
<td>Bank Charges &amp; Federal Tax</td>
<td>5,678</td>
<td>6,189</td>
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<tr>
<td>Cleaning and Laundry</td>
<td>18,538</td>
<td>17,780</td>
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<tr>
<td>Depreciation</td>
<td>6,296</td>
<td>6,410</td>
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<tr>
<td>Electricity and Heating</td>
<td>8,930</td>
<td>8,109</td>
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<tr>
<td>Flag Officers Expenses</td>
<td>2,430</td>
<td>2,565</td>
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<tr>
<td>Hiring of Equipment</td>
<td>5,998</td>
<td>3,605</td>
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<tr>
<td>Insurance</td>
<td>5,735</td>
<td>5,507</td>
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<tr>
<td>Interest - Bank</td>
<td>50,048</td>
<td>52,447</td>
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<tr>
<td>Club Magazines</td>
<td>9,684</td>
<td>9,277</td>
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<tr>
<td>Office &amp; Miscellaneous Costs</td>
<td>27,907</td>
<td>17,421</td>
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<tr>
<td>Badges and Badge Draws</td>
<td>6,834</td>
<td>5,800</td>
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<tr>
<td>Land Rent</td>
<td>5,035</td>
<td>6,500</td>
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<tr>
<td>Motor Vehicle Expenses</td>
<td>9,432</td>
<td>3,194</td>
</tr>
<tr>
<td>Printing, Stationery and Stamps</td>
<td>5,896</td>
<td>5,017</td>
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<tr>
<td>Rates</td>
<td>14,590</td>
<td>7,917</td>
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<tr>
<td>Repairs and Maintenance</td>
<td>8,541</td>
<td>26,474</td>
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<tr>
<td>Subscriptions</td>
<td>823</td>
<td>1,257</td>
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<tr>
<td>Superannuation</td>
<td>5,245</td>
<td>3,046</td>
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<td>Security</td>
<td>2,809</td>
<td>1,797</td>
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<tr>
<td>Telephone</td>
<td>7,862</td>
<td>8,763</td>
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<tr>
<td>Wages</td>
<td>72,717</td>
<td>70,100</td>
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<tr>
<td>Entertainment</td>
<td>30,637</td>
<td>31,005</td>
</tr>
<tr>
<td>Staff Salaries</td>
<td>9,881</td>
<td>9,881</td>
</tr>
</tbody>
</table>

TOTAL CURRENT LIABILITIES ($340,442) ($331,377)
CANBERRA YACHT CLUB INCORPORATED
SCHEDULE NO 4 - POIER MACHINE TRADING

Less Expenditure
ACT Poker Machine Tax 205,215 163,031
Data Processing 27,665 21,924
Licence Fees 2,040 1,620
Repairs and Maintenance 2,923 2,211
Depreciation 9,769 8,381
Wages 16,491 10,062
Loss on Sale of Machines - 132,0
Net Profit Transferred to General Profit & Loss Account $133,553 $17,513

CANBERRA YACHT CLUB INCORPORATED
SCHEDULE NO 6 - TRAINING TRADING ACCOUNT

Training Fees 4,870
Sponsorship Revenue 1,000
Less Expenditure
Equipment 39
Training Costs 1,153
Wages 1,568
Repairs 322
Net Profit Transferred to General Profit & Loss Account $2,788

CANBERRA YACHT CLUB INCORPORATED
SOURCE AND APPLICATION OF FUNDS STATEMENT
FOR THE YEAR ENDED 31 MAY 1991

Source of Funds
Operating Profit 90,126 21,424
After Charging Non-Cash Items - Depreciation 34,980 28,319
125,029 49,743
Bank Overdraft 32,196
Trade Creditors Increase 5,130
Entrance Fees Received 1,290
Cash on Hand 2,896
Sundry Debtors and Prepayments 3,261
913,989 $83,506

Application of Funds
Purchase of Assets 77,716 69,836
Cash on Hand 2,346
Depreciation 5,763 5,618
Club Boats - at Cost 40,087 40,087
Sailing Equipment - at Cost 4,947 5,000
Trade Creditors 2,900 2,900
Cash on Hand - 2,896
Sundry Debtors and Prepayments 3,261 6,705
Reduction in Current Liabilities
Trade Creditors - 2,416
Sundry Debtors - repaid 3,696 2,416
$131,099 $83,506

KEVIN HOARE
TYPESETTING
Typography is surely the hottest topic in graphic communications today!
In this day and age Typography is so much more a specialised mode of communication with so many methods of production that it is becoming even more important to consult a specialist when designing with type...
Spinnaker Restaurant

A small sampling of Trevor's new menu —

ENTREES
Fresh Mussels in half shell with Tomato and Garlic Concasse baked with Gruyere Cheese.
Baked Mushroom Caps filled with Oysters, Tasmanian Camembert with Peppercorns.

MAIN COURSES
King Island Fillet. Sprinkled with Lemon Pepper seasoning, stuffed with Mushrooms and Dijon Mustard. Lightly coated with Hollandaise Sauce.
Green Lobster Tail, King Prawns, pan fried in Butter, flamed in Apricot Brandy served with a Pilaf of Wild Rice, accompanied with a special House Salad. For two persons.

Bookings Tel: 273 1339; 273 1784
YOUTH REGATTA LBG 1988 Michael Forster, Amelia Stupenich
Commodore's Review

The new season has begun well with our Racing competitors enjoying marvellous sailing conditions in fresh breezes.

The efforts of the former Rear Commodore Operations, John White and others to organise the winter period the re-grassing of the rigging area has really paid dividends. Most have commented how pleasant the revitalised rigging area is now. With a little fine tuning, and some gentle re-education, this area should remain a verdant oasis.

The Lexen Cup team under the coaching and management of Teki Dalton showed that the Australian Capital Territory has potential promise. With lessons learnt from this year’s event in Perth, I am confident that better results are ahead of us.

I would like to formally recognise the wonderful Monaro Cup SOY regatta held over the October long weekend. Over 30 SOYs enjoyed good competition in an event organised by the Club’s SOY Fleet. Visitors from interstate were heard to comment many times how they enjoyed the venue and the hospitality of our Club and our SOYs.

In a similar vein, Tim Dodds and his friends organised a V8 regatta over the weekend of 26 and 27 October with a special beach party night on the Saturday in the Club’s sailors’ bar. The fleet was successfully complemented by other Canberra sailors picking up the helms of square SOYs that were made available. Events like this and the SOY regatta truly help to raise the profile of sailing in Canberra and advertise our Club throughout the Australian sailing community.

Finally, I would like to wish all a memorable Christmas and good luck to all our sailors travelling to the various events over the Christmas break. Some special wishes of good sailing to our Mirror skippers and crew who will be competing in the Australian National Mirror Championships to be conducted here at our Club in the new year.

ROBERT B REDFERN
Commodore

Vale: Charlie Nicol

The Canberra Times of 1 September reported the passing of Charlie Nicol on 1 September 1991 at Port Macquarie at the age of 78 years.

Charlie was one of the Club’s founding fathers as it were. He was one of the seven members present at the meeting at the Hotel Wellington on 14 September 1959 that lead to the formation of the CYC. He was later a member of the first General Committee and was the first Public Officer of the Club. He was the second Vice Commodore (with prime responsibility for the sailing activities) in 1961-62 and again in 1962-63 and 1968-69. He was the Club’s third Commodore for two years from 1963-65.

He was a prominent SOY sailor on both Lake George and LBG for many years and was the Capital Leader for SOYs at the LBG Inauguration on 17 October 1964. Perusal of CYC magazines over a period of times shows regular articles written by Charlie about SOY activities and that his yacht Eleanor was, more often than not, in third place to those other well-known 505 sailors at that time named Rod Dalgleish and Peter Harvey. He was especially involved in organising the first SOY National Championship series held on LBG, which happened to be for SOYs in the 1966-67 season.

I last met Charlie when he and other former Commodores visited the Club for the Opening of Season Regatta in 1973 when we took the salute from the platform of the then unfinished Race Control Tower.

I remember Charlie as a person with a great sense of fun and as a contributor over many years in the days when we were dependent on the voluntary time of Flag Officers and Committee members. The sorts of things happening in those days are indicated by the following quote from Charlie’s report as Commodore to the AGM in 1965:

“It is again my pleasure to review the activities of the Club during the past 12 months and to present to members the Sixth Annual Report and Balance Sheet. It has been a most interesting year, notable for its many achievements and problems of development. Perhaps in the years ahead it will be acclaimed as one of the outstanding periods of our progress.”

The past year was significant for a number of events of historic importance – the first full sailing season on Lake Burley Griffin; destruction by fire of the interim clubhouse; replanning of the proposed clubhouse; negotiations for its financing and construction; laying of the foundations; and the signing of the contract.

More appropriately, it could be said that it was notable for our consolidation as the Prestige Yachting Club of Canberra and for the advancement of our reputation as a yacht club. It is with great satisfaction that I am able to announce after many frustrations and earlier disappointments that arrangements have been completed for work on the new clubhouse to commence forthwith. It is scheduled to be ready for occupation early in the New Year.

To the best of my knowledge, Charlie is the first of our former Commodores to finish their race – I am sure that all of those who knew him pass on their condolences to his family.

PETER FORSTER

Extract from November 1966 CYC News

Club Burgee & Badge

Early in 1966, proposed designs for a CYC burgee were called for by the Commodore, Mr Terry O’Neill. Six designs were submitted and after extensive debate a design prepared by Mr J. Deble was accepted by the General Committee. Jack Deble, one of our longest serving and most loyal members serves in Committee to this day.

The design motif incorporated the official national colours of green and gold, i.e. they were Canberra’s colours and for those familiar with Australia’s colours, the gold representing wattle. The Club’s association with the national capital was important, consequently Mr Deble had incorporated the “Portcullis” from the Canberra Coat of Arms in the design.

Permission to use the “Portcullis” was granted by the College of Heraldry and it is noteworthy that a “Portcullis” is also part of the Coat of Arms of the City of Westminster.

Incidentally, a “Portcullis” is a heavy fortress gateway, which slides up and down. This motif was beautifully balanced by the addition of a gold cross based on the shape of the St George Cross. Should the CYC ever be granted the honour and favour of a Royal prefix, the crown will surmount the “Portcullis” as in the Canberra Coat of Arms.

First appearance of our Club Burgee occurred when the Governor-General, Lord de Lisle, honoured us by breaking the burgee from the masthead at the Lake George clubhouse during the opening of the Annual Regattas in 1962. You may therefore look with pride upon a burgee which has been torn and stained by weather and flood, charred by fire, given three homes in its short lifetime and held with honour during the trials and tribulations of the club’s early growth.

Imagine if you can, a smaller version of the burgee trimmed appropriately in gold and worn on the breast pocket of a well cut very deep olive green Club Blazer. Your Committee hopes to show you a prototype shortly.

Club burgees are available to all members so let us know your requirements so that we can place an order by the end of this month. When sailing, the burgee is flown from the rigging usually from the crosswires. Where a crewmate is not carried the burgee may be flown from the shrouds or stays, but in either case the masthead must be left available for the display of a racing flag when needed. There are other rules for the flying of Club burgees with which members should make themselves familiar.

The burgees belonging to the Commodore, Vice-Commodore, Rear-Commodore and Club Captain are quite distinctly different from the regular burgee. These are swallow-tailed, not triangular and also have other distinguishing marks – see if you can spot them.

A LIFE-LONG DREAM BECOMES A REALITY...

On Monday 21 October 1991 Kevin Maddox and Brian Rainwatched as Honey’s Boat Movers carefully jumped up their 38' Cruisers design catamaran Mara. It was then slipped onto a flat-top truck for the trip to Sydney for the launch at noon on Sunday, 27 October.

This was one of the last 50 jobs of a 12-year project to build the ideal cruising boat that they hope will take them and their wives, Margaret and Lorraine, on a trip of a lifetime.

All of us were all invited out to the boat shed in Aurora Avenue to have a look, a drink, a barbecue and to talk boats (which not many of us like doing). Those who made the trip out to Quanbayan were in for a treat.

It is the most beautifully finished yacht I have ever seen. The tender, loving care and thought that went into its construction was evident every inch of this magnificent foam sandwich yacht. From the cedar and silver ash floor in the saloon, to the hand made hatches on the deck showed evidence of the sweat, blood and tears that were spilt in the building of this life-long dream.

Kevin tells me that after the launching they intend sailing slowly north up the east coast. They will be monitoring 27MHz and UHF for those who are near enough to the coast and would like to talk to a ship at sea.

Everyone drools and talks about building this type of retirement vessel, but not of us actually get off our backsides and do it. Kevin, Brian, Marg and Lorraine did and we hope everything is just as it should be. We wish them fair winds, good times and great sailing.

MARTIN KILPATRICK

27MHz and UHF for those who are near enough to the coast and would like to talk to a ship at sea.

Everyone drools and talks about building this type of retirement vessel, but not of us actually get off our backsides and do it. Kevin, Brian, Marg and Lorraine did and we hope everything is just as it should be. We wish them fair winds, good times and great sailing.

MARTIN KILPATRICK
Cranberry sailors Bruce Paine and Michael Blackburn won the 1991 Hardy Cup held on Rushcutters Bay in late August. The Hardy Cup was donated and conceived by James Hardy in the early 1920s, with the idea of finding Australia’s ‘Champion’ centreboard helmsman. There is a parallel event held for keel boats — the Hardy Shield.

For several years the event was mainly contested by Tasar sailors, but in recent years the size and quality of the field has increased dramatically. This year the NSW Eliminations attracted 26 entrants, including four crews from the ACT — Paine/Blackburn, Hugh Stodart/Samantha Johnson, Andrew Webster/Mathew Owen and Michael Leydon.

The NSW entrants were divided into three pools, with the winner of each pool progressing to the semi-finals along with two extra crews (which was determined in somewhat controversial circumstances by a sail-off between the second placetheretwo in each pool) — the problem was that there was insufficient time to resolve all of the pending protests and four boats were allowed to sail.

In any event, Michael and I avoided the sail-off (very narrowly) by winning our pool from Steve McGough (a 505/470 sailor who has finished in the top few in a couple of 505 worlds) and Hugh Stodart. The racing was very close; at the end of Saturday’s racing we were equal third with Hugh and Samantha (after five races) but then went out and won the first three races on Sunday. However McGoughy generally kept coming second or third which kept the pressure on right up to the finish.

For the semi-finals, the four qualifiers from NSW were joined by the defending champion (Richard Stanning — who is involved with the Murray AC challenge), and two crews from Victoria and South Australia (who had held their own elimination series with about 20 crews) and one from Tasmania.

The semi-finals were scheduled for a minimum of five races over one day, to reduce two pools of five down to four finalists. The Saturday favoured with winds of around 30+ knots, which meant that most crews spent the day watching the Australia/All Black Rugby Test. This required the event to be finalised in one day — the semi-finals were sailed over five races and the final over four races.

Stanning beat us in our pool in the semi-finals, and we therefore joined him and the top two crews from the other pool — Craig Phillips (NSW) and Glenn Collins (an ex-OX Dinghy World Champion) in the final.

We started the finals well by winning the first race easily — but then followed up with a 4 and 2. Meanwhile Stanning had a 4, 1, 1 which put the pressure on for the last race. In the outcome, we won the last race and Stanning retired after a questionable rules situation.

BRUCE PAINE

Australia-New Caledonia Yacht Race

Sometimes you have more fun after an ocean race than during it. When you spend five days on one tack that is definitely so. Six days’ cooking for me was quite enough and I was pleased we ran out of gas.

French people enjoy winning yacht races and their method of winning the “fun race” off Noumea was worth repeating. They could teach the Committee of the New York Yacht Club some novel tricks.

1. Race instructions are only in French.
2. Starting, as translated by the “friendly” committee man was off the beach near the Casino, buoy no. 2 & 3 — easy! First mark, nearest the Casino 2nd mark, off Ile De Maître; finish, between the Committee boat and the usual yellow telegraph pole.

Sounds simple enough — let’s go!

We followed the French yacht likely to be fastest across the start line and then realised we had started. Round the Casino, 1st around, found Ile De Maître, 2nd around after Helsal. Reached to finish, passed by 65ft schooner and to the finish, Helsal and Co sailed straight to the Club. The finishing boat was moored in among other moored craft all of which flew flags and had people on board, all speaking French. Not a yellow pole in sight!

We sailed around the finishing boat asking if we had finished but got a sort of reply in French, but no gun — we waited and waited. A French yacht carrying the usual lady suitably (de robe unclad) as a figurehead sailed up around the committee point, pointed to a street light pole and gave us a ‘salute verte’.

The French won and only French boats were recorded as finishing — they call it a ‘funny race’, so do I!

When sleeping eight crew on board for a few days, you need a bit of give and take. First light at 4.30 am the two forward decided to bring the party back to the boat. The “after-diners” down below were woken by some bloke from Moltini who was performing magic tricks and claimed to be a magician — unemployed at present. After some 20 minutes of torment and frustration, our patient helmsman raised himself from his bunk, staggered up the companionway and confronted the assembled drinkers in the cockpit and said in a forceful tone: “So, you’re a magician! Well, if you’re so damn good why don’t you make the lot of you disappear — right now?” The party dispersed without a murmur.

MANY THANKS

As the glorious spring weather starts to make sailing once again the penultimate pleasure, it is easy to forget the extreme conditions that whirled through the moorings this winter.

My position was one that came adrift as a result. While damage was sustained, the quick thinking and action of both the Water Police and especially some good fairies from the CYC ensured that, despite bringing a tear to the skipper’s eye, the holes were at least minimised.

CRAIG BRYANT
Illusion

CHRISTMAS DAY

LUNCHEON

Oyster Fritatas
Mussel Marinara
Avocado Vinaigrette
King Prawn Cocktail
Smoked Chicken with seasonal tropical fruits

Rum spiced Turkey
Eye Fillet with a trio of Mushroom Sauces
Halk Lobster Mornay or Natural Seafood Cail with Prawns, Capers & Lemon Sauce
Seasonal Fresh Vegetables

Dover Trolley
Cafe Noir

Cost $42.50 per adult
$22.50 per child (5-14yrs)
Payment required by 20 December 1991
CLUB MEMBERS
CAN CRUISE INTO THE NEW YEAR
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With the Christmas Panic past, you can relax and enjoy one of the most magic cruising periods that the fabulous Whitsundays can offer.

No crowds on the water, a good sailing breeze to blow away the cobwebs, secluded sheltered anchorages and balmy temperatures of 25°-30° Celsius by day, 16°-26° by night.

As a club member, you can cruise right through January, February and March at a whopping 25% OFF any charter package you fancy!

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I AM INTERESTED IN BAREBOAT □ SAIL □ POWER □ CREWED □ SAILING ADVENTURE □ INVESTMENT □
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High-quality multihull
National Championships

Three Canberra boats travelled to Wangi Wangi on Lake Macquarie for the Trailer-Tri/Trampoline National Championships held from 30 September to 4 October, 1991. The boats were Side FX, Martin Kilpatrick; White Mosquito, Geoff Howarth and Cansy, Ross Wylde-Browne.

As with previous championships a division was included for open trailable mutihulls, and this year an invitation was extended to larger non-trailer multihulls to participate. A feature of this year was the presence of three of the world's leading multihull designers, Ian Farrer, Lock Crowther and Tony Grainger, all skipping boats of their own design. A number of multihulls made their debut at the championships, the Farrer 1-31 maxi trailerable trimaran built by Ostac, the major sponsor of the series; the Windrush 700 catamaran from Western Australia; and the Grainger 075 Mk II trimaran.

In the Open Trailable division line honours went to the Grainger designed "KTL Composite", formerly the well-known "Riverside Oaks", while corrected time honours went to the new Windrush 7000, which included Graham "Jacky" Jackson in the crew.

Line honours in the Trampoline division went to Geoff Howarth and Laurie McElwraith sailing the only Ostac Trampoline, while on corrected time the honours went to Ross Wylde-Browne with crew Rebecca Scott taking time out from her university studies, narrowly from arch-rival Chris Nelson, Trilogy, with racing in this division being very close.

The Trailer-Tri division saw Martin Kilpatrick with Geoff Pridmore and David "Poole" Poole take second place to Kevin Murray, Chrysalis.

In the Open non-trailer division, Lock Crowther, sailing his own impressive catamaran "Deguello", took the double of both line and handicap honours. The motto on Lock's boat is "If it isn't fun, don't do it". Well known Canberra monohull sailor Gerry Doakins, in Wagui for the week, crewed on the trimaran 3D, nearly being forced out of the series with gear failure, so rumour has it — the ice maker broke down!

A very sociable week was had by all participants and with a total entry of 44 boats it was claimed at the presentation dinner that this was possibly the biggest large multihull regatta in the world, and following a strong lobby from the Canberra contingent led by President Martin Kilpatrick, the committee elected to hold the next National Regatta in Canberra, in January 1993.

New Year's Eve Buffet

Cold Dishes of
Smoked Trout
Tiger Prawns
Assorted Cold Meats
Continental Platter
Quiche Lorraine
An Array of Fresh Salads & Sauces

Hot Dishes of
Mussels Gratinee
Beef Bourguignon
Indonesian Chicken Curry
Savoury Rice

Dessert Table
Assorted Home made Desserts
Macerated Fruits, Cheeses & Tropical Fruits

In the Cafe Bar
Cost: $28.50
When are the Racing Rules not Racing Rules?

Never, according to the YA of NSW Appeals Committee.

Australian Sailing usually publishes in each issue a copy of the latest Precedent Setting Appeals Decision edited by Jim Orrell whose credibility in relation to sailing is universally known to the sailing members of the CYC.

In the September 1991 issue I was interested in the case of Dove v. Vapaturis & Freedom Beard and in particular to the following paragraph: "The appellant expressed the views as to the approach that protest committees should be expected to take in 'San 'twilight' races. The appeal committee in reply said: 'This committee is concerned at the attitude expressed in this appeal that twilight races should be treated in a different manner from competitive pointscoring races and draws the party's attention to the fact that all yacht races are conducted under the same set of rules and no differentiation can be permitted.'"

Extract from March 1967 edition CYC NEWS

News from the Classes: The Mirror Dinghy

Although the first dinghy of this type was launched on Lake Burley Griffin less than 18 months ago, there are now 20 of them in Canberra.

The class was introduced by the Daily Mirror newspaper in England to encourage more people to take up sailing by providing a cheap, light, safe, versatile and easily constructed craft.

The complete do-it-yourself kit, including numbered sails, fittings and oars, but excluding paint, cost $250 delivered, while for a further $80 the agent will assemble the hull. At 9ibls the hull may be carried comfortably on top of a Mini Minor. It can be sailed away with about three inches of water in the bilges after a capsize, but the four buoyancy tanks provide 1500lbs of support which would enable Mum, Dad and three kids to sail home even with a cockpit full of water.

The mast may be stepped in two positions to allow beginners to venture out with only the mainsail, or for leisurely cruising, and the craft will take an outboard.

Designed by the well-known Jack Holt and Barry Bucknall, who conducts a TV program for handymen, the dinghy is assembled from pre-fabricated parts. Average time of assembly for the uninstructed, following the detailed instructions and series of photographs, is 100 hours.

To add zest to the competition (there are more than 500 Mirrors in Victoria alone) a Spinnaker has recently been added to the kit as an optional extra costing $34.

The locals are still having difficulty in coping with two sails, but 14 of them entered the recent CYC Regatta and five NSW boats competed.

The view expressed by the appellant in this case is one that I have heard expressed on Lake Burley Griffin in relation to both mid-week and winter racing. Simple personal of the Sailing Instructions for any CYC event will reveal that our races are conducted under the AYF rules and as confirmed by the appeals committee, there is only one standard of rules, with no scope for a lesser standard in non-championship events.

The other unfortunate tendency I have observed on this lake is that skippers are reluctant to protest when collisions and other infringements occur. Skipper should understand the risks involved in not protesting and should accept the learning experience involved in a protest.

PETER FORSTER

Finance Report

It is always difficult for a new executive to express a commitment of an executive to gain the confidence of the members. So it will be, no doubt, with us. It is a time of a recessed economy to gain that confidence, and almost impossible when trying to fill the shoes of a very competent and popular predecessor.

As your new Rear Commodore Finance I hope that I will be able to combine the talents of the new Ya, John, and the existing Commodore, Simon, to ensure the future of the CYC. Finance has already seen the introduction of a "twilight" fleet and the ANUSC.

The other unfortuante tendency I have seen on this lake is that skippers are reluctant to protest when collisions and other infringements occur. Skipper should understand the risks involved in not protesting and should accept the learning experience involved in a protest.

PETER FORSTER

Fireball Report

Winter 1991 has been fairly quiet for Fireball racing. The fireballs have been sailed in the season in order to achieve a significant increase in speed and to reveal that our races are conducted under the same set of rules, with no scope for a lesser standard in non-championship events.

The other unfortunate tendency I have observed on this lake is that skippers are reluctant to protest when collisions and other infringements occur. Skipper should understand the risks involved in not protesting and should accept the learning experience involved in a protest.

PETER FORSTER

Operations Report

Giday, I am Geoff Howarth, your newly-elected Rear Commodore Operations.

Not for a minute do I believe that this position is going to be easy. Previous Rear Commodore Operations, John White, has done a fine job and I wish him well as he continues enthusiastically in his new role of Vice Commodore.

One of my main aims this 12 months will be to put an efficient, reliable fleet of rescue boats on the water. Our Commodore, Robert Redfern, has secured generous sponsorship from Toohey's and this will be put to good use soon. As funds become available the fleet will be updated, but in the interim I expect everyone that has anything to do with the current rescue boats to treat them gently. They have to last and they have to be sold in a good a condition as possible. The current situation is that we have two boats in 'working' order and the third about to receive an engine transplant.

The next major undertaking to the Club's exterior is an update of the area outside the 'Sailors Bar', consisting of a paved area shaded by an vinod pergola with new outdoor furniture. Sounds great, but nothing comes free. Avail yourself to the working bee. Notice will be given shortly.

Projects completed to date are as follows: Concrete path outside the Sailors Bar; Concrete pad and fence erected for the waste bins; Mowing barc replaced and painted, with thanks to Rob Breen and a dedicated few; Rescue boat trailer repaired and registered.

In conclusion, I hope to serve this Club well as I believe the Canberra Yacht Club to have the potential to be the best Club in Canberra.

GEOFF HOWARTH
Rear Commodore Operations

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SAILING SEASON

Mon-Fri 7.30am-2.00pm Sun 8.30am-2.00pm

OFF SEASON

Mon-Fri 8.30am-12.00pm Sun 8.30am-12.00pm

SHARPIE NEWS

Three Canberra and three Sydney Sharpies broke the ice at the ANU's annual Mini IV series in early September. With visible snow on the Brindabellas conditions were cold but the best breeze for years. It was good to see a sprinkling of Fireball and Mirror sailors from CYC and Hobart Valiant, Premier, Pades were dominated by Rick Shortridge in Proud Judge from Balmorel with good performances by Michael Leydon second on Saturday and Andrew Forster second on the Sunday afternoon race.

We have also had a trophy donated by one of the charterers of Sharpies — "Fearless" Fred Murdoch. On consultation with the SIS rep it was decided that the "Stir Walker" perpetual trophy be presented to the first Sharpie on the line on opening day in the combined fleet. "Fearless" is a life member of the CYC and has been involved in the Sharpie class for 35 years.

Dates to Remember: 2 November, 1st heat ACT Championship, ANU; 8 November, 2nd heat ACT Championship, ANU.

CHRIS ABBOTT
SAILING REPORT

SWEPPECS OPENING REGATTA

Conflict with the Raiders in the Rugby League Grand Final and strong winds resulted in only 24 boats finishing in the SWEPPECS Opening Regatta. Perpetual trophies were awarded to the winners of the largest classes or Divisions, with additional prizes being awarded courtesy of SWEPPECs.

First prize went to Division 1 — Ron Yule/Berwick in Casey, second prize went to the Mirror Class — Robert Hughes in No Winners, with the Laser Class — Tony Ryan in Mutsy Fool/Third.

FLYING 15 NEWS

All the signs indicate that the resurgence in the class demonstrated during last season will continue in 1993/94, especially with the addition to the fleet of two former Queensland yachts being sailed by those well known Canberra yachtsmen Peter Fullagar and Ross Wylde-Browne. We are confident that the Flying 15s will continue to be one of the principle one-design classes in Australia for many years yet — after the 22 years during which we have already been established as a class.

The strength of the class is not only in regular fleet racing on Sundays but also in the Class Association itself. Our AGM in August, we had more than 20 members present with 11 boats being represented. Peter Russell chose not to seek re-election after five years as President and I accepted the invitation to take on that role. Other members of the Committee are Ian Hawke as Secretary/Treasurer, Laurie Mages as Measurer, Peter Fullagar and Ross Freestone. Club members interested in discussing Flying 15 matters should feel free to talk with any one of us.

Alan Steward, one of the early Flying 15s, Lake Burley Griffin delivered a paper at the meeting on the history of the class in Canberra. The first F15 was sailed on Lake George in 1963-64 and was won by the first F15 to be won by Alan Steward, with Mo Kalmijn having a good win. John Kennedy showed a frightening turn of speed by finishing second only some three minutes behind Mo after starting 10 minutes late. One of the fleet to come to grief in a jibe that included with one of the strong gusts of the day and ended up testing the flightability of the buoyancy tanks. The 10th Australian Championships for the Flying 15s are to be held at Esperance in WA from 29th December to 9 January and the Association wishes to wish all of those members who will be making the long trek the best of luck, both across the Nallawal and on the water.

PETER RUSSELL

505 NEWS

The big news on the 505 front is the recently conducted Monaro Gold Cup and three heats of the NSW State titles. Four heats were run over the weekend and boats from Lake Macquarie, Sydney, Melbourne and Brisbane boosted the fleet to 34 boats. Like Burley Griffs threatened to turn on a classic drifter for the first heat on the Saturday afternoon but fortunately WYD were better and the 5-10 knots to make for a reasonable first race. The course dominated the racing and the first six places with multi-hull yachts can now compete in both Pointscore and Championship events in their nominated Division.

WHITSUNDAY RENT A YACHT TWILIGHT SERIES

We have again been fortunate to receive sponsorship from Whitsunday Rent A Yacht for the increasingly popular Twilight series. Peter Russell chose not to compete in Division 1 (four-carpour) or sail the shorter three-marpour 2 course irrespective of the size of the yachts which can now compete in both Pointscore and Championship events in their nominated Division.

SUNDAY RACING

The sailing program for 1993-94 includes significant changes for junior and trailer-sailer skippers.

The program now includes a junior class — appropriately named Division J3, which offers junior skippers the option of sailing a short three-lap course suitable for small dinghies such as Flying 11s and the like.

Trailer-sailer skippers can now nominate to compete in either Division 1 (four-carpour) or sail the shorter three-marpour 2 course irrespective of the size of their yachts. Multi-hull yachts can now compete in both Pointscore and Championship events in their nominated Division.

PETER RUSSELL

MIRROR NEWS

NSW COUNTRY MIRROR CHAMPIONSHIPS

The Canberra Mirror fleet dominated the NSW Country Mirror Championships held at Lake Albert (Wagga Wagga) on 5, 6 and 7 October 1991. Close racing in light winds resulted in a second win in the last race to Daniel Keys in his new boat Dal Azr. Michael Forster in Cherry Ripe and Warren Slater in Cum from Behind (K Yuri and Ben Freestone). The local contingent was lead home by Pacific Surfer (Hugh Stodart and Ben Freestone) in 5th place (11, 7, 8, 1). Other results were Cooroolg (Del Kirk/Rick Ayres) 10th, Market Leader (Peter Webster/Adrienne) 15th, Trust Me (Richard Norris/Adam Scott) 16th, Pandanus (Rick Whelan and Harkaw) 23rd and Wee Pinky (Peter Richards/Various) 25th. Overall the weekend was a success with the local boats finishing in a great deal from the competitive Toronto boats.

The start of the season is looking quite promising for the 505 fleet. Five boats brushed the codwells off for the first pointscore and should be six boats sailing regularly through the season. On top of this there seems to be a lot of interest from people wanting to join the ranks of the lake's premier dinghy class. There are good boats available at reasonable prices on the second hand market so any interested people should contact us.

HUGH STODART

TEKI DALTON

33x-1109 points behind D aniel Keys w ith P eter W arren Slater from  M elbourne in seek re-election after five years as represented. P eter Russell chose n o t to 20 m em bers present w ith 11 boats being in regular fleet racing on Sundays but established as a class.

1991. Close racing in light winds (and D aphne) and John Kennedy. W e Canberra yachtspersons P eter Fullagar the fleet o f tw o  form er Q ueensland during last season will continue in

prize w ent to  the M irror Class — R obert Hughes in

Ross Wylde-Browne in

in the Schw eppes O pening Regatta. Rugby League G rand Final and strong

SCHWEPPES OPENING

First prize w ent to Division 1 —

TEK D A L T O N

PRIZE WENT TO THE MIRROR CLASS — ROBERT HUGHES IN

ROBERT HUGHES IN

the M irror W orld championships held in Fremantle at the beginning of October, as the 'only' regatta.

Going into the last day with two races to sail, the ACT team were in clear third place behind Western Australia and Victoria in front of South Australia, Northern Territory and South

off South Australia but with that calibre of world class competition every race was a win or lose thing. By the end of the day, after losing close to Tasmania and a poor last race, the ACT was edged into last place.

Race headquarters was the Royal Perth Yacht Club Annex at Fremantle and the courses were set just offshore in the Cockburn Sound race area. On most days the breeze ranged between 8-12 knots with the exception of race three which blew 22-25 knots. The courses were three windward leeward 'sausages' with a downwind finish. Scoring was used to count off traditional handicap method with each competitor discounting their worst result in the seven race series.

Although the ACT experienced several disappointments at the regatas, enough positive aspects were revealed for all of the crew and supporters to feel proud. The crew

work in all of the race manoeuvres was judged to be the best of the series (many of the gybes were made as a headail drop — were completed within a boatlength after the mark rounding) and the upwind boat speed (except for the last two races) was only surpassed by the regatta winners, Western Australia.

I'm sure the racing highlight for the crew and supporters was the second placing in race three. A cold north-west in excess of 20 knots brought short choppy seas and for the first and only time in the series, the small headail was used on all of the Farr 36s. Again Western Australia topped the fleet and was never headed and the ACT rounded the top mark in third place but lost another place downwind to the bottlesneck on the re-electric. ACT sailed the way upwind to the next top mark and although Victoria and South Australia made up time on the rest of the fleet on the downwind legs, the ACT held their lead over them to finish second behind Western Australia.

I was a bit from the performance under tough conditions and one which brought praise from every other team.

Next year's Lexcen Cup will be sailed again in the Farr 36s but the series will again be sailed on the Swan River in Perth. One of the incentives for all States to send a team will be the opportunity for the winner to be the 'wildcard' entry in the 1993 Australia Cup, one of the world match racing events where participation is by invitation only to those on the world match racing circuit.

The program for next year's ACT Yachting Team will be not only to improve on our strength of team work, physical strength and endurance and upwind trim but to concentrate on the areas of starts, spinnaker trim, crew communication and fleet tactics. The success of this year has shown all of us that an ACT victory in the Lexcen Cup is attainable, if we want it.

Thankful credits must go to our sponsors, the ACT Cancer Society and Sunstate. And the ACT Health Promotion Fund — Isuzu General Motors (WA), the Canberra Yacht Club and all of our many supporters in the ACT.
Spinnaker Restaurant
A small sampling of Trevor's new menu —

ENTREES
Fresh Mussels in half shell with Tomato and Garlic Concasse baked with Gruyere Cheese.
Baked Mushroom Caps filled with Oysters, Tasmanian Camembert with Peppercorns.

MAIN COURSES
King Island Fillet, Sprinkled with Lemon Pepper seasoning, stuffed with Mushrooms and Dijon Mustard. Lightly coated with Hollandaise Sauce.
Green Lobster Tail, King Prawns, pan fried in Butter, flamed in Apricot Brandy served with a Pilaf of Wild Rice, accompanied with a special House Salad. For two persons.

Bookings Tel: 273 1339; 273 1784
The Canberra YACHTSMAN

FEBRUARY 1992

OFFICIAL NEWSLETTER OF THE CANBERRA YACHT CLUB

The winners of 'The Canberra Times' Teams Trophy — The ACT Team: Daniel Keys, Alex Badgery, Bruce Paine, Cullen Hughes, Peter Russell, Jean Russell (back); Tim Howard, Joshua Paine, Andrew Forster, James Badgery (front).

INSIDE —

● ACT SCORES OVERALL THIRD AND WINS THE COVETED TEAMS TROPHY AT THE MIRROR NATIONALS. Full story page 3.

● WIN A COLOUR TELEVISION. See back page for details.
Secretary Manager's Report

Welcome to all the new members who have joined us since the last edition. We hope that you have years of enjoyable sailing and social activities.

While on the subject of social issues, it was with regret that the Sunday jazz edition has been postponed due to poor attendance because of the general decline in the standard of bands available. It was felt that management could not continue to support a monetary losing venture, particularly during this poor economic climate. However, investigations are underway regarding some form of live entertainment on Sundays.

You may have noticed that the Club is currently undertaking a major facelift including painting on the inside, tiling around the bar and new carpet both in the Club and the restaurant — we are sure you are going to like it! The exterior of the Club will be repaired for the commencement of the 1993/94 sailing season.

Sail, Race, Powerboat and Navigation Training

The Canberra Yacht Club is an Australian Yachting Federation (AYF) accredited Training establishment. We are accredited to present courses to AYF TL1, TL2, TL3 and TL4 standards. That means we can teach people to basic sail to advanced racing; from powerboat handling to rescue boat of navigation to ocean navigation and cruising yacht handling.

Our training program is revised every year and courses put on meet members’ and non-members’ needs. Our current program is available in the Club.

In order to put on a wide range of courses we are always in need of people to assist in instruction, it is a satisfying and challenging job that enables sailors to pass on their skills to others and ensures the continuation of the sport.

Our Club is going to be the centre for three water sports on Sunday 8 March during the Canberra Festival: Telespa Park Swimming Club will be holding a long distance swim starting 8.00am at the Club and finishing also at the Club at around noon. Starting at 10.00am will be the annual Raft Race, finishing at the Club also around noon.

Normal Club pointscoring racing in the afternoon should add to the spectacle. We hope that these activities will emphasise the role of the Club as the water sport centre for Canberra’s Lake Burley Griffin.

Why not come down to the Club and watch some of these activities? There will be plenty of refreshments available. I hope as many members as possible will come along to see the fun.

Special Events

Our Club is going to be the centre for three water sports on Sunday 8 March during the Canberra Festival: Telespa Park Swimming Club will be holding a long distance swim starting 8.00am at the Club and finishing also at the Club at around noon. Starting at 10.00am will be the annual Raft Race, finishing at the Club also around noon. Normal Club pointscoring racing in the afternoon should add to the spectacle. We hope that these activities will emphasise the role of the Club as the water sport centre for Canberra’s Lake Burley Griffin.

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MYSTERY PHOTOS

Did you identify the faces in the photo on page 2 of the November issue of the Yachtsman in the article about Charlie Nicol? I must say that I remember the occasion well. I was Commodore at the time and we were in the process of building the Race Control Tower. The photo (by The Canberra Times) with the participants standing on the upper deck of the control tower before the walls and roof were erected and we were watching the opening season regatta in October 1975. Those in the photo are: (L to R) Peter Forster, Jim Beare, Terry O’Neill, Charlie Nicol and John Watch.

Jerry Howson was the official starter for the regatta and the only other former Commodore, Ron Anderson, was overseas at the time and therefore unable to attend.

The other photo that was unnamed and unattributed was on the cover. Members will appreciate the significance of having a Marina on the cover given the forthcoming Nationals, but for the record the photo was of Michael Forster sailing Cherry Ripe Roadrunner. Cherry Ripe was also well finished finishing up in third with a third in General Division 3 competing against the A Classes and Stringrays.

Several local sailors competed in the nationals with mixed results. Congratulations Robert Redfern, first in B Fleet.

Hobie Class Bits

Congratulations to the Hobie Association President, Mike Dunn, who picked up the Spring series.

A new event in our travellers series this year — the Ampol Sailing Marathon — commenced at Batemans Bay on 18 January 1992. As well as local sailors, catamaran sailors from Bega, Jindabyne, Canberra and Victoria, the Hobie 16, 17 and 18 sailed a 24-nautical mile course around the Bay and the Tuggeranong Islands in cool to 15-knot southerlies with stronger gongs. As the day progressed the seas also built up with 1m on 1m swells inside the bay and 2m on 2m behind the Tuggeranong Islands. The small catamarans and trailer multihulls sailed one lap less for an 18-mile course.

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Our training program is revised every year and courses put on meet members’ and non-members’ needs. Our current program is available in the Club.

In order to put on a wide range of courses we are always in need of people to assist in instruction, it is a satisfying and challenging job that enables sailors to pass on their skills to others and ensures the continuation of the sport.

Our Club is going to be the centre for three water sports on Sunday 8 March during the Canberra Festival: Telespa Park Swimming Club will be holding a long distance swim starting 8.00am at the Club and finishing also at the Club at around noon. Starting at 10.00am will be the annual Raft Race, finishing at the Club also around noon. Normal Club pointscoring racing in the afternoon should add to the spectacle. We hope that these activities will emphasise the role of the Club as the water sport centre for Canberra’s Lake Burley Griffin.

Why not come down to the Club and watch some of these activities? There will be plenty of refreshments available. I hope as many members as possible will come along to see the fun.

COMING EVENTS

• Twilight Presentation Dinner (Wednesday, 26th February). Book early, $15.00
• Telespa Park Swim Marathon (Sunday 8th March). Start and Finish at Yacht Club.
• Canberra Yacht Club Great Raft Race (Sunday 8th March). Start and Finish at Yacht Club.
• Canberra Day Regatta (Monday 16th March).
• Champion of Champions (Sunday 11th April).
• Badge Draw — every Monday Night — jackpots by $100 every week.

Hobie Class Bits

Given the reasonably testing conditions the racing was extremely close. James Kirkpatrick Danny Care sailing Unizted Seab won the Hobie 18 Division, followed by Craig and Chris Tucker sailing Mondo and Peter and Janet Manley were third on Another Oblesion. Darryl Jordan sailing his Hobie 17 Roadrunner also did well finishing up with a third in General Division 3 competing against the A Classes and Stringrays.

Several local sailors competed in the nationals with mixed results. Congratulations Robert Redfern, first in B Fleet.

CRAG TUCKER

TMK INDUSTRIES

MARINE DIVISION

• Suppliers of Sailing Equipment & FITTINGS.
• Mobile Workshop.
• Stainless Steel nuts, bolts, self-tapping screws, studs, and pop-rivets.
• Marine Clothing, Wetsuits, Offshore Gear, etc.

If we have not got it, we will get it.

CALL 018 630 250 FOR SERVICE
James Badgery finished third in the Australian Mirror Championships. The top ACT competitors showed great improvement with Daniel Keys and Alex Badgery in White Ant finishing a creditable third, and the ACT team winning the coveted Canberra Times teams trophy.

Social events included the Welcome Night at the CYC, New Year’s Eve Bush Dance at the Yarralumla Woobool, “Ashes” cricket match (won by the ACT), and Presentation Dinner at the CYC, which was all well publicised with both local TV and national print media coverage.

With even boatage amongst the top boats, Fitzsimmons’ boat handling skills and big fleet experience gave the edge over other competitors in the closely contested series. Fitzsimmons revelled in the moderate easterly conditions of the first half of the Championships, but struggled in the light variable conditions of races four and five. With fellow Western Australian Philip Dunstan and Ben Dunstan in Prone Design and ACT junior Daniel Keys with Alex Badgery in White Ant ahead on points going into the last race, Fitzsimmons was able to narrowly win race six and the series in moderate to strong westerly conditions. Fitzsimmons convincingly won race one in 5-10 knot easterly conditions after taking the lead at the first windward mark from Michael Delany in Tigers Tail (NSW). Western Australians dominated Dunstan second and Ben Dunstan in Skip third.

## ACT Dinghy Championships

The Canberra Yacht Club hosted a record (in recent years) 158-boat fleet for the ACT Dinghy Championships. The fleet included seven Fireballs, 25 Tasars, 28 Lasers, 22 Cherrubs, 20 Spirals, 22 NSW14s, nine Flying 15s and 25 Mirrors. Despite light and variable conditions the series was a great success with close racing evident in all classes.

The spit roast held on Saturday night was well appreciated by the sailors. I would like to express my thanks especially to Rod and Carol Wyld-Browne who were responsible for running the event, and Sharon Aspinall for running the canteen.

The Club was well represented in National Titles throughout Australia in 505s, Hobie 18s, Lasers, Sharpies, Fireballs and other classes. Congratulations to all our representatives who continue to build the standard of competition at the Club.

**SUNDAY RACING**

With the first half of the season now finished it is pleasing to note the increased participation in Club racing by traditional CYC classes — the Flying 15s and Mirrors. Overall numbers for Poincare 1 were down from last year however, due to a considerable decline in participation in General Division 1.

I would like to remind junior club members and others that the CYC sailing program now includes a junior class — appropriately called Division 3J, which offers junior skippers the option of sailing a short three-lap course suitable for small dinghies such as Flying 15s and the like.

The first race of 1992 saw the Club’s first Standard for a few years, with Flying 15 skipper Peter Russell being the only scratch boat to win his class.

**PETER RUSSELL**
Flying Fifteen News

Pointscore period 1 has seen the Flying 15s continue to consolidate as second only to the Mirrors as the strongest one-design class racing with the CYC. Over the nine races sailed in the period we averaged ten starters ranging from a low of five to a high on two occasions of 13 starters. The results of the pointscore were close, and are as follows:

1st Brian Peter Russell 45 points; 2nd Pakam 4 Peter Forrest 43; 3rd Flying High John Howard 42; 4th Windsong Ian Hawke 39; Ray Solly John Kennedy 39; Rollalong Mo Kalmin 39.

We look forward to the strong competition continuing in the new pointscore period and in the Club Championship series.

The ACT Championships for the Flying 15s on 23-24 November, sailed along with a number of other classes, proved to be a clean sweep for Mo Kalmin’s crew who won all three races by a healthy margin, breaking Peter Russell’s 5-year unbroken streak on the event. Peter Foster sailing Pakam 4 was second with 11.7 points and Peter Russell in Rustler was third on 14.4 points.

All the other classes contested the series and Ian Hawke in Windsong won the handicap event sailed in conjunction with the championship.

Strong Canberra Flying 15 fleet

Unfortunately, none of the local Flying 15s were able to make the trip to Esperance in WA to compete in the 30th Australian Championships for the Coweswip Trophy. However, Flying 15ers were very much in evidence on LBG helping with the running of the Mirror Championships in Canberra. Previous Australian and World Champion Graeme Lington from Peterborough won the championship series.

The Australian Flying 15 Association has produced a very professional looking Flying 15 class handbook with a very comprehensive and useful content. Anyone with an interest in the class, including those wanting to buy a boat and those wanting to learn more about how to sail the boat better, should acquire a copy. Copies are available from Ian Hawke, the ACT Association Secretary, or via any of the other well known ACT sailors for the very reasonable price of $12.00.

CYC members (or others) interested in the Flying 15 class should feel free to talk with any of us who sail regularly on Sunday afternoons. We are usually at the Club to rig our boats by about 12.30 pm and are usually back in the boat park after the race between 4.30 and 5.00 pm. We can put you in touch with people who want to buy and sell Flying 15s.

Peter Foster

To all Instructors

The AYF has made it a requirement that all instructors, coaches and sailing masters attend a re-certification course before 1 July 1992 if they wish to retain their registration. The Canberra Yacht Club will be running a re-certification course in April/May to enable you to retain your qualification. This course will enable you to qualify to higher levels if you meet the appropriate requirements. If you have any preference for dates please let me know.

John Kennedy Rear Commodore (Training)

1992 Australian Universities Yachting Championships

The Australian University Championships were held this year at the Royal Yacht Club of Tasmania in Hobart starting on Monday 13th January. Our boat, the University of NSW Flying Pigeon had suffered a broken mast in the Natioans which meant some work had to be done at the local chandlery to get it ready for the first heat.

The series was marred by strong gusty winds which resulted in only three boats being sailed out of a possible five. In the first of these boats we were late for the start, broke our outboard on the first leg and capsized, but finished only a minute or so behind the Tasmanian boat Nips Getting Bigger. In the second heat we led all the way and on the last leg the Tasmanian boat swam just at the front of a 35 knot spall. We weathered up the last heat which turned into a very strong reach allowing us to finish 16 minutes ahead. In the last heat we increased our lead off the start but approaching the bottom mark we capsized giving the Tasmanian boat a chance to catch us, but with some good tactics and boatspeed we finished six minutes ahead.

We had an enjoyable time and were happy to give the Uni of NSW the Open Championships Trophy (Shapie Class), the Laser Trophy and the Teams Trophy.

Michael Foster

505 News

Two Canberra boats made the trek to Fremantle for the 505 National Titles — Jumbo (Rod Bulgerdy and Geoff Hawkew) and Pacific Surfer (Hugh Stodart and Paul Barry). The logistics of getting boats, crew and support to WA turned out to be quite complicated.

The boats were packed in a container and transported to Fremantle by train. Although this required two trips to Melbourne all went according to plan and the boats got their safety. Five 505s will just squeeze into a 20ft container with inches to spare.

Fremantle proved to be a fantastic place for a regatta, being both a great sailing venue and a great little town. Fremantle Sailing Club provided excellent facilities and race support with a huge reasonably sheltered rigging area. All seven races were run on time without any major problems.

The invitation race proved ominous, starting in a 22-knot breeze and finishing in 30 knots and big seas. Only eight of the 53-boat fleet finished, with great breaks and some boats broken including Rod and Geoff’s (who were using Pacific Surfer’s spars). Fortunately they had the faithful Sparsan 1 there, though their boatspeed was never quite the same. Hugh and Paul finished after taking an inspection port out on the first jibe mark.

The windy series expected after the invitation race never materialised and the majority of races were sailed in 12 to 18-knot sea breezes with a one to two-metre chop. Both the Canberra boats struggled for boatspeed in these conditions placing in the middle of the pack (including a head heat in heat one). Race four was the highlight for Hugh and Paul when a light easterly prevailed. After spending most of the race on the back of the pack they managed to sneak into third place as the developing sea breezes and increasing wind speed allowed the 20 boats to regain boatspeed and the intensity of the competition. Rod and Geoff finished 35th. Both crews learned a great deal over the series and are looking forward to applying their knowledge to improve next season.

All those who went to the West had a great time and there are many people who helped us get their who can’t all be mentioned here. Special thanks to Ross and the Yacht Club for helping fund raising and to the ACT Sports Development Program for assistance with boat transport.

On the local front, racing should be interesting over the next few months. Ian Ruff has put a new rig and sails on his boat and will hopefullly push the fleet along. Joe and Derek are slowly getting the hang of pulling the multitude of strings on Cool Tool. Peter Richard who now has a regular crew is always consistent and Rudi & Richard well, they can always come from anywhere.

Anyone wanting information on 505s or wishing to join the fleet should contact any of the sailors down at the lake or ring Hugh Stodart on 281 5004.

Hugh Stodart

Want to sail at the Coast? Want to Charter a Yacht?

Canberra Yacht Club is offering an AYF TL4 Inshore Navigation Course

This course will teach you all you need to know to enable you to navigate safely in inshore coastal waters. It teaches you the basic theory about boats and sailing, including safety, seamanship, rules of the road, buoyage, navigation, the weather, chartwork and a host of other things. It is practically-oriented, it does not lead you up with useless theory but aims to give you sufficient theoretical knowledge to be able to confidently handle a yacht in inshore conditions.

Cost: $160.00
When: Wednesday 17 June to 16 September 1992, 6.30 to 9.30pm.
Where: CANBERRA YACHT CLUB (Akara Room)

Interested? Provide your names, phone numbers and addresses to the Office. We can take up to 12 people.

As an additional option, practical experience sailing keel boats on Pittwater will be arranged.

Our instructors are Australia Yachting Federation qualified and have extensive coastal sailing experience.

John Kennedy Rear Commodore (Training)
Fireball News

The first half of the 1991/92 season has been reasonably quiet for the class. Ian Walster and Craig have been sailing Frantic and are showing consistent improvement. Steve Quinn and various crews on Teddy Bear Panic have sailed consistently and are currently winning pointscore and championship series. Guy Mitchell (Moonlight Delight) has spent the summer vacation working for Seafarer Marine in Sydney and is expected back in the new year.

Simon Mitchell and Michael Leydon nearly hit the water prior to Christmas as they struggled to complete their new Fireball, KA14216. Nothing Too Serious finally hit the water two weeks before Christmas and showed excellent promise — such as not having a finishing time recorded in their second race because they didn’t think they could have finished as fast as they did!

Nothing Too Serious was one of three ACT/NSW Fireballs that attended the Fireball Nationals at Black Rock YC on Port Phillip Bay over the new year period. Due to time and money running out, a lot of gear had to be borrowed from other boats for the series and so Matt Gillingham lost his trailer, boom, kite pole and sails, and Guy Mitchell lost his centreboard, tiller extension and kite sheets — so maybe Canberra was well represented!

Due to the restricted time for preparation, the series was taken as a good way to see how the new boat could go. Whilst numbers were down, the standard of competition was world class, with the top ten competitors having recently returned from a very successful tour of Europe. Conditions for the series were typical for Port Phillip Bay with an average 15-25 knots and short, tall chop.

Heat 1 — initially very good boatspeed with adequate height, however, a series of breakages including the thwart being broken away forced a DNF.

Heat 2 — what initially looked like a poor start became the best after two clearing tacks and heading left into better pressure and tide gave us a first to the top mark — a headly feeling but a bit short lived as the halyard preventer broke on the first hoist. A knock forced it short lived as the halyard preventer the top mark — a headly feeling but a better pressure and tide gave us a first to the poor start became famous after two divisions, multihulls, faster monohulls

Fireball Nationals

— pity about the general recall. The second attempt wasn’t quite as good and we finished a pleasing 11th.

Heat 4 — ditched the strut and used vang for leech tension. The boat felt good but wasn’t fast. A disappointing 12th.

Heat 5 — a crowded start from which we recovered well to get 7th at the top mark. The boat felt a little bit stalled but went as well as anybody else. We finished 10th, our best race.

Heat 6 — the less said the better! A building breeze in heavy swell and chop 25-30 knots at the start, low centreboard and wide jib sheeting gave little height but the race was about survival. As wind peaked at 41 knots we capsized and lost our mast. After that the race was postponed.

Heat 7 — did not start.

The series was won by Peter Cook and Andrew Batty sailing High Rise with a perfect score. World champion crew Gregor Baird helmed for Simon Brown to come second in Thanks for making up the numbers with Grahg Finch and James Maskell sailing Dreamer placing third

Overall we finished 19th, which just achieved a top 20 goal. Hopefully we can pass on the lessons learned to the rest of our fleet and increase the standard of Fireball sailing in Canberra.

SIMON MITCHELL

14th ACT Trailable Yacht Championship

The Championship was held over the Australia Day weekend with a total of 53 entries which was slightly down on previous years. Interstate entries came from Melbourne, Wagga, Sydney, Newcastle and the surrounding Canberra area.

Yachts ranged in size from 5 metres to 9.4 metres and included out-and-out racing machines such as the Boatspeed 23 as well as cruising boats. The largest entry in the event, so far, was received from John Sharpe who brought his 9.4 metre, self-built, JS 30 to Canberra. Brian Worth in his Spieder 28 Ross Bird missed the first race due to delays in replacing his mast which suffered damage while racing at Batemans Bay earlier in the month.

The Championship was raced in three divisions, multihulls, fastest monohulls and monohulls over a three-race series — an Olympic triangle course on Saturday afternoon, a night race around the islands at 8.00pm Saturday evening and a marathon around the lake course on Sunday.

The winds were light, variable, but fairly consistent during the racing. The night race on Saturday was shortened to two laps in order for all boats to complete the course. The light conditions generally suited the lower displacement vessels.

The multihull division was keenly contested between local sailors Martin Kilpatrick, Geoff Howarth and Ross Wykle-Browne. Martin Kilpatrick, last year’s winner, started well by winning the first race but was unable to match this performance in the other races. Geoff Howarth in White Mistchaf winning the Championship series. The faster monohull field was hit by the first race by the Sydney Boatspeed 23 of Bill Buckle with local Castle 650 Scallywag second and Melbourne Castle 650 Highland Fling third. The Boatspeed was unable to maintain its initial performance in the later races and the Championship was taken by the more consistent performances of the Castle 650 builder from Melbourne, Steven Douglas, ahead of Rob Breen. Paul Fitzwarryne in the Elliot 5.9 Scarlet O’Hara was third. Ben Liseke sailing Soul Searcher, a Castle 550, would have probably featured in the results if he had not been forced to retire from the night race due to navigation light failure.

In the multihull division Roger Rose again showed his consistency by winning all three races in this Hartley 18 for the World Championship.

Many thanks to the sponsors — Approved Systems of Phillip, The Australia Day Sports Carnival, and Derek Kelly and Sons, Printers. Also many thanks to Daphne and Peter Fulager for being ROCs.
Cruising Division

Provisional results for the Cruising Division Series B (Spring) are as follows: 1st, T-Bag (Peter Hudd), Noelen 25; equal 2nd Senior Fun (Dave Lovel), MAMRA 720, White Magic (Graeme Howarth), Ostar Tramp Tri; 4th Callisto (John White) SL24.

Following the cancellation of the first race due to the inclement weather, six races were sailed in the series. Although conditions restricted entries on some days an average of 11 starters was achieved with a high of 18, a low of 9 and 10 boats competing overall. While this is a reasonable result, efforts are being made to encourage more boats to compete on a regular basis.

In addition to the regular program a single-handed race and a ladies race were conducted. The single-handed race was sailed in winds at times in excess of 20 knots and saw some spectacular spinnaker work especially from Matthew Owen in Blue Streak. Six boats completed the course with the results as follows: 1st Martin Kilpatrick (Isis FE); 2nd Geoff Howarth (White Magic); 3rd Stuart Manly (Sorensen). The ladies' race attracted 11 starters with Sue Hanley (Kooi Ibo) winning from Julia Hudd (T-Bag) and Tracy Lovie (Maze). The following day several male crew members were complaining of blisters, aches and pains from having to clamber around the foredeck for a change.

Both of these races will be sailed again during Series C over modified courses to increase spectator interest.

A report of the 14th ACT Trailerable Yacht Championships appears elsewhere in this issue.

ERROL CUTLER

Cruising

Cruising has been widespread and varied this season in both weather and distance travelled, with some boats travelling as far north as the Whitsundays and south to Gippsland.

Local cruising has included visits to Wyangala Dam, Wallagga Lake, Myall Lakes, Lake Macquarie, Pittwater and Sydney Harbours.

In 1992 it is proposed to have cruises visiting Middle Harbour (Feb. 22-23), Malacoota (March 14-16), Wyangala Dam (April 17-20), TRA (May), and Pittwater (June 6-8 — Lion Island Race).

Vale Alma Windsor-Murray

7 December 1991

The following quote from the October/November 1984 issue of the Canberra Yachtsman records the degree of affection held for Alma at the time she retired from the Club after 10 years' service:

"Alma Windsor-Murray, former Secretary and now acting Secretary/Manager of the Club, will retire on 7 November after 10 years' invaluable service. Those of us who have served on Club committees have admired her dedication and unstinting efforts in keeping the Club running smoothly and Flag Officers of blisters, aches and pains from having to clamber around the foredeck for a change."

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Vale Alma Windsor-Murray

7 December 1991

"Thank you all for your support and friendship and the memories I will take with me of 10 years amongst you."

"Alma Windsor-Murray"

I had the privilege to be the Commodore in Alma's early days in the Club and recall well the very important contribution that she made over that 10-year period.

Unfortunately, Alma passed away in early December 1991, after suffering from lung cancer for more than 18 months — Alma had been a regular smoker for many years. Those of us who had kept in touch with Alma and her husband Mike over the years were distressed when Mike passed away suddenly in January 1990, followed by Alma being diagnosed with cancer only two months later. Alma's sister moved down from Sydney during 1991 to look after Alma but she too was diagnosed with lung cancer (also a smoker) and passed away within six months.

A few of Alma's old mates from her CYC days, including Shirley and Peter Marcussen, Tanya Prosenik our caterer for many years and her sister Becca; Margaret Young and her husband; Alma and I went to the funeral at the crematorium on 11 December. Alma will certainly be missed by her family and friends.

PETER FORSTER
Canberra Hobie Sailors compete in the 1991 Compadres State Championship Regatta - Hawaii

Following a handicap win in the Sydney Harbour Ford Winter Series, Peter and myself decided to compete in the Hawaiian State Championships held 21-22 September 1991. The prize we had won was $2000 towards airfare and accommodation to attend an international Hobie event. A Hobie 16 was organised for us for the weekend, kindly lent to us by Dave McFall who sailed his Prindle instead.

We touched down at Honolulu airport at 6.00am on 19th September. At this time of the morning Honolulu is a thriving metropolis of one million people and after the slight embarrassment of Peter trying to hop into the drip stream we were off to our hotel in Waikiki.

Waikiki is the tourist area of Hawaii, with lots of shops, bars, hotels and of course the beach. The water was warm, the rain was warm and the air temperature was 30C. We filled in the day by checking out the shops while we with lots of shops, bars, hotels and of course the beach.

Assembled on the beach were — their words, now ours!!

As we took out the pin on the very port line, the Hawaiians tacked at the Committee boat and headed for the point (Gilligan’s Island was filmed at the point). Reaching the first mark a very last, including two boats that were recalled, we realised the error of our ways so to speak and boat

Race 1: All the locals had been talking about coming to Hawaii to sail in their strong winds and big seas but Kehoe Bay presented us with 0-5 knots, perfect reaching condition for our new Hobie Magnum. A Hobie 16 was organised for us for the weekend, kindly lent to us by Dave McFall who sailed his Prindle instead.

Race 2: In again light winds, however, the locals seem to be at some sort of advantage as the wind direction had swung to what they call normal compass bearing. As we took out the pin on the very port line, the Hawaiians got us all. A third over the line including Peter and me.

Race 3: After eating the leftovers of our ways so to speak and boat

Race 4: Another fifth in the back to back and into the beach for lunch.

Race 5: After eating the leftovers from last night’s BBQ it was traveller car out 12” and a great ride for 2km to the start in 15-18 knots. Now this is what Hobie sailing is all about, sheet on and max out, how to stem and crossing tacks and all the boats that close at the mark, one bomb from the F14 Tomahawks flying overhead would have got us all. A third over the line including a 360 for hiring a mark, feels good.

Race 6: More of the same but a longer race. This is a bit hard to take as the air temp is 30C, the water is 30C, the rain squalls are 30C. Rain!! Oh no, the wind has just stopped, 18 knots to 4 with a lap to go. We have lead the race from start to here, will the fuddled finger of fate *#% us again? No way, the way to the finish. All we needed was a good tack and, yes, we stuffed it and three boats went past. We finished 5th.

From page 11

by boat pulled back to fourth by the finish. Saturday night’s entertainment was to be a porkchop (BBQ) at Jeff and Martha’s after a quick shower at Dave Lurgs’ house situated on Kanehoe Bay complete with jetty, a 14 and two 18s in the boat yard.

Jeff’s house was on Kualoa, the front yard being the beach and despite the race there had a great night.

Race 8 Sunday morning after convincing the MPs that the car would be safe from the fowl ecotourism we could park a little closer to the beach. The race was ACAC finish with a close hailed startboard work to A, gybe and a deep but quick, post run to C, yes, a drag race in 8 knots. However, places did change after recovering from a bad start. With every bit of the good boatspade Dave’s boat was producing an astonishment was exchanged between the local and every now and then thought we

Hobie 16 racing in Hawaii

Race 1: All the locals had been joking with us about coming to Hawaii to sail in their strong winds and big seas but Kehoe Bay presented us with 0-5 knots of wind and a sea which resembled a mirror. Courses were given verbally from the Committee boat and Race 1 was ABC. The Open class started three minutes before the 16s in four knots, we being used to the light

Race 2: In again light winds, however, the locals seem to be at some sort of advantage as the wind direction had swung to what they call normal compass bearing. As we took out the pin on the very port line, the Hawaiians tacked at the Committee boat and headed for the point (Gilligan’s Island was filmed at the point). Reaching the first mark a very last, including two boats that were recalled, we realised the error of our ways so to speak and boat

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Practical Sailor

FEND OFF...

Looking for a berth aboard one of the round-the-world Witless Bred Race, this young lady (left) took offence when offered the position of ballast aboard the only centreboarder in the race, Bottoms Up. She later took the job of main fender on the only cruising boat entrant, Haystack.

DONBILL WIND INDICATOR...

Combining old methods with new technology, Donbill have produced an entirely new concept in wind direction indicators. Comprising a plastic index finger mounted vertically on a swivel base, the unit sits on top of the mast or cabin and is rotated electrically. When wind direction is needed, you climb the mast or cabin, like the end of the finger, then let is electronics and electrics seek the wind, stopping where your saliva is sensed to be the coldest. The stopped position is digitally displayed on instruments down below allowing them to be read in the comfort of a warm, snug cabin.

FITTING A CLEAT TO THE DECK...

"Why not try this fast method of fitting a cleat to your deck?" says experienced yachtsperson Anne Bash, who tried more traditional methods. Using four-inch steel bullet-headed nails, two per hole are driven in, leaving half an inch exposed which is then bent down to prevent the cleat pulling off. "It is cheap and effective and lasts just as long as four and half-inch bullet-head nails similarly employed," she said.

Spinnaker Restaurant

A small sampling of Trevor's new menu —

ENTREES
- King Prawn and Snow Pea Salad with Hazelnut Mayonnaise. $12.50
- Tasmanian Smoked Salmon served with Onion Rings and Capers. $8.90
- Avocado served with seasonal Fruits, Walnut and Lime Vinaigrette. $8.50

MAIN COURSES
- Scallops, Bug Meat, panfried with Fresh Basil, Pernod and Cream. $21.50
- Blue Eye Cod coated in a light beer batter, deep fried, served with seasonal Salad and Fries. $13.50
- Rack of Lamb, coated with Mustard, seasoned Crumbs and a sauce of Honey, Orange and Mint. $16.50

DESSERTS
- Cappuccino Roulade with Hazelnut Chantilly Cream. $6.90
- Mango Crepes or a Boysenberry Crumble. $6.50
- Cheese and Fruit Plate. $6.50

Mr miday & Tuesday Evening — Any three courses and coffee just $28.50!

CANBERRA YACHT CLUB • SAILING STATISTICS • 1991-1992

AVERAGE STARTERS POINTSCORE SERIES NO 1

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CANBERRA YACHT CLUB - QUARTERLY GENERAL MEETING
24 FEBRUARY 1992

REAR COMMODORE-SAILING REPORT

- Refer to February 1992 "The Canberra Yachtsman" for Championship reports.

- Congratulations to all club members who competed in National Titles throughout Australia in 505, Hobie 18, Laser, Sharpie, Fireball and other classes. In particular, congratulations to Daniel Keys - 3rd in the Mirror Nationals and to the ACT team - 1st in the Mirror Nationals "The Canberra Times" Teams Trophy.

- The recent National Mirror Championships and Trailable Yacht Championships conducted by the Canberra Yacht Club both enhanced the reputation of the Club throughout Australia. The management and members of the Club can take great credit from the professional manner in which both championships were conducted. Peter and Daphne Fullagar in particular deserve our thanks for their considerable efforts in running both series.

- With the first half of the season now finished it is pleasing to note the increased participation in Club racing by traditional CYC classes - the Flying Fifteens and Mirrors. Overall numbers for Pointscore 1 were down from last year however, due to a considerable decline in participation in General Division 1. Average starters Pointscore 1 - 57.4 (1990 - 60.0)

- Participation in Pointscore 2 to date (daylight saving period) has been very poor with 48.8 average starters per race.

- Whitsunday Rent-A-Yacht Twilight Series continues to be successful with 37.2 average starters (down 5 from last year). Thanks to Julia Hudd for assisting with running the series.

- The first race of 1992 saw the Club's first Stemchaser for a few years, with Flying Fifteen skipper Peter Russell being the only scratch boat to win his class.

- Pittwater Yacht Charter has agreed to provide the major prize for the Canberra Day Regatta to be held on 16 March 1992 at the CYC.

- The format for the 1991-92 CYC Champion of Champions regatta is to be amended to an elimination series on sprint courses using Adams 21 yachts which we hope will provide an interesting spectacle in this America's Cup year.

- ACT Zone of YA of NSW report:
  - $10,000 grant from ACT Sports Development Program for purchase of rescue boat obtained for CYC and YMSC ($5,000 per club).
  - ACT School Train successfully conducted by YMSC in December 1991.
  - YMSC (56 boats) and Illawarra YC (95 boats) Country Youth Regattas outstanding success, final regatta to be conducted by Wagga Wagga BC.

- ACT Yachting Team (Lexcen Cup) is arranging a coaching clinic with Glen Bourke on 7 March 1992 (at YMSC) and 8 March 1992 (at CYC).

- Part or Full-time employment of a CYC Sailing Captain is currently under consideration by the Executive.
Spinnaker Restaurant
• Open for Lunch and Dinner
  Monday to Friday
• Available for Private Functions
Telephone 273 1339; 273 1784

The Canberra YACHTSMAN

Win a Colour Television
Every time you sign a new member to the Club in any category you and your nominee automatically go into a draw for a brand new colour television. New members will receive for the price of one year’s membership the remainder of this year (3 months) and membership through to June 1993 (a maximum total of 15 months). The offer closes on 31st April 1992 and is open to all financial members (excluding the executive and honorary members). The winner will be drawn at the badge draw on 29th June 1992.

Member’s Full Name:.....................................................................................................
Address:......................................................................................................................
          .P/Code:.......................... Badge No:..........................
Phone:    (b)............................................................................................(h)
■ Ordinary Membership $75 subscription, $25 entrance fee
■ Intermediate Membership $35 subscription, $25 entrance fee

Nominee’s Full Name:.....................................................................................................
Address:......................................................................................................................
          .P/Code:.......................... Badge No:..........................
Phone:    (b)............................................................................................(h)
Signature:....................................................................................................................
■ Country Membership $35 subscription, $25 entrance fee
■ Social Membership $25 subscription, $5 entrance fee
Early Sunday morning in the straits at Marlay Point.

- PRESENTATION DINNER. 7.00 for 7.30 Saturday June 20th. Three-course dinner $18 Adults, $12 Children. Guest speaker.
- TOOHEYS PROMOTION. Monday May 25th 5.30pm; Friday May 29th 5.30pm. Come along and join in the fun.
- YACHT CLUB INSIGNIA CLOTHING. Now available. All enquiries to Club.

QUARTERLY GENERAL MEETING May 25th, 8.00pm
Commodore’s Log

The time for membership renewals has arrived and if you have not already received your renewal form, it will soon be in the post. I would ask all members to be as prompt as they can be in this matter. Timely membership renewals significantly reduces our administrative overheads and any savings that can be made in a club of limited size and membership is a great help.

The Executive and staff have been working very hard to upgrade the club’s interior and provide better facilities for all our members. Comments received about the improvements have been very positive and supportive.

While on the subject of membership, the theme of this newsletter is one of encouraging new membership, whether it be new Sailing, Family, Ordinary, Social or Junior membership. If each of us were only able to sign up one new member, whatever the category, this would have a very positive and lasting impact.

Robert B Redfern
Commodore

One may feel that our major sailing activities for the 1991-92 sailing season have now wound down. Although Jack Frost will soon be breathing on our toes, many sailors will be looking forward to our Winter Sailing Series. Last year we had an average of 40 starters in this series and if we can build on this number, this year’s Winter races will be very competitive.

You may be interested to learn that the Canberra Yacht Club during 1991-92 conducted 14 major sailing events. In total some 618 yachts participated. This number excludes the club summer pointscore and championship series. This record is something we can be very proud of, particularly when you consider that the Club’s sailing administration is mostly supported by volunteers. Congratulations to all concerned.

Robert B Redfern
Commodore

A close-up view of Canberra’s local sail maker (Andre Webster) new “Flow Thru”, “Self-Draining Wemall”, whatever the category, this Newsletter is one of Social or Junior membership, if new at least Ordinary, Family, or Club. The theme of this Newsletter is one of membership renewal. The Executive and staff have been working very hard to upgrade the club’s interior and provide better facilities for all our members. Comments received about the improvements have been very positive and supportive.

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Commodore

HOUSE REPORT

I would like to thank all of those people who have helped me in my preparation of the Canberra Yachting Newsletter. I assume the role of Commodore House. Without these articles and photos the newsletter would not be the same.

As you are aware membership renewal is now due. I would like to urge all members, being either social, sailing, ordinary or family, to encourage family or friends to join your Yacht Club.

We’d really like to see more of you and your friends enjoying one of the best facilities that are available at the Club. You never know there may be some new sailing talent just waiting to challenge you on the water!

I’d like to remind you of the existing facilities that are available at the club and the new and exciting entertainment coming up during the cold winter months. This includes the Canberra Dance Band starting on Sunday May 17th. For more information on upcoming entertainment look for “Coming Attractions” in this newsletter.

Have any of you tried the Spanner Restaurant’s new menu? It’s a must.

Remember, when organising that special work or private function, don’t forget the CYC. Its facilities are unlimited and the staff always willing to help.

Tim Dodds

T im Dodds

Restaurant News

Christmas Parties in September/October, Monday to Friday. No room hire and 10% discount on food.

Friday night feast — four courses only $24.50, every week, starting May 1st.

Monday–Tuesday evening, $28.50 any three courses and coffee.

Support your club during the cold evenings.

T ravel will be off to Europe looking for new ideas during June.

Watch this issue for new dinner times and ideas.

SPINNAKER RESTAURANT STAFF

THE CYC 15 YEARS AGO

Fourteen “classes” had class starts, including a one-design class with an average of 95 starters (compared with nine classes in 1991-92 including four one-design classes and one composite class with an average number of starters of less than 60).

The starting team was drawn from a small hand of regulars but on three occasions the Flag Officers or other last minute substitutes had to be used, with threats of rostering class associations for duty the following season.

The CYC Rescue Squadron was formed.

For the first time, maintenance work on the Rescue Boats was to be done professionally.

With the imminent filling of the Googong Dam, preliminary consideration was given to the possible use of Googong as a sailing venue for CYC events.

Net profit on the trading account in the quarter ended February 28th was $17415 with sales during the quarter of $30,568.

The Associates, under President Dorothy Norris, was a very active group, arranging functions and the Fox Family, who joined the Club during 1977, to be done professionally.

The General Committee at the time was: Commodore, Geoff Hood; Vice Commodore, Ken Jorgensen; Rear Commodore, John Howard (the current Flying 15 owner); Club Captain, David Bull; and Treasurer, Alan Rimmering.

Seven elected members including Jeff Armour, Rod Dalglish, Jim Howell, Bill Bates, Peter Fullagar, the late Peter McGrath, and George Snow.

The first six poker machines were installed at the Club.

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PETER FORSTER

GUIDELINES FOR FLYING THE AUSTRALIAN FLAG

When two or more sailors are gathered together and the conversation turns to the conventions of flying the Australian National Flag, there are sometimes expressed as many opinions as their are parties to the discussion.

The Commonwealth Government Department of Administrative Services has prepared a booklet entitled “The Australian National Flag,” which is available from Commonwealth Government Bookshops. It sets out the guidelines for flying the Australian Blue Ensign and the Australian Red Ensign.

The following is a quotation from page 10 of the booklet:

“The guidelines apply to the flying of the Australian National Flag and the Australian Red Ensign, as well as the use of flags on aircraft, ships and other non-Sponsored Craft. The guidelines are also observed by the Defence Force except in some minor variation to accord with Service traditions or requirements.”

The Australian National Flag, that is the Blue Ensign, is the correct flag to be flown on land by individuals, clubs, private and commercial organisations. It may also be flown on government ships, fishing vessels, pleasure craft and small craft by virtue of Section 30 of the Shipping Registration Act 1901.

The Australian Red Ensign is the proper flag to be flown by Australian-registered ships. As an alternative to the Australian National Flag (Blue Ensign) it may also be flown by government ships, fishing vessels, pleasure craft and small craft. No ship may fly both the Australian National Flag and the Australian Red Ensign simultaneously.” (End of the quote)

The booklet also gives guidelines for flying the National Flag from flag poles fitted with a yard arm, or a gaff and yardarm, in conjunction with a State flag, house flag or Club pennant. 
MULTI MEDIA

The ACT Multihull Association is gearing up for its turn to host the Trailable Multihull National Regatta, to be held on the lake in January 1993. Arrangements are going smoothly under the control of a small but keen group of trailable multihull sailors in the Club. With the increased interest in multihulls in Canberra comes an increase in the number of multihulls sailing or soon to be launched on the lake.

Peter Withington launched his stretched Traillet 18 named Dynamo Hum, Nice Tri, Stirrer and to advertise the National Trailable Multihull State Regatta. It should be a great social activity. The only disappointing thing was the Tuross Sailing Club, Coila Lake, Tuross Head. At the World 18 Championships in Italy in 1991 the International Hobie Association was reorganised with a new constitution being developed which has since been ratified by the IYRU at their Annual General Meeting.

In Australia we are already seeing positive changes such as reprinted Class Rules for the first time since 1981) and a set of standard Hobie Sailing Instructions to eliminate the confusion that occurs from one regatta to the next. Copies are available from the Association.

The International Hobie Class Association is now organised on a regional basis and although not fully defined Australia will form part of the Southern Hemisphere, defined Australia will form part of the Southern Hemisphere. Hobie Class continues to maintain its high profile.

ACT & NSW SOUTHERN ZONE HOBIE 18 CHAMPIONSHIP II

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ACT YACHTS SCOOP THE POOL AT MARLAY POINT

Over 260 trailable yachts and keelboats entered this year’s Victorian Marlay Point Overnight Race on Saturday, March 7th — the largest of its kind in the Southern Hemisphere. Yachts raced in three divisions with Division A starting at 8pm, Division B at 9.30pm and Division C at 11pm, with the fastest yachts last to start. The very light conditions this year contrasted with gale force conditions in previous races and the first yachts crossed the line after midday on Sunday.

ACT yachts dominated this year’s event with the yachts of Roger Rose, Brian Worth and Peter Taylor representing the Canberra Yacht Club and taking out the trophy for a State-nominated team.

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The International Hobie Class Association is now organised on a regional basis and although not fully defined Australia will form part of the Southern Hemisphere along with New Zealand, Papua New Guinea and New Caledonia.

ACT YACHTS SCOOP THE POOL AT MARLAY POINT

Over 260 trailable yachts and keelboats entered this year’s Victorian Marlay Point Overnight Race on Saturday, March 7th — the largest of its kind in the Southern Hemisphere. Yachts raced in three divisions with Division A starting at 8pm, Division B at 9.30pm and Division C at 11pm, with the fastest yachts last to start. The very light conditions this year contrasted with gale force conditions in previous races and the first yachts crossed the line after midday on Sunday.

ACT yachts dominated this year’s event with the yachts of Roger Rose, Brian Worth and Peter Taylor representing the Canberra Yacht Club and taking out the trophy for a State-nominated team.
SAILING REPORT

CLUB SAILING

With the season now finished it is disappointing to note the 11.5% decline in participation in Pointscore II at the CYC. The club must address the declining numbers of trailer yachts, catamarans and 505s participating in the Pointscore series, and the low junior participation in club racing. Participation in the Club Championship, however, was similar to last year. The Flying Fifteen and Mirror classes showed continued growth and now comprise 45% of the Championship fleet.

CHAMPION OF CHAMPIONS — 'AMERICA'S MUG CHALLENGE'

In this America's Cup year the Champion of Champions event was conducted as a match race series in Adams 21 yachts. Six champions including David Lovie (Div. 1), Michael Leydon (Div. 3), Adam Scott (Hobie 18), Daniel Keys (Mirror — Junior), Peter Russell (Flying Fifteen) and Hugh Stoddart (505) competed for the coveted 'America's Mug' donated by the Australian-American Association. Hugh Stoddart showed great match racing skills to win the series, in near perfect conditions, from Peter Russell in the finals. The pre-start manoeuvres, between Hugh Stoddart and David Lovie in particular, and close racing were enjoyed by the sailors and large contingent of spectators. The 'America's Mug' was presented after the series by Peter Russell (Flying Fifteen) and Hugh Stoddart (505) to the Flying Fifteen and Mirror classes show ing great match racing skills.

Generally good to strong winds prevailed for the series sailed primarily on the CYC 'A' course. Only one race was affected by light winds — Race 10 was abandoned after yachts failed to complete one lap of the course.

The winners were as follows:
- Trailable Yachts, Race 11: B. Worth (Spider 28), 52.32 minutes.
- Dinghies, Race 1: H. Stoddart (505), 50.23 minutes.
- Catamarans, Race 7: P. Mitchell (Stingray), 45.28 minutes.
- Sailboards, Race 5: D. Pitchford (F2), 44.35 minutes.

Over 90 sailors attended the Presentation Dinner on February 26th. The theme of the night was 'T-shirt with hole and a carrot around your neck'. Good winds saw some great times recorded for the event, with the quickest times being as follows:
- Trailable Yachts: Race 1: B. Leski Cast 550, 44.35 minutes.
- Trailable Yachts: Race 1: B. Lieski Hobbie 18, 50.23 minutes.
- Catamarans: Race 7: P. Mitchell (Stingray), 45.28 minutes.
- Sailboards, Race 5: D. Pitchford (F2), 44.35 minutes.

WINTER SERIES

A reminder that the 1992 Winter Series is to be conducted from May 17th to August 9th on alternate Sundays with the start at 12 noon. An average of 40 yachts per race enjoyed the winter sunshine on Lake Burley Griffin last year, how about joining in this year?

PRESENTATION DINNER

I look forward to seeing all the 1991-92 sailing season winners at the CYC Presentation Dinner scheduled for June 20th 1992. Nomination are now being considered for the CYC awards of Yachtsman and Yachtswoman of the Year, Best Crew, Most Improved Skipper, Most Improved Junior and Best Trainee.

PETER RUSSELL


The 1991-92 Whitsunday Rent-A-Yacht Twilight Series continued the great tradition of Twilight racing at the Canberra Yacht Club with good winds, close competition and convivial socialising at the CYC spit roasts after sailing. One hundred and sixteen different skippers participated in the Twilight Series, with a maximum of 44 and an average of 38 participants over the 15 race series. The fleet comprised trailerable yachts, dinghies, catamarans and sailboards making the massed starts quite a spectacle.

Generally moderate to strong winds prevailed for the series sailed primarily on the CYC 'A' course. Only one race was affected by light winds — Race 10 was abandoned after yachts failed to complete one lap of the course. Good winds saw some great times recorded for the event, with the quickest times being as follows:
- Trailable Yachts, Race 11: B. Worth (Spider 28), 52.32 minutes.
- Dinghies, Race 1: H. Stoddart (505), 50.23 minutes.
- Catamarans, Race 7: P. Mitchell (Stingray), 45.28 minutes.
- Sailboards, Race 5: D. Pitchford (F2), 44.35 minutes.

Over 90 sailors attended the Presentation Dinner on February 26th. The theme of the night was 'T-shirt with hole and a carrot around your neck' organised by Tim Dodds, provided the focal point for much debate during the evening. The final draw could not change the winner of the series — John White's points charge during Races 8 to 11 left him in an unsailable position — but it did not change the minor placings with Peter Hellwig drawing four points and jumping into second position, relegating Derek Kelly to third place.

Thanks to Julia Hudd, Caroline Campbell and Silvia MacKay for helping with the race series, Don Edge for Results compilation, and to the CYC and ADFRA Race Support Units for race support services.

We are fortunate that the series has again been sponsored by Whitsunday Rent-A-Yacht. Please keep their sponsored events in mind when you are considering sailing in the Whitsundays.

Brian Worts and his tuxedoed crew enjoying the final twilight race.

Sailors debating the size of their carrot. See story opposite.

Major prize winner John White with Peter Russell and John Hudd. See story opposite.
MIRROR NEWS

1991-92 TRANSOM TROPHY

Perfect conditions, and close, competitive sailing between the ten competing teams, resulted in a memorable 1991-92 Transom Trophy regatta. The CYC team of Michael Forster (Cherry Ripe), Andrew Forster (The Mouse), and Daniel Keys (Ded Ant) maintained their unbroken record and retained the trophy.

The experience of the CYC Young Ones showed through with the defending champions winning all their rounds. They were closely followed by the improving Balmoral Boomers and YMSc Youth teams who finished second and third respectively, relegating the CYC Wise Ones to fourth place.

The Hardy Bay teams continued their good record in the regatta with finishing in fifth and sixth place. It was great to have the Waggi Waggi Boar Club competing for the first time in the regatta — they finished a creditable seventh overall followed by the Balmore Baritians, YMSc Old Salts and CYC Apprentices.

LINDSAY RIMINGTON THREE-OF-A-KIND REGATA

The Mirror fleet continued its domination of the Lindsay Rimington Three-Of-A-Kind Regatta. Light winds suited the Mirror teams of Phil Hextell, Alan Dennett and Craig Williams who narrowly won from 11 other classes, with the 50s second and Flying Fifteen third.

BHP YOUTH CUP

Congratulations to Mirror skipper Daniel Keys who was the inaugural winner of the BHP Youth Cup competing for over three regattas in Canberra, Illawarra and Wagg Wagga.

1991-92 SEASON RESULTS

With the Nationals in Canberra this year, the Mirror fleet saw great racing throughout the season with a significant increase in participation. Congratulations to Michael Forster (Cherry Ripe), winner of the CYC Open Mirror Championship, to Daniel Keys (Ded Ant), winner of the CYC Junior Mirror Championship and to Alan Dennett (C'est La Vie), winner of both the Open and Junior Mirror Poliescore II. Juniors Alan Dennett, Seona Meharg, Seumas Meharg and Craig Williams all showed great improvement over the season.

CYC Young Ones retain the Transom Trophy

TRAINING NEWS

The CYC has had a successful training season. We can learn to sail courses for juniors and adults and race training. We are shortly following up last year's TL4 course with one commencing in June.

It is also intended to include a weekend sailing in large yachts on Pittwater to enable students to put theory into practice.

We are looking to replace our Skyrider fleet which is now seven years old with Optimists, the internationally-preferred junior training boat. This will provide us with a boat that our students will be able to race on Sundays.

If any instructors have not yet paid their registration to the AYF they please do so. I have forms if you did not receive one. For active instructors the club will refund your $15. A form is available.

JOHN KENNEDY
Rear-Commodore (Training)

CRUISING DIVISION RACING REPORT

The 1991-92 season came to a conclusion on April 4th when 15 starters faced the gun for Race 6 of Series C. This series was very well supported with an average of 12.2 starters. Results of the series were as follows: 1st, John White, Calliope, BL 24; 2nd, Trevor Elias, Tim Tim; Bonito 22; 3rd equal, Hamish Lindsay, Brindabella, Endeavour 24 and Martin Kilpatrick, Side FX, TR 680.

The overall Cruising Division results for 1991-92 (aggregate of Series A, B and C), saw Martin Kilpatrick hold out John White and Peter Hodd in 7-bags a close third in the Noelex 25.

The ladies' race again proved popular with nine starters. Eileen White, Calliope, was the winner from Tracey Lovie, Miro, and Sue Hanley, Kiwi Bird. Martin Kilpatrick took out the single-handed race from a small field.

The CYC Frostbite series commences on May 17th and this will constitute Series A for the Cruising Division for 1992-93. The program for 1992-93 (Series B & C) is being finalised and will include two double headers, handicap starts for twilight and night races, a marathon for double points and a Ladies' Trophy — a two-race series.

With the National Trailer-Tri Championships, the ACT Trailerable Yacht Championships and special regattas at home and away, no sooner has one season finished than we are looking forward to the next.

WYANGLA DAM

Twelve boats made it to Wyangla for the Easter break — one of the largest fleets we had this season. The weather was also kind to us being warm and sunny right up to Monday afternoon. A little more wind would have competed but all bar one in all it made for some good, lazy cruising.

Those appearing and sometimes disappointing at Wyangla: Footloose, Lidgard 25; Speculation, Castle 650; Serious Fun, Masaram; Calliope, RL 24; Tik Tok, Princess; Tempo, Sonata 7; Tri Bags, Noelex 25; Riah, Boomaroo 22; Falkara, Careed 18; Sund Fox, Investigator; Momar, Sonata 6; Dance, Adams 21.

JUNE CRUISE

Pittwater Island Race is on again this year. It is intended to hold the June cruise in conjunction with the race on June 6, 7 and 8. Why not come along and have a sail. Perhaps some boats not racing would be prepared to take on non-essential race gear but essential cruising gear for the period of the race?

Joan Kennedy
Rear Commodore (Training)

Want to sail at the Coast? Want to Charter a Yacht?

Canberra Yacht Club is offering an AYF TL4 Inshore Navigation Course

This course will teach you all you need to know to enable you to navigate safely in inshore coastal waters. It teaches you the basic theory about boats and sailing, including safety, seamanship, rules of the road, buoyage, navigation, the weather, chartwork and a host of other things. It is practically-oriented; it does not load you up with useless theory but aims to give you sufficient theoretical knowledge to be able to confidently handle a yacht in inshore conditions.

Cost: $160.00
When: Wednesday 17 June to 16 September 1992, 6.30 to 9.30pm.
Where: CANBERRA YACHT CLUB (Akarana Room)

Interested? Provide your names, phone numbers and addresses to the Office. We can take up to 12 people.

As an additional option, practical experience sailing in keel boats on Pittwater will be arranged. Our instructors are Australian Yachting Federation qualified and have extensive coastal sailing experience.

JOHN KENNEDY
Rear Commodore (Training)
FLYING 15 NEWS

What has proven to be one of the perennial one-design classes at the CYC — the Flying 15s with Club Championships dating back to the 1969-70 season — has finished yet another successful and very competitive season at the Club. In terms of numbers racing we made up some 20% of the total fleet with an average of 12 starters in the Club Championship series of 10 in the two-partone periods — second only to the Mirror in both cases.

In the Championship series Peter Russell and crew Phillip, sailing Rantler won (yet again!) with four wins, followed by Mo Kalnins and Peter Forster. Points for the first six finishers were as follows:
- Peter Russell Rantster 3 points; Mo Kalnins Rollingstone 11.7; Peter Forster Pakam 4 26; John Hosking State of the Ark 31; John Howard Flying High 41.4; and Laurie McGee Wings 46.7.

In the pointscore post-Christmas the runaway winner was John Kennedy with 58 points (maximum 70) but the following placings were close:
- John Kennedy Rag Dolls 58 points; Laurie McGee Wings 47; Peter Forster Pakam 4 46; Ian Hauke Rollingstone 45; Colin Brown Snabb Fish 42; and John Hosking State of the Ark 36.

There is no doubt about the strength of a Class Association is in the mix of sailing and social interaction and to mark the end of the series, 21 of us had a most enjoyable Chinese meal at a Belconnen restaurant on the eve of the final race of the season. Some of our members now (at time of writing) look forward to competing in the winter series.

Seven Flying 15s enjoyed the different style of course, compared with normal Club racing and the more informal atmosphere of racing in the re-introduced Canberra Day Regatta in March. In our Division, based on yardstick, there was a total of 27 entries and with placings of first and sixth respectively in the two races, Pakam 4 sailed by Peter Forster and Jaijai Giles, missed out on winning the Divisions overall by 4 point (an NS 14 gained first place in the combined 2nd and 3rd series to win overall)

The World Championships for the Flying 15 Class are due to be held at Dian Lago Cali in Ireland later this year with several Australian boats expected to compete. The Canberra fleet wishes them all well.

On the weekend of April 11th and 12th the Flying 15s acquinted themselves creditably in two important events in the Canberra sailing calendar.

On the Saturday, Laurie McGee sailing Colin Brown’s boat, John Howard and Peter Forster competed in the Lindsay Rinting three-of-a-kind regatta at the YMCA Sailing Club and finished third out of 11 teams. The three 15s finished within seconds of each other but were not far enough ahead of the Mirrors or close enough to the 505s to beat them overall. The event was sailed in disappointingly light winds, allowing us to sail only two laps.

On the Sunday, Peter Russell, as the class champion, sailed in the Champion of Champions event at the CYC. With son Phillip as crew in the first round Robin series he beat Michael Leydon from GD3 after Michael was disqualified in the third race and then beat Adam Scott in the second series to qualify for the final against Hugh Stoddart. In the flying breeze late in the day the combined experience of Peter and crew David Lovie was not sufficient to beat the experienced (and youth) of Hugh and Matthew Owen who ended up as the champion crew for the series.

PETER FORSTER

505 NEWS

Much has happened in the 505 fleet since Christmas as everyone begins to look toward next season. Newcomers Daniel and Bernie Keys have already made an impact in Angry Ant (formerly Double Shuffle from Lake Macquarie). Although a bit light on in the weight department — their total crew weight is about 30kg less than the next lightest crew in the fleet — they have started to push the front of the fleet. Paul Barry has bought a Contender and seems to be making a very good fist of sailing it, keeping Contender legend Andre Webster honest. Hugh has bought Pacific Surfer and will have Adam Scott up front next season. Ruffy had added a few more controls to his boat and with his new sails getting the hang of which string to pull when to make the boat go...

The remainder of the fleet is still achieving consistent speed which should make for some good racing next season.

The 505 team turned in a good performance in the three-of-a-kind regatta held recently at the YMCA Sailing Club. Pacific Surfer Jumbuck and Angry Ant all finished in the top six boats but unfortunately for them the wind filled in after they had finished to bring the Mirrors home ahead on corrected time.

Pacific Surfer and Angry Ant made the trip to Melbourne for the Victorian State Titles over Easter. The event was held from the Royal Yacht Club of Victoria in Williamstown, where the Nationals will be next season. Once boat launching facilities are improved the Club should prove to be a good venue for those titles.

Hugh had Matthew Owen crewing for him and good boat speed helped them put in a strong performance. The first three boats saw them get third, first and second to lead the series just ahead of Victorian boat Racing Red (2,4,1) sailed by Craig Smith and John Medd. Heat 4 had to be cancelled due to very strong northerly. After spending Monday morning waiting for the northerly to subside the fleet headed out for the vital Heat 5 in a 15-knot southerly. By the start the breeze had built to 25 knots and this quickly whipped up a short 1-2m chop making for tough sailing.

Pacific Surfer and Racing Red were neck and neck until a swell down the first reach cost Hugh and Matthew any chance. The pair were still very happy with their improved boat speed and second place overall.

Daniel and Bernie found the going tough in their first races in 505s. This did not stop them improving in leaps and bounds to make the weekend a worthwhile learning experience.

Three Canberra boats boosted by two boats from Wollongong made for a good fleet at the Batemans Bay regatta. Winds over the three races were generally light. Daniel and Bernie impressed all with good speed to finish second behind Hugh and Adam in Pacific Surfer. Derek and Joe struggled to get power from their rig and this together with a few "gear" problems put them into third place (it does help if you put the pin in to hold the rudder on).

As most sailors look towards next season there are a number of good boats available at reasonable prices so anyone interested in getting into 505s should contact one of the sailors or ring Hugh Stoddart on 281 5004.

HUGH STODDART
Roger Rose takes a Marlay Point double

You may know that Roger Rose won his division at the recent Marlay Point Overnight Race, but did you know that he predicted the weather conditions to a tee.

At the badge draw on the Monday night before the race he told me that it would be a drifter all night and that the breeze would come in mid-morning. And it did just that.

Roger, if I had known that your forecast was correct, I would have stayed at home.

We don’t have to travel hundreds of kilometres to drift around the course, but I must admit it was fun.

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SHARPIE SNIPPETS

The annual trip to Batemans Bay produced some new faces to Sharpie racing. Our policy of introducing women to the class saw ex-Marlay sailor Fiona Hook in borrowed State Champion Proud Ass and put to a creditable performance. Other notable performances were experienced Canberra trio of Matt Owen, Tim Dodds and Anthony “Puff” Ingram sailing Gristle Gripper and Laurie Mayer in Yot.

With the State Championships already decided Proud Assie Rich Shortridge, Balnoral, first and Z, Chris Ablett, second, interest centred on the regatta championships. Z and Flying Pigs, the National University champions sailed by Martin Anderson with Michael Forster on board, went into the last heat with a first and a third each. Pigs lead for the majority of the race, however, became entangled with a cat at the windward mark which allowed Z to slip through and establish a lead which was held to the finish. Overall was Gristle Gripper.

The coming 50th Nationals at “The Rock” in Melbourne are creating much interest with Chris Ablett ordering a new Havelock hull and Gristle Gripper going to South Australia for a refit. Both boats are expected to participate.

For sale: Z, hull, spars and sails $1500 ono. Phone 288 3896.

CHRIS ABLETT
WINTER SERIES 1992
Canberra Yacht Club
17 May, 31 May, 14 June, 28 June, 12 July, 26 July, 9 August 1992
NOTICE OF RACE

1. ORGANISING AUTHORITY
The organising authority for the NRMA Winter Series is the Canberra Yacht Club Incorporated under the authority of the Yachting Association of NSW.

2. PROGRAMME
Refer to Canberra Sailing Programme 1991-1992 for details. The warning signal for the first start will be at 12.00 noon approximately.

3. RULES
The races will be governed by the International Yacht Racing Rules 1989-1993, the prescriptions and safety regulations of the Australian Yachting Federation (AYF), the relevant class rules, and the Sailing Instructions.

4. ENTRIES
Entry will be accepted on each race day from approximately 11.00 am. The entry fee will be $2 per boat for a single race. No entry fee is required for CYC, YMSC, ADFA and ANU members who have paid the CYC 1991-1992 full season or winter series entry fee.

5. INTENTION TO START
All skippers intending to start shall “sign on” on forms available at the Canberra Yacht Club, before the warning signal for each race. Skippers who do not sign on will not rank as a starter, and will be scored DNS. This instruction amends rules 50 and 70.1.

6. SCORING SYSTEM
Results for the series will be based on participation, the following procedure will apply:
• 11 points for DNS (late entrants will attract 11 points per race not sailed)
• 10 points for participation in each race (unless drawn)
• 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 points.

7. ALTERNATIVE PENALTIES
The 720 Degree Turns Penalty, Appendix 3.1 of the racing rules, will be applied.

8. SAILING INSTRUCTIONS
The Sailing Instructions will be the Canberra Yacht Club Sailing Instructions 1991-92 which are available at the Canberra Yacht Club. Starting times, classes and courses will be amended. Alterations to the Sailing Instructions will be posted on the CYC Notice Board in accordance with the Sailing Instructions.

9. PERPETUAL TROPHIES AND PRIZES
Major prizes have been provided by the 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.

Prizes for trailable yachts, dinghies, catamarans and sailboard classes with 3 or more boats, will be awarded after each race, at the discretion of the Officer of the Day.
Spinnaker Restaurant

FRIDAY FEAST
Each Friday, cost $24.50

Choice of two Fresh Soups
- Hot and Cold Seafood Platter
- Turkey Fillet Wellington
  Fillet Fines Herbs
- Rack of Lamb Spinnaker
- Grilled Sea Pearch Fillets Hollandaise
  Seasonal Fresh Vegetables
- Australian Cheese and Fruit Platter

Reservations: 273 1339 – 273 1784

SUNDAY DANCING

Commencing Sunday May 17th the Canberra Yacht Club Dance Band will be playing from 4.00pm until 8.00pm. Each week the Band will feature a different guest vocalist.

Hot food and mulled wine available all afternoon. Fire On!

Just imagine the scene ... so come along and join in the fun!
FREE to all members — $4 for guests.
Tim, Patrina and Ron wearing the new Club insignia clothing now available. Enquire at Club reception.

- Annual General Meeting — Monday August 31, 8.00 pm
- Sunday October 18 — Official Launch of the new Tooheys Race Support Boat.
- October 3 and 4 — VS Biztech Cup/505 Monaro Gold Cup
**Commodore’s Log**

The last two years as Commodore has been a very rewarding experience. I have had the pleasure of working with two very good Executives and seen the formation of the ACT Yachting Zone Committee under the astute and active chairmanship of Don McMichael, a member and former Commodore of the CYC.

During this period, the Club has hosted numerous championships including two national championships in the Flying 15s and Minors. Both considered outstanding successes. The success of the sailing calendar and the many special events can be sheeted home to an active sailing committee under the guiding hands of the former RC Sailing, Ross Wylde-Browne and the current RC Sailing, Peter Russell.

On the Club side, members have been pleased to see the improvements within the Club and the upgrade to the sailing rigging area. Although out of sight, the Club’s kitchen also had a major refit. The first new addition to the race support unit for many years will make its appearance at the start of the 1992/93 race season.

The long term future of the Club has also been assured by means of the Club taking up the opportunity to buy out its lease.

Sailing has received good media coverage during the Olympics with Australian competitors placing well in all classes contested. These results, together with IOC’s direction to the IYRU to make results, together with IOC’s, will make its appearance at the start of the 1992/93 race season.

The Executive over the last few months has been vigorously examining our training effort. The Executive fully appreciates the importance of attracting as many children as possible into sailing and that we as a Club should devote more human and financial resources to the effort. The problem is how do we start children sailing in a safe, efficient and enjoyable way that will impart good basic knowledge and love for the sport in a fun way. The Executive is pursuing avenues of putting in place a new training fleet which can be incorporated into a junior race fleet. With proposed new training arrangements, we look forward to many of the Club’s top sailors becoming more involved in this vital part of our sailing activities. I would particularly like to acknowledge the work of the Executive members who have served with me over the last two years. Thanks to all those Club members who have given me encouragement and advice either over a quiet ale or in a friendly letter.

ROBERT B. REDFERN

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**CYC’S NEW RESCUE BOAT**

Many members may be aware that the Club has purchased a new rescue boat as the first step towards replacing the ageing fleet of three boats.

An extensive search to find the “ideal rescue boat” was undertaken by a committee nominated by the Club Executive. The boat they came up with was a Fisher/Aluform, limbo Tri Hull.

The manufacturer claims she is designed specifically for river, estuarine, sheltered waters. The success, short, steep chop present a problem to all but the largest boats.

She is 5.5m (17ft 6in) long and 2m wide, built from break-pressed 3mm alloy. It is low and wide, with a self-draining cockpit and centre console giving plenty of access to the sides. Her tri-hulled configuration should give her the stability and wave performance we need to cope with the chop we get off the Club house in a strong nor’westerly. It is thought it is exactly what we need to lead the Club’s new rescue fleet.

The formal launching is planned for 18 October. It is expected that local celebrities should be invited to attend the launching which will be marked by a sausage sizzle and some good old Tooheys Red.

Whoops! Did I mention Tooheys Red? Tooheys have kindly donated a large portion of the funds to buy the boat. As part of that deal, the slogan “have a red instead” will appear on the sides. Her name will probably be “CYC Toohey’s Rescue Red” or “Rescue Red”, or just plain “Red”.

Using the colour in the name could have its advantages. Perhaps the Club could land a new blue, yellow or green boat from another willing company who would like to see its slogan displayed seven days a week, for as long as the paint lasts, right in front of the CYC. An acceptance of a challenge along these lines would greatly assist the CYC’s rescue boat replacement program.

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**Rear Commodore Operations**

Firstly, I would like to thank the CYC Executive, the Operations Committee and the energetic few members that helped throughout the year.

I believe we were able to achieve a significant amount of work despite the economic situation the nation is experiencing.

With the help of sponsorship support we have been able to provide a new rescue boat to the Race Support Unit. We have been able to reduce considerably the running costs of the RSU while increasing the reliability of our boats.

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**1992 NRMA WINTER SERIES**

The 1992 NRMA Winter Series continued the great tradition of Winter racing at the Canberra Yacht Club with many crews enjoying the winter sunshine on Lake Burley Griffin. Light conditions prevailed for the series, with four of the seven races being shortened, and long hours at “sea” for the smaller boats.

Eighty-three different skippers participated in the Winter Series, with a maximum of 38 and an average of 34 participants over the seven race series. The dinghy and trailable yacht divisions were well represented, and we hope to see more catamarans out next year.

The NRMA series is based on participation and this year was won by Ian Hawke (Flying Fifteen) from Don McMichael (Sonata 26) by 0.25 points, with Peter Breukel (Hobie 16) third. Don McMichael lead the series until the last race when Ian Hawke drew his second 0.75 points to narrowly win the series.

The trailable yacht division was convincingly won by Joan Breen (Castle 650) with 51 points. Will Rob get the boat back? Stewart Dewar (Laser) also convincingly won the dinghy division with 18.75 points. Peter Breukel (Hobie 16) sailed all races to win the catamaran division with 11.5 points.

For the first time all boats sailed a combination of racing and cruising courses in the series.

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**RACE 1-NW 0-2 knots - Course A**

Almost no wind saw the fleet struggle to leave the start line with most boats taking over one hour to reach the Deepwater mark. Stewart Dewar (Laser) was first to finish in the race which was shortened to finish at the Yarralumla mark.

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**RACE 2-NW 2-8 knots - Course A**

With light winds again for the second race Joan Breen (Castle 650) showed promise of things to come with a comfortable win on corrected...
time in the Trailable division in the two lap race.

**RACE 3-NW-E 0-5 knots - Course A**

No wind saw the start delayed for 15 minutes while an easterly zephyr established itself and enabled the race to be started. The small trailable yachts dominated results in the one lap race with Stephen Cox (Careel 18) winning on corrected time. In the dinghy division Tasars and Lasers continued to perform well in the light conditions, with Peter O'Keefe (Tasar) narrowly winning from Steward Dewar (Laser).

**RACE 4-SE-5-10 knots - Course H**

A great race with good winds and close racing on the figure of eight course around the islands.

**RACE 5-E-N 5-10 knots - Course H**

Another great race with good winds in which Joan Breen (Castle 650) confirmed her favouritism for the trailable yacht title.

**RACE 6-E-N 0-10 knots - Course B**

A return to light winds with the Deepwater mark in a wind shadow for most of the race. Hugh Stoddart (505) was first to finish in the race which was shortened to two laps. With the wind gradually lifting from the lake during the afternoon the smaller boats struggled to complete the course. Tony Bird (Redwitch) showed great tenacity to finish 2 hours and 10 minutes after Hugh.

**RACE 7-NW-E 2-5 knots - Course G**

Another light race with the threatened SW front failing to eventuate. Daniel Keys (505) convincingly won the dinghy division, with Geoff Howarth (Ostrac Tri) the winner in the trailable yacht division. It was great to have the NRMA represented at the Presentation by Neil Burns - Area Manager NRMA. NRMA's sponsorship of the series is greatly appreciated by all sailors, and continues to ensure the high participation in the series. Thanks to the CCYA and ADFA rostered race officers and Kerryn Keys for assisting with running the series, and to the CYC and ADFA Race Support Units for race support services.

**PETER RUSSELL**

The Canberra Yacht Club will again be running Junior and Adult learn to sail courses and learn to race coaching during the sailing season and registration of interest is invited.

We are also looking into the possibility of providing more advanced coaching. Our courses are open to children from nine years old. Social members - why not learn to sail with the Club.

Our training program will be available shortly. In the meantime the Club office is taking expressions of interest.

**Learn to Sail**

The Canberra Yacht Club will again be running Junior and Adult learn to sail courses and learn to race coaching during the sailing season and registration of interest is invited.

We are also looking into the possibility of providing more advanced coaching. Our courses are open to children from nine years old. Social members - why not learn to sail with the Club.

Our training program will be available shortly. In the meantime the Club office is taking expressions of interest.
SAILING REPORT

1992-92 SAILING SEASON

The 1991-92 sailing season was another great year for the Canberra Yacht Club. The high standard of racing was maintained, and our sailors continued to perform creditably in State and National level competition. CYC teams won the Marlay Point Overnight Race and the Mirror Transom Trophy. We continued our fine tradition of running success National Championships with the Australian Mirror Championships which attracted 90 boats; and we look forward to hosting the 4th National Tallable Multi-Hull Regatta in January 1993.

During the season we conducted 17 different events with a total of 4,256 starters. Our active membership and renewed efforts in training will ensure that we remain one of the most active sailing clubs in Australia.

We are fortunate to have obtained significant sponsorship for racing at the CYC, and I would like to thank: Aristocrat, Tooheys, NRMA, Whitsunday Rent-A-Yacht, Pittwater Yacht Charter and Aurora Boats for their support during the 1991-92 sailing season.

I would also like to thank the Race Support Unit, who enable all sailors to watch the Rugby League Grand Final at the CYC after racing.

The Twilight Series starts 2 October 1992 — an average e10 yachts per race enjoyed twilight racing on Lake Burley Griffin year. How about joining in it year?

Pittwater Yacht Charter has offered a five-day (Monday t Friday) charter on a six-berth Pittwater Yacht Charter yacht the Best Crew during the 1992 sailing season. I expect close competition for the award for top crews at the CYC.

We are seeking to integrate training activities of the Club and the racing program this season. We look forward to the participation of experienced sailors in the trail program. We hope to see a fleet of Sabots on the lake in near future to replace the Sky. Please note that the Sailing Committee has decided to start Pointscore and Championship at 2:00pm (not 4:00pm during daylight saving) for the 1992—sailing season.

WINNING WAYS

"Winning Ways", the first series of ACT Zone Committee organised seminars, will be held at the CYC on Saturday 27 September 1992. Racing starts at 12:00 noon to allow all sailors to watch the Rugby team at the CYC.

1992-93 SAILING SEASON

The 1992-93 Sailing Season commences with the Opening Regatta on Sunday 27 September 1992. Racing starts at 12:00 noon to allow all sailors to watch the Rugby team at the CYC.

Training Report

The last season was again a success for our training activities. Much of this credit must be placed on our instructors who gained considerable success under adverse conditions. Whilst I do not like singling out individuals, as a training program depends on the contribution of all of its instructors and coaches there are, however, some people who deserve particular mention. Robert Hughes who again put in a major effort in coordinating junior learn-to-sail and race training. Robert has indicated that he will not be available next season; Dal Thomas for running the Adult learn-to-sail; Benjamans Domaizalski, Craig Tucker and Mark Lane for their contributions to junior training and others too numerous to mention.

We ran courses in accordance with AYF requirements for TL1 introduction to sailing for both juniors and adults, TL2 introduction to racing and TL4 inshore navigation.

Recommendations were accepted by the YA of NSW for people to be accredited as instructors and a reaccreditation course was coordinated on behalf of the YA of NSW. The reaccreditation course was attended by instructors from CYC, YMASC and ADFA.

Over the last two years the training committee has spent a considerable amount of time debating the future direction of training in the Club and there has also been discussion in the Executive. The debate is complex and is yet to be resolved. Our current mixed bag of training boats are beginning to show their age and are in urgent need of replacement. We need to introduce a properly integrated program.

Cost is the problem. To make a start we are looking at a bill of up to $40,000 in the first year. With an ongoing cost of $10,000 per annum and above income from training fees.

Training is critical to the future viability of the sailing side of the Club. It is Clubs with effective training programs that are the ones with increasing racing fleets.

Interested in training? Why not nominate for the Training Committee. The Training Committee is looking for additional support and particularly for people who may be interested in coordinating a particular activity. There is plenty of assistance available and the effort required is more one of interest than anything else. We are particularly interested in expanding our race coaching activities with both members generally and in providing assistance to class associations. If you are interested drop us a line.

JOHN KENNEDY

From the Secretary

Manager

Dear Members

I would like to list some of the quality entertainment being held for our members.

• Sundays, 4.00pm - Light and Easy Dance Bands. Budget meals available (all under $10). Sit by the fire and sip mulled wine. No cover charge.

• Mondays 6.30pm - Wine Raffle followed by Lucky Badge Draw (at present $1900)

• Thursdays 5.30pm - Family Sing-a-Long. Live band and no cover charge. All you can eat $22 (two adults, two children) or $10 adult and $5 children.

• Fridays 6.00pm - Friday Feast, four courses $24.50 (this cannot be beaten). d

• Fridays 9.00pm - Over 25s' party night. Live bands and no cover charge.

• Saturdays - Function and Dining Day. Book your place by 4.00pm on the Friday. Live bands and entertainment being held for our members.

• Saturdays - Function and Dining Day. Book your place by 4.00pm on the Friday. Live bands and entertainment being held for our members.
FLYING 15 NEWS

A small number of Flying 15s is competing in the Club’s Winter Series and in the second race on 31 May we were pleased to welcome Chris Thompson who trailed his boat down from Lake Macquarie abandoned several years ago but Chris is hopeful that he may be able to re-establish a fleet there. We expect to see Chris again during the Winter Series and no doubt, for the ACT Championships in November and on the basis of his performance on 31 May he will be very competitive once he rejuvenates and tunes his boat. The Flying 15s are competing for the John Watch trophy which was presented to the Club in 1969 for competition among Flying 15s in the Winter Series.

Also during our winter, we will be watching for news of the Flying 15 World Championships being held in Ireland from 24-31 July 1992. Australia has seven yachts competing. The clan was well represented at the Club’s Annual Presentation Night on Saturday 20 June (unfortunately, I was out of town and unable to attend). We were delighted that Daphne and Peter Pulllager’s efforts for the Club over a number of years - especially in running major championship regattas - were rewarded by them being made joint Club Persons of the Year. Daphne and Peter joined the Flying 15s last season after many years in their Seafly. I am told by reliable sources that the talk by former Flying 15 skipper, George Snow (Windrift Sail No. 1137 in the early 1970s) was well worth hearing.

There continues to be some change of ownership of Flying 15s in the ACT with two of the older and unused boats having been rejuvenated by their new owners. By the time this issue of the Yachtsman is published I also expect to have my new second-hand boat - No. 3100 - which I have bought from its former owner in Brisbane. The ACT fleet was very competitive last season and I expect that with the incentive of the National Titles on Port Phillip in January ’93, and of the possible revival of a NSW fleet, we will have even stronger racing in 1992/93.

PETER FORSTER

LASER NOTES

In taking over as the Laser class representative at CYC from Michael Blackburn, there is no way I will be able to emulate his performance on the water, but I will try to represent you on land. We thank Michael for the significant contribution he has made in advancing Laser sailing in ACT, and wish him well for his studies and sailing in Brisbane. Alistair Gallitly continues to be class representative for the YMCA and the ACT region.

Stewart Dewar has agreed to continue as handicapper for which we are all grateful. I have never known of a handicapper who, so willingly, opens his calculations to scrutiny. Thank you Stewart for your sterling efforts.

You may have heard or read elsewhere that the CYC is to adopt the Radial Laser as a training class. A third Laser is to be purchased from its former owner in Brisbane. The ACT fleet was very competitive last season and I expect that with the incentive of the National Titles on Port Phillip in January ’93, and of the possible revival of a NSW fleet, we will have even stronger racing in 1992/93.

PETER FORSTER

From page 8

It is pleasing to see the class represented in every race of the Winter Series. With all this practice Stewart and David Grimshaw will be the boats to beat at the start of the Summer Series.

I will write separately to all past and present Laser sailors requesting their support to rejuvenate the class at CYC. We can all help. Let’s make a big splash on Opening Day on 27 September. Try and get your Laser on the water - either sail it yourself or give it to a friend, relative, parent, child, etc.

Other important dates to put in your diaries are:

- Duty Class, 18 October, 20 December and 21 March
- Pacific Titles at Singapore 8-15 January
- Australian Titles at Belmont, 20-28 January
- NSW Titles at Botany Bay 12-24 February
- World Titles at Auckland, March 93

JOHN TRACEY

MULTI MEDIA

The ACT Trailable Multihull Association is happy to announce that progress on the 4th National Trailable Multihull Regatta is going well and everything is on track for next January’s big event.

Both Ostac Yachts of Brisbane and NRMA Insurance have accepted our request for sponsorship and have promised money and advertising material for the event. The gaining of sponsorship for the regatta was considered a major hurdle for the ACTTMA championship committee, which is a small group of enthusiastic multihull sailors. The Association which has until now relied on funds from our minor sponsor Geoff Howarth Removals was formed especially to host this event.

The Association has had a limited response to a mail out in May, but have been getting many phone enquiries from people who are thinking they might come for the event and have a family holiday in Canberra at the same time. We have been surprised in the number of enquiries from people who are looking to buy a trailable multihull yacht before the event. The most interest has come from South Australia, who are keen to run the next regatta in January 1994.

Our Notice of Race and Sailing Instructions are almost complete and ready for approval by the YA. The Association is hoping to produce and circulate a newsletter publicising the regatta, the sponsors, the Canberra Yacht Club and Canberra as a tourist destination. It is the committee’s aim to have the newsletter and the Notice of Race available by mid-September.

Ian Farrier, the designer of the Traillerte, Tramp and now the ‘A’ series of trailable trimarans will be attending our regatta. He has said he will be coming from the USA to witness the launching of the first F-25 which is being built by Geoff Finnegan of Ostac Yachts in Brisbane. Geoff has promised the F-25 will be here in January and Ian reports in a recent newsletter that “the F-25A plans have passed the bus proof stage”. Meaning that if he (the designer) is hit by a bus, those who have bought plans will be able to finish their boat. This gives them six months to build the first F-25.
For Further Information:
John Whitfield ACT Agent
(06) 292 5893 (AH)

**FIREBALL REPORT**

The NSW Fireball State Titles were held at Gosford over the Easter weekend.

Five Canberra skippers attended with Steve Quinn being the only skipper sailing his own boat, and Matt Gillingham crewing in Guy Mitchell's boat. The other Fireballs were borrowed from Sydney owners.

There were two races on Saturday and Sunday, and one on the Monday. The series was sailed in light to moderate breezes with Canberra sailors acquitting themselves well. The best performance was Steve Quinn who finished second overall, with the last race deciding this result. Cullen Hughes finished 5th after recording a 1st and a 2nd on the Sunday. Andrew and Michael Forster finished 8th with a best race of 4th.

Robert Hughes and Stuart Allan finished 10th. Ian Walster sailed a creditable series improving all the time. Overall, this series was very enjoyable and well and a great chance to escape from Canberra.

I would also like to thank the NSW Fireball Association for organising boats and accommodation.

**ANDREW FORSTER**

**SHARPIE SNIPPETS**

With more than six boats intending to go to Victoria for the Nationals the Executive has decided to split the season's activities into two series. The first will be selection trials to be held over two weekends in Wollongong and Sydney. These will be used as a guide to select a six-boat team to be nominated as NSW team members for the Nationals. The second half of the season will feature the State Championships. The first three heats will be sailed at Twofold Bay in late February with the remaining heats at Batemans Bay in April. The use of Eden is to assess it as a possible venue for the 1996 Nationals to be held in NSW. The Sharpie season opens with the traditional heart starter, the ANU's Mini IV.

Sharpie Sailing Program, 1992-93

**MIRROR NEWS**

**CYC AWARDS**

Congratulations to Daniel Keys - CYC "Most Improved Skipper", and Seumas Meharg - CYC "Most Improved Junior". Their awards continue the impressive record of the Mirror Class at the CYC.

**1992-93 SAILING SEASON**

The 1992-93 season promises to be great. We look forward to sensing a strong team to Western Australia to defend The Canberra Times Teams Trophy, and to continuing our racing, training and social programs during the season. Steve Walker is returning to Canberra for a coaching clinic on 9-11 October 1992. Watch the ACTMCA Newsletter for details.

**1992-93 SEASON DATES**

3-5 October 1992: NSW Country Mirror Championships, Saratoga
9-11 October 1992: Coaching Clinic with Steve Walker, CYC
17 October 1992: Short Course Training, YMSC

September 19-20: Mini IV, ANUSC
October 31: 1st heat ACT Champ, ANUSC
November 28-29: Heats 1, 2 & 3, Selection Trials, Port Kembla SC
December 5: 2nd heat ACT Champs, ANUSC
December 12: Heats 4 & 5, Selection Trials, Balmoral SC
December 27-January 7: National Championships, Black Rock YC
January 30: 3rd heat, ACT Champs, ANUSC
February 20-21: Heats 1, 2 & 3 State Champs, Twofold Bay YC
February 27-28: 4th heat ACT Champs, ANUSC
March 27: 5th heat, ACT Champs, ANUSC
April 24-25: Heats 4 & 5 State Champs, Batemans Bay SC

**HOBIE BITS**

Who can you talk to about Hobie sailing in Canberra?
The answer is easy. Any of the following people.
The ACT & NSW Southern Zone Hobie Cat Association Committee for the 1992-93 season is:
Mike Duran (tel. 288 8986), President (H18)
Craig Tucker (tel. 295 6220), Vice President (H18)
Lesley Donohue (tel. 248 8914), Secretary (H18)
Peter Manley (tel. 258 8967), Treasurer (H18)
Richard Ortner (tel. 285 2388), CYC Representative (H18)
Graeme Symonds (tel. 288 0541) (H11)
Mike Cave (tel. 295 6006) (H18)

Robert Hughes and Stuart Allan finished 10th. Ian Walster sailed a creditable series improving all the time. Overall, this series was very enjoyable and well and a great chance to escape from Canberra.

I would also like to thank the NSW Fireball Association for organising boats and accommodation.

**ANDREW FORSTER**
THE ANNUAL REPORT - 19 YEARS AGO

Why 19 years? Because I don’t have a copy of the report from 20 years ago.

As I re-read the Annual Report for 1972/73 (that was circulated to members before the meeting) the following points struck me as being interesting:

- A Planning Committee was set up to examine the factors facing the Club and what the future requirements may be. Peter Russell (the Flying 15 one) was in the chair.
- The Club employed its first full-time paid Secretary - Mr Graham Hellier.
- Gordon Inglese (of Caprice of Hoorn fame) was the guest of honour at the Presentation Night.
- Eight different types of dinghies had status with Class starts in Club racing, ranging from eight years ago.
- Special regattas including the ninth Canberra Day Regatta and two Junior Regattas.
- A group of dedicated volunteers ran the races including taking entries and processing results, starting the races and crewsing the rescue boats. Some non-members proceeded their power boats as rescue boats.
-金属 medalions replaced cards.
- Monthly Dine-In Nights on a Friday were successful.
- Tania Prosenik (the chef for the caterer for the Club). The juniors and the associates had a special place in the Club at that time: - The juniors ‘continued’ to be a strong force within the Club - Geoff Comfort was the Junior President - The women’s committee ran several social functions during the year including Melbourne Cup Eve party; Christmas and New Year parties; and a country rock night resulting in an overall profit of $267, most of which was given to the Club for improvements.
- The Club was fortunate to have lots of members prepared to put themselves forward as Flag Officers or Committee members including: Four nominated for Commodore; Three for Vice Commodore (Sailing); five for Rear Commodore (House); and 19 for seven places on the General Committee.

PETER FORSTER

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### To the Members

#### CUMBERLAND YACHT CLUB INCORPORATED

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#### Financial Statements

#### For the Twelve Month Period Ended 31 May 1992

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#### Income

<table>
<thead>
<tr>
<th>Item</th>
<th>1992</th>
<th>1991</th>
</tr>
</thead>
<tbody>
<tr>
<td>Members Subscriptions</td>
<td>45,713</td>
<td>56,396</td>
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<tr>
<td>Bar Trading Revenue</td>
<td>14,161</td>
<td>12,219</td>
</tr>
<tr>
<td>Miscellaneous Income</td>
<td>67,833</td>
<td>92,159</td>
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</table>

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#### Operating Profit

<table>
<thead>
<tr>
<th>Schedule No. 1 - General Expenses</th>
<th>1992</th>
<th>1991</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 - Bar Trading Account</td>
<td>16,541</td>
<td>15,909</td>
</tr>
<tr>
<td>3 - Racing and Regatta Expenses</td>
<td>20,751</td>
<td>21,355</td>
</tr>
<tr>
<td>4 - Training Account</td>
<td>2,086</td>
<td>1,778</td>
</tr>
<tr>
<td>5 - Training Account</td>
<td>2,086</td>
<td>1,778</td>
</tr>
</tbody>
</table>

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#### Net Income

<table>
<thead>
<tr>
<th>Item</th>
<th>1992</th>
<th>1991</th>
</tr>
</thead>
<tbody>
<tr>
<td>Income</td>
<td>84,332</td>
<td>107,753</td>
</tr>
</tbody>
</table>

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#### Net Assets

<table>
<thead>
<tr>
<th>Item</th>
<th>1992</th>
<th>1991</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash in Hand</td>
<td>61,513</td>
<td>92,159</td>
</tr>
<tr>
<td>Total Current Assets</td>
<td>119,753</td>
<td>157,099</td>
</tr>
</tbody>
</table>

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#### Notes

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#### Audit Opinion

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#### Financial Statements

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#### General Profit and Loss Account

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#### Balance Sheet

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#### Schedule No. 1 - General Administration

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#### Notes

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#### Directors

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#### Members' Association

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#### Officers

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#### Phone: (06) 2470700

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#### Address: 40 Allara Street, ACT

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#### Chairman: Michael S. Dawson

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#### Auditors: Dawson & Unhace

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#### Date: August 1992

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#### PETER FORSTER
## GENERAL PROFIT AND LOSS ACCOUNT

<table>
<thead>
<tr>
<th>Item</th>
<th>1991</th>
<th>1992</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Sales</td>
<td>$772,395</td>
<td>$786,635</td>
</tr>
<tr>
<td>Less: Cost of Sales</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Opening Stock on Hand Purchases</td>
<td>$19,677</td>
<td>$11,569</td>
</tr>
<tr>
<td>Wages</td>
<td>$244,070</td>
<td>$244,070</td>
</tr>
<tr>
<td>Depreciation - Net Selling Equipment</td>
<td>$2,072</td>
<td>$2,914</td>
</tr>
<tr>
<td>General Selling Expenses</td>
<td>$9,645</td>
<td>$10,174</td>
</tr>
<tr>
<td>Depreciation and Maintenance</td>
<td>$2,955</td>
<td>$1,400</td>
</tr>
<tr>
<td>Total Expenses</td>
<td>$228,930</td>
<td>$229,716</td>
</tr>
<tr>
<td>Opening Stock on Hand Stock</td>
<td>$224,030</td>
<td>$230,713</td>
</tr>
<tr>
<td>Less: Depreciation</td>
<td>$12,184</td>
<td>$12,184</td>
</tr>
<tr>
<td>Total Stock</td>
<td>$211,846</td>
<td>$218,530</td>
</tr>
<tr>
<td>GROSS PROFIT</td>
<td>$545,365</td>
<td>$537,930</td>
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</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>1991</th>
<th>1992</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less: Expenditure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salaries</td>
<td>$34,466</td>
<td>$11,118</td>
</tr>
<tr>
<td>Wages</td>
<td>$19,970</td>
<td>$2,400</td>
</tr>
<tr>
<td>Trade Waste</td>
<td>$18,984</td>
<td>$31,200</td>
</tr>
<tr>
<td>Trade Waste</td>
<td>$18,984</td>
<td>$31,200</td>
</tr>
<tr>
<td>Less: Expenditure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wages</td>
<td>$19,970</td>
<td>$2,400</td>
</tr>
<tr>
<td>Trade Waste</td>
<td>$18,984</td>
<td>$31,200</td>
</tr>
<tr>
<td>Total Expenses</td>
<td>$357,309</td>
<td>$339,575</td>
</tr>
<tr>
<td>NET PROFIT TRANSFERRED TO GENERAL PROFIT AND LOSS ACCOUNT</td>
<td>$191,597</td>
<td>$208,355</td>
</tr>
</tbody>
</table>

## NOTES TO AND FORMING PART OF THE ACCOUNTS

### 1. Statement of Cash Flows

Cash flows from operating activities include:

- Receipts from liquor sales $186,661
- Payments to suppliers and employees $(179,162)
- Depreciation and maintenance $3,762
- Interest received $(4,992)
- Net cash provided by operating activities $35,279

Cash flows from investing activities include:

- Proceeds from the sale of equipment $107,679
- Purchase of equipment $(95,284)
- Net cash used in investing activities $(6,921)

Cash flows from financing activities include:

- Proceeds from the issue of debentures $10,000
- Repayment of debentures $(7,315)
- Net cash used in financing activities $2,685

Net increase/(decrease) in cash held $18,977

Cash at beginning of year $16,977

Cash at end of year $(2,400)
Trading for the financial year ended 31 May 1992 has been extremely successful for our Club even though our targeted net profit was not achieved. Turnover in the recognized trading areas, namely bar trade, poker machine activity and dining room takings were all very close to budget with good trading profits being achieved in all areas.

As a consequence, it has been possible to reduce our long term debt to $274,834 from $355,010, while still maintaining a program of maintenance and improvement. In addition to general budgeting improvements being undertaken, the Club was offered an opportunity to acquire the land at our present site for a sum of $76,341. The offer was undertaken and a further finance facility of $100,000 was advanced by our bank to meet this need. The balance of $23,659 remaining after the land purchase was committed to the easily visible improvements within the Club premises, especially on floor coverings and painting. This has undoubtedly been a contributing factor to the Club's success.

The Executive was faced with numerous capital expenditure requirements, not all of which could be met with our existing cashflow. Such requests will be ongoing as our assets begin to age and deteriorate, however, the Club should also be mindful of maintaining a debt reduction program during this period of low interest rates. As part of this program, we are continuing the repayment of debenture loans which have been long outstanding.

The economic climate has not been favourable to the Club industry generally, and hence our profit for the year stands as an even greater testimony to the tremendous management of our Club. Consequently I would like to extend a personal note of thanks to Mr Ron Sullivan and his staff for job exceptionally well done.

Herbert May
REAR COMMODORE FINANCE
Spinnaker Restaurant

FRIDAY FEAST
Each Friday — Cost $24.50

Choice of two Fresh Soups
•
Hot and Cold Entrees
•
Chicken Kiev with Chasseur Sauce
Spiced Beef and Chicken Kebab
Marinated Lamb Fillets
Grilled Veal Fillets
Entrecote Steak
•
All Australian Cheese & Fruit Platter

Reservations: 273 1339 — 273 1784

SUNDAY DANCING
Commencing Sunday May 17th the Canberra Yacht Club Dance Band will be playing from 4.00pm until 8.00pm. Each week the Band will feature a different guest vocalist.

Hot food and mulled wine available all afternoon. Fire On!

Just imagine the scene ... so come along and join in the fun!

FREE TO ALL MEMBERS AND GUESTS
The new Tooheys Red Rescue Boat

- November 15- CYC Bless the Fleet & Launch Rescue Boat Gala Day
- November 23- Quarterly General Meeting
**EDITORIAL**

This is the first issue of the Yachtsman since the AGM, and therefore my first major task as Rear Commodore House. It is a major task to aim to achieve the same high standard of production achieved by my predecessors. A key element in achieving that is a steady flow of contributions from various elements of the Club. As mentioned in the reports of the Commodore and the Club Historian, the Yachtsman should be seen as a long term record of the many facets of club life, as well as a contemporary medium for information exchange between members.

I therefore urge all members to put on paper anything they consider may be of even vague interest to other members. It would be nice to have members of the Executive would I put on paper anything they consider to have archival storage.

The new season looks like being a very busy one — apart from the usual racing calendar, the Australian Multi-hull Championships will be held here in January; this should be a spectacular event with many state-of-the-art multi-hulls competing.

The Committee has now released a draft 'Development Plan' for members to examine and contribute to, with the aim of having a consolidated strategic plan completed in time for the next Annual General Meeting. Any comments and suggestions would be most welcome — these can be forwarded to our Vice Commodore or to myself.

We welcome members of the ACT Triathlon Association to the Club. They are now based at the Club and we hope that this new link will prove rewarding to all.

Finally, a big thank you to all members who are helping to put in place a completely new training programme which will see more members integrated into normal Club sailing programmes than in the past.

Wishing you all happy sailing and a memorable Christmas.

**John White**

**COMMODORE'S CORNER**

I hope that it was appropriate that I became elected Commodore while sailing with five other Club members up in the Whitsundays. I am aiming to continue the ‘renaisance’ in sailing started by my predecessor, Robert Redfern, who put in so much hard work to boost sailing in the Club at all levels. This is also an occasion to thank the retiring members of last years Executive for their untiring efforts and to welcome three new members to the Executive.

One of the first initiatives of the new Committee was to ask Peter Foster if he would accept the position of Honorary Club Historian; I am pleased to be able to say that he has accepted this role. (See Historians report in this issue — ED) Peter will be acting as the focal point for historical records of the Club’s activities and for memorabilia and will be advising the Executive on archival storage.

Wishing you all happy sailing and a memorable Christmas.

**From the Secretary Manager**

We appear to have turned the corner as far as the ‘bad’ times are concerned, particularly if the number of functions that are already booked is any indication. So I’ll post a warning - book now or miss out! We already have 60 people booked for Christmas Day Lunch.

Looking for a fun day? Then the Canberra Yacht Club is the place to be on November 15, 1992.

Some of the highlights are as follows:

- Launch the new rescue boat
- Bless the fleet
- Demonstration by the Dragon Boats
- Women’s marathon
- Jazz on the Lows
- Fashion parade

All this plus hot and cold food stalls, cold drinks, membership stalls and the like.

Also, we are still waiting for confirmation that the Triathlon Ironman will play a touch football match against the Canberra Raiders, and the Rescue helicopter will stage a mock rescue.

So come along and join in what should be a great day.

Please note that the very successful family night has been moved to Wednesday night to enable sailors to participate.

**Ron Sullivan**

**Secretary Manager**

**LEXCEN CUP, PERTH 1992**

‘So near and yet so far’ was the cry from the ACT Yachting Team after their third attempt to finish better than at the bottom of the ladder in the Lexcen Cup, the Australia’s State Team Yachting Championships held in Perth late in October. They did succeed; finishing in sixth place and in front of their perennial rivals, Northern Territory, by just over 30 points.

The week of the series saw the start of summer in Western Australia. The air temperature, hovering between 26 and 32, and with winds being 5-10 and 8-15 knots on Melville Waters in the Swan River, gave the teams ideal racing conditions in the evenly matched Farr 36s. The series was organised by the WA and conducted by the Royal Freshwater Bay Yacht Club, who were not only super efficient on the water but whose members welcomed the visiting crews with great warmth and good spirit.

The first race was a runaway win for NSW (Gary Geitz) who lead around every mark. South Australia (Christ Tillett) was second beating Western Australia (Gordon Lucas) home by one minute. Then followed Tasmania (Stephen Boyes), ACT (James Kirkpatrick), Victoria (Ian Walker) and Northern Territory (John Mulkearns).

-Races two and three were scheduled back-to-back starting at 9:00am and race two was to be the subject of much controversy. The NSW crew were proven to be the ones to beat after the first race win and in these two races scoring a second and a first. However, an altercation at the first mark with NT and ACT saw them disqualified after losing the protest lodged by the ACT. In an earlier protest hearing, NT and NSW were both disqualified for an incident at the same mark. Therefore you cannot be disqualified twice in the same race, NSW were out on the ACT protest. The next day they appealed on the basis that the protest would have succeeded in having the ACT protest dismissed although they were still out on the NT protest. In race two SA were first, WA second, TAS third, ACT fourth followed by VIC, NT and NSW.

Race three saw NSW again take the win. They were out in the first box and were never headed. At various stages through the race the pressure was on the rest of the fleet for the minor placings but the finishing order was NSW, WA, VIC, TAS, ACT, SA and NT.

By this stage of the series ACT needed minor placings to be a threat to the placers but could not squeeze out enough boats on the finish line. The ACT boat speed was as good as the rest of the fleet as well as sail handling. What was lacking was speed off the start line and the ability to secure a top position at the first and second marks although we had been early rounders in several of the races.

Race four saw the first of the WA wins and another fifth for the ACT. Victoria were steadily improving and were placed second followed by SA, NSW, ACT, NT and TAS.

-Enable sailors mother match race between WA and NSW with the ACT splitting them for several of the legs but the finish saw the ACT edged out by NSW and TAS to fourth place at the end of a nail-biting spinner run. First went to WA followed by NSW, TAS, ACT, VIC, NT and SA.

-Race six gave the ACT Yachting Team its mandatory second place (we had achieved second in each of the previous Lexcen Cups). Halfway through the race WA was one minute ahead with the ACT, NSW and TAS neck and neck. It was on the run to the finish line where the positions changed with ACT攻击ing WA but in the last 200
when coming alongside or handling Griffin, plus offers safer It will enable quicker retrieval of boat is a sleek tri-hull named "Red". sponsorship of Tooheys, our new Kilpatrick Manager—John Wilkinson; Exec Officer—Terrie Ebrill; Roster elected its new Executive: Captain/ members of the Race Support Unit find the owner, who ended up in petrol stations and INTERPOL to Championships, in January. the Australian Trailable Trimaran take on the outcasts of yachting in "NU" RACE SUPPORT UNIT WA, VIC and TAS across the line couldn't be improved upon so we with the charter of Pas de Trois. TRIFUGLY PART I Three of Canberra's most immortal sailors, Peter Taylor, Tim Dodds and Matthew Owe, have set about to destroy any reputations they had with the charter of Pas de Trois. Fresh from the regatta trip to Perth, the three stogoes are out to take on the outcasts of yachting in the Australian Trailable Trimaran Championships in January. To get the boat?" was as hard as it was to clean the seagull nests and droppings. Tim spent five days, countless phone calls to Embassies, petrol stations and INTERPOL to find the owner, who ended up in Melbourne. 'The history of the boat?' was changing with everyone we asked which meant the ACT finished sixth in the series. The final pointscore results were WA (6), NSW (10), TAS (41), SA (43), VIC (43,4), ACT (47) and NT (76.4). The ACT crew of James Kirkpatrick (helm), Matthew Owen (bow), Peter Taylor (mast), Tim Dodds (main), Peter Manley (tactician) and Tekki Dalton (trimmer), whilst disappointed in not achieving a higher placing, felt they handled the pressure of world-class keelboat competition and have helped build on the experience gained in previous Lexcen Cup competitions. They were proud to represent the ACT and the Canberra Yacht Club.

"NU" RACE SUPPORT UNIT At the recent Annual Meeting, members of the Race Support Unit elected its new Executive: Captain/Exec Officer—Terri Ebrill, Roster Manager—John Wilkinson; Coxswain/Engineer—Martin Kirkpatrick Thanks to the generous sponsorship of Tooways, our new boat is a sleek tri-hull named "Red". It will enable quicker retrieval of any poor soul from the often perniciously cold water of Lake Burley Griffin, plus offers safer manoeuvrability and movement when coming alongside or handling buoys.

CANBERRA YACHT CLUB TRAINING

Classes that have taken an active interest in training are growing, while others are declining through lack of new entrants. There have been some important changes in training this year. The Executive has agreed to refurbish two of the Mirrors, purchase some Laser Radial rigs and another second hand Laser, and most significantly to retire the Skyrider fleet in favour of Sabot dinghies. The Sabots are a small dinghy which has much better performance than a Skyrider and is rigged with a single sail.

John White has done an excellent job in refurbishing two of their Club's Mirrors. They look like new boats. We are also extremely grateful to Bartondale for their generous donation of an excellent Comet dinghy for use in training. This dinghy has been very useful in adult sail training and development of sailing for teenagers, especially women, a much needed boost. Training sessions for adults have moved to Sundays. Already, there has been a noticeable increase in indications from experienced sailors willing to become involved in training and coaching. Once the Sabot fleet is in place there will also be a separate start in the Sunday afternoon races for Juniors, using the Sabot fleet and the Club Mirrors and Comet. The race will be a short course on the lake around buoys in view of the Clubhouse. I would like to encourage Junior instructors in particular to compete, with their crews coming from the Learn to Sail Course.

Sailing will only continue to grow if we each do our part to encourage entry level sailing and to do our best to support the juniors and teenagers that we train in the support fleet. I can now arrange advanced level coaching for groups of sailors as well as individual classes. I also have very experienced sailors available to help on that thematic first day with your new boat.

Richard Gallimore Rear Commodore (Training)
OPERATIONS REPORT

“The there’s nothing quite like messing about in boats”. Well I am not sure who first said it, but what a great old saying. An early Spring morning, thirty overcast, and the only ripples on the water are those widening out either side of leisurely breakfasting ducks.

This was the scene Rob Breen and myself were fortunate to be part of a few weeks back. We were checking and streaming the boom park, particularly the main park furthest from the Clubhouse. To do this I have found it necessary to reposition some boats. I apologize for any inconvenience and thank you for your cooperation.

Some points to remember so we can all get along within our fellow tenants:

- Stay in your allotted park
- Let management know if a different yacht will be parked in your spot
- Keep your park clean
- Do not park your vehicle in the boat park so as to inconvenience others
- Leave masts vertical to lessen the wind and rain ahead of Cullen Hughes in “Soudrels”.
- Next we showed us how Cullen Hughes in “No Worries” ably crewed by brother Ben had not forgotten who to sail with the winter with Alan Dennett in “Cest Le Vie” putting his mark on the competition with steady sailing following him in. Seona Meharg in “Reflection” decided she ought to keep Dallas Hughes in “Old Mirrors” afloat in hot pursuit with Alistair King second and Andrew Forster third. Another great result for the ACT with seven boats in the top eight. The Mehargs displayed great improvement with Seona finishing second and Seumas third in the handicap series. The ACT also dominated the short course series with Alan Dennett (featherweight division), Cullen Hughes (welterweight division) and Peter Russell (crusierweight division) all winners.

COACHING ’92

Another great weekend in October with coach Steve Walker from Tasmania saw the Canberra fleet working to improve its boat handling and fleet racing skills. The juniors are now beating the adults in the fleet! The coating offered by the ACT Mirror Class Association seeks to supplement the training offered by the clubs and has led to a dramatic improvement in the standard of the Mirror racing in Canberra.

TIM MEHARG & PETER RUSSELL

MIRROR NEWS

NSW COUNTRY MIRROR CHAMPIONSHIPS

Twenty-one Mirrors, including nine from Canberra, competed in the NSW Country Mirror Championships sailed at picturesque Saratoga Sailing Club on Brisbane Waters over the October long weekend.

With light and variable winds the Canberra fleet once again took the bit between the teeth and set out to try and dominate the series but found some opposition from local youngster Alistair King with his sister Georgina in “Taniwha”.

Once again Andrew Forster in “The Mouse” sailed clear of the fleet to an easy win, with Alistair King coming in second, followed by Dallas Hughes in “Soudrels”.

Two shows us that Cullen Hughes in “No Worries” ably crewed by brother Ben had not forgotten who to sail with the winter with Alan Dennett in “Cest Le Vie” putting his mark on the competition with steady sailing following him in. Seona Meharg in “Reflection” decided she ought to keep Dallas Hughes in “Old Mirrors” afloat in hot pursuit with Alistair King second and Andrew Forster third. Another great result for the ACT with seven boats in the top eight. The Mehargs displayed great improvement with Seona finishing second and Seumas third in the handicap series. The ACT also dominated the short course series with Alan Dennett (featherweight division), Cullen Hughes (welterweight division) and Peter Russell (crusierweight division) all winners.

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TIM MEHARG & PETER RUSSELL

*Old Mirrors never die... The new home for a retired mirror—Florey Pre-School*
SAILING REPORT

SWEPPEWS OPENING REGATTA

The 1992-93 sailing season started with perfect conditions in the Sweppews Opening of Season Regatta. With the Russians not appearing in the Leagues Grand Final a fleet of 41 boats ventured out for the regatta.

The light winds at the start were soon blown away by a 10 to 12 knot north-westly which provided an enjoyable introduction to the sailing season. Racing was close with good fleets in Division One, Mirror, Hobie 10 and Laser classes.

Perpetual trophies were awarded to the winner of the largest class or division, with additional prizes being awarded by Sweppews.

First prize went to Division One - Roger Rose, second prize went to the Mirror Class - Michael Forster, with the Hobie 18 class - Peter Manley third. Additional prizes including Sweppews glasses, drinks, T-Shirts and umbrellas were presented on a participation basis.

Thanks to Sweppews for their continuing support for the Opening of Season Regatta - a great way to start the season!

WHITSUNDAY RENT-A-YACHT TWILIGHT SERIES

The Twilight Series starts on October 28 1992 — an average of 38 yachts per race over an 11-week twilight series, with each race following the Twilight Series race — people are required (two starters/finishers and one race support boat crew).

CANTERBURY AUSTRALIA DAY REGATTA

Tuesday January 26, 1992 will see the return to Australia Da regatta to the Canberra Yacht Club. The series has been generously sponsored by Canterbury. Watch the Noticeboard for details.

ACT DINGHY CHAMPIONSHIPS

The ACT Dinghy Championships are to be conducted by the YnMCA Sailing Club on November 28 and 29, 1992. The Championships are to be held for the following classes: 125, NS14, Flying Fifteen, Fireball, Tasar, Mirror, Laser, B14 & Spindler. See your class representative for details.

WINNING WAYS

‘Winning Ways’ the first in a series of ACT Zone Committee organised seminars, held at the CYC on Saturday September 12 1992 was attended by 25 sailors. “Head Job” — sports psychologist Gary Cassidy provided an interesting insight into the sport of sailing. If the people at the front of your fleet are talking about “de-bugging the sport”, “inputs and outputs”, “goal setting”, “imagination”, “relaxation techniques”, “performance thresholds” and the like they probably attended the seminar. See you at the next seminar in early 1993.

SUNDAY RACING

The Sailing Committee has provided additional trophies for Sunday Pointscore and Championship racing including “Lotus Bay Port”, CYC beer mugs and CYC hats in addition to last year’s trophies. How about getting your boat out of the garage and joining in the competition?

Thanks to Kendale Marine for again sponsoring the printing of the Canberra Yacht Club Sailing Instructions 1992-93.

Peter Russell

Rear Commodore Sailing

FLYING 15 NEWS

With new sailors and new boats having joined the fleet, there are now 16 paid-up seasonal entries registered for the 1992-93 season. Many new boats have placed a bulk order for sails with Gale & Rimming so it should be a very competitive class. Mark Rimming is coming to Canberra to run a Seminar on ‘Sails and Sailing a Flying Fifteen’ over the weekend of 31 October / 1 November.

During the winter break many boats underwent a roll, a few braved the cold of Winter racing, Peter Forster to test out his new boat and Ian Hawke to win the John Watch Perpetual Trophy for Flying Fifteens and the N.R.M.A. sponsored prize. The local Association also held the A.G.M. and the following Office Bearers were elected:

- President Peter Forster
- Secretary/Treasurer Jan Hawke

Committee members Laurie McGee (Measurer) Peter Fullager, Michael Klynes

Due to inclement weather only one Fifteen sailed in the Opening of the Season Regatta, this was Peter Forster, even though he started five minutes after the Tailrace Yachts he beat all but one home in a fast time. Unfortunately the weather took an even worse turn for the first FF15 pointscore start and only eight boats braved the cold, wet conditions. Peter Russell in Rustler had a very convincing win. As a number of the Canberra fleet start their preparations to travel to Daveys Bay to compete in the National Championships in January we have news of a very successful Australian campaign at the recent World Championships held in Ireland. There were four Australians in the top dozen, including Jamie Thomson in a close second place.

Canberra Cruising Yacht Association

FIRST CRUISING RACES FOR SPRING 1992

Barely had the first hesitant whispers of spring appeared when on the 19th September, race one of the Cruising division got under way.

David Lovie was assigned Race Officer of the Day (ROD). Although he was at first reluctant to be the ROD — due to curiously re-fitting the interior of his MASM 720 in time for the first interstate cruise to Akuna Bay (Pittwater / Hawksbury) — he was buoyed by the fact that this would be the only time he would be called upon to perform this duty.

For the first cruising race, David chose Course D which suited the declining breeze and kept the yachts in sight of the Club most of the time. As I helped David and Terrie Ebrill in the tower that day, I am privy to inside knowledge that David also had personal motives for choosing this course. I'm sure my memory is correct when I recall hearing him say: We've got to back here conducting this race (mutter, mutter) instead of being at home working on my boat, I might as well get to see some sailing.” This was explained between swigs on his stubby of beer.

Eleven intrepid sailors participated in race one, with first place going to Trevor Elias in Yum-Yum (Bonito 22), second place to that ubiquitous sailor John White in Callisto (RL 24) and third place to Greg Lane in Gazelle (Gazelle). Afterwards at the prize giving — I couldn't believe my ears, but someone said ‘typical’ — the handicapper gets a prize — call it ICAC! How unsportsman-like. Cruising race two took place on October 12. Mike Delaney, his wife and the ever-present Terrie Ebrill worked the tower. This time a handicap start was specified which let the slower yachts start first in a fleet of twelve. With strong winds (or a big breeze) Mike chose Course A, one of the longer courses which covers from the Ferry Terminal to a marker in front of the Governor-General’s residence and back to the tower. The wind was strong indeed with some yachts wanting to round-up; be knocked-down, or do anything except befall. First across the line was the love boat (Red Witch), second place went to Dieter Tietz in Cop That (his new trimaran) and third place went to Greg Lane in Gezelle. How can I see a pattern emerging here! Vitai to the conduct of any race is the ability to have the Race Support Unit on the water, ready to keep a watchful eye on proceedings. Thanks to John Wilkinson for coordinating the BU for the spring and autumn series.

Thanks also to David and Mike for cheerfully being ROD’s. Eric Webb

Cruising Race Co-ordinator

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Nineteen interstate boats joined six local 505s to make up a strong fleet competing for the Monaro Gold Cup held in Canberra for the October long weekend. A wide variety of breezes and conditions kept all sailors on their toes whilst sailing and did not prevent a good time being had by all off the water. Heat 1 got under way in a light northeasterly with a wind shift in the last minute before the start leading to some interesting moments. Daniel and Bernie Keys in Angry Ant got away cleanly to lead around the first mark closely followed by Andre Webster and Matthew Owen, who extracted great light weather speed out of Wet Pink Bits. As Angry Ant got committed to one side of the island the rest of the fleet went the other side, and they dropped back to 6th place. Wet Pink Bits was left to fight it out with Victorians Craig Smith and Jonathan Medd (Racing Red) and Malcolm and David Page in Big Dipper. Smith and Medd triumphed in the end, with Webster and Owen holding off the Page brothers after they took penalty turns for hitting the last mark.

Sunday began with showers and very little wind and after some delay the morning race started in a light westerly, pouring rain and very cold conditions. The positions off the start set the tone for the rest of the race. Norm Rydge and Geoff Lange in Late Surfer opened up a good break from Hugh Stodart and Adam Scott in Chaotic Concept and Big Dipper. This was how the places travelled to Canberra for the regatta and made the event successful again.

Start of Heat Three

Red Badger (centre) presents the Monaro Gold Cup to Hugh Stodart (left) and Adam Scott

THE HARDY CUP 1992

Hugh Stodart, with Rebecca Scott as crew, represented the Canberra Yacht Club in the 1992 Hardy Cup. This event, sailed in Tasars provided by the RAN Sailing Association in Sydney, is run by the YA of NSW and open to sailors representing by their class or club. The first step was to get through the selection series held on the 8th and 9th of August. There were 24 entrants divided into three pools of eight boats and eight races were to be sailed to decide who would go through to the finals, where there would be six places for boats from NSW.

Hug and Rebecca were in Pool B, which contained the other two Canberra representatives, Matthew Owen (ANUSC) and Michael Leydon (Casuarina II Class). Racing was close throughout the first day and consistent sailing enabled Hugh to finish the day placed second in the pool behind Cherub sailor Kane Sinclair and closely followed by the Navy representative Martin Linesley. The two races sailed on Sunday were to prove critical. Hugh won the first to give him a very narrow lead in the pool. However the final race saw him finish second with Martin Linesley winning, meaning Martin was first in the pool and Hugh second by just 0.4 of a point. Fortunately this was enough to qualify for the finals. The qualifying final was held on Saturday 22 August with the six NSW qualifiers being joined by defending champion Bruce Paine (representing the YA of ACT). A close finish saw the two favoured south coast entries, Victorian Nigel Abbott, and South Australians Brett Young and P. Royaley, making a total of ten boats divided into two pools of five. The first two in each pool would go through to the final on Sunday. Hugh was placed in a pool with Bruce Paine and closely followed by the two others in their pool. In the other pool Brett Young and Nigel Abbott also qualified comfortably.

The final was to be sailed as match races, with a best of three semi-final and final. Hugh was drawn to meet Brett Young. In the pre-start circling Hugh got caught out and had to do a penalty turn. This put him behind from the start and although he challenged at one stage Brett was always in control and went on to win. The second match saw the pre-start maneuvering work to Hugh’s advantage with him able to get a control position to ward off the challenge from Brett. With that slight jump from the start Hugh went on to win, thereby evening the match and necessitating the third race. Unfortunately Hugh made the same mistake as in the first match with a penalty turn costing him any chance and knocking him out of the running for the Cup.

Bruce Paine also lost his semi-final, and as a result met Hugh in the sail off for third and fourth. Hugh managed to get out of goal in the first match and comfortably won the second, courtesy of a penalty to Bruce, to finish third overall, a result he and Rebecca were very pleased with.

Nigel Abbott went on to beat Brett Young in the final 2-1 to be a deserving winner. Thanks should go to the Canberra Yacht Club for their support of Hugh’s nomination and to Hardy Wises for their continued support of the event. That sponsorship enabled the participation of the interstate sailors, who were selected in their own State selection series.

Hugh Stodart

Hobie sailors offer rides on their catamarans

The ACT Hobie Cat Association has organised a ‘Have a Sail on a Hobie Day’. It’s on Sunday 22 November from 11:00 am at the Canberra Yacht Club, Lotus Bay. Have a free ride with no obligation. Experience the thrill of Catamanning sailing.

Are you considering taking up sailing, then consider a Hobie.

If you have an interest, this is a great chance to talk to the sailors to find out which Hobie suits you - the 14, 16, 17 or 18 foot.

Inquiries: Mike Dunn 288 8986
(11) Craig Tucker 254 6221

MULI MEDIA

ALL SYSTEMS GO FOR THE OSTAC/NRMA TRAILABLE MULTIHULL REGATTA

The OSTAC / NRMA Trailable Multihull National Regatta will be sailed off Sydney 2-3 January 1993. A six-race Championship event is planned. Most races will start in the afternoon, allowing plenty of time for visitors to see the many sights of Canberra. All Trailable Multihulls will be catered for in four divisions, encompassing Open Trailable multis, Traillet, Tramps and a Laid Back division for those who feel they are not competitive, but who would like to be part of such an exciting event.

The expected high speeds of the yachts and large areas of colourful sail in a reasonably small area will make this Nationals a spectacular event. Grand Prix style sailing is planned to enable spectator spectator sailing from the many vantage points around the lake. OSTAC Yachts is the world manufacturer of the Farrier F-31, maxi trailable trimaran. That was recently judged the 1992 Australian Boating Industry Association, Sail Boat of the Year. OSTAC also produces the OSTAC Tramp and the Parallax range of offshore cruisers.

The NRMA needs little introduction to those who live in NSW and the ACT. Did not know that the NRMA look after boat insurance? They offer a similar range of quality services that have been available to motorists for years. If you have a trailable multihull, the NRMA is the company to look after your insurance needs.

Wind conditions on the Lake in January are generally favourable, hopefully offering a nice sailing breeze for every race. Thanks to the ground work done by the Sharpies group on wind history in the area, ACTTMA has been able to schedule our races to take advantage of the best part of the day, that being the afternoon and early evening.

Continued on page 10
components allowing easy and rewarding construction for the amateur builder. All indications are that the F-25 will be a trailerable yacht to watch and an incredible amount of interest has been generated from all over the world by its initial drawings and its concept. It is hoped that Ian Farrier will attend the event to see how his new baby performs.

Geoff Finegan of OSTAC Yachts and builder of several Trailers and Tramp owners from QLD, NSW, Vic, SA and the ACT have indicated they are planning a family holiday in Canberra on that week and are looking forward to sailing. At this stage it is looking as though it will be the biggest ever gathering to Trailers, with as many as 20 owners of 18s, 680s and 720s having expressed interest in entering. This event is a must for those interested in buying or selling Trailers or Tramps.

The Laid Back division, which has proved popular among family sailors, will again use the Performance Based Handicap system calculated by TOPSAIL, the race administration computer program developed by the Trailers National Body for use at Trailers gatherings. The OSTAC/NRMA Trailable Multihull National Regatta will be the second of three events that are being included in a Trailable Multihull Travellers’ Trophy. The events in this travellers’ trophy are, Southern Ocean Multihull Regatta, on Western Port Bay, 2 to 9 January 1993 and the ACT Trailable Multihull Championships 23 & 24 January 1993.

Among the list of events planned for the week is a model multihull yacht regatta one afternoon, after the big boats have finished. Entries from mono-hulled model yachts will be accepted.

The ACTTMA intends serving breakfast each morning during the event on the grounds of the Club house. Lunch and dinner will be available in the Clubs restaurant, snack, takeaway food will be available each day.

The ACT Trailable Yacht Championships will be staged on the weekend after the multies finish. As it is a travellers’ trophy event it is expected that several yachts from out of town will stay and compete, making possibly a record number of multies at the ACT TY Championships.

For further details on trailerable multihull yachts and the OSTAC/NRMA Trailable Multihull Regatta, contact the ACTTMA Championship Committee, GPO Box 1809, CANBERRA ACT 2601

SPINNAKER RESTAURANT

Family night now moving to Wednesday evenings so the sailors will benefit from a successful idea, meals are available now from 12-8pm on Sundays. Christmas bookings are very heavy this year so if your office or work function is not booked, please do it now, as we like to put our members first.

Finally a new A LA CARTE menu, priced to suit all pockets will be starting early November. 

I’d rather view the snow on the hills from the Clubhouse

SPINNAKER RESTAURANT
If your boat insurance premiums are getting you down, perhaps you should consider switching to NRMA Boat Insurance.

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SUNDAY DANCING

Commencing Sunday May 17th the Canberra Yacht Club Dance Band will be playing from 4.00pm until 8.00pm. Each week the Band will feature a different guest vocalist.

Hot food and mulled wine available all afternoon. Fire On!

Just imagine the scene ... so come along and join in the fun!

FREE TO ALL MEMBERS AND GUESTS
CANBERRA YACHT CLUB
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YMCA COMMODORE  
JOHN STATTON  
YMCA SAILING COMMODORE  
PETER WILLIAMS  

MC:  
PETER CHAPMAN  

PROGRAMME OF EVENTS  
0030AM TOUR-DE-FEMININE - 19KM BICYCLE RACE  
09.30AM CANBERRA RAIDERS V'S TRIATHLON IRONMEN - TOUCH FOOTBALL  
10.00AM WOMENS MARATHON PRESENTATION  
11.00AM OPENING CEREMONY BY COMMODORE  
11.15AM DISPLAY BY DRAGON BOATS  
11.40AM DISPLAY BY BOYS GRAMMER ROWING TEAM  
11.50AM LAUNCH RESCUE BOAT BY DEPUTY CHIEF MINISTER & RESPONSE BY MANAGER TOOHEYS & COMMODORE  
12.20PM BLESS THE FLEET BY NAVY CHAPLAIN & RESPONSE BY REAR COMMODORE SAILING  
01.00PM LUNCH SERVED IN CLUB FOR ALL DIGNITARIES  
01.00PM JAZZ BAND ON LAWNS  
01.30PM "FASHION AHOO" BY MELISSA WILLIAMS MODEL MANAGEMENT  
01.50PM CLUB YACHT RACE  
02.00PM JAZZ BAND CONTINUED  

WATER POLICE IN ATTENDANCE

HOT FOOD STALLS  
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ICE CREAM  

WE'VE GOT IT ALL TOGETHER

SPORT PLUS

SOFTDRINKS

WE'VE GOT IT ALL TOGETHER
SCHWEPPES SPORT PLUS
PRESS RELEASE

Schweppes is launching a major marketing innovation this summer, NEW Schweppes Sportplus. Schweppes Sportplus is one of the first Isotonic sports drink to be launched by a major soft drink manufacturer.

Sportplus is a great tasting, lightly carbonated, lemon flavoured drink that is available in a unique 500ml PET packsize, because it is resealable and 500mls quenches a big thirst after exercise.

Sports drinks have become one of the fastest growing beverage categories. In the United States the category is now worth over 1 billion dollars and is growing at over 6% per annum compared with the total soft drink market which is relatively static.

Schweppes Sportplus was developed to cater for the needs of today's consumers who have a healthy active lifestyle. Schweppes recognised that with increasing health consciousness there was a need for a major soft drink company to launch an Isotonic sports beverage with a great taste.

Schweppes Sportplus is not just another sports drink, it is an Isotonic beverage that is scientifically formulated and contains minerals and electrolytes at a balance which matches that found in the bloodstream, allowing rapid replenishment and rehydration.

Schweppes Sportplus is already the official sports drink of the Australian Professional Iron Men, the Australian P.G.A. golf tour and the North Melbourne Giants basketball team.

SCHWEPPES SPORTPLUS
"PUTS BACK WHAT THE SWEAT TAKES OUT"

The launch of Sportplus will be supported with sampling, point of sale material and an extensive magazine advertising campaign using specialist sports magazines.

- Quarterly General Meeting - February 23rd
- Canberra Festival Aquatic Events - March 7th (see inside)
- Jazz Returns — from February 14th
- $5 Meals for Members — Mon. to Fri., 5.30 to 6.30pm
Commodore’s Corner

Well, the holidays are over and we all now get down to the second half of our sailing season; dare we hope for better weather after the rain and calms of the first half. Everywhere in the magazine, you will find details of our first Whitsunday cruise open to all club members. Thanks to the initiative and generosity of Whitsunday Rent-A-Yacht you can participate in sailing in this wonderful cruising area at extraordinary inexpensive rates. If successful, it is planned to be repeated next year.

The Club will be home base for several events during the Canberra Festival, with a large inland swim on 6th March and the raft race on 7th March. On that day, the SS Enterprise will be available for inspection and there will be a demonstration of steam boats and gaffers. Last, but certainly not least will be a Fun Run with around 500 competitors. It should be a very colourful occasion and I hope all members will support these events. Congratulations to all CYC members who put so much effort into making the Australian Multihull Championships and the ACT Trailblaze Yacht Championships such a success. These events entailed an enormous amount of work, which may go unnoticed because of the smooth running of the Championships themselves.

The first of our new training fleet of Sabots has been purchased by the Club — by next season, we should have all elements of our new training strategy in place. JOHN WHITE Commodore

Vale: Alan Stewart

It was with sincere regret that I read in “The Canberra Times” recently of the passing of Alan Stewart on 28 January 1993. Alan was one of the stalwarts of the Club in the difficult days of the mid-1960s, soon after the Club was established on Lake Burley Griffin and at the time when the present Club House was built — a good deal earlier than planned I suspect, because the original building occupied by the Club was destroyed by fire.

Alan was Treasurer in those days and, I am told, was the originator of the idea that members should be asked to contribute to debentures to help the Club meet its commitments. I can recall Alan in his role of Treasurer and I recall him as being very open and frank, and business-like in that role. But my clear memory of Alan is his happy nature on Friday evenings which in those days, was the occasion on which the sailing members met regularly for a drink and a chat after work.

Alan enjoyed his sailing too. A quick check of the records available to me showed that he sailed a training yawl called Oops, sail no. 4833 in the third Canberra Day Regatta in March 1965 — and then he took delivery of a Flying 15 (Dudina, No. 1058) in March 1968. Alan sailed Dudina for some seven seasons and was Fleet Captain in the ACT for a number of those years. In fact, used Alan’s knowledge of Flying 15 activities in Canberra to prepare us a paper on the early history of the fleet in Canberra and he delivered the paper at our AGM in September 1991.

Alan was a real gentleman and a delight to know and is one who made an important contribution to the business, social and sailing activities of the Club. Those of us who knew him will miss seeing his happy face from time to time.

Peter FORSTER Commodore

From the Honorary Club Historian

Those of us who are interested in the history of the Club should be grateful to early stalwarts of the Club in Charlie Nichol and David Bull. I have now had the chance to go through some of the papers in the archives cupboard and I was pleased to find a useful collection of photographs and newspaper cuttings some of them dating back to Lake George days. The photos from 1964 accompanying this article might be of interest to current members.

A most valuable source of contemporary news and information is Charlie Nichol’s regular sailing column in “The Canberra Times”, a number of which are in our archives — thanks, I believe to the Nichol family, who passed them on to the Club. (One of David Bull’s scrap books from the early 1970s and a book of cuttings maintained by the late Alma Windsor Murray over the period 1975 to 1980, during part of the time she was Secretary/Manager, are very helpful.)

In 1969, the Flying 15 fleet had to abandon its plans to run its ACT championships in Central Basin — because it was only realised at the last minute that in making their calculations in the first place, Club officials had neglected to take into account the distance between the water level and the mast top of a Flying Dutchman, which at the time was considered to be the largest centreboarder likely for LBG — and as a result the Club recommended to the planners a clearance of only 24 feet (which is not sufficient for Flying 15s, 505s and Sharpies — but was sufficient for the Seafly because we did have some of our championship races in Central Basin, and very successful too).

A February 1962 article records concern about the rising level of the water in Lake George — two feet in the previous five months or some 15 feet of shoreline. But more importantly for the record is a reference to the Governor-General having “broken out” the Club burgee on the flagpole (now surrounded by water) on September 30, last year” (that is, 1961).

The papers include a copy of the printed program for the official opening of the Club House on LBG on 6th April 1963, by Senator John Gorton, Minister for the Navy — this is, of course, the former Club House of the Royal Canberra Golf Club. The program records the following:

- The Director, Australian War Memorial handed over to the Club the wheel of the battle cruiser HMAS Australia.
- Mr J.G. Hardy (now Sir James) presented Tintara, an international 505 to the Club.
- Mr J.R. Fraser, MP, unveiled the former Club House of the CYC especially selected wines, a buffet dinner, social evening, and dancing.
- A program from the Opening

From the Secretary/Manager

With the passing of 1992 I trust that this means also the end of probably our most difficult six-month period for many years. On the bright side we are reintroducing our live Sunday entertainment (see details in mag.), badge draw and wine raffle.

In keeping with our policy of maintaining a high standard with our poker machines we have introduced “Cashcode” and “Money Power”. Cashcode is a random bonus which is paid out between $50 to $150 when machines are being played but it is not necessary to have a pay combination for the bonus to be paid to your machine. This innovation has proved very popular with our members as has Money Power which is basically a simple way to play the machine, i.e. one $1 coin in the 10c machine gives the player 10 credits thus reducing the number of coins to be fed into the machine by 90% and will reduce the amount of 10 cent coins now carried.

Due to the huge success of the Club’s first annual Lotus Bay Water Festival, plans are being implemented already to ensure the next will be bigger and better. I would welcome any suggestions to ensure that this festival becomes a must on the Canberra social calendar.

RON SULLIVAN Secretary/Manager

Lake edge at the “Blessing of the Fleet”
Flying Fifteens

Twenty Flying Fifteens are registered as the point score series at the CYC this season. In spite of very mixed weather, the Fleet produced an average of ten boats in the first half of the year. Peter Russell in Rustler was a clear winner with two wins and very consistent placings. Colin Brown in Snubbi Fisk was second, again with two wins. Mo Kalnins was third, Phil Pat in Y-Net, newcomer to the fleet at the end of last summer, had some good placings. The ACT Championships for FF15 due to other commitments and some very indifferent winds produced a disappointing turn-out. The results are:

Three intrepid boats travelled to Melbourne to sail in the Nationals just after Christmas. Forty-four FF15 from four States and overseas competed in a well run series. The racing was mixed, mostly light, and the first for many years the series was decided on six races: there was not enough wind to run the last heat. Unfortunately, the Canberra boats found themselves outclassed by the “state of the art” hulls with the totally different weight distribution to the older marquees. Colin Brown in Snubbi Fisk at 25th was the best of the ACT boats. It was a friendly series and all enjoyed the hospitality of the Davyes’ Bay Yacht Club.

Laser News

It is pleasing to see the Club’s Lasers being used for Sunday races. The Club now has three training Laser’s with both big and Radical rigs. They are available for hire at $5 a day.

At the end of last year we had races of ten heats before the new blood and the training boats. Going into the final race for the pointscore for the first half of the year we were in Flying 15s. His boats were named Lotus and it was my personal experience that he was always hard to pass. It was beaut to see John for a short time — and seeing him turned the back on it.

In my humble view the CYC should capitalise on remarks like these and the comment on the Sydney-Hobart race start telecast, that Canberra did not put a good number of young yachtsmen, and resume the practice of encouraging yachtsmen to come back and see what they are made of. Perhaps, for instance, we could conduct a couple of pre-Olympic regattas in association with flybys. A.L.S. (I have raised this at meetings of the Sailing Committee).

When sailing on Sunday 31st January, I found a Commodore of the Club looking around to see if he knew anyone. John Watch, who was Commodore in 1972/73 and had been a Flag Officer Commodore Club Committee member for some years before that, was visiting Canberra from Sydney. John and his wife Hazel now live in a retirement village in Woodhara.

I suppose these days he could be identified to current members of the Club as the grandfathers of Matthew Ovens. He knew and worked before in the Club, I recall one of his specialities being to keep our old timber boat captain. Not far behind the man was an old saying — more than often not was John the only person who could start the motor. John also sailed a Flying 15 and Flying 18s. It was for the John Watch Trophy (a massive pewter pot) in the CYC winter series.

It was beast to see John for a short time — and seeing him brought to mind the thought that while all but one of the former Commodores of the Club are still alive we would be beast if the current Executive were to create an opportunity for them all to meet and have a chat about former times. Members will have seen news reports of the death by accident of a Canberra man at Eden in November 1992 — the accident involving a yacht running around in Two Rocks. The man concerned was a former member of the CYC, with a most successful racing record especially in the Seafly Can in the early 70s when there were only one point of each other. It illustrates how good Stewart Dewar’s handicapping system is. It was beaut to see John for a short time — and seeing him turned the back on it.

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Blue seas, blue skies and you at the helm of one of our superb yachts or motor cruisers.

Wander the magical Whitsundays at your own pace and discover the full spectrum of pleasures . . . glittering white beaches, neon bright coral and fish, soft magenta sunsets and star splashed heavens by night.

STOP PRESS

Three Spacesailer 36s available for two-week period 23 May to 6 June.
BOOK WITH PATRINA, at the CYC Office

JOIN OUR
"TWILIGHT SERIES FLOTILLA SAIL IN THE WHITSUNDAYS"

Only $50 per person per night

Five nights — $250 per person; Seven nights — $350 per person

Book a berth or two on a six-berth yacht OR get your own group of six people together and book the yacht!
Spinnaker Restaurant

Samples from the new menu —

Entree
Croquette “Ma Facon” combination crab & fish claw with crispy salad and spiced tartare sauce

Main
Perch Fillet Negro — fillet dipped in spices, grilled with lime juice, butter & white wine

Dessert
French Crépe filled with seasonal fruits, strawberry coulis

CANBERRA FESTIVAL
SUNDAY 7th MARCH, 1993
LOTUS BAY PROGRAM

08.00 am Raft Launch. Scrutineering of Rafts.

09.30am ‘Enterprise’ departs EBBH. Scrutineering closes.

09.50am ‘Enterprise’ moors in Lotus Bay.

10.00am Community Action Fun Run Start (500 competitors).

10.15am ‘Enterprise’ open for inspection.

110.00am Raft Race Start at 10-minute intervals — Super Class — Standard Class/ Unlimited Oars Class — Huck Fin

12.00pm Steamboats and Gaffers.

12.15pm Steamboats Procession past Birdman location, return to Lotus Bay.

12.30pm Supporters’ Raft Race.

02.00pm CYC Pointscore No. 7.

03.00pm ‘Enterprise’ departs Lotus Bay for EBBH.

04.00pm Capital Jazz to the Yacht Club.

For Your Entertainment
Sunday Bands
4.00 to 7.30 pm

Jazz Bracket
February 14th Black Mountain
21st Satin Swing
28th Touche
March 7th Capital Jazz
14th Canberra Day — No Jazz
21st Black Mountain
28th Satin Swing
April 4th JB & The Jazzmen
11th Easter Weekend — No Jazz
18th Capital Jazz
25th Anzac Day — No Jazz

Good Ol’ Rock ‘n’ Roll
May 2nd Rigby
9th Three Card Trick
16th The Good Old Boys’
23rd Rigby
30th Three Card Trick
June 6th The Good Old Boys
13th Queen’s Birthday — No Band
20th Rigby
27th Three Card Trick
MEMBERS — NO CHARGE
VISITORS — $3.00

21st
28th
7th
4th
11th
18th
Training Activities

The main priorities in Training this season focus on Junior Training and the Adult Learn to Sail Course. Junior Training has benefited from the move to Sunday mornings. It has been much easier to involve parents and other sailors and a few of the students and junior instructors have gone on to crew on other boats. In particular it has been much easier to show parents the port of dinghies they should consider buying and to introduce them to current sailors of those classes.

However, our students will only continue in sailing if we all do our part in ensuring they remain interested in sailing. If you need crew there is always a band of enthusiastic students and junior instructors at the Yacht Club between 10.00am and 1.00pm on Sundays. From February, Division 3f, the Division in Sunday Races for Juniors will be commencing. The Club has three Lasers with radial rigs, 1 race-ready Mirror and another on the way, a Comet Dinghy donated by Bartondale, and another on the way, a Comet Dinghy donated by Bartondale, and the first of the fleet of Sabot Dinghies. More second-hand Sabots will be acquired as we can find them. An adult who can assist the organisation of this Division and perhaps provide some gentle guidance on the water using the Black Swan with a small outboard will be gratefully appreciated.

The next adult Learn to Sail course will be run on trailer sailers with the kind assistance of Division 1 and the Cruising Yacht Association. I am currently unable to run a Learn to Sail course in dinghies because I have been unable to find a dinghy sailor who can devote a few Saturdays to teaching sailing in dinghies. If you can assist, please let me know.

Another Power Boat/Rescue Boat Course is planned in the next two months. Each class should have a sprightly crew and setting up the day, the Club appreciates the assistance of Naval Chaplain Rod Williams in carrying out this task. The Club is grateful for the support of all involved in making the day a success especially the major sponsors Tooheys, Schweppes and Capital TV. Peter Chapman provided an excellent commentary of the Touch Football. Thanks also to Ron Sullivan and staff for all the work in conceiving and setting up the day.

Hopefully we will have more members taking part in the rerun of the event at the start of next season later in the year.

Race Support Unit

If you are licensed to drive a power boat, or would like to be, joining the Race Support Unit will be mutually rewarding. On Wednesday mornings, Saturdays including a few nights, Sundays and on some holiday weekdays, this Unit of drivers and crews supports racing/sailing by providing a base for the officials, laying buoys from the ferry terminal way down to the Governor-General's and by rescuing/righting any luckless sailors/boats.

Like every voluntary service, the RSU is always in need of more members. Courses are regularly run for novices but if already experienced, there are shortened sessions on just rescue procedures. Belonging to the RSU is an enjoyable and most rewarding way to actively contribute to and participate in the sailing scene plus to meet, get to know and feel at ease with many more of your fellow Club members.

If this appeals to you, whether as a driver or crew, please do not hesitate to have a chat with Terrie, phone 254 8491.

Our Christmas get-together was such a success, welcoming not only the families and friends of our newest TL3s but also Lake Superintendents Rick Rand and Mark Bergfield. Eric Fewster's suggestion of “more of the same—or even better” was swiftly seconded by Marty’s setting of a suitable date.

It was stimulating to see so many smiling faces, especially Andrew and Michael Forster; Commodore John White sparkled as usual; several had very thoughtfully sent their regrets; and Arthur Pollard selflessly scraped the barbecue. Social Scene to seal the series — Saturday 27th March, Sailing 1500 hours.

TERRIE EBRILL

WANTED TO BUY OR BORROW

Sabot Dinghies are urgently needed for the Junior Training program. If you know of the whereabouts of an underused Sabot please contact the Rear Commodore Training by leaving a message at the office or ring me on 331 6574.

RICHARD GALLIMORE
Rear Commodore Training
Spinnaker Restaurant
**FRIDAY FEAST**
Each Friday — Cost $24.50

- Choice of two Fresh Soups
- Hot and Cold Entrees
  - Chicken Kiev with Chasseur Sauce
  - Spiced Beef and Chicken Kebab
  - Marinated Lamb Fillets
  - Grilled Veal Fillets
  - Entrecote Steak
- All Australian Cheese & Fruit Platter

Reservations: 273 1339 — 273 1784

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**SUNDAY DANCING**

Commencing Sunday May 17th the Canberra Yacht Club Dance Band will be playing from 4.00pm until 8.00pm. Each week the Band will feature a different guest vocalist.

*Hot food and mulled wine available all afternoon. Fire On!*  
*Just imagine the scene ... so come along and join in the fun*

FREE TO ALL MEMBERS AND GUESTS
Pittwater Yacht Charter

1993 CANBERRA DAY REGATTA

CANBERRA YACHT CLUB

15 March 1993
THE SERIES

A fleet of 37 yachts including trailable yachts, dinghies and catamarans battled light winds on Lake Burley Griffin in the 1993 Pittwater Yacht Charter Canberra Day Regatta.

Light winds prevailed for the regatta. Racing (round the buoys) course A was set for Race 1 after a fifteen minute postponement, with the fleet taking over one and a half hours to complete one lap of the course. A moderate breeze greeted sailors for the start of Race 2 enabling two laps of the cruising (round the islands) course G to be completed before the breeze died later in the afternoon. The light to moderate winds challenged all sailors when negotiating around Hospital Point and Springbank and Spinnaker Islands.

The trailable yachts enjoyed close competition with Paul Fitzwarryne in Scarlett O'Hara (Elliot 5.9) on 2.75 points narrowly winning from Peter Russell in Rustler (Castle 650) on 3.75 points in its first race on the Lake. Mathew Owen in a new role as skipper of Chaotic Concept (505) on 2.75 points won the dinghy division from Peter Smith in Gomjabbar (NS14) on 5.75 points. Fred Pensko in Taipan (A Class) on 2.75 points narrowly won the catamaran division from Don Grant in Esra Tew (Maricat 4.3) on 3.75 points.

The major prize of a weekend charter on a new Cavalier 40 was won by catamaran sailor Don Grant - a welcome prize to add to his great results.

Thanks to Pittwater Yacht Charter for providing the major prize for the series, please bear their sponsorship in mind when considering a cruise on Pittwater.

RESULTS SUMMARY

<table>
<thead>
<tr>
<th>Trailable Yachts</th>
<th>First</th>
<th>Second</th>
<th>Third</th>
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<tr>
<td>8 yachts</td>
<td>P. Fitzwarryne &quot;Scarlet O'Hara&quot; (Elliot 5.9)</td>
<td>P. Russell &quot;Rustler&quot; (Castle 650)</td>
<td>P. Taylor &quot;Pathfinder&quot; (Adams 21)</td>
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<table>
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<tr>
<th>Dinghies</th>
<th>First</th>
<th>Second</th>
<th>Third</th>
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<tbody>
<tr>
<td>20 yachts</td>
<td>M. Owen &quot;Chaotic Concept&quot; (505)</td>
<td>P. Smith &quot;Gamjabbar&quot; (NS14)</td>
<td>A. Forster &quot;Fatatak&quot; (505)</td>
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<tr>
<th>Catamarans</th>
<th>First</th>
<th>Second</th>
<th>Third</th>
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<tr>
<td>9 yachts</td>
<td>F. Pensko &quot;Taipan&quot; (A Class)</td>
<td>D. Grant &quot;Esra-Tew&quot; (Maricat 4.3)</td>
<td>A. Perry &quot;Sacre Bleu&quot; (Hobie 14)</td>
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Peter Russell
Rear-Commodore Sailing
Canberra Yacht Club
Recent aerial view of the Club and Lotus Bay — J. White

- Quarterly General Meeting - May 24th, 8.00pm
- Presentation Dinner – June 19th
COMMODORE'S CORNER

Club members have done well this year in Interstate and National Titles — especially mention must be made of Joao Brown, who had an outstanding win in one of the toughest races in the sailing calendar — the Marley Point Overnight Race. This helps to focus attention on the work Joan is doing to develop a strategy to foster the participation of women in our sport this part of the country. Needless to say, this work of Joan’s has the full backing of the Executive.

Also on the sailing side, the Cruising Division (CCYA) had a record fleet of twenty-five boats at Wyangala Dam over the Easter holiday period; perhaps thought might be given to a joint trailer-sailer/dinghy cruise next season, with tents and gear being conveyed by the bigger boats and fun to be had by all.

I am sure that by now all members will have noted the presence of the Dragon Boats on the lake. Many clubs have now adopted the sport in their area, and we will be making full use of our splendid facilities.

John White
Commodore

CYC Newsletters
(In their various guises over the years)

Over the Easter weekend, I sorted through the CYC Newsletters in the Club’s archive and collection after integrating some from my personal collection. I believe I now have a full set of Newsletters since the November 1973 edition — that is, approaching 20 years, except for copies for 1987 when I have only two issues (May and August). It is likely that there were other editions of the Canberra Yachtsman in January and November of that year.

The major years for which the collection is deficient are between 1966 and 1973 and before May 1966.

I intend putting a proposition to the Executive that the Club should arrange to have this collection bound in order to better preserve them and so that they are more readily accessible. But before doing so I would prefer to fill some of the apparent gaps in the collection and maybe make up more than one set.

I would again put out a plea to members to go through their attics or wherever they keep their old records to see whether they have any issues of CYC Newsletters, especially for the periods 1968 to 1973 and before 1966. Members (or former members who may be known to current members) who have such records and who are prepared to make them available for inclusion in the Club’s records could contact either myself or the Secretary/Manager, Ron Sullivan.

Peter Forster
06 2811126 (home)
06 2803815 (work)

Planning for the Future of the Club

The past six years of the Club’s history has been one of change, consolidation and establishing a strong position in the club industry in Canberra. The Club is a leader amongst the smaller clubs in Canberra and is one of a handful of clubs which can claim to have been financially successful in the difficult economic climate of recent times.

The financial strength has enabled the Club to support sailing activities and develop sailing support facilities in a way that did not appear possible in the mid-1980s. Unfortunately, the period has coincided with a decline in interest in sailing, a phenomenon experienced in many parts of Australia.

Although some members have expressed diquiet with the changes which have taken place and year for the good old days, times have changed. The decision in the late 1970s to extend the Clubhouse placed the Club squarely into the commercial club market in Canberra. We then traded into the 1980s without the commercial vision necessary to survive in that very competitive market and as history shows, by 1986 the Club was in severe financial difficulties. Over the period 1985 to 1986 management of the Club was given a new structure and focus which enabled the transition to recent prosperity.

However, we are not in a position to be complacent. Like it or not, we have no option but to compete in the club market. Our facilities are becoming tired and are in need of renovation. We have reached the earning limits of the present building. We are a business with a substantial turnover and net profit and do not have the forward looking business or development plans. To continue to trade profitably through the 1990s and beyond we need to work out a vision for the future both as a Club and as a commercial venture, achieve better continuity in planning and development and bring our facilities up to standard being achieved elsewhere in the industry. Failure to do these things could see a repeat of our early 80’s problems.

The Executive is preparing a series of plans for the future of the Club. To ensure that correct commercial directions are followed, professional advice is being obtained from a consultant with experience in advising the club industry. These plans will be put before members for consideration at the May Quarterly Meeting.

Frank Downing
Vice-Commodore

ACT Yachting Team

The ACT Yachting Team will again send a team to compete against Australia’s best yachtsman in the Loxton Cup to be sailed in Perth during October 22-30 this year. All races, fleet races and round-robin match racing series, will be sailed in evenly-matched Farr 66’s on Melville Waters on the Swan River.

Applications to join the 1993 ACT Yachting Team are invited to reach the address below by the closing date of 15 May 1993.

Details should include:
Name and address, phone number, age, height, weight, past and present sailing and racing experience and achievements plus any other relevant information.
Preferred crewing position must be included.

All applications need to be resident in the ACT and a member of a club affiliated with the ACT Zone of the Yachting Association of NSW. The ACT Yachting Team is inclusive, discriminatory and non-gender specific.

The crew positions are: bowman, mainsman, trimmer, mainsheet, tactician, and helmsman. A team captain/coach/reserve will accompany the team. Any additional personnel will depend on funds available.

Loxton Cup racing is tight, intense and allows little time to recover from mistakes. The criteria for selection will include experience, sailing skill, fitness, mental attitude, commitment to racing and winning and the ability to work as part of a team under pressure.

The initial team selection will be from applications received with the remaining being invited to take part in a selection process which will include training on Lake Burley Griffin and on selected yachts in Sydney. A commitment to fund-raising, a fitness program, travel will be sought from those who reach the ‘short list’. Specialist race-oriented seminars will be conducted to which all applicants will be invited to attend.

Applications should be sent (with a stamped, self-addressed envelope) to:
T. Delfsham
Team Captain
ACT Yachting Team
43 Melbourne Avenue
FORREST ACT 2603

FOR MEMBERS ONLY

Menu Sample
Chicken Kiev with mushroom sauce, salad and french fries $10.90
Lightly Crumbed Calamari with tartare sauce and french fries
Lightly battered Sea Perch with salad and french fries

New Rules for Racing

Apparently the IYRU has adopted new rules from 1 April which affect racing in various ways. The date reflects the start of a new season in the Northern hemisphere and will be adopted here in time for our new season. Meantime keep a look out for information. A future edition of the Yachtsman may cover them in detail. No doubt a new blue book will be out in due course.

The Big Blow

Saturday 3 April 1993 will be long remembered by all who were on Lake Burley Griffin that day.

The day was fine, with a consistent light (maximum 5 knots) breeze from the North-West. There was considerable medium level cloud although not looking threatening — there was no obvious movement of the cloud and no sign of any real change in the conditions. At around 4.30 pm, disaster struck. Winds of around 50 knots hit the YMCA and CYCA fleets with no warning at all. The boats were driven onto the shoreline before dropping to very light airs. All boats on the lake were flattened, with some being virtually destroyed. Fortunately no serious injuries were incurred although many horror stories of near misses abound.

It appears that we were hit by a precipitation downburst, the cloud no longer able to support its load of rain and hail and precipitating its contents, as if in a funnel, to impact at a point on the lake shores. The downdraught spread out at this point producing violent winds which were blown back and depended on the locality of the observer.

Our new Tooheys Red rescue boat worked wonders, with support from all other rescue boats on the water.

I guess the lesson to be learnt from this is to be ever vigilant regarding these “freak” weather conditions and to be prepared for the totally unexpected. Maybe we will not be so lucky next time.

ACT Yachting Team

Bistro Bar Specials

<table>
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<tr>
<th>Dish</th>
<th>Price</th>
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<tbody>
<tr>
<td>T-Bone Steak</td>
<td>$10.90</td>
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<tr>
<td>King Rump Steak</td>
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<tr>
<td>Marinated Chicken Breast</td>
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<td>Seafood Basket</td>
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<tr>
<td>Spicy Tarte</td>
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<tr>
<td>Chicken Virginia Kiev</td>
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All served with seasonal salad and french fries

Canberra Yacht Club
Dining Happy Hour

Mondays to Fridays
5.30pm - 6.30pm
$5 per person
From the Club Newsletter 25 years ago

An example of the effects of inflation — or a challenge to our current caterer, Trevor.

Members and Associates will by now have tried the Thursday Smorgasbord lunch at the Yacht Club for 12 shillings and sixpence ($1.25). You can eat as much as you can eat.

A listing of “Coming Events” foreshadowed a social function (no can eat.

Lord Casey, accompanied by Commodore Ron Anderson, the then Commodore of the YMCA Sailing Club, the late Frank Thompson, and Vice Commodore Gerry Hewson, inspecting 505s and Seaflys on the foreshore. Some of us will also recognise Daphne Fullager on the extreme left of the photo.

responsibility for “House” matters), Phil Simms was Club Captain (Training and related matters) and Noel Millar was Secretary.

Classes established at the CYC at that time were the Seafly, the Gwen12, NS14, Mirror, Heron, OK, Moth and 505. There were four General Divisions, that included Flying 15s, VJs, MJs, LW Sharpies and Catamarans (Arafurans and Kitty Cats).

The then Canberra Sailing Coordination Committee wrote to the sailing clubs about “Various complaints from the management and staff of Hayles Ferries who conduct the tourist cruises on the lake using "Mimosa" and "Marlee". Sailboat skippers (as they were referred to in the letter) had put the ferries into almost impossible situations and had been rather free with abusive language to ferry masters in the hearing of passengers. Incidents included:

Yachts not keeping a reasonable lookout, being oblivious of the presence of the ferry and reaching the wrong way at the last minute. Skippers using the ferry to cause other boats to have near misses with the ferry, such as luffing another yacht into the path of the ferry.

Indicating to the ferry a course going one way and then at the last minute going onto a collision course in the belief that power gives way to sail.

The Committee satisfied itself that a problem existed and asked the ferry company to avoid sailing through the gap at Experts Point while racing was in progress — and asked sailors to cooperate with and assist the ferry company on the water. Extracts from the (then) Lake Ordinance were published — with the main message being that while the ferries have certain obligations to yachts, the yachts also have certain obligations to everyone else on the water including the ferries.

And just over 26 years ago, on 12 February 1967, the Governor General, Lord Casey visited the CYC. The CYC at that time reported that his visit “was appreciated by all” and that “the large fleet of boats along the foreshore was a colourful setting for the visit, and the Clubhouse looked attractive with its ring of green lawn developing well.

The photo on the previous page shows Lord Casey, accompanied by Commodore Ron Anderson, the then Commodore of the YMCA Sailing Club, the late Frank Thompson, and Vice Commodore Gerry Hewson, inspecting 505s and Seaflys on the foreshore. Some of us will also recognise Daphne Fullager on the extreme left of the photo.

Real champions are prepared to win on the water

Sailing is a sport that has many similarities to golf. They both have handicaps. However, performance to those handicaps rely on many different factors. In the case of golf it can relate to the ability of the golfer foremost but there are also other factors such as the equipment (clubs) the preparation (knowledge of the course) and a little luck. The main similarity between golf and sailing however, is the considerable amount of discussion that is undertaken on the topic of handicaps. Why can’t I beat Greg Norman at golf??... Why not indeed.

Let’s get back to sailing. There are now more different types of trailerable yachts than ever before and there is now a variety of races that cater for these MIXED fleets.

We have our Canberra Twilight races, Saturday cruising races, Sunday pointscore; Sunday championship, ACT Trailerable Yacht Championship series, the TYA traveller series, the TYA championship series, the NSW State championship titles, the National championship titles and of course the old favourite, Marlay Point to mention but a few. There is something for everyone if they like racing.

Any event that is a championship event is an event that does not discriminate when entering whether the skipper and crew are “champions” whether the sails on the boat are in perfect condition, whether the boat is full of pots and pans and cruising gear, whether the mast rake is optimum for the conditions of the day, whether the hull is smooth, whether all the deck equipment is in top condition, whether the race rules are well understood, the competitive enthusiasm of the “team”, yes I said team, knowledge of the tides and wind predictions for the day and a little luck. All these ingredients are

Continued on page 6
A Touch of History from Elsewhere

Recently, I revisited some old papers that my wife acquired from a deceased uncle who sailed on Sydney Harbour in the mid-1930s. Among the papers was the photo accompanying this article. I am unable to identify the yacht in the photo but I find it an interesting example of how large yachts were rigged in the 1930s. I am able to count 16 crew members on board and I imagine it would have been hard work for all of them.

The uncle owned a 16 foot skiff named Malabar and raced regularly with the Port Jackson Sailing Skiff Club in the 1935-36 season. I have a book which records the collection of 1 shilling per week subscription from each of the crew members and the distribution of half of their money each week between the crew members, varying from ten shillings each, to 5 shillings, to 2 shillings and six pence to nothing.

There is also a listing of repairs etc to boat and rigging during the season including:

16.11.35 New ploughed steel wire rope of 3/8" put on top mast
New jib halyard 1/2" flexible steel, and a new rope also.
4.1.36 New afterguy for spinnaker (lost same day in capsise)
11.1.36 New bos'om (iron)
15.1.36 Ordered new jib sail from Paul and Gray's 3 Guineas
27.3.36 New main sheet 42 feet x 1 3/4" cotton rope - cost 7/6d

Malabar's results for the season are also recorded including the Club Championship sailed over 3 heats during the season.

The program for the Port Jackson Cup race on 2 November 1935 (start time 3.15pm. Wet or Fine) lists 22 entries of 16 foot skiffs and the identifying colours for each boat.

Malabar's colours were a black bonnet. 

Peter Forster

505 NEWS

Unfortunately the 505s missed the last edition of the "Yachtsman" and so we are yet to tell the tales of Nationals etc.

Two Canberra 505s travelled to Melbourne as part of the Australian 505 Championships held by the Royal Yacht Club of Victoria and sailed on Port Phillip Bay. Although the overall fleet size was down on previous years the competition was still very close and consistent, mistakes free sailing essential. Winds were generally light throughout the 8 days but with only one race sailed in a classic building Melbourne sea breeze.

Hugh Stodart and Adam Scott sailing Chaotic Concept generally had good speed on the breeze but suffered badly on the reaches in moderate air and waves. This meant any mistakes on the first beat could not be recovered from. After placing 10th in the invitation race Chaotic Concept placed 18-10-15-9 in final overall, a placing Stodart and Scott were pleased with considering their speed problems and experience.

Danid and Bernie Keys were sailing their first national titles in Angry Ant. With their very light crew weight Daniel and Bernie suffered in the moderate conditions and waves where grunt and power were important. Despite this the pair sailed well to finish 26th overall, a very impressive result in their first season.

The local fleet has recently expanded and for the last few weeks there have been six boats sailing on Sundays. There are still several boats to get out there so the fleet should be very strong next season. We hoped the fleet would expand. Malcolm Finlayson bought Steve Walkers boat, now called T specializes, but a new job in Sydney he has been lost to us. Also lost to the fleet is Cool Tool which was sold to a Sydney buyer for a bargain price. Impressive sailing from other members of the fleet suggests the racing will be very good later in the year and next season.

If anybody wants information on boats for sale please contact Hugh Stodart on 281 8004 (h). There are some second hand sails available also.

Hugh Stodart

FLYING 15 NEWS

The Flying 15 fleet in Canberra have just completed another very successful season which saw a competitive group offer good class racing, not easy to come by in today's world. With a maximum fleet size of 13 and an average of 9 in the post Christmas part of the season, racing has been close on several occasions. Ian Hawke in Windsong had a good win with 55 points, Peter Fullagar in Sea Mist II just piped Peter Forster in The Boat Comes First into second place.

Peter Russell in Rustler had three wins in the Championship races and secured a first in the Championship by a rapid repair job after a nasty collision in a pre-race perultimate race. One member of the fleet who had hoped for a clear run in the last Championship heat had been surprised to see the return of Rustler and was heard to say 'that the Russells had shown up like a bad smell'.

With the class gaining belated Olympic recognition (there are 150,000 Lasers around compared to the odd 15 Finn) we may see some of the serious sailors from other classes joining our ranks. For all types of Laser sailors, Glenn Bourke has written a book to help us. Commodore Training's efforts saw graduates and assistant trainers from their first season.

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LASER SAILING

It has been a good season for Lasers. Laser sailing has increased and the major trophies have been closely contested. Congratulations again to Tony Ryan in Mystic Tool for winning the first Pointscore, and the Championship, and Martin Brady in Fierlinga for winning the second Pointscore. Runners-up were Stewart Dewer, John Tracey and Tony Ryan respectively. In the Twilight series Stewart Dewer won the Pointscores, and John Tracey and Tony Ryan again.

It was pleasing to see the increase in the fleet size during the season thanks to a combination of young and old blood. The Commodore Training's efforts saw graduates and assistant trainers from their first season, with new faces such as Nick Whayt, Tim Darbishire and Jim Woodley and the participation of Martin Brady and Craig Lane. We seem to have lost Malcolm Finlayson to 505s, Peter Hollig to his serious injury, then to Annette and now to Tasars, and Chris Lintern to his new Torana and a desire to squeeze a V8 under the bonnet. Good luck in your new endeavours and remember we would like to see you join us again.

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MARLAY BY SPYDER

Early on the Friday before the first weekend in March the five members of the crew of the Spyder 28 Kiwi Bird joined many other boats on the annual trek to compete in the Marlay Point Overnight Race. As always hopes were high for the fine weather and strong breezes.

The week before leaving, the crew motivator, Matthew ‘the Mouth’ Owen, decided we should fix some ‘minor’ cracks in the centreboard and polish the bottom of the boat. Great we all said and by the start the wind had freshened to a nice five knots and just broad enough to fly the big kite. Great start from the boys, no lights in front of us. OK let’s keep the boat tracking fast and on the rhumb line (whatever that is).

Slowly but surely the wind increased and by the first mark we were consistently doing 7.5 knots with all five of us piled on the rail. ‘I think the kite’s a bit fuller than when we started’ said Matthew. Indeed, it was. The poor old half ounce kite had not enjoyed the pressure of the flying shy reach.

We rounded the first mark and entered the straits third out of the whole Division. Ten minutes later we passed the rocket ship Crowther Trimaran looking decidedly lost heading the wrong way up the straits (What does this say about trimaran sailors?). Second place and looking good. ‘I see a Boatspeed’ said Matthew. Great we all said as we slipped past him in the fluky conditions. ‘Don’t get too excited boys, we’ve got a long way to go.’

Racing was forgotten for a short period while thunderstorms passed overhead. It was a comforting thought that we were the highest conducting material within a kilometre. ‘Don’t touch the metal bits guys’. We got slightly zapped once. Others had worse encounters.

As the night wore on the breeze slowly died. The Boatspeed passed us again as we left the strait. Matty decided it was time for a sleep and headed below. Jimmy thought a hot soup would be good and proceed below. ‘Can you work the stove?’ asked Brian. ‘No problems’ came the reply. Great we thought, until plumes of smoke appeared from below. A few blackened windows and a burnt teatowel later we had our cup of soup and Matty complaining of smoke inhalation.

The Crowther trimaran flew past as we approached Paynesville for the first time and when the sun rose we saw the fleet behind us as we rounded the Metung mark. Then the wind decided to disappear. Hugh went below to sleep for an hour and came back up to find we had only progressed 200m. Exciting stuff!

Slowly but surely a modified Elliot 5.8 crept past us, leaving us in fourth place across the line. The last few miles of the race had taken us 6 frustrating hours. We all pitied the boats left out in the drifting wet.

Hopes of a good result overcame the boredom and tiredness. Provisional results had us looking very good for second on corrected time. This was where we ended up, leaving five very happy lads.

All the crew (Hugh Stodart, Matthew Owen, James Kirkpatrick and Mark Hopkins) owe thanks to Brian Worth for making the race possible. Second will be hard to beat next year.

Hugh Stodart
Blue seas, blue skies and you at the helm of one of our superb yachts or motor cruisers.

Wander the magical Whitsundays at your own pace and discover the full spectrum of pleasures... glittering white beaches, neon bright coral and fish, soft magenta sunsets and star splashed heavens by night.

**STOP PRESS**

Spacesailer 36's available for Hire

BOOK WITH PATRINA, at the CYC Office

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Only $50 per person per night

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Book a berth or two on a six-berth yacht OR get your own group of six people together and book the yacht!

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(079) 469 232 or Toll Free 008 075 111

The Canberra Yacht Club
For Bookings Contact:
Patrina (06) 273 1784
the explains how to set up the rig for light, medium and heavy airs.

The heavy air sailing leads him into giving his thoughts on fitness and training and an indication of the time he is prepared to put into achieving top physical performance. If the thought of all the exercise doesn't drain you then the next part will. In the chapter, The Race, Glenn gives a detailed explanation of how to succeed from start to finish. He talks about predicting winds, starts, the first beat, the reach, the run and the finish. By now the reader is convinced he has the knowledge to win a title. The final chapter covers mental attitude — you know, important things like money and relationships. It is a well written and well illustrated, soft covered book of just under 100 pages. Glenn Bourke holds nothing back. For the ambitious sailor he describes how to identify a fast boat and how to put up our Lasers for speed and efficiency, and how to sail them faster. The book is a "must" for Laser sailors.

A table of results is included so that you can compare your sailing to that of the best laser sailors.

Yachts entered were rated faster than that. Think that more than half the yachts think that more than half the yachts will be long with many withdrawals. These results were those of Joan Breen in Scallywag, probably the first female skipper to win at Marlay. Peter Russell sailing his new and unfamiliar Castle 650 Rustler to a very creditable 11/15 and Brian Worth who after many years of campaigning, finished an excellent 4/2 in his Spider 28 Kiwi Bird against the big guns of Division C. Places obtained by Canberra boats were:

<table>
<thead>
<tr>
<th>Division</th>
<th>Boat</th>
<th>Crew</th>
<th>H'cap</th>
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<tbody>
<tr>
<td>A</td>
<td>Hartley 18</td>
<td>Roger Rose</td>
<td>13</td>
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<td></td>
<td>Austen 20</td>
<td>Ron Thompson</td>
<td>19</td>
</tr>
<tr>
<td>B</td>
<td>Castle 650</td>
<td>Joan Breen</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Castle 650</td>
<td>Peter Russell</td>
<td>11</td>
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<td></td>
<td>Adana 21</td>
<td>Peter Taylor</td>
<td>14</td>
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<tr>
<td></td>
<td>Adana 21</td>
<td>Stuart Manley</td>
<td>22</td>
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<tr>
<td></td>
<td>Timpeny 670(mod)</td>
<td>Angus Houston</td>
<td>33</td>
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<td></td>
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<td>Nick Farr</td>
<td>37</td>
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<tr>
<td>C</td>
<td>Spider 28</td>
<td>Brian Worth</td>
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<td></td>
<td>OstAC</td>
<td>Geoff Howarth</td>
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<td></td>
<td>Tri680</td>
<td>Martin Kilpatrick</td>
<td>28</td>
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Winners:

ACT trailerable yachts challenge Australia’s best

The trailerable yacht scene this year came of age with the first national championship to be held at Lake Macquarie over Easter. The Australian Trailerable Yachting Club was the host club and a substantial amount of organisation was undertaken by the NSW Trailerable Yacht Association. It was some undertaking to arrange the first national event for a mixed fleet, as discussion and negotiation with the other states was required. These first “nationals” were billed to be the largest and most competitive fleet racing series for trailerable yachts ever, in Australia. Three yachts from the Canberra Yacht Club entered the event to represent our cub and to attempt to prove once again that Canberra does have some of the top sailors that can mix it with the best in the country. These yachts were Brian Worth’s Spider 28, Kiwi Bird, Roger Rose’s Hartley 18, and Peter Taylor’s Adams 21 Pathfinder. All of these yachts are entered regularly in championship events in NSW, the ACT is usually return home with some very good results. The series was a five-race event with the first four races at the presentation dinner on Saturday the 19th June. Bring your partner along and make it an enjoyable evening. Please let Stewart Dewar or I know if you can join us.

The Winter Series starts on Sunday 16th March and on every Sunday at 12 o’clock, Stewart Dewar and I will be sailing and look forward to the company of other Laserers. It seems that with their English pedigrees Nick Whyatt, Tim Darbyshire and Jim Woodley should find the conditions familiar and will be at the start line. If we pass the harbor we may be able to help Tony Ryan get a new wetsuit so he can also join us. Happy sailing,

John Tracey

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**Season wrap up for Division 1**

Division 1 potentially has more boats than any other division and that is why this year was so disappointing in terms of participation. We only averaged 7.6 yachts per race for the whole season when we could have had 20 or more per race. Nevertheless the racing was excellent with a variety of conditions to test out both patience and crew work. Scarlet O’Hara has had a convincing championship win this year and goes into the Championship of Champions as the Division 1 entrant. This was the last year we will see Scarlet O’Hara as Paul intended to upgrade to a larger yacht and the Elliot 5.9 (now and 6 metre something?) will be offered for sale. We are now all looking forward to the winter series to make sure our skills are kept in tune for an active season commencing later this year in September. We hope that we can attract more participation during this next season.

If any owners of trailerable yachts have any ideas that will help get more yachts racing on Sundays then I would dearly like to hear from you.

Peter Taylor
Division 1 Representative

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**Rent A Yacht**

The Twilight series has come and gone, and Nick & Shirley Farr and others are quietly contemplating the spoils of their achievement. Ah, the thought of a glorious week in the Whitsundays aboard a big yacht.

As a further promotion, WHITSUNDAY RENT A YACHT have offered Club members the option of taking a Spacesailer 36 on a share basis for $50 per person per day. That is pretty good value in any language.

So how about organising a group and taking advantage of this great offer.

WHITSUNDAY RENT A YACHT can also provide advice on good deals on airfares, etc. The only condition on this offer is that you need to check on the availability of a suitable boat for the time you wish to go.

If you want more information, contact the Commodore, John White.
SHARPIES

or
GRIPPER GRABS ACT SHARPIE TITLE

A quarter of a point separated three boats, Yot (Mike Leydon), Grissle Gripper (Matt Owen), and Subzero (Chris Ablett) going into the last heat of the ACT Championship at ANU Sailing Club. With this “Winner Take All” situation the tactic was to get to the front and stay there.

The race started in a light/moderate North North Westerly, the Gripper won the start and led moderate North North Westerly, front and stay there.

The inside position at the buoy. sailed through her with Yot gaining seconds. However on the rim to around deepwater by around 20 handicap.

One of the highlights of the day resulted in a fairly comfortable win during the series including the winner with Rebecca Scott on main. Final Results

1. Grissle Gripper
2. Subzero
3. Yot

Handicap
1. Hulk (Laurie Mayer)
2. Negari (Richard Caldwell)
3. Grissle Gripper

Chris Ablett
(Publicity)

Highlights of the series included the regular participation of the Copeland College Sharpies. Thanks must go to Richard Caldwell and Rob Dunlop for their efforts with the students. The other was that six out of the eight boats that competed had female crews at sometime during the series including the winner with Rebecca Scott on main.

On the Wind

An eventful season saw several trailer sailors suffering unkindly ends to outings on the lake. John White's RL24 proved less than seaworthy in 50 knots (See 'The Big Blow') and Angus Houston's Posh Junk filled with water during one of the Cruising races. Luckily he was close to Springbank Island where he beached awaiting assistance from the Water Police air bag to refloat and regain shore. That incident has become a regular scene on one of the Commercial TV stations promos.

Rumour has it that the great sportsman, raconteur and Carol's other boy Peter (Taylor) recently became the Open Billycart champion of the ACT. This may have been an interest first developed when Peter tried to drive his Adams 21 Pathfinder up the beach on Acton Peninsula during the ‘Big Blow'.

The Champion of Champions on the 18 April had to be postponed because of lack of wind and will now be held on May 23. At least by then a certain Division should have worked out who the Champion actually is.

The Club has been evolving slowly as a centre for water sports activity on the lake with Dragon Boats and Triathletes etc. But a more novel development has been the use of the Clubs dinghy ‘Black Swan’ by Peter Romano to row Maria Luongo to Springbank Island to propose. She accepted. CC’s might have been an easier way to get her to say yes. The Yachtsman wishes them all the best for the future together.

A new Restaurant and Function establishment has opened on the lake shore in East Basin. It is called the Boathed which is novel but inappropriate given the complete lack of water craft in the vicinity. Even the ducks are trying to encourage by feeding are reluctant because the carp are biting their feet when they come in close. Perhaps the CYC could rent them some of the dusty bulks in the boat park that have not seen the water in years. If they sink, the Boathshed could run diving tours of the wrecks and rename itself as the Reef.

&

Good Old Rock & Roll
Sundays 4.00pm – 7.30pm
at the
Canberra Yacht Club

Over 25’s Party Night
Fridays 9.00pm
at the
Canberra Yacht Club

Great Music provided by:

2 May RIGBY
9 May LOOSE CHANGE
16 May THREE CARD TRICK
23 May RIGBY
30 May LOOSE CHANGE
6 June THREE CARD TRICK
13 June (PUBLIC HOLIDAY)
20 June RIGBY
27 June LOOSE CHANGE
7 May FLASHBACK
14 May TWILIGHT ZONE
21 May RIGBY
28 May THE GOOD OLD BOYS
4 May LOOSE CHANGE
11 June MOONLIGHTING
18 June RIGBY
25 June THREE CARD TRICK
2 July FLASHBACK

Members – No Charge
Guests – $3.00

NO COVER CHARGE

The ACT Government has unveiled plans for a Hospice on Acton peninsular. On step closer to quieting that infamous external phone bell at the old hospital.

The Yachtsman wishes them all the best for the future together.

The Water Police are worried that their function may be curtailed or cut back. Perhaps it will just change uniforms and we will soon have bright yellow rescue craft with 'Fire Brigade' on the side.

Some people are born losers. On a recent lunch time visit a gentleman known as Mike managed to drop his tender airco and mushrooms into his lap. After recovering he decided to buy a round and spin the Tooheys Wheel to determine the price and came up with full price both times. Finally as he was leaving the club one of the Kurrawongs deposited a nice reminder of his happy afternoon on the back of his suit. It is rumoured that he asked someone to drive him home — carefully. Come back soon.

Reports from the North indicate that Tim Dodds has a new job and it is definitely interfering with the surfing, sailing lifestyle he was becoming accustomed to. Whoever invented this ‘dignity of work’ and ‘work ethic guilt’ should be shot.

Debate has been raging in certain quarters about the efficicency of handicaps (see Champions). Because conditions vary every time, there is no system that is perfect. A look at the results across a few seasons show that on balance the systems work well. If people don’t like the results they should go and sail in a one design class. There will find it is still the best prepared boat and crew with the most competitive attitude that will win.

A new form of political management by leaks! The ACT Water Police are worried that their function may be curtailed or cut back. Perhaps it will just change uniforms and we will soon have bright yellow rescue craft with ‘Fire Brigade’ on the side.

Peter Romano and Maria Luongo on the way to Springbank island in the Club's Black Swan dinghy on 23 December 1992. Maria accepted Peter's proposal of marriage!
**Spinnaker Restaurant**

**FRIDAY FEAST**
Each Friday — Cost $24.50

- Choice of two Fresh Soups
- Hot and Cold Entrees
  - Chicken Kiev with Chasseur Sauce
  - Spiced Beef and Chicken Kebab
  - Marinated Lamb Fillets
  - Grilled Veal Fillets
  - Entrecote Steak
- All Australian Cheese & Fruit Platter

**Reservations:** 273 1339 — 273 1784

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**SUNDAY DANCING**
Commencing Sunday May 17th the Canberra Yacht Club Dance Band will be playing from 4.00pm until 8.00pm. Each week the Band will feature a different guest vocalist.

*Hot food and mulled wine available all afternoon. Fire On!* 
*Just imagine the scene ... so come along and join in the fun!*

**FREE TO ALL MEMBERS AND GUESTS**
Lake Wyangalla Easter Cruise. See Cruising Yacht Association report. Invitation to dinghies for future cruises.
CANBERRA YACHT CLUB
SAILING REPORT

1992-93 SAILING SEASON

The 1992-93 sailing season was another great year for the Canberra Yacht Club. The high standard of racing was maintained, and our sailors continued to perform creditably in State and National level competition. CYC teams won the Marlay Point Overnight Race and the Mirror Transom Trophy. We continued our fine tradition of running successful National Championships with the 4th National Turable Multi-Hull Regatta in January 1993.

An active membership and renewed efforts in training will ensure that we remain one of the successful sailing clubs in Australia despite the current downturn in racing at the Canberra Yacht Club.

We are fortunate to have obtained significant sponsorship for racing at the CYC, and I would like to thank: Schweppes, NRMA, Whitsunday Rent-A-Yacht and Pittwater Yacht Charter for their support during the 1992-93 sailing season.

I would also like to thank the Race Support Unit, who enabled the sailors to enjoy themselves in safety for their support during the 1992-93 sailing season.

CHAMPION OF CHAMPIONS
AMERICA'S MUG CHALLENGE

The Champion of Champions regatta was conducted as a match racing series in Adams 21 and Castle 650 yachts with the series being postponed from 18 April 1993 to 23 May 1993 due to light winds.

Eight champions including Rob Breen (Div. 1), Roger Rose (Div. 2), Paul Barry (Div. 3), Mike Dunn (Hobie 18), Peter Russell (Flying 15), Bruce Paine (Mirror), Hugh Stodart (505), John Tracey (Laser) competed for the "America's Mug" - donated by the Australian American Association.

Hugh Stodart, Bruce Paine, Paul Barry and Mike Dunn won through to the semi-final series after some dramatic racing. Hugh Stodart again showed great match racing skills to win the series from Bruce Paine after a tight final series. The close racing provided a great spectacle for the sailors and spectators.

The "America's Mug" was presented after the series by Ian Crawford representing the Australian American Association. Thanks to the Adams 21 and Castle 650 owners - Peter Taylor, Stuart Manley, Rob Breen and John Blake for lending their boats for the event.

PRESENTATION DINNER

It was great to see over 120 sailors attend the Presentation Dinner for the annual CYC awards.

The awards this year were as follows:

- **Yachtsman of the Year**: Daniel Keys
  - Winner BHP Youth Cup, ACT & NSW Mirror Championships, Mirror Transom Trophy and Tasar Navy Team Plate.
  - 25th Australian 505 Championships.
- **Yachtswoman of the Year**: Joan Breen
- **Best Crew**: Mathew Owen
  - ACT Lexcen Cup Team - bowman. Winner Tasar Navy Team Plate - crew.
  - 2nd Division C, 25th Caltex Marlay Point Overnight Race - sailing master.
- **Most Improved Skipper**: Paul Barry
  - Winner CYC Div. 3 Championship, Pointscore 1 and Pointscore 2.
  - 9th NSW Contender Championships.
- **Most Improved Junior**: Richard Allan
  - Most improved Mirror skipper. 2nd CYC Pointscore 2.
- **Best Trainee**: Anabelle & Jessica Mertz
  - Club Person of the Year: Martin Kilpatrick

Our guest Jo Nicol made the inaugural presentation of the Charlie Nicol award to Julie Gallimore winner of the CYC Trainees Regatta.

We were pleased to have Ian Crawford from the Australian American Association as our guest to present the America's Mug to the winner Hugh Stodart.

1993-94 SAILING SEASON

The 1993-94 Sailing Season commences with the Opening Regatta on Sunday 26 September 1993. Racing starts at 12.00 noon to allow all sailors to watch the Rugby League Grand Final at the club after racing.

The Twilight Series starts on the 3 November 1993 - an average of 36 yachts per race enjoyed twilight racing on Lake Burley Griffin last year, how about joining in this year?

We are seeking to integrate the training activities of the club with the racing program this season and look forward to participation by experienced sailors in the training program. We hope to see our new fleet of Sabots joining in the Division 3J racing program on Sunday afternoons.

Peter Russell
Rear Commodore Sailing
Canberra Yacht Club
CANTERBURY
1993 AUSTRALIA DAY REGATTA

THE SERIES

Teams racing between teams of different yachts with an aggregate yardstick of over 350 provided an interesting format for the 1993 Australia Day Regatta.

12 teams of 3 to 4 yachts competed for the inaugural teams trophy won by Peter Taylor's team including two Adams 21 and a Laser. Light conditions favoured the smaller displacement yachts rather than the catamarans. Teams comprised different yachts with dinghy, catamaran and trailable yacht crews joining together to form teams with a combined yardstick of more than 350.

Prizes provided by Canterbury were awarded on a participation basis with Roger Rose first, David Holt second and Phil Hextell third. Canterbury’s sponsorship of the series was appreciated by all sailors, thanks to Christine Snelling of Canterbury - Woden Plaza for supporting the regatta.

RESULTS SUMMARY

<table>
<thead>
<tr>
<th>PLACE</th>
<th>SKIPPER</th>
<th>BOAT</th>
<th>YARDSTICK</th>
<th>TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>P. Taylor</td>
<td>Adams 21</td>
<td>121</td>
<td>5.25.03</td>
</tr>
<tr>
<td></td>
<td>S. Manley</td>
<td>Adams 21</td>
<td>121</td>
<td></td>
</tr>
<tr>
<td></td>
<td>P. Hellwig</td>
<td>Laser</td>
<td>113</td>
<td></td>
</tr>
</tbody>
</table>

| 2     | N. Farr | Status 580 | 111 | 5.33.10 |
|       | D. Tietz | Ostac Tramp | 99  |        |
|       | P. Hextell | Mirror | 149 |        |

| 3     | R. Redfern | Hobie 18 | 78  | 5.34.59 |
|       | R. Hughes | Mirror | 149 |        |
|       | R. Rose  | Hartley 18 | 139 |        |

Peter Russell
Rear Commodore Sailing
Canberra Yacht Club
PITTWATER YACHT CHARTER
1993 CANBERRA DAY REGATTA

THE SERIES

A fleet of 37 yachts including trailable yachts, dinghies and catamarans battled light winds on Lake Burley Griffin in the 1993 Pittwater Yacht Charter Canberra Day Regatta.

Light winds prevailed for the regatta. Racing (round the buoys) course A was set for Race 1 after a fifteen minute postponement, with the fleet taking over one and a half hours to complete one lap of the course. A moderate breeze greeted sailors for the start of Race 2 enabling two laps of the cruising (round the islands) course G to be completed before the breeze died later in the afternoon. The light to moderate winds challenged all sailors when negotiating around Hospital Point and Springbank and Spinnaker Islands.

The trailable yachts enjoyed close competition with Paul Fitzwarryne in Scarlett O’Hara (Elliot 5.9) on 2.75 points narrowly winning from Peter Russell in Rustler (Castle 650) on 3.75 points in its first race on the Lake. Mathew Owen in a new role as skipper of Chaotic Concept (505) on 2.75 points won the dinghy division from Peter Smith in Gomjabbar (NS14) on 5.75 points. Fred Pensko in Taipan (A Class) on 2.75 points narrowly won the catamaran division from Don Grant in Esra Tew (Maricat 4.3) on 3.75 points.

The major prize of a weekend charter on a new Cavalier 40 was won by catamaran sailor Don Grant - a welcome prize to add to his great results.

Thanks to Pittwater Yacht Charter for providing the major prize for the series, please bear their sponsorship in mind when considering a cruise on Pittwater.

RESULTS SUMMARY

<table>
<thead>
<tr>
<th>Trailable Yachts</th>
<th>First</th>
<th>Second</th>
<th>Third</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 yachts</td>
<td>P. Fitzwarryne “Scarlett O’Hara” (Elliot 5.9)</td>
<td>P. Russell “Rustler” (Castle 650)</td>
<td>P. Taylor “Pathfinder” (Adams 21)</td>
</tr>
<tr>
<td>Dinghies</td>
<td>First</td>
<td>Second</td>
<td>Third</td>
</tr>
<tr>
<td>20 yachts</td>
<td>M. Owen “Chaotic Concept” (505)</td>
<td>P. Smith “Gomjabbar” (NS14)</td>
<td>A. Forster “Fatstack” (505)</td>
</tr>
<tr>
<td>Catamarans</td>
<td>First</td>
<td>Second</td>
<td>Third</td>
</tr>
<tr>
<td>9 yachts</td>
<td>F. Pensko “Taipan” (A Class)</td>
<td>D. Grant “Esra-Tew” (Maricat 4.3)</td>
<td>A. Perry “Sacre Bleu” (Hobie 14)</td>
</tr>
</tbody>
</table>

WHITSUNDAY RENT-A-YACHT
1992-93 TWILIGHT SERIES

THE SERIES

The 1992-93 Whitsunday Rent-A-Yacht Twilight Series continued the great tradition of Twilight racing at the Canberra Yacht Club despite light winds with close competition and convivial socialising at the CYC spit roasts after sailing.

One hundred and seven different skippers participated in the Twilight Series, with a maximum of forty-six and an average of thirty-six participants over the fifteen race series. The fleet comprised trailable yachts, dinghies and catamarans making the massed starts quite a spectacle.

Generally light winds prevailed for the series with several races shortened to less than one lap in order to provide a finish. Races were sailed on a combination of racing courses and a cruising course around the islands.

RACE SUMMARY

| Race 1 (0-3 kts S) | A course, shortened to Yarralumla buoy. |
| Race 2 (5-12 kts NE-W) | H course, a great race around the islands. |
| Race 3 (5-10 kts W) | B course, two laps. |
| Race 4 (0-3 kts N-W) | A course, shortened to Yarralumla buoy. |
| Race 5 (10-20 kts NW) | A course, Stingray first boat home in 47 minutes. |
| Race 6 (10-0 kts E) | A course, 2 hour race for the last boats in dying winds. |
| Race 7 (5 kts E) | H course, another great race around the islands. |
| Race 8 (5 kts NW) | A course, a big fleet of 46 boats. |
| Race 9 (5-8 kts W) | B course, shortened to two laps. |
| Race 10 (0-2 kts) | A course, shortened to Deepwater buoy. |
| Race 11 (10-15 kts E) | A course, shortened to Yarralumla buoy. |
| Race 12 (10-15 kts E) | A course, some wind at last. |
| Race 13 (10-15 kts E) | B course, a great race. |
| Race 14 (10-5 kts W) | B course, 2 hour race for the last boats in dying winds. |
| Race 15 (8-10 kts NW) | A course, an enjoyable race to finish the series. |

Over eighty sailors attended the Presentation Dinner on the 3 March 1993. The theme of the night - "Crazy Hat Night" organised by Stuart Manley, provided the focal point for much debate during the evening. The final draw was crucial in determining the winners of the Whitsunday Rent-A-Yacht prizes with five skippers able to win. A win in the last draw with lucky number nine saw Nick Farr jump into first place, relegating Dave Taggart to second, with the CYC Race Support Unit in third place.

Thanks to the draw winners who assisted with running the races, and to the CYC and ADFA Race Support Units for race support services.

We are fortunate that the series has again been sponsored by Whitsunday Rent-A-Yacht. Please keep their sponsorship in mind when you are considering sailing in the Whitsundays.

Peter Russell
WHITSUNDAY RENT-A-YACHT
1992-93 TWILIGHT SERIES

THE RESULTS

<table>
<thead>
<tr>
<th>RACE</th>
<th>YARDSTICK / CBH WINNERS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>T/SAILERS</td>
</tr>
<tr>
<td>1</td>
<td>B. Worth Spider 28</td>
</tr>
<tr>
<td>2</td>
<td>S. Manley Adams 21</td>
</tr>
<tr>
<td>3</td>
<td>M. Kilpatrick Trailer Tri 680</td>
</tr>
<tr>
<td>4</td>
<td>P. Fitzwarryne Elliot 5.9</td>
</tr>
<tr>
<td>5</td>
<td>P. Taylor Adams 21</td>
</tr>
<tr>
<td>6</td>
<td>P. Taylor Adams 21</td>
</tr>
<tr>
<td>7</td>
<td>D. Lovie Masrm 720</td>
</tr>
<tr>
<td>8</td>
<td>D. Lovie Masrm 720</td>
</tr>
<tr>
<td>9</td>
<td>K. Murray Trailer Tri 680</td>
</tr>
<tr>
<td>10</td>
<td>W. Hellwig Cherry 16</td>
</tr>
<tr>
<td>11</td>
<td>D. Lovie Masrm 720</td>
</tr>
<tr>
<td>12</td>
<td>B. Worth Spider 28</td>
</tr>
<tr>
<td>13</td>
<td>B. Worth Spider 28</td>
</tr>
<tr>
<td>14</td>
<td>B. Worth Spider 28</td>
</tr>
<tr>
<td>15</td>
<td>D. Lovie Masrm 720</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DINGHIES</th>
<th>CATAMARANS</th>
</tr>
</thead>
<tbody>
<tr>
<td>S. Dewar Laser</td>
<td>B. Kelly Stingray</td>
</tr>
<tr>
<td>J. Tracey Laser</td>
<td>M. Cave Hobi 18</td>
</tr>
<tr>
<td>S. Dewar Laser</td>
<td>M. Moore Stingray</td>
</tr>
<tr>
<td>A. Webster Contender</td>
<td>P. Mitchell Stingray</td>
</tr>
<tr>
<td>H. Stodart 505</td>
<td>B. Kelly Stingray</td>
</tr>
<tr>
<td>H. Stodart 505</td>
<td>B. Kelly Stingray</td>
</tr>
<tr>
<td>T. Webster Moth</td>
<td>B. Kelly Stingray</td>
</tr>
<tr>
<td>M. Forster Sharpie</td>
<td>P. Manley Hobi 18</td>
</tr>
<tr>
<td>P. O'Keefe Tasar</td>
<td>T. Day Hobi 14</td>
</tr>
<tr>
<td>P. O'Keefe Tasar</td>
<td>P. Mitchell Stingray</td>
</tr>
<tr>
<td>C. Ablett Sharpie</td>
<td>J. Symonds Hobi 16</td>
</tr>
<tr>
<td>B. Paine Tasar</td>
<td>P. Rasmussen &quot;A&quot; Class</td>
</tr>
<tr>
<td>P. Hellwig Tasar</td>
<td>P. Rasmussen Stingray</td>
</tr>
<tr>
<td>C. Ablett Sharpie</td>
<td>B. Kelly Stingray</td>
</tr>
</tbody>
</table>

NRMA
1993 WINTER SERIES

THE RACES

The 1993 NRMA Winter Series continued the great tradition of Winter racing at the Canberra Yacht Club with many crews enjoying the winter winds and sunshine on Lake Burley Griffin. Fifty-eight different skippers participated in the Winter Series, with a maximum of thirty-six and an average of twenty-nine participants over the seven race series. The dinghy and trailable yacht divisions were both well represented with the occasional catamaran joining in. All boats sailed a combination of racing and cruising courses in the series.

The NRMA series is based on participation and this year was jointly won by Julie Gallimore and Geoff Howarth on 42.75 points, with Stewart Dewar third on 45 points. Julie Gallimore lead the series until Race 5 when Geoff Howarth drew 2 points to tie the series.

The trailable yacht division was narrowly won by Mathew Owen with 37 points, from Julie Gallimore on 35 points, with Geoff Howarth third on 33 points. Peter Forster won the dinghy division with 29.25 points, from Chris Parkinson on 34 points, with Daniel Keys third on 37 points.

RACE 1 - S - SE 3-5 knots Course B, close racing with a great fleet of 36 boats.
RACE 2 - NW 12-15 knots Course A, good winds with Peter Forster (F 15) and Mathew Owen (Status 19) showing their winning form.
RACE 3 - NW-10-15 knots Course A, another great race with good winds.
RACE 4 - SE - 5-10 knots Course H, a great race around the islands.
RACE 5 - N 0-5 knots Course A, a slow race shortened to one lap.
RACE 6 Race abandoned due to heavy rain/cold and threatened front.
RACE 7 - NW 10-20 knots Course G

It was great to have the NRMA represented at the Presentation by Carol Wyld-Brown NRMA Belconnen Branch Manager. NRMA's sponsorship of the series is greatly appreciated by all sailors, and continues to ensure the high participation in the series.

Thanks to the CCYA rostered race officers for assisting with running the series, and to the CYC Race Support Unit for race support services.

Peter Russell
Rear Commodore Sailing
Canberra Yacht Club
NRMA 1993 WINTER SERIES

THE RESULTS

YARDSTICK / PBH WINNERS

<table>
<thead>
<tr>
<th>RACE</th>
<th>T/SAILERS</th>
<th>DINGHIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>J. Blake (Castel 650)</td>
<td>D. Keys (505)</td>
</tr>
<tr>
<td>2.</td>
<td>P. Withington (Trailer Tri 620)</td>
<td>P. Barry (Contender)</td>
</tr>
<tr>
<td>3.</td>
<td>J. White (RL 24)</td>
<td>P. Heilig (Tasar)</td>
</tr>
<tr>
<td>2.</td>
<td>M. Owen (Status 19)</td>
<td>P. Forster (Flying 15)</td>
</tr>
<tr>
<td>2.</td>
<td>R. Wylde-Brown (Tramp Tri)</td>
<td>P. Fullagar (Flying 15)</td>
</tr>
<tr>
<td>3.</td>
<td>G. Howarth (Ostac Tri)</td>
<td>C. Parkinson (Tasar)</td>
</tr>
<tr>
<td>3.</td>
<td>T. Bird (Redwitch)</td>
<td>S. Schmied (Tasar)</td>
</tr>
<tr>
<td>2.</td>
<td>P. Withington (Trailer Tri 620)</td>
<td>P. Barry (Contender)</td>
</tr>
<tr>
<td>3.</td>
<td>M. Owen (Status 19)</td>
<td>P. Forster (Flying 15)</td>
</tr>
<tr>
<td>4.</td>
<td>G. Howarth (Ostac Tri)</td>
<td>P. Forster (Flying 15)</td>
</tr>
<tr>
<td>2.</td>
<td>M. Owen (Status 19)</td>
<td>C. Parkinson (Tasar)</td>
</tr>
<tr>
<td>3.</td>
<td>P. Russell (Castle 650)</td>
<td>D. Keys (505)</td>
</tr>
<tr>
<td>5.</td>
<td>P. Russell (Castle 650)</td>
<td>P. Forster (Flying 15)</td>
</tr>
<tr>
<td>2.</td>
<td>J. Henty (Hunter 19)</td>
<td>P. Heilig (Tasar)</td>
</tr>
<tr>
<td>3.</td>
<td>J. Blake (Castle 650)</td>
<td>H. Haalabos (NS14)</td>
</tr>
<tr>
<td>6.</td>
<td>RACE ABANDONED</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>R. Wylde-Brown (Tramp Tri)</td>
<td>B. Paine (Tasar)</td>
</tr>
<tr>
<td>2.</td>
<td>S. Dunstone (Redwitch)</td>
<td>D. Keys (505)</td>
</tr>
<tr>
<td>3.</td>
<td>M. Owen (Status 19)</td>
<td>H. Stodart (505)</td>
</tr>
</tbody>
</table>

DINGHIES

1. D. Keys (505)
2. P. Barry (Contender)
3. P. Heilig (Tasar)
1. P. Forster (Flying 15)
2. P. Fullagar (Flying 15)
3. C. Parkinson (Tasar)
1. S. Schmied (Tasar)
2. P. Barry (Contender)
3. P. Forster (Flying 15)
1. P. Forster (Flying 15)
2. C. Parkinson (Tasar)
3. D. Keys (505)
1. P. Forster (Flying 15)
2. P. Hellwig (Tasar)
3. H. Haalabos (NS14)

Schweppes OPENING OF SEASON REGATTA
Canberra Yacht Club - 26 September 1993

NOTICE OF RACE

1. LOCATION AND ORGANISING AUTHORITY
The organising authority for the Schweppes Opening of Season Regatta is the Canberra Yacht Club Incorporated under the authority of the Yachting Association of NSW.

The venue will be the Canberra Yacht Club, Alexandrina Drive, Lotus Bay, Yarralumla, ACT, 2600.

2. PROGRAM
The Regatta will consist of one race on Sunday 26 September 1993.

The first warning signal will be at 11.50 pm approximately.

Classes and Divisions will be in accordance with the Sailing Instructions.

3. RULES
The races will be governed by the International Yacht Racing Rules 1993-1997, the prescriptions and safety regulations of the Australian Yachting Federation, the relevant class rules, and the Sailing Instructions.

4. ENTRIES
Entry is open to financial members of a Club affiliated with a recognised Yachting Authority.

Entries will be accepted at the Canberra Yacht Club after 10.45 pm on Sunday 26 September 1993. The entry fee will be $4 per boat.

7. SCORING SYSTEM
Results will be calculated as for a Club Championship Race in accordance with the Sailing Instructions.

8. ALTERNATIVE PENALTIES
The 720 Degree Turns Penalty, Appendix 3.1 of the racing rules, will apply.

9. SAILING INSTRUCTIONS
The Sailing Instructions will be the Canberra Yacht Club Sailing Instructions 1993-94 (starting times amended in accordance with Instruction 2) which are available at the Canberra Yacht Club.

11. PERPETUAL TROPHIES AND PRIZES
Perpetual trophies donated by Schweppes will be awarded to the first placed yachts in the three classes which attract the highest number of starters.

Prizes donated by Schweppes will be awarded at the discretion of the Sailing Committee.

12. SOCIAL
Join in the action and watch the NSW Rugby League Grand Final at the Club after racing.
Spinnaker Restaurant
FRIDAY FEAST
Each Friday — Cost $24.50

Choice of two Fresh Soups
- Hot and Cold Entrees
- Chicken Kiev with Chasseur Sauce
- Spiced Beef and Chicken Kebab
- Marinated Lamb Fillets
- Grilled Veal Fillets
- Entrecote Steak
- All Australian Cheese & Fruit Platter

Reservations: 273 1339 — 273 1784

SUNDAY DANCING
Commencing Sunday May 17th the Canberra Yacht Club Dance Band will be playing from 4.00pm until 8.00pm. Each week the Band will feature a different guest vocalist.

Hot food and mulled wine available all afternoon. Fire On!
Just imagine the scene ... so come along and join in the fun!
FREE TO ALL MEMBERS AND GUESTS
Janet Manley, new Woman in Sailing. See Survey Report inside

- Annual General Meeting - August 23rd
- Opening Season Regatta – September 26th
- Yacht Club Clothing – available at Office
Our change to the membership fee structure in the Club has appeared to be very successful with a large increase in social members. We are also very happy to see increased usage of the Club by our friends from the Triathlon Association, the Traditional Boat Squadron of the ACT and from the Dragon Boats — the addition of these groups is a move towards broadening the base of the Club’s activities.

This change to the Club emphasises the need for a re-look at our Constitution and to examine ways of providing a means of non-sailing members having a say on the way the Club is managed.

Two important parts of our Club’s activities have seen very significant changes over the last year, the Race Support Unit has been very markedly improved by the replacement of two out of three support boats while the training unit has been completely changed to better cater for the Club’s needs. Mention must be made here of the magnificent gesture made by the family of the late Charlie Nicol and the efforts of some of our sailors in organising the Rod Dalgleish Presentation Dinner, which has enabled us to be able to start the sailing season with a fleet of Club-owned Sabot dinghies.

Finally, I would like to thank the other members of the Executive for their strenuous efforts over the last year and, of course, to say how much we have appreciated the very hard work put in by our Secretary Manager, Ron Sullivan, by Patrina in the office, and all the other staff.

JOHN WHITE
Commodore

1993 has been another successful but difficult year. It should be no surprise to any member of the Club that we are in the midst of a recession and that like most businesses the Club has had to be alert to the market forces to remain viable.

However, towards the end of the financial year there were signs that the worst may be over and that the hospitality game is on the improve. Certainly bar takings and poker machine receipts are showing healthy increase. Overall the Club is in fact operating near to capacity in the trading areas and the outcome of the “strategic plan” process is eagerly awaited.

Small improvements to the bar area and adoption of new types of poker machines improved productivity and the drawing power of the Club. There are many members who make regular use of our facilities and also many guests through the function areas. This has assisted by the decision of the Executive to rationalise the social membership fee structure towards the end of the year which has already produced a large increase in membership. If each existing member introduced just one new member in the coming year the Club would benefit greatly.

Careful, targeted and cost-effective promotion of the Club’s activities including the jazz and special theme events has produced good results. New initiatives such as the water festival and blessing of the fleet in November will hopefully be better supported this year as they hold the promise of very cost-effective promotion of the Club and sailing in general.

The main challenge facing the Club in the future is addressed in other reports but warrants mention here. Even as trade picks up following the recession we will still have a facility that is trading near to capacity and with many of its costs due for renewal. Creative thought and lots of give and take will be required for the Club to remain one of the leading clubs of the district.

Many thanks go to the staff for their efforts particularly Patrina who remains my right hand "man".

RON SULLIVAN
Secretary Manager

Apia Yacht Club, April 1993

Secretary Manager’s Report

FINANCE REPORT

Report to the Members of the Canberra Yacht Club on the Financial Statements for the year ended 31 May, 1993

Trading for the financial year to 31 May, 1993 in the two areas which are driving principle income earning areas, namely the bar and poker machines, has seen a turnover of $774,989 (being $7,394 or 1 per cent less than last year). This during this period however, net profit has declined by 8.75 per cent from $314,185 to $268,588. Excluding bonus payments made on the Cashcade poker machine link, expenses have risen by $5,230 (or 2.07 per cent).

The containment of costs in this way is a credit to the management of the Club and in particular credit should be given to our Secretary Manager.

The Club is however experiencing difficulties in a few other areas, essentially involving membership and participation by members.

Subscriptions have again fallen in comparison with previous years and are now at only $36,358 (a decrease of 16.85 per cent). Boat storage fees have increased slightly to $18,270 (12.5 per cent), thanks largely to a concept and effort to collect outstanding monies.

However, Sailing income has decreased substantially from $24,366 to $15,856 (a decrease of 33.38 per cent). The decrease has been both in Sponsorship and Sailing fees.

Decreases of this magnitude have meant cuts in a number of areas, especially trophies and regatta expenses, and more reliance on volunteer labour. I encourage you all to support the Club in every way possible, especially sailing activities as much effort is expended in organising events.

The Dining Room area continues to perform well in net profit terms as the right of operating a food area has been handed to a third party. This area of operation has again contributed to funding other activities.

Limited financial recovery has again meant that Training activities are somewhat restricted. Again, the efforts of our members encouraging other people to learn the necessary techniques of sailing would be appreciated.

General Administration costs have increased by $11,348 (or 3.05 per cent) to $383,611 from the previous year. This has been an extraordinary achievement considering some ancillary costs have risen quite substantially.

Even though our budget was not achieved, the Club has performed well during the last financial year. I wish the new Executive every success for the future.

Rear-Commodore Finance

WANTED TO BUY OR BORROW

Sabot Dinghies are urgently needed for the Junior Training Program.

If you know of the whereabouts of an underused Sabot please contact the Rear Commodore Training by leaving a message at the Office or calling Geoff Howarth on 247 7074.

RICK JARVIS
Rear-Commodore Finance

MULTI MEDIA

Five sets of plans for the Farrier-designed 125 have been purchased in Canberra.

Dieter Tietz has started parts that are not so temperamental to our cold conditions presently.

Geoff and Margaret Finegan in Brisbane are planning on traveling to Canberra in October to demonstrate their F25 to interested future owners.

More about that later.

Anybody interested in having a chat about this 7.7 metre trailerable trimaran, contact Geoff Howarth on 247 7074.

RON SULLIVAN
Secretary Manager

THE LAST YEAR HAS BEEN A VERY

SUCCESSFUL ONE FOR THE CLUB,

SUSPENDED IN SPITE OF RELATIVELY

POOR SAILING WEATHER, WE HAVE

SEEN SOME EXCELLENT RACING,

SUCCESSFUL RACING AT THE

AUSTRALIAN MULTIHULL CHAMPIONSHIPS

AND THE ACT TRAILABLE YACHT

CHAMPIONSHIPS.

AWAY FROM CANBERRA, CLUB,

BOATS ACHIEVED GREAT DISTINCTION

IN THE MARLEY POINT OVERNIGHT RACE

AND OUR LEXSEN TEAM SHOWED

IMPROVEMENTS IN THE TRADING AREAS

AND THE OUTCOME OF THE

OPERATING NEAR TO CAPACITY IN THE

HOSPITALITY GAME IS ON THE

IMPROVE.}

THE WORST MAY BE OVER AND THAT

THE FINANCIAL YEAR THERE WERE SIGNS

THAT THE CLUB WOULD REMAIN

VIVABLE.

SECRETARY MANAGER'S REPORT

1993 HAS BEEN ANOTHER SUCCESSFUL

BUT DIFFICULT YEAR. IT SHOULD BE

SURPRIZE TO ANY MEMBER OF THE

CLUB THAT WE ARE IN THE MIDST OF A

RECESSION AND THAT LIKE MOST

BUSINESSES THE CLUB HAS BEEN

ATTENDANT TO THE MARKET FORCES

TO REMAIN VIABLE.

HOWEVER, TOWARDS THE END OF THE

FINANCIAL YEAR THERE WERE SIGNS

THAT THE WORST MAY BE OVER AND

THAT THE HOUSITLITY GAME IS ON THE

IMPROVE. CERTAIN BAR TAKINGS AND

POKER MACHINE RECEIPTS ARE SHOWING

HEALTHY INCREASE. OVERALL THE CLUB

IS IN ACTUALITY OPERATING NEAR TO

CAPACITY IN THE TRADING AREAS AND

THE OUTCOME OF THE "STRATEGIC PLAN"

PROCESS IS EAGERLY AWAITED.

SMALL IMPROVEMENTS TO THE BAR

AREA AND ADOPTION OF NEW TYPES OF

POKER MACHINES IMPROVED PRODUCTIVITY

AND THE DRAWING POWER OF THE CLUB.

THERE ARE MANY MEMBERS WHO MAKE

REGULAR USE OF OUR FACILITIES AND ALSO

MANY GUESTS THROUGH THE FUNCTION

AREAS. THIS HAS ASSISTED BY THE

DECISION OF THE EXECUTIVE TO

RATIONALISE THE SOCIAL MEMBERSHIP

FEE STRUCTURE...
Silence is Indeed Golden

One of the reasons we indulge in the gentle art, as opposed to the stink boat sports, is its relative quiet. But what do we do when the wind runs out and we still have miles to cruise? After competing in very frustrating conditions recently, I was able to experience some semblance of joy.

While Laurie, driven by a dying breeze, lift an electric motor from the cabin and placed it down through the outboard nacelle. To get the very finely pitched prop to spin all I had to do was connect the cables and turn the handle. Now to tell you that I was sceptical about a tiny 28 pounds thrust (about 1/3rd horsepower) electric motor pushing a 600 kilo trimaran with two crew, would be an understatement.

The throttle to "2" gave an easy 2-knot treading speed and with the No. 5 setting, maximum speed was in the vicinity of 3½ to 4½ knots. I was pleasantly surprised. This was all achieved in golden silence except when Laurie went forward to retrieve the bow pole and the prop broke the surface, making a soft flop, flop, flop, sound.

The motor in this brief test was a Thruster T28 supplied by Aurora Boats. A full test with more accurate speeds and power draw estimates will occur at a later date.

Oh yes, it worked well on the mooring barge as well. GEOFF HOWARTH

Quantable Quotes?

Overheard on the radio in the Whiteworks as a Caine Fritilla prepared for the return trip from Whitehaven — "Yesterday I found God; today I am trying to find Moses".

Training Activities

The main priorities in Training in the last season focused on Junior Training and the Adult Learn-to-Sail Course.

Two training related trophies were awarded at the Annual Dinner. The Junior Achievement Award was awarded to Annabelle and Jessica Mezz in recognition of their contribution to junior training and their active involvement with the Mirror class crewing for Andrew Forster and Danny Keys both on the lake and at Interstate Championships.

The Charlie Nicol Trophy is a trophy donated to the Club in memory of Charlie Nicol, one of the founding members of the Club. It is a trophy to encourage participation of juniors in sailing in Division 3J. This year it was won in a three-race regatta, contested by junior instructors with a different crew drawn from the Junior Learn-to-Sail Course.

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The Club has three Lasers with radial and full-size rigs, one race-ready Mirror and another on the way, a Comet Dinghy donated by Bartadale, a Corsair, and the four Sabot Dinghies. More second hand Sabots will be acquired as we can find them. Any experienced sailor will be in demand to skipper a boat with a beginner for crew. If you are between boats or want to try your hand at skipping a boat I am only a phone call away.

Richard Gallimore Rear-Commodore Training

The Race Support Unit is looking at 'outside assistance' if I may call it that, for support to the club. Meanwhile, back in the bilge ...

Sailor sports, is its relative quiet. But what do we do when the wind runs out and we still have miles to cruise? After competing in very frustrating conditions recently, I was able to experience some semblance of joy.

While Laurie, driven by a dying breeze, lift an electric motor from the cabin and placed it down through the outboard nacelle. To get the very finely pitched prop to spin all I had to do was connect the cables and turn the handle. Now to tell you that I was sceptical about a tiny 28 pounds thrust (about 1/3rd horsepower) electric motor pushing a 600 kilo trimaran with two crew, would be an understatement.

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We now have four Sabot dinghies and I am looking for assistance with basic Race Training and coordination to get the juniors racing regularly on Sunday afternoons.

I would also appreciate assistance with the running of Adult Learn-to-Sail courses on both trailer sailors and dinghies in November and February. I have in mind a course where people will learn to sail both in trailer sailors as well as Lasers, the Corsair and the Puffin.

Training can become the means for vital expansion of the Club — particularly if we all make a formal effort.

The Club has three Lasers with radial and full-size rigs, one race-ready Mirror and another on the way, a Comet Dinghy donated by Bartadale, a Corsair, and the four Sabot Dinghies. More second hand Sabots will be acquired as we can find them. Any experienced sailor will be in demand to skipper a boat with a beginner for crew. If you are between boats or want to try your hand at skipping a boat I am only a phone call away.

Richard Gallimore Rear-Commodore Training

Bistro

Bar Specials

T-Bone Steak
King Rump Steak
Marrinated Chicken Breast
Seafood Basket with Spicy Tartare
Chicken Virginian Kio
All served with seasonal salad and french fries
$10.90

Plum, Mushroom or Pepper Sauces

Canberra Yacht Club

Dining Happy Hour

Mondays to Fridays
5:30 pm - 6:30 pm
$5.00 per person

Menu Sample
Chicken Kio with mushroom sauce, salad and french fries
Lightly Crumpled Calamari with tartare sauce and french fries
Lightly battered Sea Perch with salad and french fries
For members only
Cruise news

I'd normally reserve this sort of article for the Canberra Cruising Yacht Association's (CCYA) Newsletter. On reflection, I conceded that in a yacht club as large as ours, there must be a lot of Walter Mitty amongst you, even if you are only dinghy or armchair sailors who would like to get a feel for what is possible for most of us.

I am the cruise coordinator for the CCYA, and after a very successful and well-publicised series of cruises last season, I have been encouraged to put some effort into four more for 1993-94. Well, let me wet your appetite for the October long weekend.

Destination: Port Stephens.

If you haven't sailed there, then you have missed one of eastern Australia's most beautiful cruising grounds. If offers easy access to ocean sailing, rivers of protected waterways, and an added spectacular bonus (if you ever sailed with porpoises? — they are fantastic). As an added spectacle, you can view, or join, the top racing trailables of the sailing is in daylight hours, and you can stay in a unit or a van.

As an added spectacle, you can plan your trip to Wyangala Dam, Mallacota and a sail from Broken Bay to Sydney return. The Wyangala cruise over Easter attracted a record number of boats with 25 attending at various times during the weekend. David has already planned the cruises for next year, starting at Port Stephens over the October holiday.

I have started discussions with Port Stephens Yacht Squadron to ensure that the visitors from Canberra are made welcome. If you would like to participate, please put your name and boat on the list on the Club noticeboard, and I will contact you to assist with your individual needs.

As usual, we will meet at the Club about a week before the cruise, and I'll hand out maps, checklists and any other information you need.

DAVID LOVIE

Canberra Cruising Yacht Association

The CCYA has had a successful year with activities ranging from social to racing. Membership, at last count, was over 80, which is higher than before.

Cruising, with David Lovie at the helm, has been particularly well supported. Cruises have included Wyangala on the first beat could not be recovered from. After placing 10th in the invitation race Chaotic Concept placed 18,10,15,10,9,19 to finish 14th overall, a placing Stodart and Peter Forster was the first boat home out of all starters.

The class has been augmented by a visitor from Indiabn who intends to sail regularly with the Canberra fleet.

Flying Fijne, a classic building Melbourne sea breeze.

Hugh Stodart and Adam Scott sailing Chaotic Concept generally had good speed on the breeze but suffered badly on the reaches in moderate air and waves. This meant any mistakes on the first beat could not be recovered from. After placing 10th in the invitation race Chaotic Concept placed 18,10,15,10,9,19 to finish 14th overall, a placing Stodart and Scott were pleased with considering their speed problems and experience.

David and Bernie Keys were sailing their first national titles in Angra Any. With their very light crew weight Daniel and Bernie suffered in the moderate conditions and waves where grunt and power were important. Despite this the pair sailed well to finish 25th overall. A very impressive result in their first season.

On the other hand we need to improve the attitudes of males towards female sailors. Some gentle education here is a must. Awareness and a genuine willingness among the fellas to improve the lot for their women would be a start. Maybe some initial discussions man to man...

Over you, fellas.

JOAN BREEN
Convener
Women-in-Sailing Subcommittee

Two Canberra 505s travelled to Melbourne for the Australian 505 Championships held by the Royal Yacht Club of Victoria and sailed on Port Phillip Bay. Although the overall fleet size was down on previous years the competition was still very close and consistent, mistake-free sailing essential. Winds were generally light to moderate with only one race sailed in a classic building Melbourne sea breeze.

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TO THE MEMBERS
CANBERRA YACHT CLUB INCORPORATED

AUDITORS' REPORT

SCOPE

We have audited the financial report of Canberra Yacht Club Incorporated as set out on pages 2 to 13.

Our audit has been conducted in accordance with Australian Auditing Standards to provide reasonable assurance as to whether the financial report is free of material misstatement. Our procedures include an examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report, and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial report is presented fairly in accordance with Australian Accounting Concepts and Standards, so as to present a view of the Club which is consistent with our understanding of its financial position and the results of its operations.

The audit opinion expressed in this report has been formed on the above basis.

AUDIT OPINION

In our opinion, the financial report present fairly the financial position of Canberra Yacht Club Incorporated at 31 May, 1993, 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 Act 1991 of the Australian Capital Territory.

MICHAEL S DAWSON
DAWSON & WOMACK
CHARTERED ACCOUNTANTS

CANBERRA: 23 July 1993

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Page 2

Page 3

Page 4

Page 5
## Training Costs

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1993</td>
<td>1,408,826</td>
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## NET PROFIT TRANSFERRED TO GENERAL LESS EXPENDITURE

<table>
<thead>
<tr>
<th>Description</th>
<th>1993</th>
<th>1992</th>
</tr>
</thead>
<tbody>
<tr>
<td>Training Fees</td>
<td>5,005</td>
<td>5,252</td>
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<tr>
<td>Trade Waste</td>
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<td>1,984</td>
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<tr>
<td>Sundry Expenses</td>
<td>281</td>
<td>48</td>
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<tr>
<td><strong>Total Expenses</strong></td>
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<td><strong>168,563</strong></td>
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## INCOME

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<thead>
<tr>
<th>Description</th>
<th>1993</th>
<th>1992</th>
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<tbody>
<tr>
<td>Wages</td>
<td>115,746</td>
<td>104,760</td>
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<tr>
<td>Repairs &amp; Maintenance</td>
<td>14,403</td>
<td>18,905</td>
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<tr>
<td>Depreciation - Bar Equipment</td>
<td>1,200</td>
<td>1,200</td>
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<tr>
<td><strong>Total Income</strong></td>
<td><strong>199,328</strong></td>
<td><strong>216,030</strong></td>
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</table>

## PROFIT AND LOSS ACCOUNT

<table>
<thead>
<tr>
<th>Description</th>
<th>1993</th>
<th>1992</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licence Fees</td>
<td>32,776</td>
<td>27,398</td>
</tr>
<tr>
<td>ACT Poker Machine Tax</td>
<td>36,147</td>
<td>46,415</td>
</tr>
<tr>
<td>Poker Machine Takings</td>
<td>32,776</td>
<td>27,398</td>
</tr>
<tr>
<td><strong>Total Income</strong></td>
<td><strong>199,328</strong></td>
<td><strong>216,030</strong></td>
</tr>
</tbody>
</table>

## SCHEDULE NO. 5 - DINING ROOM ACCOUNT

<table>
<thead>
<tr>
<th>Description</th>
<th>1993</th>
<th>1992</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Sales</td>
<td>254,326</td>
<td>226,927</td>
</tr>
<tr>
<td>LESS COST OF SALES</td>
<td><strong>209,950</strong></td>
<td><strong>198,228</strong></td>
</tr>
<tr>
<td><strong>Net Sales</strong></td>
<td><strong>44,376</strong></td>
<td><strong>28,702</strong></td>
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</tbody>
</table>

## SCHEDULE NO. 6 - TRAINING TRADING ACCOUNT

<table>
<thead>
<tr>
<th>Description</th>
<th>1993</th>
<th>1992</th>
</tr>
</thead>
<tbody>
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</tr>
<tr>
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<td><strong>44,376</strong></td>
<td><strong>28,702</strong></td>
</tr>
</tbody>
</table>

## SCHEDULE NO. 4 - POKER MACHINE TRADING ACCOUNT

<table>
<thead>
<tr>
<th>Description</th>
<th>1993</th>
<th>1992</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poker Machine Takings</td>
<td>32,776</td>
<td>27,398</td>
</tr>
<tr>
<td><strong>Total Income</strong></td>
<td><strong>199,328</strong></td>
<td><strong>216,030</strong></td>
</tr>
</tbody>
</table>

## SCHEDULE NO. 3 - SAILING & REGATTA ACCOUNT

<table>
<thead>
<tr>
<th>Description</th>
<th>1993</th>
<th>1992</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
<tr>
<td><strong>Net Sales</strong></td>
<td><strong>44,376</strong></td>
<td><strong>28,702</strong></td>
</tr>
</tbody>
</table>

## SCHEDULE NO. 2 - TRADING ACCOUNT

<table>
<thead>
<tr>
<th>Description</th>
<th>1993</th>
<th>1992</th>
</tr>
</thead>
<tbody>
<tr>
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<tr>
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<td><strong>44,376</strong></td>
<td><strong>28,702</strong></td>
</tr>
</tbody>
</table>

## SCHEDULE NO. 1 - CASH FLOW ACCOUNT

<table>
<thead>
<tr>
<th>Description</th>
<th>1993</th>
<th>1992</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash on Hand</td>
<td>12,143</td>
<td>8,900</td>
</tr>
<tr>
<td>Bank at Bank</td>
<td>3,396</td>
<td>1,000</td>
</tr>
<tr>
<td><strong>Total Cash</strong></td>
<td><strong>15,539</strong></td>
<td><strong>9,900</strong></td>
</tr>
</tbody>
</table>

## Notes to the Statement of Cash Flow

- Cash Flows from Operating Activities:
  - Receipts from Patrons: 918,889
  - Operating Revenue: 199,328
  - Depreciation: 56,572
- Cash Flows from Investing Activities:
  - Payments for Property, Plant, & Equipment: (34,825)
- Cash Flows from Financing Activities:
  - Repayment of Loans: (487)

## Non-Current Liabilities

<table>
<thead>
<tr>
<th>Description</th>
<th>1993</th>
<th>1992</th>
</tr>
</thead>
<tbody>
<tr>
<td>Precharged Loan Interest</td>
<td>3,795</td>
<td>2,107</td>
</tr>
<tr>
<td>Loan - Orix Australia Pty Ltd</td>
<td>4,648</td>
<td>2,500</td>
</tr>
<tr>
<td>Bank Loans - Note 3</td>
<td>358,971</td>
<td>174,834</td>
</tr>
</tbody>
</table>

## Other Services

- Amount received, or due and receivable for the audit of the Club's accounts: 5,430
- Other Services: 4,540

## Footnotes

- Notes to the Statements of Financial Position

## General Notes

- Figures in brackets indicate amounts which are not included in the financial statements for the year ended 31 May, 1993.
Spinnaker Restaurant
FRIDAY FEAST
Each Friday — Cost $24.50
Choice of two Fresh Soups
- Hot and Cold Entrees
- Chicken Kiev with Chasseur Sauce
- Spiced Beef and Chicken Kebab
- Marinated Lamb Fillets
- Grilled Veal Fillets
- Entrecote Steak
- All Australian Cheese & Fruit Platter

Reservations: 273 1339 — 273 1784

SUNDAY DANCING
Commencing Sunday May 17th the Canberra Yacht Club Dance Band will be playing from 4.00pm until 8.00pm. Each week the Band will feature a different guest vocalist.
Hot food and mulled wine available all afternoon. Fire On!
Just imagine the scene... so come along and join in the fun!
FREE TO ALL MEMBERS AND GUESTS
Melbourne Cup lunch at the Yacht Club
- with free champagne!

Book early for the Club's classic Melbourne Cup Day Luncheon - Tuesday 2 November.

There will be a grand buffet including king prawns, oysters on the half shell, roasted chicken, cold cuts of beef and ham, salads, cheese board and delicious tortes. Watch the Cup in comfort on the many TV screens. There will be plenty of sweeps and a Best Hat competition. Melissa Williams Model Management will provide a fashion parade of the latest in men's and women's sportswear.

AND - the champagne is free from 1pm to 3.30pm.

ONLY $25 A HEAD! BOOKINGS: 273 1784

Club hosts second Lotus Bay Water Festival

Sunday 14 November 1993 is the day for fun and excitement on Canberra Yacht Club's lawns.

The Club is again holding the Lotus Bay Water Festival - a kaleidoscope of boating and shore-based happenings and a focus on women in sport. The 1993 festival gives further confirmation of the club's ideal position as a sporting and recreation venue.

(continued page 2)

Members comments are invited on NEWSFLASH, which is designed to provide news on Club activities between issues of the quarterly The Canberra Yachtsman.
The Lotus Bay Water Festival will run from 9am to 4.30pm.

Highlights will be:
- First Women's Sailing Championship, Sponsored by Ondina's Beauty Salon and a first for the ACT. Start 10am.
- Tour de Femme. About 500 women cyclists will compete in this annual event which starts and finishes at the Club. A chance to meet Australia's Olympic gold and silver medallist, Kathy Watt.
- Dragon Boat Regatta. Thrill to the sight and sounds of up to 600 paddlers in fierce competition. Includes a dragon boat race for women crews.
- Women's rowing. A demonstration by ACT Academy of Sport.

As well, there will be a surf life saving demonstrations, live music on the lawns, and a parade of summer fashions by Melissa Williams models. Plenty of drinks and hot and cold food. And specially for the kids: pony rides, bouncing castle, face painting and many other rides.

Alterations to bring many benefits

Alterations and improvements being carried out in the Club building will bring many benefits to Club operations and provide more and better facilities for members and guests. The alterations involve increasing the size of the dance floor area and slightly reducing the restaurant area to give more space for a greater variety of functions; reducing the Akarana Room and increasing the space for poker machines; and major improvements and additions to toilets and washrooms, including a new toilet for disabled people.

Club Secretary-Manager Ron Sullivan expects the work to be completed before the end of November. He points out that in the meantime, no alteration work will cause any disruption to club amenities.

Ondina's Women's Sailing Championships

Sponsored by Ondina's Beauty Salon, the first women's Sailing Championship to be held in the ACT will take place on Sunday 14 November as part of the Lotus Bay Water Festival. The championship will comprise two short-course races for all classes. Results will be calculated on the Class Basic Handicaps. Women must helm, men may crew. Prizes to be presented by Ondina in the Club. Contact Joan Breen, Rear Commodore - Sailing.

Fast trimaran to be demonstrated

The ACT Trailable Multihull Association has arranged a demonstration of the Farrier F-25A, the latest design from the Ian Farrier range of folding trimarans. It will be sailing from Canberra Yacht Club on the weekend of 13 and 14 November 1993. Contact Geoff Howarth for details - 247 3704.

Club secures major sailing sponsors

Canberra Yacht Club has secured major sponsorship for the Summer Sailing Series and the Twilight Series. For the pointscore races, Newport City Yacht Charter and Houseboat Hire will present the major prizes.

This is a magnificent seven-day Stay and Sail Holiday in the beautiful Whitsundays. The prize includes two nights accommodation for two at the five-star Hayman Resort and five days sailing on Newport City's luxurious Beneteau Oceanis 400 which can accommodate six people. Value: $4000.

Musto Australia has donated the other prizes: a Line 7 cruising vest worth $165, a Line 7 warm jacket worth $125 and a Line 7 vest worth $110.

To be eligible, sailors must start in at least 12 races of the two summer pointscore series, including the final race on 10 April 1994 and attend the gala presentation afterwards.

Anyone can win! The names of qualifiers will be ‘placed in a hat’ from which prize winners will be drawn.

For the Newport City Sailing Twilight Series major prize, Newport City offers a five-day Stay and Sail Holiday at Pittwater on a six-berth Beneteau Oceanis 350, plus two nights accommodation at the Newport Mirage Hotel. Musto Australia is providing a Line 7 cruising vest worth $165, a Line 7 warm jacket worth $125 and a Line 7 vest worth $110.

Newport City Sailing Twilight Series starts 3 November

The ever-popular twilight racing begins on 3 November, to be known as the Newport City Sailing Twilight Series in recognition of the generous sponsorship of Newport City, our new major sponsor. There will be 15 races and the series finishes on 2 March 1994 with a presentation dinner that evening. Starting time for all classes will be 6.10pm.

Schweppes Regatta a fine start to season

The 1993-94 sailing season got off to a fine start with 43 competing boats in the annual Schweppes Opening Regatta on 26 September on a sunny day with light winds. Schweppes have donated three perpetual trophies and other prizes, most of which were won on a participation basis. Club sailors thoroughly appreciate Schweppes continuing support for this important regatta.

(continued page 4)
Place | Skipper       | Boat  | Yardstick | Time   
---|---------------|-------|-----------|--------
1  | Seona Meharg  | Mirror|           | 2:20.04|
2  | Peter Taylor  | Adams 21 | 676       | 1:14.50|
3  | Mike Wootton  | Finn  | 113       | 1:32.30|

Class and division winners

Division 1  Peter Taylor (Adams 21)
Division 2  Simon Dunstan (Red Witch)
Division 3  Mike Wootton (Finn)
Flying 15   Peter Forster
505         Rod Badgery
Catamarans  G. Gosling
Mirrors     Seona Meharg
Lasers      S. Dewar

Special awards
First boat home: S. Dewar (Laser)
Second boat home: Peter Forster (Flying 15)
Nine other prizes were awarded for participation.

Joan Breen, Rear Commodore - Sailing

Women-in-Sailing get-together

Joan Breen, Rear Commodore - Sailing, invites all women connected with
sailing "however remotely" to meet for drinks at Canberra Yacht Club at 6pm
on Friday 29 October. It will be the first women’s get-together resulting from
the report to the ACT Zone Committee on female participation in sailing in
the ACT. Joan says: "The aim is to develop a camaraderie and network of
women in sailing to provide a synergy to support female sailing, and have
some fun in the process! A major topic is likely to be the inaugural Ondina’s
Women’s Championship to be held on 14 November.

ACT Dinghy Championships
Canberra Yacht Club will host the 1993 ACT Dinghy Championships on 27
and 28 November 1993, for spirals, Lasers, Mirrors, Tasars, Flying 15s, NS14s,
Fireballs, and B14s. Contact your class representatives for entry details.

Quarterly General Meeting
The next Quarterly General Meeting will take place at Canberra Yacht club
on Monday 29 November 1993 at 8pm. All members are invited.
• Quarterly General Meeting — 29 November, 8.00 p.m.
• Lexcen Cup results — page 4
• Social Activities — page 7
Commodore’s Corner

Major improvements

As most of you will have noticed, work has been proceeding apace on the alterations to the clubhouse. The major improvements to the toilet facilities and the enlargements of the Club’s floor area should greatly enhance the attractiveness of the Club to all our members, visitors and guests.

The tremendous success of our Lexcen Cup team, competing for the premier interstate championship, is a wonderful start to the sailing season. This is a strongly fought competition with Olympic and America’s Cup representatives taking part. To come second in such company was no mean feat. Congratulations to our team.

Club entertaining areas, facilities expand

With completion of alterations and improvements, scheduled by 19 November, the Club enters a new and heightened phase of service to members and guests.

Secretary-Manager Ron Sullivan thanked members for their patience while work has been in progress. “The work was arranged so that a full range of Club services were available at all times,” Ron said. “The only disruption was a bit of noise and dust at times.”

Catering changes

Major changes are taking place with regard to catering arrangements at the Club, with our new caterer, Barrie Hansson, in charge. I hope you will take advantage of the improved facilities to bring along your friends to dine at our beautiful Club.

John White
Commodore

Class Contacts

“A” Class
Warrick Dunstone 231 4752 (h)

BI4
Andy Beldon 285 2029 (h)

CCYVA
Eric Webb 295 4445 (h)

Cherub
Grant Peeler 258 1639 (h)

Cobra
Ian Wallace 231 3822 (h)

Fireball
Simon Mitchell 254 9350 (h)

Flying Fifteen
Peter Forster 281 1124 (h)

Heron
John Wenborn 288 3485 (h)

Hobie
Robert Redfern 242 0753 (h)

Laser
John Tracey 286 2390 (h)

Mastecat
Dor Grant 231 0365 (h)

Mirror
Peter Russell 247 0797 (h)

Mosquito
Brendan Godfrey 288 7428 (h)

Nacra
John Whitfield 292 5893 (h)

NS14
Trevor Imhoff 288 3622 (h)

Sailboards
Laurie McDonald 254 1856 (h)

Sharpie
Chris Ablett 288 3896 (h)

Spiral
Gordon Davidson 299 4317 (h)

Sprint
Peter Mitchell 281 0297 (h)

Tasar
ADFA SC 282 3871 (w)

Trailable Yachts (Large)
Peter Taylor 286 2949 (h)

Trailable Yachts (Small)
Tony Bird 251 3287 (h)

Trailable Multi-Hull Yachts
Martin Kilpatrick 288 6462 (h)

Windrush
Robert Tutt 291 9880 (h)

5.5
Hugh Stodart 281 5004 (h)

Newport City Sailing

New sponsor of summer sailing series

Great news! We have secured major sponsorship for the summer sailing series. Based on the pointscore races the Newport City Yacht Charter, Sailing School and Houseboat Hire will provide the major prize.

Newport City Sailing’s prize will be a magnificent seven-day Stay-and-Sail holiday in the picturesque Whitsundays. The prize includes two nights’ accommodation at the five-star Hayman Resort for two people, plus five days’ sailing onboard Newport City Sailing’s luxurious Beneteau Oceanis 400 which can accommodate six people.

This major prize is valued at $4,000!

Women in Sailing

Friday 29 October marked the first social get-together for women sailors with 15 women attending and apologies from several others unable to attend. The ending of Women’s Championship scheduled for 14 November was a popular topic for discussion. Crews were sorted out, boat owners offered the use of their boats and training sessions were arranged. The women decided to continue to meet for drinks on the last Friday of each month at 6:00pm at the Club. The next gathering will be on Friday 26 November.

Another topic discussed was childcare. Some of the women volunteered to take turns minding children so they can get out on the water and sail on weekends.

Joan Breen, Convenor
Women-Sailing (251 1716 ah)
Canberra team earns a second place in hard-fought Lexcen Regatta

Our team at the Lexcen Regatta, held in Perth during October, came second in the Lexcen Shield match-racing series, competing against some of Australia's best sailors with America's Cup and Olympic experience. The Lexcen Regatta, which included match racing this year for the first time, honours the memory of the late Ben Lexcen. The match and fleet racing program is designed to provide the best in competition between Australian states and territories.

The team's helmsman, Hugh Stodart, provides this blow-by-blow report of triumph and disappointment.

On Thursday 21 October the ACT Lexcen Regatta team boarded a plane headed for Perth and the 1993 Lexcen Regatta. The team was: Hugh Stodart (helmsman); James Kirkpatrick (tactician & trimmer), Michael Leydon (main sheet trimmer), David Kent (trimmer), Peter Taylor (mastman), Matthew Owen (bowman), and Teki Dalton (manager).

For the first time the regatta consisted of both fleet racing (the Lexcen Cup) and match racing (the Lexcen Shield) components. Also for the first time all eight states and territories were represented. The quality of the fleet was very high with many of the crews having America's Cup and Olympic experience. The ACT crew expected the going to be tough. As in past years the racing was to be conducted on the Swan River from Royal Freshwater Bay Yacht Club using the WA Yachting Foundation's identical Farr 36 yachts.

After two practice days in over 15 knots the crew was feeling reasonably confident with their crew working and boat handling. In the few tests we had had against other teams our speed seemed to be quite good as well, so we were all keen for the regatta to start.

The first four heats were held on Monday 25 October. The winds were much lighter than during practice, averaging around 10 knots. Heat 1 did not start well as our crew struggled to bring the boat up to pace for the first beat. With some improvement in speed and good use of a windshift, the ACT

Our Lexcen Cup team, still cheerful, although beaten into second place. (All photographs by Teki Dalton)

place. The wind then decided that this should not be and swung to the south favouring the boats which went around the mark behind us. Tasmania rounded the bottom mark last and the top mark first. We went from second to fourth. A broken vang and a poor mark rounding lost us another place on the final run and we finished fifth (against).

Since our placings were consistently in the middle of the fleet, the boats which finished ahead in some races and

would not eventuate. We had also improved our downwind performance significantly through the fleet racing. The match racing was to start with a round robin where each crew was to race each other once. The top four boats would advance to best of three semi-finals and finals.

The match racing was scheduled to start on Wednesday but due to strong winds it was delayed to Thursday. Our first match was against WA and it started in light conditions. After misjudging the distance to the start line the ACT started behind. After a few tactics we were able to clear our wind and sail into a good shift which put us in front of WA. From there we held our position and went on to an upset win.

The remainder of the qualifying round went well. Our only loss was to NSW when, after having got in front, we were passed on the first run. NSW gybed inside us onto a good gust and shift and drove over us to get an inside rounding at the bottom mark. At the end of the day we lay in first position with six wins and one loss. Other qualifiers for the finals were WA (6-1), South Australia (4-3) and Victoria (4-3). We were placed ahead of WA because we had beaten them.

Being first, we were able to chose the crew we would sail against in the semi-finals. We chose SA who were helmed by dual Olympian Chris Pratt. We sailed well with conservative starts and good upwind speed enabling us to get an early break in the first two semi-final heats giving us comfortable wins. WA also won their semi-final 2-2 and the next day saw the final best of three races with the ACT against WA.

The wind conditions were a little lighter and much gustier the next day and the ACT crew had some trouble setting the boat into the groove. Hugh's time on distance judgments were out and in both starts the ACT boat was well behind the line. This enabled the WA boat to bet in front and with good covering tactics they were able to stay in front. The racing was very close with the ACT within six inches of obtaining an inside overlap at the bottom mark in one race. After two races we were beaten by a more consistent and experienced crew who sailed the boat very well.

So to the trip home. All the crew had recovered from our disappointing placing in the Cup and were over the moon with the match racing result. Each member of the crew learnt an awful lot about sailing big boats at close quarters. Already we are looking towards an improved result next year.

On behalf of the crew I would like to thank all the people who gave us support in our efforts to get to WA. Mention should be made of the event sponsors, "Quit", whose contribution made for a very successful regatta. Thanks should also go to Teki Dalton for his efforts as Team Manager.

Meet Barrie Hansson — Club’s new caterer

The Club’s new caterer, Barrie Hansson, has taken up duties and is gearing up for the busy pre-Christmas rush.

"I look forward to meeting members and welcome their suggestions," Barrie said.

"Over the Christmas-New Year period, we will be serving fresh, tasty meals and snacks in the Club restaurant and the Buffet Bar. I am keen to discuss function menus - which will be at very realistic prices - for weddings, birthdays, office parties, seminars and other functions."

Barrie comes to Canberra Yacht Club from Corowa, where he was caterer at the Corowa Bowling Club, reputed to be the world’s biggest bowling club.
Classic boats to meet in Canberra

Australia's growing vintage and traditional boat movement will have a new focus with the first Canberra Classic Boat Festival to be held from Canberra Yacht Club on Lake Burley Griffin over Easter 1994.

Since the mid-1980s, the trend of restoring and building replicas of old boats, and building new boats along traditional lines, has caught on throughout the world in the same way the vintage car movement took off in the 1960s.

In Australia, the movement is just beginning to grow. For the last few years, Canberra's lakes have been graced by a small number of locally built team launches, accompanied by a variety of traditional rowing and sailing boats. Interstate, the growing success of the Sydney Wooden Boat Festival and the small wooden boat shows held in Melbourne, Perth, Goolwa and Paynesville, have introduced a new generation of Australians to a gentler style of boating.

The organisers of next April's event, the Traditional Boat Squadron of Australia, have chosen to hold it in Canberra because of its relatively central location in south-eastern Australia.

The ACT Government, which is supporting the festival through its Tourism Commission, will be relaxing the normal restrictions on powerboat use on Lake Burley Griffin and provide permits for festival participants. Fun races will be held for steam launches, electric boats and putt-putts, together with slightly more serious races for rowing, sailing craft and canoes. There will also be a concours event. ACTEW, Canberra's electricity and water authority, are sponsoring an event for electrically powered boats and there is the possibility of a race between an electric car and an electric boat — if someone can work out the handicap system.

The main event of the festival will be the Canberra Perfect Skiff Challenge. This unique event is intended to find the best design of a simple family boat, capable of being built at home by amateurs and performing well under a variety of power sources. The challenge will consist of a race over two legs, one each under sail, oars and electric outboard, with a number of novelty features.

About the Traditional Boat Squadron

The squadron is dedicated to the preservation and operation of all types of traditional boats as well as the manual skills necessary to keep craft of this type in seaworthy condition. We are reviving a style of boating that has temporarily gone out of fashion. If you have an interest in our type of boat or if you have a boat that is powered by oars, paddles, sail, motor, electricity or steam and the hull is made from wood, fibreglass or metal (we draw the line at tinnies and petrol outboards) then you are most welcome to join us.

We publish a quarterly newsletter Canoe, Coal and Shavings, and organise social and competitive outings.

Contacts for the Traditional Boat Squadron are Trevor Watson (06) 291 7033 (ah) and Angus Houstone (06) 251 1707.
Noakes Rigging local agent

Noakes Rigging, one of Sydney's leading yacht and architectural rigging companies, now have a local agent in the Canberra area.

John Whitfield, who has been with Noakes Rigging for the last six years, is now available as a point of contact for all rigging requirements.

Noakes specialise in yachting, architectural and industrial requirements.

Contact John Whitfield (018) 481 721.

ACT Dinghy Championships

The ACT Dinghy Championships will be held at the Canberra Yacht Club on 27 and 28 November this year.

The championship will include the following classes: Spiral, Laser, Mirror, and Australian Titles will be held in Port Stephens and were impressed with its effectiveness, particularly in removing ingrained dirt from anti-slip decks. A demonstration on Scallywag convinced me that most CYC boat owners would appreciate having ready access to such a cleaner.

Robert Breen
President
Canberra Cruising Yacht Association

Flying Fifteen News

The 1993-94 season has not produced large fleet sizes for any class, however, the F15s have been as well represented as usual. The maximum fleet size being seven.

The first race of the season provided a good win and a fitting farewell to John Howland. John and family have moved to Sydney and we wish them well. Peter Dalton has bought the boat Flying High and we look for good things from him in this competitive boat.

One skipper will not be seen on the water until after Christmas as his boat is in Melbourne being 'cut'. We have already seen the new sail for the boat and are waiting to see the new look Barmecile Bill racing. We look forward to seeing new owner, Jim Dance, on the lake and sailing regularly.

Annual general meeting

At the annual general meeting of the local class held in October, Peter Forster was elected President. Other officers are Ian Hanks (Secretary and Treasurer), Laurie McGee (Measurer), Peter Fullagar (Handicapper), with Phil Post and Ross Povey as committee members.

Members of the class were pleased to meet Nils Bluman, National President, when he passed through Canberra recently. It was good to hear up-to-date information of other fleets. Nils comes from Esperance, WA, and is preparing for The Worlds.

Thirteen boats will represent Australia in January at Timaru, New Zealand, in the World Flying Fifteen Championships. We wish them well.

On the home front, ACT Championships are over the weekend of 27/28 November. It would be good to have a strong turn out for that. A few skippers are planning to travel to Melbourne to compete in Nationals over New Year, part of the Nissan Regatta.

Daphne Fullagar

Quarterly General Meeting

The next Quarterly General Meeting of the Canberra Yacht Club will be on Monday, 29 November 1993 at 8.00 p.m.

Members are urged to attend.

Powerboat drivers welcome

The ACT Yacht Club Race Support Unit is looking for volunteers to crew Club powerboats.

If you have a Club qualification or a New South Wales powerboat licence or equivalent, you are eligible to help out. If you are not qualified, Rear Commodore (Training) Richard Gallimore, will soon be arranging a training course for people to become qualified in powerboat handling and lake rescue work.

The Race Support Unit provides powerboat crews on Saturdays and Sundays and for the Twilight races on Wednesdays during daylight saving. It’s a great way to spend a day on the water.

Great day on water

RSU coordinator John Wilkinson says: “It’s a great way to spend a day on the water. No rigging, maintenance, trailering or storage. Simply step aboard and take off.”

John says the first three weekends in October kept the RSU crews busy with several rescues in high winds, saving boats from damage and even their skippers of then embarrassment of a long swim home.

If you would like to join the Race Support Unit, contact John Wilkinson on 275 4587 (w) for information about Triathlon.

Canberra Yachts go cruising

The Canberra Cruising Yacht Association’s first cruise for the 1993-94 sailing season attracted eight boats to port Stephens on the October long weekend under the capable leadership of the Association’s Cruise Director, David Lovie.

The group was centred on the Soldiers Point Marina which proved not to be a totally sheltered haven. Consequently the odd restless night was experienced when the forecast strong winds and rain arrived. Nevertheless pleasant sailing was enjoyed on at least two of the days with the weather improving for those who stayed on after the long weekend. (Doesn’t it always?)

Social Program

The Association’s social program got off to a grand start on Sunday 22 August with “Brunch at the Breen’s”. The next two activities, the Namadji Bushwalk and the Florida Walk and Breakfast on 19 and 31 September respectively suffered timing problems and were ultimately cancelled. Notwithstanding these setbacks, “Brunch at the Breen's” on 7 November was a great success.

David Lovie has just sold his boat, but we don’t think he will swallow the anchor for too long. Bruce Kemp has kindly agreed to take over the job of Cruise Director and is organising a cruise in company at Port Hacking on 27 and 28 November.

New members

It is pleasing to note new trailer yacht members of the Club including Bruce Kemp with Noelex 25 Mfty, Bill Webb with his 8-metre catamaran Pronto and the German Embassy’s Volker Fink, wife Inge and daughter Claudia. Volker is presently looking for a trailer sailer. Misty would have to be one of the most comprehensively equipped trailer sailors in Australia.

One piece of gear Bruce has for Misty is a K’Archer high pressure cleaning machine. We saw this type of cleaner being used on the rental yachts at Port Stephens and were impressed with its effectiveness, particularly in removing ingrained dirt from anti-slip decks. A demonstration on Scallywag convinced me that most CYC boat owners would appreciate having ready access to such a cleaner.

Robert Breen
President
Canberra Cruising Yacht Association

Naera Update

The third 5.8 World Championships and Australian Titles will be held in Australia in January 1995, at Belmont on beautiful Lake Macquarie in New South Wales.

Belmont as a regatta site offers great racing and holiday experience for competitors and families alike.

Contact John Whitfield (06) 292 5893, or Chris Russell (049) 48 9580.

Closely bunched racing in the Lexcen Cup. ACT at left

The Canberra Yachtsman — November, 1993

The Canberra Yachtsman — November, 1993
Psst! Want to get rid of that old wreck?

Don't throw out that old dinghy, give it a new lease of life.

If you have an old hull beyond hope, or one that you can't find time to restore, contact Commodore John White. The Club has requests from at least two pre-schools for old boats to be used in playgrounds. Kids love them.

Condition immaterial. Contact John on 281 3471 or leave a message at the Club.

Name the Restaurant - Win dinner for two

The Club restaurant needs a new name.

And the member who suggests the name selected by the new caterer (Barrie Hansson), the Secretary Manager (Ron Sullivan) and the Club Executive wins:

A fabulous dinner for two at the Club

Leave your suggestion on a piece of paper with your name, badge number and phone number.

Entries close soon.

Newport City Twilight Series

Wednesday evening, 3 November, marked the start of the ever-popular Newport City Twilight Series. There were 43 starters and a brisk wind to get the series off to a good start.

This year it will be known as the NEWPORT CITY SAILING TWILIGHT SERIES in recognition of the generous sponsorship of this company. The 1993-94 Twilight Series is a 15-race series that concludes on 2 March 1994, with a presentation dinner that evening. The starting time for all classes will be 6.10pm.

Major prizes have been provided by Newport City Sailing.

First prize is a five-day Stay-and-Sail Holiday at Pittwater on a six-berth Beneteau Oceanis 350, plus two nights' accommodation for two people at the Newport Mirage Hotel.

Other prizes, from MUSTO AUSTRALIA, include:
- Line 7 Cruising Jacket, value $165.
- Line 7 Warm Jacket, value $125.
- Line 7 Vest, value $110.

Joan Bren Rear Commodore (Sailing)

Sharpie Snippets

A good fleet of 10 Sharpies turned out for Mini IV, the first regatta of the season including a Victorian entry from Monash Uni.

Unfortunately, the breeze was not as good as the fleet and light winds prevailed throughout the weekend. This didn't dampen the enthusiasm of the competitors with results for first, second, and third place coming down to the last race.

Le Mans start

To add to an already entertaining weekend starter Peter Richards opted for a Le Mans start with a variation. One of the crew was required to consume a VB stubbly on shore then run to the boat. Starters were lined up in reverse order of their standing after three races.

With the Sharpies being the only class to start the last race there was a large crowd cheering on their respective university Sharpies.

First away was Captain Keg and the Frothes living up to their name from Wollongong Uni followed by Arnold of NSW Uni. Things were pretty tight in Yarralumla Bay, however Subzero worked out into the middle of the bay and managed to break from the pack and gain first use of the light northerly.

Winds help Subzero

This was the break needed to take the championship as the other boat in contention, Flying Fifteen sailed by Michael Forster of NSW Uni, finished third to be placed second overall.

Third and fourth places were fought out by two ANU Sharpies, Yot (Mark Terrel) and Priority (Nathan Bonney). By finishing in front of Priority in the final race, Yot clinched third place in the series.

The overall handicap prize was won by Your Taxes at Work from Monash in Victoria.

Chris Ablett

Schweppe's Opening Regatta

This season began with a very successful Schweppe's Opening Regatta held on 26 September. It was a beautiful, sunny day with light winds and we had 43 starters. Schweppes donated three perpetual trophies and other prizes, most of which were won on a participation basis. The continuing support of Schweppes for this regatta is very much appreciated by the sailors.

Results summary

First: Seona Meharg (Mirror, time 2:20:04);
Second: Peter Taylor (Adams 21, Yardstick 676, 1:14:50);
Third: Mike Wootten (Finn, 113, 2:30:30).

Class/Division Winners

Division 1: Peter Taylor (Adams 21) - Simon Dunstan (Red Witch)
Division 3: Mike Wootten (Finn) - Flying Fifteens: Peter Forster 5:05; Rod Badger...

Cataractans: G. Gosling
Mirrors: Seona Meharg
Lasers: S. Dewar

Special Awards

First boat home: S. Dewar (Laser)
Second boat home: Peter Forster (Flying Fifteen)
Nine other prizes were awarded for participation.

Joan Bren Rear Commodore (Sailing)

Training Courses proving popular

A record number of 15 juniors are taking part enthusiastically in the current training program. The course is being run on Skydyes, the Club's new Sabots and on Laser Radials.

With the introduction of a new Division 3J, the keen youngsters are able to follow Sunday morning training sessions with a short race in the afternoon. They are succeeding in turning training into practical racing experience. Coaching is carried out from the club dinghy Black Swan and members who can assist with this coaching are very welcome.

The Adult course is being run on trailer sailors with assistance from Division 1 and the Cruising Yacht Association and in dinghies with the assistance of the Laser class. The object of that course is to teach people, particularly women, to be competent crew on trailer-sailers and dinghies.

By the end of the course they will have sailed in two races as well as having had six hours' classroom instruction and 14 hours of practical on-the-water training. It is now up to the Club members to keep these students active.

The Club also has a Comet dinghy available for racing and training which was donated by Bartendale Marine. It can be raced by an experienced sailor and I can readily arrange a crew member.

The next junior training course is scheduled for February and the next adult course for March.

Richard Gallimore Rear Commodore (Training)

The Canberra Yachtsman — November, 1993
It's Over 25s Party Night

Every Friday at Canberra Yacht Club.
Enjoy live music & dancing.
Have a good night out with your friends.

Bands to watch for:

November 26: Three Card Trick
December 3: Loose Change
December 10: Rigby
December 17: Loose Change

Bookings on 273 1784

Good Ol' Rock 'n' Roll

Yes! It's on again! Canberra's top bands playing your favourites of the '50s and '60s!
Sundays at Canberra Yacht Club
starting at 4.00pm.
Great music, great fun!

November 21: Rigby
November 28: Flashback
December 5: Loose Change
December 12: Three Card Trick
Special Australia Day regatta: short, fun races and great prizes to be won!

Canberra Yacht Club is organising a special Australia Day Regatta on Wednesday 26 January for all classes with the emphasis on fun.

Two short races in the afternoon will attract substantial prizes - cases of beer - kindly donated by Tooheys, a major Club sponsor. These races will be followed in the evening by Twilight Race No. 10.

Racing will be in two divisions - one for trailerable yachts and one for dinghies and catamarans. The first race (the 'Red Race') will start at 2pm and the 'Blue Race' will start at 3pm.

It is hoped that recent graduates of the Club's learn-to-sail classes will contact skippers who might be looking for crews during the holiday period. Race Officer of the Day will be Peter Russell and the Race Support Unit will crew powerboats.

Entry fee for the afternoon races is $4. A notice of race will be posted in the Club and sailing instructions will be available on the day. Inquiries: Joan Breen, Rear Commodore - Sailing (home 251 1716).
Trailerable yacht championships to provide exciting competition

The 16th ACT Trailerable Yacht Championships - to be held on Lake Burley Griffin over the weekend of 22-23 January 1994 - is shaping up to provide exciting and varied competition for ACT and interstate crews.

Once again, this premier sailing event is being conducted by the Canberra Cruising Yacht Association, under the authority of the Yachting Association of NSW, and will be hosted by Canberra Yacht Club.

Cruising Association President Rob Breen said this year's three-race event was attracting added interest from local and interstate sailors because of some very valuable prizes to be won.

"The prizes include an HF two-way radio and a television set which runs off 12 volts, and there will be many other top prizes, including expensive thermal blankets," he said. "These highly desirable prizes have been made possible by our excellent sponsorships by Approved Systems, the Australia Day Sports Carnival and Derek Kelly & Sons."

Rob Breen urged competitors to get their entries in early. Notice of Race and official entry forms have been distributed widely. Copies are available at Canberra Yacht Club (273 1784) or contact Rob Breen (251 1716).

The race program will comprise:

Saturday 22 January. Race 1, Olympic triangle, start 2pm. Race 2, night race, start 8pm.

Sunday 23 January. Race 3, Burley Griffin circuit, start 10.30am.

There will be two divisions for monohulls and a multihull division.

On the social side, there will be a carvery lunch at $10 a head between races 1 and 2 on the Saturday and a gala presentation dinner at Canberra Yacht Club on Sunday 23 January at 7pm. Cost will be $22 a head (children under 14, $14 each). Please book for the dinner with your race entry as numbers will be limited to 150 people.

As usual, the facilities of the club will be available throughout the weekend.

Mooring maintenance
Inquiries about maintenance of moorings in Lotus Bay should go to Club member Peter Leslie (home 288 1005). Peter is in charge of mooring lifting equipment.

Outside boat storage
Contact Laurie McGee (home 258 1261) for information about outside boat storage allocation. If you can't get hold of Laurie, contact Eileen White (home 281 3471).
Wild Melbourne weather typified the Flying Fifteen Nationals. Winner "Fifteen Carat", Peter Watson, Victoria. Peter Forster reports page 12

- Cash Splash Poker Machine Contest - page 3
- Fireball and Sharpie Nationals - page 6
- Australian University Championships - page 9
- Flying Fifteens National Championships - page 12
Newport City Sailing
Summer Series

This series continues on until 10 April. To be eligible for the grand Newport City Sailing participation prize, sailors must start in at least 12 races of the two summer pointscore series including the final race on 10 April AND attend the presentation dinner on that night.

All skippers who have participated in 12 races will then have a chance to win a Hayman Resort Stay-and-Sail Holiday in the Whitsundays. The prize includes two night's accommodation for two people at the five-star Hayman Resort and five days sailing onboard Newport City Sailing's luxurious Beneteau Oceanis 400 which can accommodate six people. The value of this very generous prize is $4000.

Newport City Sailing is offering a magnificent seven-day Stay-and-Sail Holiday in the Whitsundays. The prize includes two night's accommodation for two people at the five-star Hayman Resort and five days sailing onboard Newport City Sailing's luxurious Beneteau Oceanis 400 which can accommodate six people. The value of this very generous prize is $4000.

Other prizes offered are from Musto Australia and include Line 7 jackets and vests valued at $400.

Class Contacts

"A" Class

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<th>Class</th>
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<td>B14</td>
<td>Andy Beldon, 285 2028 (h)</td>
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<td>Eric Webb, 295 4445 (h)</td>
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<td>Contender</td>
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<td>Trailblazers Multi</td>
<td>Hugh Stoddart, 281 5004 (h)</td>
</tr>
<tr>
<td>Trailblazers Multi-Hull</td>
<td>Martin Kilpatrick, 288 6462 (h)</td>
</tr>
<tr>
<td>Windrush</td>
<td>Robert Tutt, 291 9880 (h)</td>
</tr>
</tbody>
</table>
| Mosquito | Transmission | Musto Australia

Sponsors

Finally, I would like to thank all our sponsors who helped us during 1993. Without them, many of our sailing events could not have been held and our rescue fleet would not have been of the high standard we have today. I hope that all members will give their personal support to those organisations who have back us so effectively.

John White
Commodore

Newport City Sailing Twilight Series

This ever-popular series is drawing to a close with the final race scheduled for 2 March. Winds have varied from one extreme to the other, with some races being shortened when the wind dropped out and on other nights when some boats retired because of strong gusty winds.

So far, 108 skippers have participated in the series, with a maximum of 39 boats in one race and an average of 34 participants for the 11 races held up to 2 February.

Newport City Sailing will offer a terrific five-day Stay-and-Sail Holiday on scenic Pittwater onboard the luxurious Beneteau Oceanis 350 which accommodates six people. Included is two nights' accommodation for two people at the Newport Mirage Hotel overlooking tranquil Pittwater.

The value of this wonderful first prize is $2000.

Musto Australia has also offered three more prizes, Line 7 jackets and vests to the value of $400.

Newport City Sailing's luxurious Beneteau Oceanis 350 will greatly enhance the rescue fleet. Without them, many of our sailing events could not have been held and our rescue fleet would not have been of the high standard we have today. I hope that all members will give their personal support to those organisations who have back us so effectively.

John White
Commodore

Lotus Bay Jetty

The National Capital Planning Authority expects to announce the name of the successful tenderer for the new Lotus Bay jetty in the near future. This jetty will greatly enhance the rescue facilities of the Club and will also enable us to do more in the area of community support, such as giving disabled persons better access to sailing on the lake.

The new dinghy ramp is now in place, enabling dinghies to be launched and retrieved more easily. Many thanks to Eric Pewter for his efforts on this project.

Sponsors

Finally, I would like to thank all our sponsors who helped us during 1993. Without them, many of our sailing events could not have been held and our rescue fleet would have been of the high standard we have today. I hope that all members will give their personal support to those organisations who have back us so effectively.

John White
Commodore
Popular training courses boosting the Club

Junior training

The latest Junior Learn to Sail course started on 6 February using Skyrider, Sabots and Laser Radials. There were a record number of 16 students. Many of the students from the last course are exceptional and will be coming back as Junior Instructors and as the core of Division 3J.

Division 3J is a series of short-course races on Sunday afternoons with coaching from the Black Swan dinghy powered by an outboard. The juniors are enthusiastic and require little prompting to turn them (and their parents) into keen Club members and, more particularly, serious sailors to carry the Club on into the future.

Please let me know if you can set aside an occasional Sunday afternoon to help with Division 3J.

Adult training

The latest Adult Course started on 10 February with a full complement of 10 students. This course uses trailer-sailers with assistance from Divisions 1 and 2 and the Cruising Yacht Association, and also in dinghies.

The object of this course is to teach people, particularly women, to be competent crew. By the end of the course they will have sailed in two races as well as having had six hours’ classroom instruction and 14 hours of on-the-water training on a variety of trailer-sailers and dinghies.

Most of the students from the last course are now sailing and crewing regularly.

Race Support training

A course to teach existing sailors to drive the Club’s power boats and assist the Race Support Unit was run late last year. One group learnt a lot of practical things such as: put fuel in the petrol tank BEFORE you go out.

I’ll run another course probably in March or April. Interested persons should ask Petrina to put their names down for a TLJ course. Remember: No Race Support boat means no race.

Richard Gallimore
Rear Commodore (Training)

Not the republic but it may be a new constitution

The Club Executive is establishing a committee to examine the constitution to ensure that it is appropriate to the Club’s needs. Issues to be considered include:

• Whether the constitution is appropriate to ensure that women are encouraged to have an active role in the Club.
• Whether the constitution needs redrafting to service the best interests of the Club.
• How best to serve the interests of the major interest groups in the Club: sailors, social members, triathletes and Dragon boaters.

The committee will be interested to receive submissions both on the existing constitution, and on matters which should be addressed in the new constitution. The committee will be consulting widely among members.

The members of the committee will be approved by the Executive but will initially include Richard Gallimore, Brian Worth and a representative from other interest groups. If you have an interest in the detail of the Club’s constitution, and wish to be a member, please let me know.

Your input is welcome and should be sent to me at the Club.

Richard Gallimore

Bushfire Appeal

A quick whip-around at the Club produced $73 for the NSW Bushfire Appeal.

Thanks, members

MEMBERS!
You can Win $4,000!!

In Canberra Yacht Club’s fabulous NEW poker machine contest.

Starts 5 April, 1994

Every poker machine player with a credit of 200 coins or more on any machine gets a ticket in the weekly CASH SPLASH draw and is eligible for the weekly play-off.

Two eligible players are drawn at 6.15pm on Thursday evenings from the barrel and play for 30 minutes FREE. At the bell, the player with the most ‘credit’ wins $100 and the runner-up wins $50.

GRAND FINAL: On the sixth week, Five LUCKY FINALISTS compete for $5,000 prize money!
The Winner gets $4,000 ... Four runners-up each get $250

Don’t miss the Grand Final Cocktail Party - free drinks and nibbles

Remember: Contest starts 5 April with the First Weekly Play-off on Thursday 14 April.

A Canberra Yacht Club fun event for members
Boat parking improved

As this is my first report to members I intend to outline some proposals which will be before the Executive and ask anyone with any input to contact me and discuss them. I hope that by their eventual implementation, the needs of all members will be satisfied.

A reorganisation of the boat-parking facilities has been completed and has been approved by the Executive. I intend to make copies of the plans available and will invite comment on them. Several more spaces have been created and the numerous people waiting for park allocation have been catered for. The area located in the Club carpark, now used to store the Club’s most neglected boats, will be returned to car parking as soon as possible, and in the long term I hope that this area can be converted into secure storage for the Club’s dinghy fleet.

In 1994, matters on the Operations Committee agenda will still include the stability of the Club to meet the needs of members using the Club facilities now and set long-term goals. Any future developments in the operational area are intended to address the needs of any sporting activity drawn to the Club and place more emphasis on (what should remain our main focus) sailing.

Matters concerning the grading of the foreshore to enable easier and safer launching of dinghies and Dragon Boats, a proposal that the Canberra Yacht Club take over moorings in Lotus Bay, the eventual improvement of the gangway and boat-maintenance facility, more efficient use of indoor storage and training areas have all been brought to my attention and I seek your opinions. With continued support, dedication and input of all members I hope to achieve a structured operations strategy to meet future demands.

My thanks are extended to Geoff Howarth for his time and work on the rescue boats, the Race Support Unit for their continued support and dedication and to Eric Fewster, Paul Barry and all those whose voluntary labour makes things happen so easily.

Nick Farr
Rear Commodore (Operations)

ACT Dinghy Championships

The ACT Dinghy Championships were held on the Canberra Yacht Club on 27-28 November. It was a very successful weekend with 91 starters, fine weather and good breezes.

Thanks to the race officers for running the races, and the Race Support Units for their continued good work.

Results

Spirals (7 yachts): C. Davidson
Ghostly 1, G. Davidson Just Add Water, G. Heins OGG
Lazer (7): S. Kirkjian Runaway 1, D. Peglar Burglar 2, T. Ryan Misties Fool 3
Mirror (28): D. Keys Dreadful 1, A. Forster The Mouse 2, W. Slater Bad News 3
Tasar (18): R. Longbottom 1, M. Lindsay 2, A. Forster 3
Laser 15 (5): P. Russell Rascal 1, P. Forster The Beast Comes First 2, J. Kennedy Rag Dolly 3
Fireball (8): M. Leydon Soan 1, K. Chowley Apes with an Attitude 2, M. Gillingham Crossfire 3
NS14 (12): P. Smith Crowsnest Traffic 1, A. Reed Warriqua 2, S. Court Carretta Naturalistic Desire 3

Canberra Day Regatta

The Notice of Race for this event to be held on 21 March will be posted on the board during February.

Balloon Aloft has generously offered one mid-week balloon ride and champagne breakfast with a value of $130.

Barrie Hanson’s Waterfront Restaurant is offering to sponsor this event with lunch or dinner for two, and the CYC will provide a bottle of wine to complement the meal. Other sponsorships may be available. Don’t miss out.

The Canberra Yachtman — February 1994

Ondina’s Women’s Sailing Championship

Ondina’s Women’s Sailing Championship was held on Sunday 14 November during the Lotus Bay Festival. There were two short-course races for all classes, with results calculated on Class Basic Handicaps. With 21 entries for this inaugural event and plenty of enthusiasm, plus some fity breezes, a most enjoyable time was had by all. There were two divisions — eight starters in the trailable yachts, and 13 starters in dinghies and catamarans.

Results

Division 1 — Trailable Yachts: Penny Davidson Status 580 1, Jenny Farr Boomerang 2, Eileen White RL24 3.
Division 2 — Dinghies/Catamarans: Seona Mehari & Michelle Keys, Mirrors eq. 1, Mary Stone Mirror & Elsa Dexter Tasar eq. 2, Dallas Hughes Mirror 3.

Thank you, Sponsors

Canberra Yacht Club thanks its sponsors for their support which is helping the Club among the best in the national capital.

Tooeys Limited
Schuyppes
Newport City Sailing
Approved Systems
Capital Television
Aurora Boats
Bartonvale
Aristocrat Leisure Industries
Derek Kelly Printing
Balloon Aloft

The Canberra Yachtsman — February 1994
General Division 1 Report

Division 1 is past halfway in the sailing year so it is appropriate to report on how we are doing as a division and also individual performances. This report is supported by current statistics thanks to the excellent work of our veteran statistician and official CYC handicapper, Geoff Gillett.

As far as sailing numbers go, we have unfortunately had a decline from previous years. There are probably a variety of excuses, which could include:
- I've bought a Porsche instead.
- I have no mast.
- Nobody will crew for me.
- My car needs a new motor.
- I'm installing a hot tub.
- And many others.

Come on, guys, only one of these excuses is acceptable.

The championship series is four races down with three to go. Only one skipper has been in all races so far. Yes, of course, it's our Rear Commodore (House) and respected member of the Adams family, Stuart Manley. So far he has a grip on the lead. Come on, fellows, who is going to challenge Stuart for Division 1 Champion?

The chart shows how the championship contests are performing in the series and how they are sailing their boats compared to their Class Basic Handicap. A negative variation means that your boat's still not sailing to its handicap. There is some room for improvement; maybe some mid-week training; maybe spend some money on the old girl (I mean the boat!); or some other tactic to put on some pace.

Some money on the old girl (I mean the boat!);
- Only these yachts have participated in the championship races.

General Division 1: Championship Position and Races Sailed

<table>
<thead>
<tr>
<th>Place</th>
<th>Championship Position</th>
<th>Boats Sailed</th>
<th>Races</th>
<th>CB%</th>
<th>Sailing Variation</th>
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<tr>
<td>1</td>
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<td>0.636 -4.71%</td>
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<tr>
<td>2</td>
<td>Pronto</td>
<td>3</td>
<td>1</td>
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<tr>
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<tr>
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<tr>
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<td>1</td>
<td>4</td>
<td>0.711</td>
<td>0.704 0.94%</td>
</tr>
</tbody>
</table>

Close racing in ACT Fireball titles

The ACT Fireball Titles were sailed over the weekend of November 1993, and with a recent resurgence in the class, it was expected to be a close contest. With last year’s champion Steve Quin, Teddy Bear’s Picnic, away, the way was open for a new champion.

The four-race series was hotly contested by the seven-boat fleet, five locals and each one from Gosford and Sydney. Rob and Berin Hughes in Alastor were the in-form local boat with stiff competition expected from Keith Chidley in Apes with an Attitude with the dark sheep been

Michael Leydon and David Kent in Sheep on a Mission, who had only hit the water the weekend before.

Good performances were also expected from the rest of the fleet with Michael Leydon in Cross Fire showing good speed in previous races and Ian Walster in his new boat Blitz Krieg, showing that he can keep up and capitalise on his competitors’ mistakes. Simon Mitchell with Fullerton in Nothing Too Serious and Rod Hookway in Export Quality were always going to have close racing and were capable of pulling off an upset given the opportunity.

With the win range from zero to 15 knots, the racing was very close with the results in doubt until the last gun. Each crew managed a good result which is very encouraging and very good for the class.

Highlights were: Sheep on a Mission’s rudder popping off in race one; Nothing Too Serious breaking a rudder in race one and then a centreboard in race two; and the good weather and close racing combined with a very well run regatta, thanks to the Canberra Yacht Club.

Final results were:
Sheep on a Mission (2,1,1,1) 1, Apes with an Attitude (1,2,2,4) 2, Cross Fire (DNF,3,4,2) 3, Blitz Krieg (4,4,3,3) 4, Alastor Plane (3.5,6,5.5,5) 5, Nothing Too Serious (DNF,DNF,5.6,6) 6, Export Quality (7,7,7,7) 7.

Handicap: Blitz Krieg 1, Cross Fire 2, Alastor Plane 3.

The 51st Australian Sharpie National Championships

By Michael Forster

The Sharpie Nationals for 1993/94 were held at Keppel Bay Sailing Club, Yeppoon, Queensland, from 27 December 1993 to 9 January 1994. Only four NSW entries made the trip up. I was sailing a NSW University Boat Flying Pigs in my first Sharpie Nationals as skipper.

There were 48 Sharpies competing, 30 down on last year, probably due to the distance. The first invitation race was sailed in moderate SE winds of around 10-15 knots. We had a reasonable race and finished 4th. We figured that we had crew work to sort out before the next race and certainly before the start of the series proper. The second invitation race saw me make a slight misjudgment at the start and cross marginally early and receive a PMS. We figured we would have come 23 had we started correctly.

We ended up 25th in the first head, although we know we could do better. We had rounded the top mark in the top 20, but we always seemed to lose out on the reaches, especially the first one. It was apparent that in the Sharpies it never paid to go low on the reaches, which were always shy enough to use the trapeze all the way.

In the second heat we had a blazing start and first leg and we rounded about 15th. We were able to hold this position with good upwind speed, but poor downwind performance. Off the wind we never seemed to be as fast as most other boats, which is hard to work out, because the Sharpie rig is fully adjustable, allowing the mast to be raked forward allowing the sail to be driven forward for running and back for upwind sailing. Only by some well-judged gybing angles did we manage to hold our position. We placed 16th in that heat and first on handicap. We received six Sharpie glasses and a place for our effort.

1994 Fireball Nationals

Two Canberra boats and three Canberra crews travelled to Gosford for the nationals, held by Gosford Sailing Club. A fleet of 39 boats had assembled including all the hot shots who are going to South Africa to contest the worlds. The Hughes family were well represented with Rob and Berin in Alastor Plane, and Cullen Hughes and Mark sailing Apes with an Attitude. Michael Leydon and Ian Walster joined forces in Sheep on a Mission making up the second Canberra crew. The conditions varied from very light to very heavy and sometimes in the same race. Final overall placings were: Sheep with a
Contender class is booming

In a short time, Canberra's Contenders have grown from two to eight, with seven racing regularly and more likely to be on the water soon. Paul Barry tells the story of this encouraging expansion.

In March 1992 I decided that if I wished to take my sailing more seriously and still not break the bank balance, then I should make a logical choice. After talking to Andre Webster for a considerable time I decided to purchase my first Contender. Certainly a brave move, considering my last impression was that of Stewie Richards sailing around for many years himself, with no real competition. I was also reminded by people who had never sailed a Contender that they were too difficult to sail and that something else would be more appropriate. So off I went to Sydney and purchased the first boat out of the Dinghy Sports mould. This boat was later borrowed by Barry Watson who won the worlds at McCain, Port Phillip, in 1993.

After a season of chasing, and sometimes being chased by Andre, these boats didn't seem too bad, considering that my first reaction had been to cancel the chique and return the boat. Although there were only two Contenders on the water, it was about the most enjoyable sailing in a long time. It also sparked a lot of interest from others. Though shy at first, it was only a matter of putting people physically into boats, taking their money out of their pockets and telling them they were enjoying themselves and should turn up every Sunday. Apart from stealing some of the dying 505 fleet it has been interesting to see the reaction from people like Derek Milligan, Joe and Daryl Roos and the diehard of the 505 fleet Geoff Haskew, all of whom have since purchased Contenders. I then introduced the Contender to Jeff Jarvis and Chris Fredericks, who had not sailed for many years due to family commitments.

The fleet has grown to eight with seven regularly on the water each Sunday. There is talk of other Contenders being purchased shortly. In March this year I will obtain the Victorian Association mould and will produce three shells. The 1995 Nationals will be sailed from Batemans Bay Yacht Club in January and should attract a fleet of between 34 and 40 boats.

Anybody interested in sailing a Contender can contact me on 394 4090 (H), or talk to any of the converted.

Paul Barry
Thousands to paddle in International Dragon Boat Festival

Lake Burley Griffin and Canberra Yacht Club will be the venues for the Australian and International Dragon Boat Festival from 17 to 21 March 1993. The Festival will be held on Central Basin, in front of the High Court.

This event is expected to attract some 140 teams, involving almost 4,000 competitors. About 20,000 spectators are expected to attend over three days. Teams from the United States, the United Kingdom, Germany, Hong Kong, New Zealand, Malaysia, Singapore and China, and all states of Australia have expressed interest in competing in this event which is the largest gathering of Dragon boat crews ever held outside Hong Kong.

Entertainment will include a martial arts display, dragon and lion dances and a closing concert featuring 1950s and 60s rock 'n' roll bands and fireworks display at the Canberra Yacht Club.

The Australian and International Dragon Boat Festival will be one of the biggest sporting events in Canberra in 1994 and will attract many visitors to the National Capital. It will make a valuable contribution to Canberra's sporting and cultural community and will be an event not to miss.

An opening ceremony concert involving Canberra school children will be held. The theme for this concert is Dreams for a Better World and it will be staged at the Canberra Theatre on 18 March at 8.00 pm.

A procession of children and competitors will go from Parliament House to the High Court and will include the Bendigo Dragon, the Kurbar High School Marching Band and flags of the competing states and countries. A traditional eye-dotting ceremony and a 'paddle past' of the boats will be held following the procession.

Dragon Boat Racing is a colourful spectacle combining culture and sport and it is currently the fastest growing watersport in Australia. Despite its recent origins as a mass participation sport, Dragon boating has a long history which stretches back to the 4th century BC. Dragon boat races were first held following the death of Chu Yuen, a legendary Chinese poet.

Chu Yuen was the Privy Counsellor to the King of Two and enjoyed the king's esteem and confidence. However the other ministers were jealous of Chu Yuen's position and spread damaging rumours about him. The sovereign heard these rumours and Chu Yuen was stripped of his position. He was devastated by this injustice and turned to poetry for solace.

Chu Yuen's despair over his country's declining state of affairs and his personal tragedy led him to take his own life by throwing himself into the Mek Lo River. The local fishermen raced in their boats to try and recover his body. As they did not find it they threw rice into the water to succour Chu Yuen's spirit.

Dragon Boat Festivals are held to commemorate the death of Chu Yuen and before all races the boats are blessed by a priest. Teams of 22 then race in an exciting contest in boats adorned with flags and colourful dragon heads and tails.

Modern Dragon Boat racing began in Australia in 1974 when a regatta was held in Perth. In Canberra, the first regatta was held in 1991 and attracted 32 teams. Following this regatta the popularity of the sport in Canberra skyrocketed. In 1992, 65 teams competed in the Canberra regatta and in 1993, 105 teams entered. This growth has continued into 1994.

For more information on the 1994 Australian and International Dragon Boat Festival please contact Dragon Boats ACT (06) 205 0781, fax (06) 205 0776.

ACT Flying Fifteen Championships

Only five Flying Fifteens contested the ACT championships, but it is likely that any other fleet sailing in the ACT Dinghy Championships that weekend (27-28 November) could claim that 80 per cent of their boats were skippered by Peters.

The fleet comprised Peters Russell, Pullagar, Dalton and Forster — and John Kennedy, Peter & Phillip Russell, sailing Ruster, won clearly with three wins and Peter Forster was second with one win and three seconds. Peter Pullagar won the handicap event.

CYC Club Racing

Like most other classes and general divisions, Flying Fifteen numbers were down in pointscore period one compared with last season. But we have had an encouraging start to the New Year with an extra four boats on the lake in January.

We look forward to seeing Colin Brown and Nigel in their new rot free Winder, and the John McCauley (of Young) Rollingstone, and Peter Forster was second with one win and three seconds. Peter Pullagar won the handicap event.

Flying Fifteen World Titles

The world titles were sailed in Timaru on the east coast of the South Island of New Zealand in mid-January with 52 Flying Fifteens from six countries competing. The New Zealanders were first and second overall (Roger Craddock and Andrew Ball respectively), with the best Australian placings being James Thomson, Victoria, 5th; Ashley Smith, Qld, 7th; and Peter Gale, Vic., 9th.

The next Australian championships will be held in Brisbane (RQYS) in January 1995, followed by Canberra (CYC) in January 1996, and for those with a long-term view, the world titles in 1999 will be sailed at Esperance in Western Australia.

ACT Women-in-Sailing office bearers elected

The first meeting of the year for ACTWIS was held on Friday 11 February at the Canberra yacht Club. Three office bearers were elected and a program for February, March and April initiated.

Office bearers are: Nicki Redfern (tel. 242 0753); Anita Smith and Lesley Donohue (tel. 248 8914).

Coming Events

February 25 — Sailing Skills Seminar: 6pm to 8pm at Canberra Yacht Club in the Sailors Bar. Subject: Race tactics and boat handling. The seminar is open to everyone, men and juniors are most welcome.

On Sunday 27 February the seminar will continue with practical coaching on the water along with regulars and trailer-sailers. Details of time, etc., will be given at the Friday evening seminar. Please phone Nicki Redfern 242 0753 or Joan Breen 251 1716 for further information.

March 21 — Canberra Day Regatta: At the CYC, two races commencing 11am and 2pm. Sign on at the tower by 10.30 am. Sponsored by Balloon Aloft and Waterfront Restaurant, this should be a great day. There will be a prize for the fastest female skipper.

April 29 — Friday Curry and Video Night: 5pm in the Akara Room, Canberra Yacht Club. Friends and families are welcome. Cost will be around $10 to $15 for dinner. Bookings are essential. Please contact Vicki, Lesley, Anita or Joan for further information.

Joan Breen, Convener

ACT Women-in-Sailing
Flying Fifteens
1993/94 National Championships

Two ACT Flying Fifteens represented Canberra Yacht Club in the 32nd Australian Championships sailed out of the Royal Yacht Club of Victoria from 29 December 1993 to 7 January 1994. The championships were part of the 22-event International Nissan Regatta that was held on Port Phillip Bay.

The ACT competitors were Seamist II, sailed by Peter Fullagar with Tim Dalton as crew, and The Boat Comes First sailed by Peter Forster, with former CYC Club Captain, Graham Giles, now resident in Melbourne, as crew.

After delightful summer weather and kind winds for a shake-down sailed on 30 December and the Invitation Race on 31 December, gale warnings and continual whistling in the rigging around the yacht club became the norm for the remainder of the series.

After such intense activity, I was pleased to come home for a holiday.

The most dramatic day was when we attempted to sail heat 1 on the morning of 2 January. At the 5-minute signal the race was aborted when the wind increased from a reasonable 15 to 20 knots to a totally unreasonable 40 to 50 knots. (Heat 2, due to be sailed in the afternoon, was also postponed.)

Needless to say it was fairly hard work slogging our way across the head of Port Phillip Bay from near the St Kilda marina to Williamstown, a direct beat into the westerly. Several boats capsized and were towed back, others dropped their sails and were towed. Some of us sailed back but it was not the easiest sailing we had ever done.

Several mainsails suffered from the continuing flogging, there was a broken mast and a broken rudder, and, more seriously, one boat was lost for a couple of hours. The rescue facilities of two clubs plus the Police Search and Rescue (including a chopper) conducted a search.

The missing boat and crew were eventually found safely on the beach near Altona.

The weather conditions on this afternoon, the difficulty of seeing boats floating at water level, and the missing boat highlight for those of us involved in benefits of requiring competitors to sign on and off before a race so that officials have a check list.

We sailed heat 1 in reasonable conditions the next morning and experienced a southerly buster during heat 3 in the afternoon, causing poor visibility in high-speed sailing conditions. My crew fell overboard in a quick tack we needed to make to get to the wing mark.

We sailed two heats in light to moderate conditions the next day, with the highlight being a very large Russian ship sailing through the fleet in the afternoon race.

Racing was eventually abandoned for the day on the next day, with winds gusting to 35 knots but we sailed two races the day after, despite gale force wind warnings. In the morning the weather looked more unpleasant than what it turned out to be and we had a most pleasant race.

The afternoon race (heat 6) was sailed in 25 not winds and was hard work but exhilarating. Like the majority, I decided a spinnaker was not needed. The wind was such that in one of the reaches we were simply blown over — and we kept sailing with my crew on the keel while flat on the water, according to a nearby competitor. We had our worst result of 18th on that day but we finished and we were not last.

We had a beat last race on the Friday morning. With a good start we were in the leading group early and kept in touch throughout the race, with some exciting spinnaker rides on the reaches. In this heat we secured our second 8th placing in the heats, finishing 11th overall in a fleet of 27. Peter and Tim finished 24th overall, but did not complete in all heats.

For my part, I had not sailed a Flying 15 in coastal conditions before (I have sailed lots of other different types of boats in coastal waters) and I must say that I am impressed by the capabilities of the Flying 15.

The Flying 15 can be a challenge for younger and older sailors. If any CYC members (or their friends) want to test that proposition, we would be happy to arrange to take them for a trial sail. There are reasonable quality Flying 15s for sale in Canberra.
It's Over 25s Party Night

Every Friday at Canberra Yacht Club.
Enjoy live music & dancing.
Have a good night out with your friends.

Bands to watch for:

4 March: Rigby
11 March: Andy and the Cruisers
18 March: Rigby
25 March: Loose Change

Bookings on 273 1784

The Canberra
YACHTSMAN

CASH SPLASH

Members - you can win $4,000!!

New, Exciting Poker Machine Contest starts 5 April
Many other prizes. Total Prizes of $5,750
See inside how YOU could win!!
BOOK NOW FOR THE PRESENTATION DINNER!

7pm Sunday 10 April At Canberra Yacht Club

$15 per person (Children under 12 - $10)
Full three-course meal - Drinks extra.

The Presentation Dinner will follow the last race of the summer pointscore series.

Bookings essential: Call 273 1784 with your reservations by Thursday 7 April.

COULD YOU WIN A FREE WHITSUNDAY SAILING HOLIDAY?

At the dinner, one lucky skipper will win

The fabulous sponsor's prize - a five-day Whitsunday cruise in a luxurious BENETEAU OCEANIS 400 and two nights at the five-star Hayman Resort.
Worth $4000. Donated by Newport City Sailing.

To be eligible, skippers
• must have participated in at least 12 of the 20-races series
• must sail in the final race on 10 April
• AND MUST ATTEND THE DINNER.

(Class reps: Please get a list of eligible skippers to Joan Breen by Thursday 7 April.)

FUN TALENT QUEST
A feature of the dinner will be a talent quest with an entry from each class. Individual entries welcome. Please give Joan Breen a brief description of your act, by Thursday 7 April.

DON'T FORGET:
CHAMPION OF CHAMPIONS RACE Sunday 17 April

See the pointscore winners battle it out in Adams 21s and Castle 650s.
Trish AND Doug Williams with Mike Chaplain
in
CARRY ON BLACKBEARD
A NAUGHTICAL NIGHT OF RAUCOUS FUN

CANBERRA YACHT CLUB
$25 PER PERSON
INCLUDES DINNER AND SHOW
JUNE 2nd, 9th, and 16th.
RESERVATIONS 273 1784
Should ACT have its own yachting association?
Don't miss the meeting to decide the issue

A meeting of all sailors from Canberra clubs will be held at the Canberra Yacht Club on 17 May 1994 at 8pm to discuss the formation of an ACT Yachting Association.

This will be an important meeting, posing the choice of maintaining the present situation, where ACT sailors are part of the Yachting Association of NSW, or forming our own association to run our own affairs.

Don McMichael, Chairman of the ACT Zone Committee of the YANSW, has prepared a detailed paper covering all the options, the pluses and minuses. Copies are available at the Club on request.

The paper canvases three main options: Remaining a Zone Committee of the YANSW. The simplest - retain the status quo. Phased separation over several years. This could enable administrative structures and experience to grow. Starting a Yachting Association of the ACT forthwith. What would ACT sailors get that they are not getting now? Are we willing to put in the work on administration? What would be the financial arrangements and advantages?

Canberra Yacht Club Commodore John White says the meeting on 17 May is of great importance to sailing in the ACT. "With our own association, we would be able to ensure that the subscriptions currently paid to the NSW association would be diverted wholly to supporting yachting here and could be apportioned to our needs," he said.

"I hope that as many members as possible will attend the meeting and support this initiative."

Winter series starts 15 May

Warm up for the CYC's seven-race Winter Series, which starts on 15 May. There will be three divisions: dinghies, catamarans and trailerable yachts. Warning signal at noon.

The Club has received permission to use the series to test the proposed simplified right-of-way rules, which, if approved, would come into effect world-wide in 1997. Races records will be computerised and available more quickly.

After the race, enjoy a bowl of hot soup and a bread roll - only $3.

QUARTERLY GENERAL MEETING

8pm, 30 May. All members urged to attend. Business will include discussion of the proposed changes to the sailing program for 1994-95.

CASH SPLASH

MEMBERS!
You can Win $4,000!!
In Canberra Yacht Club’s fabulous NEW poker machine contest.

You’ve still got a chance to be in the finals!

Every poker machine player with a credit of 200 coins or more on any machine gets a ticket in the weekly CASH SPLASH draw and is eligible for the weekly play-off.

Two eligible players are drawn at 6.15pm on Thursday evenings from the barrel and play for 30 minutes FREE. At the bell, the player with the most 'credit' wins $100 and the runner-up wins $50.

GRAND FINAL: On the sixth week, Five LUCKY FINALISTS compete for $5,000 prize money!
The Winner gets $4,000 . . . Four runners-up each get $250

Don’t miss the Grand Final Cocktail Party - free drinks and nibbles
Remember: Contest starts 5 April with the First Weekly Play-off on Thursday 14 April.
A Canberra Yacht Club fun event for members
SAILING PROGRAM 1994-95 and DUTY ROSTER - HAVE YOUR SAY!

Significant changes are proposed for the 1994-95 sailing program and for the duty roster. Pointscore Series A and B would be offered throughout the season, 16 races in all. There would be three short-course championship races.

Sailors are invited to study the proposed program (available at the Club) and come to the Quarterly General Meeting on 30 May 1994 at 8pm and the Club to offer comments before the program is ratified at the next Sailing committee meeting on 6 June 1994.

- Joan Breen, Rear Commodore (Sailing)

Seafly trophies come to CYC

The Club has accepted an offer from the former Seafly Class Association to take over the association's assets, including 13 trophies. Joan Breen, Rear Commodore (Sailing) has asked class representatives to consider how they might best be used, particularly where classes or divisions do not have perpetual trophies. There could also be trophies for winter and twilight series and for special regattas.

Seaflys were one of the earliest CYC fleets and were a strong class for 20 years.

Perpetual trophy holders: Please return your trophy to Joan Breen by Sunday 12 June to be in time for the Presentation Dinner on 18 June.

Registered by Australia Post Publication No. PP229200100022
CANBERRA YACHT CLUB Newsflash

If not delivered please return to
CANBERRA YACHT CLUB
Mariner Place Yarralumla ACT 2600
The new jetty on Lotus Bay should enhance the safety and comfort of all sailors and lake users.
Commodore's Annual Report

This past year has been one of remarkable progress for the Club.

On the physical side, the Club has been re-modelled and expanded to greatly improve the amenities of the members and visitors alike. The installation of the long-overdue jetty on Lotus Bay should enhance the safety and comfort of all sailors and other lake users.

In addition, the Executive has completed a draft strategic plan for the Club. This is designed to take us well into the next century and should form the basis for amendments to our constitution to take into account our changing status. This plan also sets clear-cut goals for the Club.

The initiatives introduced by the Sailing Committee during the year are obviously proving popular and I hope that this will be reflected in bigger racing fleets next summer season, and a wide range of participation in Club events.

Our new training strategy appears to be working well at all levels. Our Sabot dinghies have been acclaimed by the juniors, while our adult training classes have been fully booked.

On the social side, our new caterer, Barrie Hansson, has not been idle and the dining room is a very pleasant place to take guests and enjoy his new menus. He has also participated in our first theatrical production, which was well received by members. We hope more ventures of this nature will be forthcoming.

As you can guess, this year has been very demanding on the Executive who have maintained their strenuous efforts over the last year to manage all Club activities in an efficient manner. None of the above achievements have been possible without the unflagging dedication of our Secretary-Manager, Ron Sullivan, and Petrina in the office, and our other staff. Their job has often been very difficult, especially while the extensions were in progress.

A very important development during the year has been the discussion on the merits of ACT sailors forming our own Yachting Association.

I believe this is the way to go and that it will bring many advantages to ACT fleets.

Should a general meeting of ACT sailors decide the break will be made with the NSW Yachting Association, Canberra Yacht Club will provide a permanent home and office for the new Yachting Association of the ACT (YACT to you) in the Club's race committee tower.

John White
Commodore

1994 Annual General Meeting

The Annual General Meeting of the Club will be held at 8.00pm on Monday 15 August 1994 at the Clubhouse.

The agenda will include reports from all the Flag Officers and the election of the new Executive and of members of the various subcommittees.

All members are invited to attend although only Full Members (including Life Members, Sailing Members and Family Members) are eligible to vote.

I urge all members to attend this important meeting.

John White
Commodore

The "Kiwi Bird" Story

by Matthew Owen

After promising never to do another one, here I was on the deck of Kiwi Bird. It was raining and there was no wind in our sails, mainly because the mast lay half on the deck and half in the water. We had lost the rig down at Mawarra, at the second last turning point and with only an hour and a half to go.

As normal, we had all signed up again to pitch battle down at Marlay Point to see if we could do better than last year (2nd) and fly into history. The normal crew of Brian, James, Mark, Matthew and Hugh were all set until Hugh wanted to go to South Africa for some old regatta. So in a slightly happy state down at the club, Nick Farr joined our motley crew.

This year we went high-tech with the navigator, Brian, finding a GPS in his hand. It was able to give the crew all sorts of information on time and distance. We even thought about ordering a pizza on the mobile phone to be picked up at Penzance at precisely 2.49am, but we ended up having little on our plates.

We started in the middle of the line after putting in the start marks on the GPS and there was only 60 metres difference in it. Up went the big yellow 14-ounce kite and off we went, sending the Bird at 12 or 13 knots into a very dark night with no moon. We looked in our plates.

We called for a reef. But the reef line had fallen out. After rounding the mark, I wished that Marty was on board showing them the skipper's family origins, I wished that Marty was on board showing them the skipper's family origins. After promising never to do another one, here I was.

After yelling, waving and talking about the Bird at 12 or 13 knots into a very dark night with no moon. We looked in our plates.

4 / 4-ounce kite and off we went, sending the Bird at 12 or 13 knots into a very dark night with no moon. We looked in our plates.

4 / 4-ounce kite and off we went, sending the Bird at 12 or 13 knots into a very dark night with no moon. We looked in our plates.

A sorry-looking Kiwi Bird at rest after losing her mast in the hectic Marlay Point race.

The Canberra Yachtsman — July, 1994
Satisfactory year for Canberra Yacht Club

The Club’s financial performance for the year ended May 31, 1994 has been satisfactory.

A fair comparison of this year’s net deficit of $12,917 with the deficit for the year ended May 31, 1993 of $2,644 would need to take into account certain extraordinary items. Included among these items are:

1. Receipt by the Club in the 1993 year of a government grant of $6,500. Non-receipt of this grant would have led to a net deficit of $10,144.

2. Expenditure by the Club in the 1994 year of $10,330 on specialist consultancy services. Non-expenditure of this amount would have led to a net deficit of $2,587.

3. Other items include realisation of certain staff recreation leave and the bringing forward of some expenditure on safety items to acquire the aforementioned grant. It should be realised that receipt of a government grant of this nature places an obligation upon the Club to expend the grant and an equal amount from the Club’s resources, on certain defined assets and services. Acceptance of a government grant is not to be taken lightly. It would be idle to imagine that extension construction had no detrimental effect on trading. Now that the first stage of construction is complete and largely bedded in, the ability to enhance trading turnover should be realised. The extent of this is dependent largely upon Club member support.

Ted Digman
Rear Commodore — Finance

Special Motel Discounts

Pinnacle Apartments, Kingston, and The Heritage Motor Inn, Narrabundah, have offered Club members special rates for bookings through the week and the year. The provision of food services is to provide the right mix of style and price to suit a varying range of demand with minimal disruption. A challenge in the provision of food services is to provide a good increase in revenue from membership subscriptions despite the lower fees.

Contact Pinnacle Apartments, tel. (06) 239 9799; fax 239 6418; or Heritage Motor Inn, tel. 295 2944, fax 239 6310.

House Committee Report, 1993–94

A year of challenge and success

This year has been one of challenge, excitement and success on the House side. The decision to proceed with the renovations to the main trading areas, including a reconstruction of the upstairs toilet, provided the challenge of maintaining normal trading with the least disruption possible. With the cooperation of the architect and builders there was a minimum of disruption. Even so, some of the noisier parts of the work, which generally took place outside normal trading times, took its toll of the staff. They, like the membership, should, however, see the benefits to come and soldered on.

I have yet to speak to any member who does not agree that the change was worthwhile and, in the case of the toilets, are, long overdue. Though small, the changes open up the lounge area considerably and have greatly improved the flexibility of the upstairs area. It would be ideal if the Club could build a new deck between the two lounge areas in the near future. A large outdoor space oriented towards Lotus Bay would, I am sure, be a popular area for a quiet drink or meal. This would be a way of better utilising our best natural asset — our location.

Change to fee structure

Changes to the membership fee structure and the renovations combined to provide a good increase in revenue from membership subscriptions despite the lower fees. The challenge for the Club is to maintain a high level of renewals from these new members. This is very much dependent on the tuning of the services and entertainment so that members and guests use the Club more frequently. Members will have noticed changes through the year to the style of music and new innovations such as the “Blackboard” evenings which were quite successful.

Another major change through the year was the contracting of a new caterer. This occurred at the busiest time of the year and the change was achieved with minimal disruption. A challenge in the provision of food services is to provide the right mix of style and price to suit a varying range of demand through the week and the year. The range of requirements includes catering to major functions, bar snacks, daily restaurant patronage and post-sailing sustenance. For some of these it is difficult to predict demand and therefore staffing and wastage can be a problem. The more that members use the facilities the better the overall result can be.

Sunday Brunch introduced

An innovation which commenced on July 24 is the Sunday Brunch. It is hoped to build this into a well patronised and pleasant Sunday institution by the lake. Come along and try it.

The expanded poker machine area and new machines are proving popular with those members wanting to dice with lady luck.

The Canberra Yachtsman — July 1994

#### AVERAGE STARTERS POINTSCORE SERIES NO 1

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#### AVERAGE STARTERS POINTSCORE SERIES NO 2

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**TOTAL** 47 57 50 55 61 44 45 51 35 41.7 | 59.6

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**CANBERRA YACHT CLUB SAILING RESULTS - SEASON 1993 - 94**

**DIVISION 1**
- Paul Fitzwaterine
- Hot Gossipy/Scarlett Ohara
- 1st Ch., 2nd PS2
- Peter Taylor
- Pathfinder
- 2nd Ch.
- Stuart Mansley
- Serenade
- 3rd Ch., 4th PS2
- John Blake
- Solitaire
- 4th Ch.
- Brian Worth
- Kind Bird
- 1st PS1
- Neil Primrose
- Huntsress
- 2nd PS1
- Craig Tucker
- Harmony
- 4th PS1, 3rd PS1
- John Blake
- Solitaire
- 1st PS2
- Matthew Owen
- Blue Streak
- 1st CDA
- Julie Gilmour
- Aurora
- 2nd CDA
- Geoff Howarth
- White Machiavelli
- 3rd CDA
- Harnish Lindsay
- Brindabella
- 1st CDB
- Trevor Elms
- Yum Yum
- 2nd CDB
- Richard Galmere
- Dauntless
- 1st CDC
- Peter Withington
- Trilobite
- 2nd CDC
- General Division 2
- Roger Rose
- Impetus
- 1st Ch., 1st PS1
- Jon Thompson
- Aussie Gold
- 2nd Ch., 3rd PS1
- John Mealty
- Bounty Hunter
- 3rd Ch., 2nd PS2
- Colin Brandon
- Poseidon
- 4th Ch., 4th PS1, 1st PS2
- Geoff Gillett
- Calypso
- 3rd PS2
- K Bette
- Pasa
- 2nd PS2
- Tony Bird
- Loveboat
- 3rd CDB
- General Division 3
- Peter Harrington
- The plot
- 1st Ch., 1st PS1
- Robert Hughes
- Austral plane
- 2nd Ch., 2nd PS2, 3rd PS2
- Geoff Maskow
- S boat
- 3rd Ch.
- M Gillingham
- Crossfire
- 4th Ch., 3rd PS2, 5th PS2
- Daveck Milligan
- Neddy Seagoon
- 5th Ch., 1st PS2
- Ian Waite
- Stiltkicker
- 4th PS1
- Simon Mitchell
- Nothing too serious
- 5th PS1
- Jeff Jarvis
- Incredible hulk
- 2nd PS2
- Amanda Smith
- Teddy bears picnic
- 4th PS2
- Flying fifteen
- Haydn Baldwin
- Rollingstone
- 1st Ch., 2nd PS1, 3rd PS2
- Peter Russell
- Ruster
- 2nd Ch., 1st PS1
- Peter Foster
- The boat comes first
- 3rd Ch., 2nd PS1
- John Hosking
- State of the art
- 3rd Ch., 2nd PS1
- Colin Brown
- Smoke
- 5th Ch.
- Ian Hawke
- Waderjack
- 3rd PS1, 4th PS2
- Louise McGee
- Wings
- 1st PS2
- Peter Dalton
- Flying high
- 2nd PS2
- Hobbie 18
- Peter Mansley
- Another obsession
- 1st Ch., 1st PS1, 2nd PS2
- Mike Dunn
- Stringy barque
- 2nd Ch., 3rd PS1, 1st PS1
- Laser
- John Tracey
- Cheeta
- 1st Ch., 2nd PS2
- Martin Brady
- Helenka
- 2nd Ch
- Stewart Dewar
- Wind dancer
- 1st PS1
- Tony Ryan
- Mistee fool
- 2nd PS1
- Chris Oheimboul
- Flightboat
- 1st PS2
- Mirror
- Bruce Pain
- Another folly
- 1st Ch.
- Daniel Keys
- Dandy
- 2nd Ch
- Peter Russell
- Harmony
- 3rd Ch., 2nd PS1
- Andrew Foster
- The mouse...
- 4th Ch., 4th PS1, 3rd PS2
- Seamus McHarg
- Benjaxed
- 5th Ch., 1st PS1
- Jenny Caldwell
- Anonymous
- 3rd PS1, 1st PS2
- Craig Williams
- Silver Surfer
- 5th PS1
- Seanah Meager
- Reflection
- 2nd PS2
- lemon Allam
- Black Falcon
- 4th PS2
- Mirror junior
- Daniel Keys
- Dandy
- 1st Ch.
- Seamus McHarg
- Benjaxed
- 2nd Ch., 1st PS1, 3rd PS2
- Seana Meager
- Reflection
- 3rd Ch., 2nd PS2
- Jenny Caldwell
- Anonymous
- 2nd PS2
- Craig Williams
- Silver Surfer
- 3rd PS1

---

The Canberra Yachtsman — July 1994
FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 MAY, 1994

DAWSON & WOMACK
LEVEL 2
40 ALLARA STREET
CANBERRA ACT 2600
PHONE (06) 2470700

The Canberra Yachtsman — July 1994
### Income and Expenses Detail

#### Income

- Membership Subscriptions and Room Hire: $9,082
- Room Hire: $15,886
- Membership Subscriptions: $10,082
- Room Hire: $15,886

#### Expenses

- Sport: $6,135
- Sailing: $7,335
- Bar: $6,886
- Bar Equipment: $4,417
- Training Fees: $22,415
- Bar Equipment: $4,830

### Net Profit Transfer to General Profit and Loss Account

<table>
<thead>
<tr>
<th>1993</th>
<th>1994</th>
</tr>
</thead>
<tbody>
<tr>
<td>$16,617</td>
<td>$15,539</td>
</tr>
</tbody>
</table>

### Notes

1. The financial statements have been prepared in accordance with the Historical Cost Convention. Income statement methods are consistent with prior years.

2. 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. The result of the Association's operations for the year ended 31 May, 1994.

4. In accordance with the Association Incorporation Act 1991, the Management Committee of Canberra Yacht Club Incorporated state the following in regard to the financial year ended 31 May, 1994.

5. The Canberra Yachtsman — July 1994
BRUNCH AT THE CLUB

Enjoy a leisurely Brunch-Lunch at the Club every Sunday

Delicious omelettes, pancakes and much more.
Bring the family and take in the lake views.

RELAX TO THE DELIGHTFUL MUSIC OF
DAVE LANCASTER ON PIANO
FOR YOUR RESERVATIONS TELEPHONE 273 1784

IF NOT DELIVERED PLEASE RETURN TO:
Canberra Yacht Club
Mariner Place, Yarralumla, ACT 2600
Phone: (06) 273 1784

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Publication No. PP229200100022
INTRODUCTION

The Chairman welcomed those present, thanked them for attending and summarised the outcome of the General Meeting held on 17 May 1994 to consider the future arrangements for the administration of yachting in the ACT. That meeting had authorised the ACT Zone Committee to develop a proposal for consideration by ACT sailors at a subsequent meeting.

A draft constitution for a Yachting Association of the ACT had been drafted and made available to interested persons. The Chairman tabled a list of proposed amendments to the constitution, arising from suggestions made by several people.

MOTIONS

The Chairman then moved, seconded John Statton, the adoption of the following resolution:

That this general meeting of sailors held at the Canberra Yacht Club on Tuesday 9 August 1994 at 8.00 pm resolves as follows:

1. to form a Yachting Association of the Australian Capital Territory (YAACT);

2. to Adopt as the Constitution of the YAACT the draft Constitution circulated prior to the meeting with such amendments as agreed at the meeting;
3. to approve the objects of the YAACT as set out in Clause 3 of the Constitution as adopted;

and appoints Donald McMichael (Chairman), John Statton (Vice President), Robert Breen (Secretary), and Peter Russell (Treasurer), being the elected officers of the ACT Zone Committee of the Yachting Association of New South Wales at the date of this meeting, as the inaugural members of the Interim Council of the Association;

and appoints Michael Leydon, a resident of the ACT above the age of 18 years, as the inaugural Public Officer of the Association;

and authorises Donald McMichael to apply for incorporation of the association under the ACT Associations Incorporation ACT 1991;

and further requests that the Interim Council, when making recommendations about membership fees under sub-clause 9.1 for consideration at the first Annual General Meeting of the YAACT, seeks to ensure that the level of fees recommended for 1995 be commensurate with the fees that would otherwise have been levied by the Yachting association of New South Wales for 1994–95 on ACT sailors through their member clubs.

The Chairman then invited debate of the motion.

Lengthy discussion followed during which the Chairman responded to many questions from the floor; further amendments to the draft constitution were agreed.

Moved John Henty, seconded John White, that the motion be put; CARRIED

The Chairman then invited the meeting to vote for the first part of his motion:

1. to form a yachting Association of the Australian Capital Territory (YAACT);

   For: 35  Against: 3  CARRIED

In the light of this outcome the remainder of the motion was put and carried unanimously.

The Chairman summed up the outcome of the meeting as indicating overwhelming support for the establishment of a separate yachting association in the ACT under the Australian Yachting Federation (AYF).
The Chairman identified the forthcoming action as:

- arrange for the governing bodies of the members clubs and groups identified in Clause 5 to signify their assent to the adoption of the constitution;

- subject to a positive result, the submission of a proposal to the AYF for consideration at its Council meeting on 24 September, for the admission of the YAACT as a member association;

- the Interim Council to arrange for the first Annual General Meeting of the YAACT to be held by 30 November 1994.

Don McMichael  
Chairman

19 May 1994

Robert Breen  
Secretary

Attachment: Attendance List

YAACTMET.RCD
Eighteen-foot skiffs entertained Canberrans with thrills and spills last season. Watch for more exciting spectacular sailing this year.

Lotus Bay Water Festival P3
Bright new sailing program P5
New lunch and brunch menus
FROM THE COMMODORE
Planning the year ahead

The new Club Executive met twice in August, planning what we hope will be an active and prosperous year and a secure future. The second of these meetings was a "retreat" held in the training centre of one of our suppliers where, away from distractions, each of us presented and discussed our objectives for the year ahead. We are grateful to Aristocrat for their generosity.

Although the retreat was long, it was approached with enthusiasm by everyone. Feedback was very positive and the results were rewarding. We are now assembling a cohesive program of Club activities and trading plans for the year and the next round of the forward planning process started last year.

Information of what is ahead will be presented and discussed our objectives for the year ahead. All members of the Executive have indicated their intention to make themselves available to listen to the views of the members as the year progresses. Your thoughts can be left in writing with Ron Sullivan (Secretary Manager) or you might prefer to speak with us at the Club or by phone. Our contact numbers are published in this Yachtsman. We look forward to hearing from you.

There are still a few places to be filled on the various committees and helpers will be needed particularly for running planned events. Improving the grounds and providing support for sailing. Flag Officers will welcome your interest and support.

Good sailing.

Cornwallis, Commodore

Canberra Yacht Club Executive 1994-95

At the annual general meeting held on 15 August 1994, the following Flag Officers were elected:

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commodore</td>
<td>Frank Downing</td>
</tr>
<tr>
<td>Vice Commodore</td>
<td>Stuart Marley</td>
</tr>
<tr>
<td>Bar Manager</td>
<td>Stewart McDougall</td>
</tr>
<tr>
<td>Sailing Secretary</td>
<td>Ron Sullivan</td>
</tr>
<tr>
<td>Treasurer</td>
<td>David Kent</td>
</tr>
<tr>
<td>Auditor</td>
<td>Peter Howman</td>
</tr>
</tbody>
</table>

Meet your Club Staff

Stewart McDougall, Bar Manager

Stewart has been with the Club for two years. He was appointed Bar Manager in March this year.

Born and bred in Canberra, Stewart is single, and a Rugby League referee in his spare time. He is studying hospitality management at Canberra Institute of Technology.

He's hoping a member will ask him out for a sail!

Canberra Yacht Club Commodores

1960/61-62/63 Terry O'Neil
1963/64-65/66 Chas Nicol
1965/66-67/68 Ron Anderson
1967/68-69/70 Gerry Hewson
1970/71-72/73 Jim Beare
1972/73-74/75 John Watch
1973/74-75/76 Peter Forster
1976/77 Geoff Hood
1977/78/79 Ken Jorgensen
1979/80-81/82 Eric Ablett
1981/82 Jim Howell
1982/83 Bill Budge
1983/84 David Bull
1984/85/86 Don McMichael
1986/87 Frank Downing
1987/88/89 Pat Kelly
1990/91/92 Robert Redfern
1992/93/94 John White
1994/95 Frank Downing

Schweppes Opening Regatta and League Grand Final

Once again, the Schweppes Opening of Season Regatta promises to be a gala event for sailors, spectators and Rugby League fans.

Canberra Yacht Club will be the venue on Sunday 25 September.

There will be a race for all divisions, with the first start at noon. A viewing tent will be provided on the Club lawns for spectators to watch the racing.

Grand Final on Big TV

The timing of the start will allow all to be in the Clubhouse in time to watch the Grand Final on the Club's big television screen.

Perpetual trophies donated by Schweppes will be awarded to yachts which attract the highest number of starters. Other prizes donated by Schweppes will be awarded at the discretion of the Sailing Committee.

Entries will be accepted at the Club after 10.45 am on the day. Entry fee is $5 per boat.

Flying Fifteens

Flying Fifteeners are looking forward to another competitive season at Canberra Yacht Club with any one of several boats likely to win races, both across the line and on handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Bill Caubrook is expecting a great season with his remodelled hull, which was looking great at the end of last season, and no doubt Laurie McGe's continuing program of improvements to his boat will be beneficial to his performance. We hope too, that our ACT Fire Brigade Chief, Jim Dance and Glenda are able to have their first race with us after losing their main halyard on their first attempt last season. We might even see Peter Dalton's old boat, Outlaw, being sailed by Peter's son and daughter, at least in some of the twilight races. And we are all wondering whether we will see the Paul Barry Flying 15 on the water this season.

Several members of the local fleet have booked accommodation for the 3rd Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 8th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 9th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 10th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 11th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 12th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 13th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 14th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 15th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 16th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 17th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 18th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 19th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 20th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 21st Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 22nd Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 23rd Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 24th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 25th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 26th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 27th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 28th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 29th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 30th Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 31st Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 32nd Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

Several members of the local fleet have booked accommodation for the 33rd Australian Championships to be sailed on Waterloo Bay, Brisbane, and no one has the right handicap. We again expect to be one of the largest fleets racing with the Club, with an average in excess of 10 boats.

The Canberra Yachtsman—September '94
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There will be a big variety of water and shore-based activities for adults and children.

There will be an opportunity to see some of Australia’s top women cyclists in the annual bicycle classic, the Tour de Femme, which will start and finish at the Club. There will be rowing and sailing races for women, dragon boat racing, a fashion parade, live bands on the Club lawns, and the usual Club sailing races. As well, there will be static displays and demonstrations of other water activities.

Hot food stalls, cold drinks, ice cream etc. will be available and for the kids, pony rides, jumping castle and merry-go-rounds.

Admission is free.

---

**Seafly assets come to CYC**

The Executive of the Canberra Yacht Club has accepted an offer from the former Seafly Class Association that the assets of the association, comprising 13 trophies and an amount of cash, be made available to the CYC for use.

The Seafly Class was one of the earliest fleets established at the CYC (in 1964–65) and was one of the stronger classes for some 20 years. Former Seafly skipper and Club Commodore on LRC include John White, Peter Fullagar, Ilma Kalnins, David Townsend and Peter Forsyth, while Sue Youngman (Hargraves) still races her 1963 vintage Seafly in Club races. Others involved in establishing the class were John Hamon, seen in more recent years playing jazz on his double bass, and Gurbh Kimber who was Deputy British High Commissioner at the time. Gurbh started out with wife Joan as crew but before too long, Joan wanted her independence and in partnership with Joy Pankhurst (of Salander Gallery), acquired and raced their own boat which was aptly named Mrs Pankhurst (which I subsequently raced for nearly 10 years). The Seafly Association offer was put to and accepted on the basis that the trophies would be allocated for sailing related purposes and that the cash would be assigned for the collection, preservation and compilation of the historical records of the CYC and of relevant Class Associations. This latter purpose in particular relates to the fact that the Seafly and the associated people were very much involved in the history and development of the CYC and deserve to be recognised as such on any publications that draw on Seafly funds.

All available Seafly records have been passed on to the Club Historian — or I can contact on (06) 281 1124 or through the Club.

Trogg the Seafly trophies together with a number of other unused trophies in the Club trophy cabinet, there are now lots of trophies, suitable for use as perpetual trophies, available for re-allocation. Any sailing related group, or individual member, who has any thoughts on how some of these trophies might be re-used should pass on their thoughts to Sharon Mitchell, Rear Commodore-Sailing.

I believe the Club now has a fairly complete set of records issued since 1975 but the records before that are fairly sparse (except for 1966–67). I am grateful for contributions already made by some members as a result of my previous requests for help but further papers, including newsletters, that any members might have of Club activities before 1973 and 1987, would add to our ability to piece together the history of the CYC.

For any member who might have to mail or freight such papers to Canberra, I believe that we can now meet the costs involved.

---

**Class Contacts**

<table>
<thead>
<tr>
<th>Class</th>
<th>Contact Person</th>
<th>Phone, Extension</th>
</tr>
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<tbody>
<tr>
<td>“A” Class</td>
<td>Warrick Durstone</td>
<td>231 4792 (h)</td>
</tr>
<tr>
<td>B 14</td>
<td>Andy Beldon</td>
<td>285 2029 (h)</td>
</tr>
<tr>
<td>CCCY</td>
<td>Eric Webb</td>
<td>295 4445 (w)</td>
</tr>
<tr>
<td>Cherub</td>
<td>Grant Peelgrane</td>
<td>258 1639 (h)</td>
</tr>
<tr>
<td>Cobra</td>
<td>Ian Wallace</td>
<td>231 3622 (h)</td>
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<tr>
<td>Conqueror</td>
<td>Paul Barry</td>
<td>294 4090 (h)</td>
</tr>
<tr>
<td>Fireball</td>
<td>Matt Gillingham</td>
<td>254 3570 (h)</td>
</tr>
<tr>
<td>Flying Fifteen</td>
<td>Peter Forsyth</td>
<td>281 1124 (h)</td>
</tr>
<tr>
<td>Heron</td>
<td>John Wernborn</td>
<td>258 3488 (h)</td>
</tr>
<tr>
<td>Hobie</td>
<td>Robert Redlem</td>
<td>242 0730 (h)</td>
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<tr>
<td>Laser</td>
<td>John Tracey</td>
<td>296 2390 (h)</td>
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<tr>
<td>Laser II</td>
<td>Lance Heath</td>
<td>247 8957 (h)</td>
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<tr>
<td>Maricat</td>
<td>Don Grant</td>
<td>231 0365 (h)</td>
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<tr>
<td>Mirror</td>
<td>Peter Russell</td>
<td>247 7097 (h)</td>
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<tr>
<td>Mosquito</td>
<td>Brendan Godfrey</td>
<td>288 7428 (h)</td>
</tr>
<tr>
<td>Nacra</td>
<td>John Whitfield</td>
<td>292 5980 (h)</td>
</tr>
<tr>
<td>NS14</td>
<td>Trevor Immhof</td>
<td>288 3622 (h)</td>
</tr>
<tr>
<td>Sailboards</td>
<td>Laurie McDonald</td>
<td>254 1556 (h)</td>
</tr>
<tr>
<td>Sharpie</td>
<td>Chris Ablert</td>
<td>288 3896 (h)</td>
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<tr>
<td>Spiral</td>
<td>Greg Heins</td>
<td>281 3700 (h)</td>
</tr>
<tr>
<td>Stirrupay</td>
<td>Peter Mitchell</td>
<td>281 0207 (h)</td>
</tr>
<tr>
<td>Tasar</td>
<td>ADFA SC</td>
<td>282 3671 (w)</td>
</tr>
<tr>
<td>Trailable Yachts (Large)</td>
<td>Peter Taylor</td>
<td>286 2949 (h)</td>
</tr>
<tr>
<td>Trailable Yachts (Small)</td>
<td>John Henry</td>
<td>281 3352 (h)</td>
</tr>
<tr>
<td>Trailable Multi-Hull Yachts</td>
<td>Martin Starthop</td>
<td>288 6424 (h)</td>
</tr>
<tr>
<td>Windrush</td>
<td>Robert Tuff</td>
<td>291 9880 (h)</td>
</tr>
</tbody>
</table>

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**A new sailing season**

Signing on as your new Rear Commodore-Sailing, I can see that we look forward to another year full of excellent sailing events in Canberra. The ACT sailing program is published elsewhere in this magazine, and printed copies will be available from the Club soon.

The Yachtman also carries an item on the Schweppes Opening of the Season Regatta, which is to be held on 25 September. We look forward to seeing a good turn-up of boats for this event, and hope that families and friends will join us in the spectator tent on the lake foreshore to enjoy the race excitement. Bring along a picnic lunch and really make a day of it.

I have a number of projects I am hoping to achieve during my time as Rear Commodore-Sailing and would like to hear from anyone who has ideas and thoughts about sailing at the Club. I look forward to working with everyone to ensure sailing is both fun and rewarding for everyone involved.

Sharon Mitchell, Rear Commodore-Sailing

---

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**Canberra Sailing Program 1994–95**

**SEPTEMBER 1994**
- 17-18 ANU Mini-IV Regatta (Div 1, Tasar)
- 17 Sat CYC CCYA Race 1, H'cap Start, 2.30 pm.
- 24 Sat YMSC Short Course Head Start
- 25-26 CYC Opening Regatta (12.00 pm start)
- 30 Wed CYC Twilight No. 5

**OCTOBER 1994**
- 1 Sat YMSC Pointscore No. 1 (Div 1, Tasar)
- 3-4 Lake Jindabyne Saga Regatta
- 10 Sat YMSC Pointscore No. 5 (Div 5, R)
- 16 Wed CYC Twilight No. 7
- 17 Sat YMSC Twilight No. 7 (12.00 pm start)
- 24 Sat YMSC Twilight No. 7 (12.00 pm start)

**NOVEMBER 1994**
- 1 Tue CYC Twilight No. 1
- 2 Wed CYC Twilight No. 1
- 3 Sat YMSC Pointscore No. 1 (Div 1, Tasar)
- 5 Sat CYC Twilight No. 1
- 6 Sun CYC Pointscore No. 2, (Div 5, R)
- 7 Sun CYC Twilight No. 8
- 20 Sun CYC Shortcourse No. 2 (1.00 pm start)

**DECEMBER 1994**
- 5 Sat YMSC Pointscore No. 6 (Div 5, R)
- 8 Sat CYC Twilight No. 6
- 12 Sat YMSC Twilight No. 8
- 13 Sun CYC Twilight No. 8
- 14 Sun CYC Twilight No. 8
- 22 Sun CYC Twilight No. 8
- 28 Sun CYC Twilight No. 8

**JANUARY 1995**
- 2-9 Batemans Bay SC Festival of Yachting
- 3-4 Lake Jindabyne Saga Regatta
- 6 Sun CYC Pointscore 4 (Div 2)
- 7 Sun CYC Pointscore No. 3 (Div 2, Div 4)
- 10 Sat YMSC Championship No. 3 (Div 1, Tasar, R)
- 11 Sun CYC Shortcourse No. 1 (12.00 pm start)
- 13 Tue CYC Twilight No. 9
- 14 Tue CYC Twilight No. 9
- 15 Sat YMSC Twilight No. 9
- 18 Sun CYC Pointscore No. 8 (Div 1)

**FEBRUARY 1995**
- 1 Wed CYC Twilight No. 11
- 4 Sat CYC Shortcourse 3 (3.00 pm start)
- 5 Sat CYC Twilight No. 11
- 6 Sun CYC Twilight No. 11
- 8 Sun CYC Twilight No. 11
- 14 Tue CYC Twilight No. 12
- 15 Wed CYC Twilight No. 12
- 18 Sat CYC Shortcourse 4 (12.00 pm start)

**MARCH 1995**
- 1 Wed CYC Twilight No. 15
- 4 Sat CYC Twilight No. 15
- 5 Sun CYC Twilight No. 15
- 10 Sat YMSC Shortcourse 2 (1.00 pm start)
- 11 Sat YMSC Twilight No. 10
- 17 Sun CYC Twilight No. 10

**APRIL 1995**
- 1 Sat YMSC Pointscore No. 8 (Div 2, Div 4)
- 1-2 ADFA Net-Arch ADFA Team Racing Championship
- 2 Sun CYC Pointscore No. 8 (Div 1)
- 8 Sat YMSC Champion of Champions
- 9 Sun CYC CCYA Race 3, Twilight Race, 4.30 pm

**MAY 1995**
- 13 Sat YMSC PRESENTATION DINNER
- 20 Wed CYC Twilight No. 1 (1.00 pm start)
- 22 Sat CYC WINTER No. 3 (1.00 pm start)

**JUNE 1995**
- 4 Sun CYC Anniversary No. 6 (1.00 pm start)
- 10 Sun CYC Winter No. 6 (1.00 pm start)

**JULY 1995**
- 10 Sun CYC WINTER No. 7 (1.00 pm start)

**AUGUST 1995**
- 13 Sat CYC Pointscore No. 10 (1.00 pm start)

**Changes to CCYA sailing program**

There have been a number of changes to this year’s CCYA program and sailing instructions which have been based on suggestions in the CCYA Racing Survey conducted earlier this year. The handicapping system, “Yachtmaster”, to compute the results and maintain the records.

### Important changes (indicated by italicised wording) to the program and the sailing instructions, the program and the handicapping method, with classes providing the individual handicap for boats, if this is not provided, then the VYC yardstick or CBH will be used.

### Handicaps

- The handicapping method calculates a standard corrected time for a standard boat by averaging all finishing yachts' corrected times.
- All other finishers' times in that race are back calculated to find what back calculated yardstick (BCYR) figure, then applied to their own true time which gives a corrected time the same as the standard corrected time. To obtain a yacht's handicap for the next race, the yacht's previous BCYR is multiplied by four, the current BCYR is then added to this figure and the total then divided by five. The top three placegetters have their handicaps reduced by a further 1%, 0.5% and 0.25% respectively.

### Peter Russell

The sailing program covers a Spring series on Saturdays from 17 September to 30 November 1994, an Autumn series on Saturdays from 4 February to 29 April 1995, and a Winter series on Saturdays from 21 May to 13 August 1995.

### New computer system

The coming season will see the introduction of a computer system, “Yachtmaster”, to compute the results and maintain the season’s records. Over 400 copies of this Australian-designed system have been sold to many Clubs throughout Australia and overseas. The YMCASC successfully used it over the last three years, and have used it during the winter series for Club results. It will be used for all Sunday racing results and the twilight series.

### Handicaps for these races will be calculated using this system’s back calculated handicapping method, with classes providing the individual handicap for boats, if this is not provided, then the VYC yardstick or CBH will be used.

### The handicapping method calculates a standard corrected time for a standard boat by averaging all finishing yachts' corrected times. All other finishers' times in that race are back calculated to find what back calculated yardstick (BCYR) figure, then applied to their own true time which gives a corrected time the same as the standard corrected time. To obtain a yacht's handicap for the next race, the yacht's previous BCYR is multiplied by four, the current BCYR is then added to this figure and the total then divided by five. The top three placegetters have their handicaps reduced by a further 1%, 0.5% and 0.25% respectively.

### Peter Russell

The sailing program covers a Spring series on Saturdays from 17 September to 30 November 1994, an Autumn series on Saturdays from 4 February to 29 April 1995, and a Winter series on Saturdays from 21 May to 13 August 1995.
Canberra Yacht Club is 35 years young

Canberra Yacht Club turns 35 on 14 September 1994. To mark the occasion, Club Historian Peter Forster has supplied newspaper clippings from the Club’s early days, before Lake Burley Griffin filled.

Here are some extracts. The first is from a 1962 newspaper report:

“Lake Burley Griffin would have great potential for inland sailing, Mr T. O’Neill said last night.

Mr O’Neill, Commodore of the Canberra Yacht Club, was speaking at the club’s annual meeting. Lake Burley Griffin will be the name given to the new Canberra lake when it fills next year.

Club membership had doubled over the past 12 months to 184, he said.

Big Growth

The Club probably would have 400 members before Lake Burley Griffin was available for use. …

Mr O’Neill said the Yacht Club had moved to its present building, which was available for use. …

Forster has supplied newspaper clippings for the end of the season at nine. However, with current interest in the fleet we are expecting at least another 3 or 4 boats by the end of the season.

Elections

Annual elections were held last night.

Mr T. O’Neill was returned as Commodore, Mr C.A. Nicol, Vice Commodore, Mr R. Anderson, Rear Commodore, and Mr B.J. Meek as treasurer.

Committee in Mr A.W. Dive, Mr R. Krastins, Mr F. Wells, Mr C. Douglas, Mr J. Hammond, Mr R. Dalgleish and Mr J. Deeb.”

The next is from The Canberra Times of 23 March 1966, after the Club had moved to its present building, then very new.

“…a room with huge glass walls giving a cinema view from Black Mountain to Parliament House? Only elegant, understated furniture, and people.

This is the formula being followed by the Canberra Yacht Club’s decorating committee headed by Mrs John Edwards, of Braddon, and Mrs John Ford, of Narrabundah.

They have already invested in $1000 worth of furniture—six small teak-topped tables, each with a quartet of contemporary teak and iron armchairs upholstered in olive green deerhide. …

We will be buying more later, plus bar stools to match, after we hold a few money-raising affairs such as our lunchtime fashion parade this Thursday…”

The new Club, once decorating is finished, could easily qualify as queen of Australia’s sailing clubs.”

Hurry for Christmas Party Bookings!

Canberra Yacht Club… Still the ideal venue for Christmas and End-of-Year Office Celebrations.

The reservations book is filling up fast. Get your reservation in soon! Attractive rates and a wide variety of catering available.

Phone Petrina 273 1784

Peter Forster, Jim Barre, Charlie Nicol, John Watch and Terry O’Neill

Open of Season Regatta, 1975

Contenders raring to go

With the start of the 1994-95 sailing season almost upon us, the Canberra Contender fleet will be looking forward to an intense first half of the season.

We start off with the long weekend in October which has been named the Monaro Silver Cup. This replaces the Monaro Gold Cup which was traditionally raced by 50s. However as 99 per cent of the fleet has either skippored, crewed, built or looked at a 505 during some part of their sailing careers it was considered appropriate.

Although it is only its first year, we look like having 15 to 18 entries, including the Dutch and German National Champion.

In November, some of us will be faced with the trip south to Black Rock in Melbourne to contest the “Go for Gold Regatta”. Later in December, we travel north to Sydney for the State Titles at Woolahra and once again a reasonable turnout will be expected.

From 2 to 7 January the whole Canberra fleet (beware, those that don’t) will travel to Batemans Bay for the National Championships. Although this is a NSW event, the Canberra fleet has taken on the job of coordinating it. Fortunately, we have had the full support of Bernie Peelgrane from the YA of NSW. Bernie has offered to OOD the entire event. This in itself will ensure the event’s success.

The Canberra fleet has enjoyed an unexpected growth in its first season with final figures for the end of the season at nine. However, with current interest in the fleet we are expecting at least another 3 or 4 boats by the end of the season.

Anyone wanting more information or, better still, to buy a boat they should contact any of the regular sailors or phone 294 4690 (h) 267 6932 (w).

Paul Barry

Let’s see more Lasers on the lake

Our Laser fleet has one challenge for the coming season and that is to increase its size. This can be achieved in three ways: by greater participation of the regulars; by more use of the three Lasers in the Club’s Training Fleet; and by getting new sailors to join the fleet and a resurgence of lapsed Laser owners.

Our handicapping system provides suitable incentive to participate as it allows the spoils to be shared across the fleet and rewards improvement. If anyone could recommend a better system please let me know.

When not engaged in training activities the Club Lasers are available for racing for the modest fee of $5. While they are older boats they all have new radial rigs, but the large sails are past their prime. Please encourage your associates to use this fleet. If the yachts are used regularly it could provide justification for buying better full rig sails.

There are a lot of Lasers gathering dust in Canberra garages and sheds that should be sailing. Please let me know of anyone who we could contact and encourage to join us this season.

The Masters Laser State Championship is to be held at Gosford on 19-20 November. Is anyone interested in accompanying me to compete? The Australian Championship is to be held from 9-16 January at RQYS and the Full Rig States on Lake Illawarra on 4-5 February 1995.

All Club sailors should be interested in Eric Twiname’s latest book recommended in the World Laser News Sail Race and Win. The aim of the book is to move you up the fleet by coaching yourself.

The book looks at the reasons for losing and turns these into a plan of attack by concentrating on attention to detail. Mental and physical fitness are examined, practical suggestions for improvement and insights given to help you handle different crises. It should retail for around $40.

John Tracey
**Boat storage and race support targeted**

I thank members for their support in the last 12 months and look forward to serving the operational needs of the Club for another term.

In my first term I have been able to identify the costs involved in offering an effective Race Support Unit, maintaining grounds and associated equipment and have placed a dollar amount to all operational aspects. By doing this I have identified areas in which costs can be reduced, and the savings returned to areas which require attention. This will ultimately mean improvements to sailing facilities and the race support unit.

**New Rescue Boat**

In the coming 12 months I hope to replace the yellow boat Llanwarne with a new and more suitable vessel, rebuild or replace the mooring barge, implement regular working bees as part of the sailing program, make dramatic improvements to our indoor boat storage to offer regular sailors and those who race a secure spot to keep their boats. In turn I hope to see the facility empty on race days with everyone competing.

In the near future I will commence a recruitment drive for the Race Support Unit to boost numbers. A T13 course will be offered and those who complete it will further training with St John's Ambulance and the Police Rescue Squad. My aim is to establish an RSU of drama improvements to our indoor boat storage to offer regular sailors and those who race a secure spot to keep their boats. In turn I hope to see the facility empty on race days with everyone competing.

**Training program to foster participation**

The Training Committee this year consists of Peter Howman, Richard Gallimore, Paul Fitzwarren and Karin Howman. The extent of the training program which this team has scheduled is two junior training courses, two adult training courses, and a rescue boat training course, in conjunction with Nick Farr, Rear Commodore-Operations.

**First Junior course**

Note: The first junior sailing course will start on 9 October and run for 10 weekends. The first adult course will begin on 27 October and involve theory of sailing and practical experience on trailer-sailers in the Club's Twilight Series. Bookings essential. For costs and other information, contact the Club office, ph. 273 1784.

Peter Howman
Rear Commodore-Training

**The ACT Triathlon Association**

The ACT Triathlon Association was formed in 1986 and is the governing body of the sport of triathlon and its associated sports of duathlon and aquathlon in the ACT. Last year they had a membership of close to 600. This year they aim to exceed 1000 and eventually employ an executive assistant.

ACT Tri is responsible for sanctioning multi-endurance events with more than 30 events on the calendar this year. This includes triathlons which are normally held from November to March, aquathlons which are held throughout January and February, and duathlons which are held over the winter months when Lake Burley Griffin is less than appealing for a dip. These races include events that are suitable for the complete novice right through to the half ironman distance.

The ACT Triathlon Association also caters for a number of special interest groups. A junior development officer is responsible for providing coaching and training sessions for our younger athletes who are vital to the future of sport. Indeed we may see one of them compete in the Sydney Olympic Games in the sport of Triathlon which has just been included on the Olympic program. There is also a series of junior races across triathlon, duathlon, and aquathlon to encourage junior athletes to participate in events that are shorter and more suited to their developing abilities.

Women in Triathlon is an area the ACT association has concentrated on as women are currently only 25 per cent of our membership. This is a pattern which is consistent across Australia. ACT Tri has women-only events as well as training seminars, coaching programs and camps for novice and experienced females. Our harder training athletes often aim to complete the longest distance event on the triathlon calendar—the Ironman. This is a 3km swim, 180km cycle followed by a marathon run of 42km to finish. Each year the ACT Tri Ironman team travels to the NSW coast to compete in the Forster Ironman with a record team of 55 competitors in 1994. This team is managed by one of our volunteers who arranges sponsorship and publicity for the team as well as arranging all travel and accommodation.

This year they aim to introduce special interest groups for age group triathletes as well as arrange teams to attend the National Championships over the Olympic distance. As most of you may be aware ACT Tri is affiliated with the CYC and pay an annual rental for storage areas for their equipment. They regularly hold social functions at the CYC and use the venue as the social event of the year for many of their races. They are pleased to be associated with the CYC as it provides an ideal venue for many and varied functions.

Deborah Howes, President

**Canberrans at Tasar Worlds**

John Tracey and family recently returned from a visit to the United Kingdom during which John and daughter Claire competed in the Tasar World Championships in Brixham, Devon. He reports that Russell Ford, from Queensland, won the World Title and Defence yachts from Canberra came third, fourth, eighth and 26th in a fleet of 76. John and Claire were runners-up in the Silver Fleet. Claire received a yacht timer watch because she was the youngest person in the series.

**America's Cup fund raising**

The 501st Australia America's Cup challenge syndicate, headed by John Bertrand, is hoping Canberrans can assist with fund raising to assist in winning the right to challenge in San Diego, California, in 1995. A donation of $500 entitles Club representatives to attend a special challenge function and a chance to win a 'guest crew member' spot on a 501st Australia trials yacht competing in the Australian Challenge series in Surfers Paradise later this year.

Any member interested in helping to raise funds should contact David Townsend on 247 6427.

**Peregrine**

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CANBERRA CITY

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Australian Safaris • Asia • South America

Egypt • Nepal Trekking • Overland Expeditions

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Name:
Address:
Phone: (fax)

Dear [Name],

Thank you for your interest in Peregrine. We are pleased to offer you the chance to win a "guest crew member" spot on a Peregrine trial yacht competing in the Australian Challenge Series in Surfers Paradise later this year.

If you have any questions, please feel free to contact us.

Sincerely,

[Your Name]

Peregrine
IT'S SWING TIME AND PARTY TIME!

Enjoy Friday nights at the Canberra Yacht Club

6 to 9 pm: It's Swing Time
Relax to Classic Jazz with Dave Lancaster on piano and Frank Lancaster on clarinet.

9 till late: It's over-25s party time
Live music and dancing - Your favourite bands

16 September - Cut 'n' Polish
23 September - Rigby
30 September - Loose Change

7 October - Rigby
14 October - Cut 'n' Polish
21 October - Rigby

BRUNCH AT THE CLUB

Enjoy a leisurely Brunch–Lunch at the Club every Sunday

New! Extended Menu by popular demand!
Bring the family and take in the lake views.

WITH THE DELIGHTFUL MUSIC OF
DAVE LANCASTER ON PIANO

FOR YOUR RESERVATIONS, TELEPHONE 273 1784
Exciting prizes for Summer and Twilight series
You can still win a great sailors' prize from Sunsail!

Yacht charterers Sunsail
Australia Pty Ltd (formerly Newport City Sailing) are continuing major sponsorship of the Club's Summer Series and Twilight Series.

For the Summer Series, you can win a five-night charter on a luxury Beneteau Oceanis 400. It's worth $3500!

These beautiful craft sleep six in three luxurious cabins. There's a furling main and headsail, hot and cold water, refrigeration and much more.

To be eligible, skippers need to have competed enough times to receive 6 or more points between January and April 1995. One point will awarded for each of the following:

- Each of the pointscore races from 15 January to 2 April 1995. Total 8 points.
- Each short course series on 19 February and 12 March 1994 (one point for each series, not each race).

If you represent Canberra Yacht Club in a regatta away from Canberra during this period, you can apply for a point. Contact your class representative. It all adds up!

To be eligible for the prize, skippers or designated representatives MUST be at the Club when the award is announced. That is after the last race - Sunday 2 April.

Support our young champions!
Enjoy the special HAWAIIAN NIGHT
Sailors Bar, Friday 24 February starting 7.30pm.
Tickets $10 - beer and wine $1 a glass!

And the proceeds will help our two remarkable young national champions - mirror sailors Daniel Keys and James Souter contest the World mirror Titles in Wales in August this year.

Daniel and James have won the National titles, the NSW titles, the ACT title and are shortly to contest the Victorian championship. The Club Executive resolved to support their fund-raising efforts by providing money-making opportunities using the Club's resources and holding raffles. Call 273 1784 for reservations.
Changes to Club constitution proposed for Quarterly General Meeting

Notice is hereby given of the intention to move the following motions at the Quarterly General Meeting Club on Monday 27 February 1995.

The Constitution of the Canberra Yacht Club be amended to provide for the Commodore, Vice Commodore, Rear Commodore - House and the Rear Commodore - Finance to be elected for two year terms of office. Initial elections for two year terms would be conducted in the following order so that the terms would commence on alternate years:

- August 1995 Commodore and Rear Commodore - House
- August 1996 Vice Commodore and Rear Commodore - Finance.

All positions would be declared vacant at the August 1995 Annual General Meeting in accordance with current practice.

The purpose of this motion is to improve continuity within the Executive in providing direction to the business and licensed operations of the Club.

The Constitution of the Canberra Yacht Club be amended to provide for the Vice Commodore to be responsible for the coordination of programmed sailing, operations, sailing development and sail training activities of the Club.

The purpose of this motion is to improve the development, coordination and integration of sailing activities and support for these activities.

The Constitution of the Canberra Yacht Club be amended to provide for the election of deputies to the Rear Commodore - Sailing, Rear Commodore - Operation and Rear Commodore - Training whose duties would be to support sailing, operations and training activities and to deputise for the respective flag officers in their absence.

The purpose of this motion is to ensure that there is an identified person to oversee each of these areas of activity in the absence of flag officers, to support flag officers in their duties and to ensure continuity and encourage the development of experience in these important areas of the Club’s operations.

Moved: Frank Downing, Commodore.
Seconded: Stuart Manley, Vice Commodore.

QUARTERLY GENERAL MEETING
The next Quarterly General Meeting will be held at Canberra Yacht Club at 8pm on Monday 27 February 1995. All members are welcome.

Changed start times for short-course races

Short-course races 2 (19 February) and 3 (12 March) will start at 2pm instead of noon as indicated in the Sailing Program.
It's CYC PRESENTATION NIGHT

BOOK NOW

Canberra Yacht Club's night of awards and fun

Be there to get your trophies!

Saturday 17 June 7pm for 7.30pm

Delicious three-course dinner for ONLY $17.50 per person
(Children under 10 - $10.50)

Guest Speaker: Gary Prattley, Chief Executive,
National Capital Planning Authority

Gary will tell us about the new Lake Burley Griffin
Management Plan and the implications for recreational
boating.

Trophy display: Admire the trophies won by our members in Territory,
State, National and other contests

Historic photos: A display of fascinating pictures from the Club's earlier
days. Are you part of history?

HURRY! RESERVE YOUR TABLE NOW -
Phone 273 1784
Fine food, great entertainment

Show returns by popular request

HURRY! BOOK YOUR TABLE NOW
Phone 273 1784

WINTER RACING:
Enjoy good sailing and warm up in the Clubhouse afterwards.
Next race days: 18 June, 2 July, 16 July, 30 July and 13 August.
The Winning CYC Team 1994/95 Transom Trophy
Commodore’s Report

The past year has been one in which important decisions have been taken which should help to shape the future of the Club. Most significant amongst these were the commercial decision that the Club should take over the catering, the decision that the Club should conduct its own bookkeeping and financial reporting, the decision to employ an Operations Manager and the decision to construct a deck on the north-eastern corner of the building subject to satisfactory design, costing and financing of the project.

As much as it has been a rewarding year, it has also been a difficult and, often, frustrating one with the loss of key people from the Executive, heavy personal commitments which several of us have had to endure and our failure to communicate adequately with members. A particular disappointment has been the general lack of support from members for the Club and a constant undercurrent of criticism. Constructive criticism is healthy and, if followed up with active support, is one of the essential ingredients of a vibrant Club.

I ask you to contemplate the reasons for the decline in the enthusiasm for the sport of sailing for which the Club was established. I suggest that the reasons lie partly in the nationwide decline in participation in sailing and partly in the malaise that has come over some parts of the Club’s sailing community. In contrast, there has been a small band of sailors and supporters who have worked tirelessly for the Club and sailing. I must record my sincere thanks to them on behalf of the Executive and members.

It has become clear during the year that the Club cannot continue to rely on honorary officials to undertake regular and time-consuming tasks. Employment pressures are growing as are the uncertainties in business and the job market and few members now have the time to put into Club Executive duties that they might once have had. We have, therefore, decided to bring a number of activities within Club administration to improve responses and efficiency and contain running costs. One is the publication of the Canberra Yachtsman and Club newsletters. Another is the maintenance of the support fleet.

Some costs will have to go up during the coming year. Although I hope that membership fees can be contained at their current levels, it is inevitable that sailing fees will have to be increased to cover some, and I emphasise only some, of the cost increases that have occurred since sailing fees were last adjusted. To the best of my knowledge, the combined membership and sailing fee has been constant at $150 since the late 1970’s!

It is also becoming necessary to introduce tighter controls over sailing administration and those assets of the Club which support sailing to minimise running costs, avoid losses and ensure the Club receives the correct fees that are due to it. Tighter controls are being put into place and I hope that the incoming Executive will see fit to continue this work.

Frank Downing
Commodore

Laser notes

As usual with the nomadic nature of many Canberra inhabitants, new Laser people have arrived and, unfortunately, some have departed to other shores - Chris Oxenbould pulled out all stops and took over Her Majesty’s Australian Fleet! At the last count, though bearing in mind that this is winter, we had six ‘full-timers’ on the books. Three of these brave sailors are maintaining the vigil of drifting through the Winter Series; the others are looking forward to summer.

The main aim of this article is to alert you to Lasers being alive and well in the CYC, but we are looking for more boats to join the class. So, if you are thinking of it or know of anyone who might be interested in joining the class, please procrastinate no more and come and join us. We really are good people! I’m usually at the CYC rigging up for about two hours before a race on Sundays and would welcome a chat.

Don’t forget, access to the three training fleet Lasers can be arranged if you want a test flight to stimulate your interest or to confirm what a brilliant little craft the Laser is - hopefully then leading to you joining us in the Laser fleet.

George Meikle
Use of the Lake and its Foreshores

The ACT Water Police have drawn to our attention parts of the Lakes Ordinance 1976 which limit the use of Lake Burley Griffin by boats which have accommodation and camping on the lake foreshores. The need to draw our attention to these provisions of the Lakes Ordinance arose through the actions of a few people during the early part of summer.

Relevant sections of the Lakes Ordinance are:

Section 31: A person shall not use a boat as a houseboat or place of living within a lake area.

Section 32: A person shall not camp, or permit a caravan to stand, within a lake area between the hours of sunset and sunrise.

"Lake area" means the area comprising a lake, the foreshore of the lake and islands (if any) in the lake.

"Foreshore" means the area of land bounded by the level of the lake and an imaginary line drawn at a distance of 100 metres from the high water level of the lake.

Activities on unleased land above the 100 metre line are controlled under the ACT Trespass and Territory Land Act 1952. Under that Act, it is an offence to camp or erect structures unless a permit has been issued under section 48 of the Act.

The Club's policy is consistent with these controls on the use of Lake Burley Griffin. The Club is unable to condone, in any way, use of the Lake otherwise than provided for in the legislation and ordinances.

1995

Champion of Champions

'America's Mug'

Sunday 30th April saw the 1995 Canberra Yacht Club Champion of Champions held on the lake. This year's Champions competing were-

- Paul Barry - Contenders
- Peter Forster - Flying 15
- Peter Russell - Mirrors
- Michael Leydon - Fireball
- John Tracey - Laser

This year the fleet sailed Tasar's, kindly lent to the club by ADFSA Sailing Club. Three short course races were sailed in wind of 12-15 knots. The racing was close, and after all three races the results were as follows:

- Michael Leydon 3.5 1st
- Paul Barry 11.00 3rd
- Peter Russell 11.00 4th - on countback
- John Tracey 4.75 2nd
- Peter Forster 14.00 5th

The Australian American Association once again kindly sponsored this event, and the 'America's Mug' will be presented to Michael Leydon by an Australian American association representative at the CYC presentation night.

Well done to all our champions and congratulations to Michael Leydon - the 1995 Champion of Champions.

Training

The 1994/95 training program has been a mix of success and difficulty. It has been successful in that through the energies of Rear Commodore Training, the Club established courses for adults and juniors both before and after Christmas as well as junior courses over the January holidays. A course was also conducted for the Women in Sailing group in Canberra. Consequently, probably a record number of people were taught to sail during the past season. We were also able to expand the Club's training fleet further.

The difficulties arose because Peter moved to Perth at short notice in January and without his energy and enthusiasm and in the absence of anyone willing to replace him, we were quite over committed. Nevertheless, various members helped by conducting classes and making their boats and themselves available to the Club for practical training. The Laser class refurbished several of the training dinghies during their duty day. Without this assistance, the Club would have had little hope of honouring its commitments to the trainees.

Maintenance of the Club's training fleet has been a problem, and tighter controls have had to be placed on the use of training boats to overcome a disappointingly high rate of petty theft of ropes and fittings. Many thanks to John Tracy and members of the Laser class who refurbished several of the training dinghies during their duty day.

Considerable thought is being given to the delivery of sail training and, just as importantly, the retention of trainees in our sailing fleets. Suggested initiatives for 1995/96 will be recommended to the incoming Executive.

Frank Downing
Commodore

Mirror World Title Attempt

Daniel Keys and James Souter will be leaving soon to compete in the Mirror world championships in Wales, UK. After their successes in the 1994/95 season which included winning the Australian Mirror Class Championship, we can expect them to maintain the good name of the Canberra Yacht Club on the international circuit. Here's to success.

Daniel and James wish to thank those who have given support and encouragement in the lead up to their quest. In particular they wish to thank the Canberra Southern Cross Club, Canberra Ocean Racing Club, ACT Mirror Association, ACT Department of Sport, Recreation and Racing, YMCA Sailing Club, Sunsail (Australia) Pty. Ltd, International Mirror Class Association of Australia, Yachting Association of the ACT, The Boat House by the Lake, Australian Yachting Federation, Silva Marine - Maccson Trading Co Melbourne, Top Fruit Market Tuggeranong and, of course, the Canberra Yacht Club.

Mounting an international campaign even in a relatively small and inexpensive dinghy like a Mirror is quite costly and, without support from sponsors, Mirror World Title A Canberra add to their no matter how small ventures like this are difficult if not impossible.

For a junior looking to begin a sailing career or a parent contemplating a dinghy as an offspring, a Mirror dinghy is well worth considering. A Mirror is also a good proposition for a father-son or similar family combination. There is a good sized fleet and an active class association based at the Club and it is possible to purchase a sound second-hand boat and go sailing for as little as $500.
The Canberra Yachtsman - July 1995

Newsletter Report - Rear Commodore Sailing

The Summer Series has come to a successful conclusion and we are now well into the winter series. Although our numbers of sailors competing has dropped from previous seasons, I believe the fact we had so many of our members achieve high results at state & national levels shows our standard of sailing at the club is excellent.

The presentation dinner was held in June, with Club awards being presented to the following people:

- Club member of the year: Peter Russell
- Yachtswoman of the year: Judith Kennedy
- Yachtsman of the year: Daniel Keys
- Most Improved Junior: Ellen Russell
- Most Improved Skipper: Daryl Roos
- Crew person of the year: James Souther
- Service award: Phillip Russell
- Award for outstanding work: Paul Barry
- Award for contributions to sailing in the A.C.T.: Don McMichel

It was an excellent night, with a very entertaining speech from Gary Prattley, the Chief Executive of the N.C.P.A. The Champion of Champions ('America's Mug') as also presented to Michael Leydon and his crew Tamin Cowap.

With this report I sign off as the Rear Commodore Sailing, due to business commitments and the two new additions to our family. I am unable to stand again for this position. I would like to thank everyone who assisted me during last year with special thanks to Ron Sullivan and the members of the sailing committee.

Sharon Mitchell
Rear Commodore Sailing

Peregrine

NEW OFFICE (opening soon)
2/26 Bougainville Street
Manuka, A.C.T. (opposite Advance Bank)
247 6717

African Safaris - Asia - South America
Egypt - Nepal Trekking - Overland Expeditions
Competitive Airfares - AUSTRALIA - Free slide nights

Ask for your FREE holiday books by mailing this to:
Peregrine, 2/26 Bougainville Street, Manuka A.C.T. 2603

The Whitsundays - Sunsaill's Summer Series Prize

"Rusler" was fortunate enough to win the summer series prize donated by Peter Dyball of Sunsail. The prize consisted of 2 nights on Hayman Island for two people, including transfer from Hamilton Island and 5 days on a Beneteau 40. We had to find our own way to Hamilton Island and chose one of Ansett's package tours.

One cold and frosty morning in mid-September, Mary, Phillip and I left Canberra to fly to Hamilton Island to spend 3 delightful days in an apartment overlooking Cetysye Bay, and sightseeing around the area. The warm tropical weather was not hard to take after Canberra's long cold winter. We enjoyed the long walks, swimming, and other excursions. Phillip energetically climbed the bush track to the top of Passage Peak.

I had long wanted to visit Bill and lean Wallace's Coral Aris Centre on Dent Island, where they had lived for about 40 years. Bill proudly showed us over his new house next to the Arts Centre; while Lean, now 95, looked after the centre and its attractions.

One afternoon walking near the harbour shops we unexpectedly met John and Eileen White who were replenishing "Callisto's" supplies. We spent an enjoyable couple of hours with John and Eileen, drinking tea and eating fruit cake, and updating our information on anchorages and places of interest to visit.

We boarded the 80 foot launch "Sun Paradise" which travelled at 27 knots for transfer to Hayman Island. While enjoying the scenery and drinking champagne the accommodation details were completed. On arrival we were shown to our room overlooking the very large swimming pool that is one of the features of this $400 million resort. A quick change of clothing and we dived off our balcony for the first of many swims. The resort, while expensive, certainly lives up to its reputation as one of the finest in the world; with its extensive gardens, luxurious surroundings, tourist activities, fabulous breakfasts, and wonderful but expensive restaurants.

"Rhapsody" our Beneteau 40 awaited us at the Hayman Marina. Only a few months old, she was based at Hayman and used principally for crewed charters. The 40 foot sloop was beautifully fitted out with 3 cabins, 2 bathrooms, and a large galley with 2 electric fridges (into which our food had been previously loaded). On deck the easy to handle gear included jibing main and headsail, full instrumentation, and electric anchor winch operated both from the bow and the cockpit.

After the usual briefing we were on our way into a stiff cold head wind and lumpy sea towards our first anchorage - Nara Inlet. This fjord-like deep inlet is one of the favorite anchorages with a dozen or more yachts enjoying the peaceful waters. Next day the weather cleared and we picture postcard for the remainder of the holiday. After lunching at Sawmill Beach in Cid Harbour and walking to Dugong Beach, we sailed around Long Island to Palm Bay. This reef enclosed anchorage holds 7 boats, with each tied to a nearby palm tree. Here we all enjoyed a hot shower, pure bliss, amidst the notices telling us water is precious. Water is brought to the island and held in storage tanks. As the sign says "Just quietly beautiful".

Chance Bay, our next anchorage, was shared with one other yacht. It's numerous "bomies", extensive coral, and near deserted white sandy beach with colourful reef fish swimming in the shallows, made this a memorable stop over. We felt privileged to stand in the water with a beautiful surf parrot fish who completely ignored us! Chaffy Beach, opposite famous Whitehaven Beach, with its pure white, powdery sand (and sand flies) was our next anchorage, and then to Border Island and the corals of Catheren Bay. Our final anchorage was at Maureen's Cove, the beautiful living coral underwater and pure coral beach. Here we tied up, set off for our last sail in the superb Beneteau, our last night on Hayman, and a memorable meal at the Oriental Restaurant, the finale to an unforgettable few days.

Our grateful thanks to Peter Dyball for making this wonderful holiday possible, and to Nicky Rolands for her help in planning the charter details.

Peter Russell
Obituary

It is always sad to have to report on the passing of members and friends of the Club and particularly so when they are people who were part of the Club's history and who had the vision and sense of purpose to create something which we can all enjoy today. The past year has witnessed the passing of three such members. Our sympathy goes out to their families.

Gerry Hewson (1918 to 1995) was one of those rare identities in sailing who can genuinely be described as a colourful character. He was not only that though, he was an expert sailor and, as Vice Commodore and Commodore from 1965 to 1969, played a major part in establishing sailing on Lake Burley Griffin and the Club on the shores of Lotus Bay. He possessed a great sense of the Club's history.

He was among the post war pioneers of ocean yacht racing, winning the inaugural Montague Island Race in 1946 and achieving sixth place over the line in the third Sydney to Hobart Yacht Race in Josephine. Among many successes, he won the prestigious Albert Gold Cup in 1948, 1949 and 1951. Compared with now, sailing was tough in those days.

He sailed Gwen 12's at Lake George before Lake Burley Griffin was filled and later Flying Fifteens, a class which he helped to establish in Canberra. Later in the 1970's he could be found starting and running the sailing on most Sundays and often for regattas. In 1977 Gerry was awarded Life Membership for his many contributions to the Club and a plaque was mounted on his favourite place at the bar.

Ken Jorgensen was a Canberra sailing pioneer. In 1953, he helped to form the Canberra Sailing Club which sailed on Lake George until 1959. He was an early member of the Canberra Yacht Club sailing on Lake George and Lake Burley Griffin when it opened in 1964. In the late 1960, he built an 18 foot Capri, one of the first trailer sailors in Canberra and later in 1971, was a foundation member of the Canberra Cruising Yacht Association (C.C.Y.A.). Later he sailed Soffelga a Red Jacket and Siren and RL24.

Ken always looked for ways to improve facilities for sailors and as Vice Commodore and Commodore of the Club and Secretary/Treasurer and President of the C.C.Y.A. he devoted many hours of his time to doing this. He was awarded Life Membership of the C.C.Y.A. in 1981. He built the mooring barge which, until the last season, doubled as a jetty and wrote the rules for the first night race held in Canberra.

Bob Robinson, or Robbie as he was affectionately known, was an active member of the Club for longer than most of us can remember. Although he had probably been messing about in boats from an early age including in NS14s, he came to prominence during his partnership with Jim Beare in the Flying Fifteen, Lively Lady. Jim has muscular dystrophy, a condition which limited his mobility on the boat, and in the 1976/77 season Robbie received the Club's Crewman of the Year award.

Robbie also contributed to the management of the Club as Rear Commodore from 1975 to 1979 and as a member of General Committee in the early 1980's. In more recent years we remember Robbie and his good mate, the late Dot Fletcher, as regulars at jazz on Sundays.

Another member to pass on this year was Tony Ordish. For several years now, Tony has been a regular patron of the Club (his membership probably goes back even further) and of the Club's more vocal and active members, always willing to give good humoured advice about the Club or the current topic of discussion. His aging Mercedes would often be seen close to the door, if not parked next to the No Parking sign for which he was always forgiven.

Annual General Meeting

Monday, 21st August, 1995
at 8.00 p.m.
<table>
<thead>
<tr>
<th>Points</th>
<th>Pos.</th>
<th>Sails</th>
<th>Class</th>
<th>Skipper</th>
<th>Boat</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>101</td>
<td>-</td>
<td>Mirror</td>
<td>Peter</td>
<td>Russell</td>
<td>110.00</td>
</tr>
<tr>
<td>2</td>
<td>102</td>
<td>-</td>
<td>Mirror</td>
<td>Dallas</td>
<td>Hughes</td>
<td>90.00</td>
</tr>
<tr>
<td>3</td>
<td>103</td>
<td>-</td>
<td>Mirror</td>
<td>Robert</td>
<td>Redlern</td>
<td>70.00</td>
</tr>
<tr>
<td>4</td>
<td>104</td>
<td>-</td>
<td>Mirror</td>
<td>Steve</td>
<td>Quinn</td>
<td>60.00</td>
</tr>
</tbody>
</table>

**Pointscore Series 1 - Canberra Yacht Club Inc.**

**Results by Division Olympic Scoring**

- **Pointscore Series 1**
- **Pointscore Series 2**
- **Handicap Results**
- **Points P...**
Finance report for the year ending
31 May 1995

The end of year finance report prepared by the Club’s auditors, Dawson & Womack, is printed in full in this edition of the Canberra Yachtsman. Because of the detail contained in that report it is necessary only to highlight only a few aspects of the Club’s financial performance.

The disappointing end of year result can be attributed to the loss of revenue from bar and poker machine trading during the latter part of 1994 and early 1995 when trading in the dining room declined and the first quarter of 1995 when other clubs experienced a downturn in trade generally. This trend towards poor trading has reversed since the Club took over the catering function, a change which is has been brought about by focused food services and higher standards of service.

The long term objective is to reduce the debt held by the Club. In order to increase the Club’s financial equity, the loan mix was adjusted and two bank adjusted bills were converted into a business loan. This has allowed the Club to reduce its liability by about $36,000 during the year. The remaining bills will be converted similarly when they mature.

The Executive also decided during the year that the Club should prepare its own books and financial reports from the beginning of the Club’s 1995/96 financial year. To allow for this, a new computer has been installed together with software for bookkeeping, payroll and an EFT facility. These changes should result in a reduction in accounting costs and enhance management systems in the Club generally.

Profit and loss and cashflow budgets have been prepared for the financial year ending 31 May 1996. Predictions embodied in the budgets are conservative.

Special thanks go to the members of the Finance Committee, Ron Sullivan, Grant Warner and Ted Dignum, for their support, enthusiasm and many hours of number crunching.

David Kent Rear Commodore, Finance

SAILORS
BIG BREAKFAST

Enjoy a leisurely Brunch-Lunch at the Club every Sunday

From 10.00 a.m. to 1.30 p.m.

Bring the family and take in the wonderful lake views with a lovely meal

FOR YOUR RESERVATIONS CALL
273 1784

The Canberra Yachtsman - July 1995
FINANCIAL RESULTS

1995

CANBERRA YACHT CLUB INCORPORATED

In the Members'

CANBERRA YACHT CLUB INCORPORATED

Independent Auditors' Report

SCOPE

We have audited the financial report of Canberra Yacht Club Incorporated as at 31 May 1995 and the results of its operations for the year then ended in accordance with the provisions of the Associations Incorporation Act 1991 of the Australian Capital Territory.

In our opinion, the financial report presents fairly the financial position of Canberra Yacht Club Incorporated as at 31 May 1995 and the results of its operations for the year then ended in accordance with Australian Accounting Concepts and Standards, so as to present a view of the Club which is consistent with our understanding of its financial position and the results of its operations.

We have audited the financial report of Canberra Yacht Club Incorporated as set out on the above basis.

Our audit has been conducted in accordance with Australian Auditing Standards to form an opinion on the financial report.

Our audit included an examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report, and the evaluation of accounting policies and significant accounting estimates. These procedures have been designed to test our understanding of the financial position and the results of the operations of the Club.

The audit opinion expressed in this report has been formed on the above basis.

Michael Dawson
Chartered Accountants

Audit Opinion

To The Members

CANBERRA YACHT CLUB INCORPORATED

Balance Sheet

As at 31 May 1995

CURRENT ASSETS

Cash on Hand

1995

153,303

1994

153,303

13,214

11,880

17,603

1995

15,154

1994

18,005

Savings Bank Deposits

Investments - at Cost

$44,320

$33,627

$804,960

$869,039

$853,280

$924,066

$138,954

$308,666

$233,742

$268,062

$804,960

$869,039

$480,584

$47,338

$17,603

$15,154

$15,563

$5,563

$302,144

$177,190

$199,954

$101,994

$324,671

$301,646

$149,394

$134,499

$15,563

$14,162

$53,619

$334,186

$16,724

$9,087

$211,246

$174,495

$121,467

$134,499

$134,499

$114,850

$122,4

$11,940

$15,563

$10,358

$42,320

$55,416

$280,979

$12,577

$9,769

$200,988

$101,994

$101,994

$7,746

$7,746

$5,563

"
CANA BER A YACHT CLUB INCORPORATED
Schedule No 6 - Training Trading Account
For the Year Ended 31 May 1995

<table>
<thead>
<tr>
<th>Description</th>
<th>1995</th>
<th>1994</th>
</tr>
</thead>
<tbody>
<tr>
<td>Catering Income</td>
<td>64,919</td>
<td>58,694</td>
</tr>
<tr>
<td>Less: Cost of Sales</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Opening Stock on Hand</td>
<td>34,633</td>
<td>31,900</td>
</tr>
<tr>
<td>Purchases</td>
<td>34,633</td>
<td>31,900</td>
</tr>
<tr>
<td>Closing Stock</td>
<td>3,923</td>
<td>3,267</td>
</tr>
<tr>
<td>Cost of Sales</td>
<td>34,756</td>
<td>35,167</td>
</tr>
<tr>
<td>Gross Profit</td>
<td>93,562</td>
<td>95,861</td>
</tr>
<tr>
<td>Rental Income</td>
<td>30,773</td>
<td>34,500</td>
</tr>
<tr>
<td>Room Hire</td>
<td>9,665</td>
<td>12,330</td>
</tr>
<tr>
<td>Total Income</td>
<td>120,300</td>
<td>128,867</td>
</tr>
<tr>
<td>Less: Expenditure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electricity and Heating</td>
<td>2,425</td>
<td>1,690</td>
</tr>
<tr>
<td>Repairs and Maintenance</td>
<td>1,690</td>
<td>1,203</td>
</tr>
<tr>
<td>Tradesmen's Expenses</td>
<td>1,180</td>
<td>588</td>
</tr>
<tr>
<td>Wages</td>
<td>8,153</td>
<td>6,949</td>
</tr>
<tr>
<td>Depreciation</td>
<td>3,923</td>
<td>3,961</td>
</tr>
<tr>
<td>Total Expenses</td>
<td>14,128</td>
<td>13,912</td>
</tr>
<tr>
<td>Net Profit Transferred to General Profit and Loss Account</td>
<td>58,122</td>
<td>44,955</td>
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CANA BER A YACHT CLUB INCORPORATED
Schedule No 5 - Dining Room Account
For the Year Ended 31 May 1995

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CANA BER A YACHT CLUB INCORPORATED
Schedule No 7 - Training Trading Account
For the Year Ended 31 May 1995

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</tr>
</tbody>
</table>
**LUNCHTIME SPECIALS**

**MONDAY TO FRIDAY**

**ALL YOU CAN EAT SALAD BAR** $6.90

**AN ADDITIONAL** $4.00 **BUYS ANY STEAK FROM MENU**

**SEAFOOD EXTRAVAGANZA**

**PUBLIC SERVICE PAY WEEK**

**EVERY SECOND FRIDAY**
12PM TO 2PM

**ALL YOU CAN EAT**
HOT & COLD SEAFOOD

**ALL THIS FOR ONLY** $22.50

---

**Nominations for C.Y.C. Executive**

At the close of nominations as per 16.1 of the constitution the following nominations were received.

**COMMODORE**
Frank Downing
Peter Forster

**VICE COMMODORE**
Stuart Manley

**R/COMMODORE SAILING**
John Tracey

**R/COMMODORE TRAINING**
Simon Mitchell

**R/COMMODORE OPERATIONS**

**R/COMMODORE FINANCE**

**R/COMMODORE HOUSE**

---

**Opening of the Season Regatta**

Sunday, 24th September, 1995 at 12 Noon
Please help us ensure that the Canberra Yacht Club provides the facilities and racing that you require by completing this questionnaire. If you do not sail regularly or at all, we would still appreciate your views, although you may not need to provide answers on section 4 onwards. Please complete the details at the bottom of the form to go in the draw to win a dinner for two at the Waterfront Restaurant.

Please circle the number corresponding to the most suitable answer.

1. **CLUB FACILITIES**

When you first joined the club were you
1. Introduced to class representative
2. Welcomed by the Officer of the day
3. Welcomed by another club member

In general, do you find the yacht club staff
1. Helpful
2. Reasonable
3. Unhelpful

How would you rate the quality of the bar meals?
1. Excellent
2. Good
3. Reasonable
4. Poor

How would you rate the quality of meals now served in the Waterfront Restaurant?
1. Excellent
2. Good
3. Reasonable
4. Poor

How would you rate the standard of service in the Waterfront Restaurant?
1. Excellent
2. Good
3. Reasonable
4. Poor

How would you rate the standard of Entertainment provided at the club?
1. Excellent
2. Good
3. Reasonable
4. Poor

What other Clubs are you a member of?

How often do you go to the Yacht Club?
1. Once or more a week
2. Once a fortnight
3. Once a month
4. A couple of times a year

How would you rate the following facilities at the club?
very poor poor good very good excellent

Lotus Bay Lounge
Sailors Bar
Restaurant
Poker machines
Mens changeroom
Ladies Changeroom
BBQ area
Boat storage
Carpark
Rigging area
launching facilities

How aware of sailing events are the yacht club staff?
1. Not aware
2. Reasonable knowledge
3. Fully aware

How are you made aware of the club’s quarterly meetings?
1. Newsletter
2. Newspaper advertisement
3. Club notices
4. Class representatives
5. Not aware

How are you made aware of the club’s working bees?
1. Newsletter
2. Newspaper advertisement
3. Club notices
4. Class representatives
5. Not aware

Is promotion of sailing events within the club
1. Good
2. Sufficient
3. Insufficient

2. **GETTING STARTED IN SAILING**

Rate the three factors which most restrict the time available for sailing from 1 (highest) to 3 (lowest)
1. Study
2. Family commitments
3. Work commitments
4. Reliance on others for transport
5. Other sporting commitments
6. Other interests

Rate the three factors you regard as most important in sailing from 1 (highest) to 3 (lowest)
1. Friendship of the people you sail with
2. The quality of your equipment
3. The standard of racing
4. Quality of the handicapping

What is the major difficulty in changing/getting started in class of boats?
1. Lack of competitors
2. Expense of keeping up to speed in the class
3. Don’t like/know the people in the class
4. Don’t like the alternative classes available

What factors would most encourage you to take part in regular racing?
1. Availability of a boat to use/crew on
2. Availability of a crew
3. Better prizes
4. More prizes
5. More training
6. Introduction to club members/classes

What level of membership will you hold for the 1995/96 season?
1. Social membership
2. Intermediate membership
3. Sailing membership
4. Summer entry
5. Full season entry

Do you regard the cost of sailing membership ($75) as
1. Good value
2. Reasonable value
3. Poor value
4. Not relevant as I pay full season entry
Do you regard the cost of race entry fees and membership fees combined ($150) as
1. Good value
2. Reasonable value
3. Poor value

What level and cost of membership should crew members hold to be entitled to vote and receive annual awards?
1. Social membership ($10)
2. A lower cost sailing membership of say $35
3. Sailing membership ($75)

3. TRAINING AND LEARNING TO SAIL

Would the Junior learn to sail program be better run:
1. On weekends
2. During the week
3. During school holidays

Would the Adult learn to sail program be better run:
1. On weekends
2. During the week
3. During school/university holidays

Do you regard the cost of the learn to sail program as
1. Good value
2. Reasonable value
3. Poor value

Was the quality of instruction
1. Good
2. Reasonable
3. Poor
4. Have not participated in learn to sail

How would you rate the program
1. Enjoyable
2. Reasonably entertaining
3. Not enjoyable

Was the standard of boats and equipment used
1. Good
2. Reasonable
3. Poor

Were you interested in continuing to sail on a regular basis
1. Yes
2. No because

4. CLUB RACING

During summer, how frequently do you sail
1. Weekly
2. Bi Weekly
3. Fortnightly
4. Monthly
5. Irregularly

What role do you fill on the boat
1. Skipper/owner
2. Regular crew
3. Occasional crew

With regard to the number of classes sailed at the club, are there
1. Not enough
2. About right
3. Too many

Would you be in favour of the club promoting a limited number of classes?
1. Yes
2. No because

What time would you prefer races to start during daylight saving
1. 2.00pm
2. 3.00pm
3. 4.00pm

Ideally, how long should summer series races be?
1. 1 hour
2. 1 1/2 hours
3. 2 hours
4. 2 1/2 hours
5. 3 hours

How aware are you of your progress in the competition throughout the season
1. Well aware
2. Aware
3. No idea

Do you regard the weekly pointscore/championship prizes as
1. Good quality
2. Reasonable
3. Irrelevant

Do you regard the annual series prizes as
1. Good value
2. Reasonable
3. Irrelevant

5. ADVANCED COACHING

Should regular coaching be organised by
1. Classes
2. The Club
3. Individuals

How frequently would you require coaching clinics?
1. Monthly
2. Quarterly
3. Annually

How much would you be prepared to contribute for this coaching?
1. Less than $10
2. $10-$15
3. $20-$25
4. $30 or more

Would you be able to assist with training/coaching if you were paid
1. $5 per day
2. $5 per hour
3. $10 per hour

Would you be prepared to assist with junior learn to sail programs
1. as part of duty class
2. on a regular basis
3. on saturday mornings prior to racing
4. on saturdays

6. AFTER SAILING AND SOCIAL EVENTS

Where would you prefer presentations after the races to be held?
1. Upstairs
2. in the Sailors Bar

How soon after the finish should the results be presented?
1. 1/2 hour
2. 1 hour
3. 1 1/2 hours
4. 2 hours

What type of food would you prefer after the races?
1. Fast food-chips pies etc
2. Carvery
3. All you can eat buffet (pasta, salads etc)
4. Soup and rolls
How much would you be prepared to pay for this food?
1. $2-$3
2. $4-$6
3. $7-$9
4. $9 and over

What format should the end of season presentation be?
1. Informal - carvery
2. Formal - three course meal

How much would you be prepared to pay for the end of season presentation?
1. $5 - $10
2. $15 - $20
3. $25 or more

Which of the following additional social activities would you be interested in having organised by the club?
1. Quizz nights
2. After sailing functions
3. Other activities eg bowling/ golfing etc
4. Film nights / fireside chats on sailing topics

If you have any other general comments please note them here:

WIN DINNER FOR TWO AT THE WATERFRONT RESTAURANT

Please complete your details below and place the completed questionnaire in the competition box in the club foyer for your chance to win a dinner for two at the Waterfront restaurant.

Name ________________________________________________________
Address_____________________________________________________
Contact Numbers (___)_______________(W) (___)_______________(H)
Badge Number _______________________

The Canberra Yachtsman - July 1995
THE CANBERRA YACHT CLUB

WOULD LIKE TO THANK

SUNSAIL
AUSTRALIA

FOR THEIR SPONSORSHIP

OF THE 1994/1995
SUMMER AND TWILIGHT SERIES

###################################################################

STOP PRESS

SUNSAIL

HAVE ANNOUNCED THAT THEY WILL

SPONSOR THE 1995/1996 SEASON.

WATCH THIS SPACE FOR DETAILS,

AND GET READY TO SAIL FOR GREAT

PRIZES NEXT SEASON
SAILORS
BIG BREAKFAST
Enjoy a leisurely Brunch-Lunch at the Club every Sunday
From 10.00 a.m. to 1.30 p.m.
Bring the family and take in the wonderful lake views
with a lovely meal
FOR YOUR RESERVATIONS CALL
273 1784
Sponsorship - Pointscore and Twilight Series

Sponsorship for the Pointscore and Twilight Series has again been generously provided by Sunsail.

You must sail at least ten races in the Pointscore Series to be eligible to enter the draw to win the prize of a Whitsunday Charter valued at $3,500 and at least ten races in the Twilight Series to be eligible to enter the draw to win the prize of a Pittwater Charter valued at $1,800.

Executive elected at the AGM is:
Commodore - Peter Forster,
V/Commodore - Stuart Manley,
R/C Sailing - John Kennedy,
R/C Operations - Peter Taylor,
R/C House - John Tracey,
R/C Finance - Simon Mitchell,
R/C Training - (yet to be filled, any enquiries regarding training to Stuart Manley).

Amendments to 1995/96 Sailing Program:
Delete: 12 November 1995 ‘CYC Lotus Bay Festival’.

George Meikle (Phone (H) 294-1010) Laser representative.
Peter Fullager (Phone (H) 281-4808) Flying Fifteen representative.

Schweppes Short Course Regatta was a great success!

Special thanks to Schweppes, the race officials and RSU support for making the day so enjoyable and entertaining.

For that special occasion the Waterfront Restaurant will make it an evening to remember.
Operations Manager (David Kent) commenced employment with the CYC on 17 August 1995. His main duties are the maintenance of the Race Support Unit boats, the maintenance of the training fleet, the management of the storage of boats on the CYC’s premises and leases, the maintenance of the sailing equipment and participation in meetings of the CYC.

Working Bee
28 October 1995.
Please bring a shovel, rake, gloves and paintbrush. Also, a box trailer, if you have one.

A huge thankyou to those members who have helped me during my introduction as Operations Manager. There was a lot to be done prior to the season and I cannot see the pace easing until its end.

I do need some more help in trying to trace owners of unidentified boats stored at the CYC. All efforts made so far have been to no avail. You may know the owner(s) of the following boats and if so, please let me know by phoning the CYC on 273 1784 or my mobile 018 118304.

Sunsail ?? - No name provided
Red Jacket - “Fer”
Trailer Sailer - “Claddagh”
Mirror - “Once in a Blue Moon”
Seafly - “Fraulein ll”

Thanks. David Kent

Lionheart gets a bottom lift!!
The old outboard on Lionheart finally gave up the ghost and has been traded in for a new 35hp Johnson outboard. During the outboard changeover period, Lionheart’s bottom will be sandblasted and repainted.

Once painted and the outboard fitted, Lionheart will be a more reliable rescue support vessel for either Tooheys Red or Capital.

National Powerboat Handling Certificate Course (TL3) was conducted on 16 September 1995. The participants thank John Kennedy for giving his time to conduct the course and the Operations Manager for making the RSU boats available.

If you are interested in attending another course, please phone David Kent for placement.

Ferry rides to be arranged from the CYC on 1 November and 6 December to watch Wednesday’s nights ‘Twilight Sailing’. Join in the fun and end up dry after a night’s boating.

NSW Trailerable Yacht Regatta
4-5 November 1995

Review of CYC Constitution.

Time is marching on BUT the CYC’s Constitution is standing still. Would you be interested in forming a Committee to review this document and bring it up to date?

Peter Forster is very keen for this to happen and would be delighted to hear from you.

Survey due to close!!!
The survey questionnaire presented in the last Canberra Yachtsman is due to close shortly. If you have not done so, please complete the questionnaire and pass it to the office. Extra copies of the questionnaire are available if required.

The results of this survey and the views expressed in the questionnaire will help the current and forthcoming CYC Executives make the right decisions for its members.

"Parking Hook" as affectionately called by my wife!!
the Canberra Yachtsman

OFFICIAL NEWSLETTER OF THE CANBERRA YACHT CLUB NOVEMBER 1995

Paul Barry Training for The '95 '96 National Titles in Adelaide
SAILING NOTES

John Kennedy

The season is now underway and promising to be a great year for the Club. With the appointment of an operations manager great things are being done to ensure our equipment is up to standard. Initially we should have two support boats on the water, although we do have some concerns. Our new commodore, Ron Wilkinson, took office on 27th September and is determined to keep up the momentum of the previous year. Our new commodore, Ron Wilkinson, took office on 27th September and is determined to keep up the momentum of the previous year.

Perhaps the most important thing for the racing sailor initial is the revised sailing instructions, they have been rewritten to conform with IYRU and ACF guidelines. Pleas read these carefully as you will be expected to understand them.

As last season all competitors have to sign on every week. Why not take out a season or series entry, at $6 per for individual races you don't have to compete in that many races to be well advanced. In an attempt to prevent this potential ambiguity of who is the skipper, this has now been defined as the person in charge of the yacht during the race. This means the skipper is not necessarily the person of the tiller. Points and draws entries will accrue towards the series.

With any changes to sailing instructions which will suit the 'experts' who look at draft after draft there will inevitably be some teething problems, if there are any changes you don't like or things you think should be different please let me know. Any other problems, issues, matters of concern I also need to know about as well as any suggestions if we are to be told about them.

One issue I have been on about for years, again raised at the Annual General meeting, is the establishment of a suitable class for our youth sailors to move in to, hopefully one also suitable for adults. Personally I favour the Laser and Laser radial for the younger sailors, however, it is the direction the YMCASC is taking. Hopefully we will have the Laser Zerow show much promise early on but appears to have largely died in Australia and is not doing so well internationally, the Puffin Racer only seems to keep going as the Laser Delta's boat, and the Taser does not have a Spinnaker. Is there somebody who would be interested in researching, developing, and promoting some activity in this area, if so I would be delighted to hear from them and I can assure them of the full support of the sailing committee.

Well as usual I have gone on for far too long and stuck my neck out to hopefully promote some debate. May I conclude with you all good wishes for the achievement of your individual goals during the 1995 - 1996 sailing season.
THE CANBERRA YACHTSMAN

Canberra Mirrors look like having a strong team to compete in the Mirror Nationals to be sailed in Sydney over the Christmas/New Year period. Those likely to represent the ACT include the Russells, the Mehargs, Bruce Payne and Warren Slater. Current Australian Mirror Champion, Daniel Keys (from Canberra, of course) was most disappointed with his recent experience in the World titles, sailed in late July/early August in Wales, as indicated in the following extracts from his report on the series:

We arrived in Wales keen and eager and checked into the caravan park at which we were staying. We then discovered that the nearest supermarket, no sorry, the only supermarket, was over 20km away. So we trekked off to get our supplies.

It took quite some time to get over the disorientation caused by the jetlag and the change to the northern hemisphere. The next three days were spent training with the rest of the Australian team. All crews performed well at times and we were very confident of doing well.

The invitation race was sailed in a 5 knot southerly and was a fine run in. We went to the right hand side of the course on the first work and were about 10th at the top mark. That was a long way back and ended up back in the 60's at the end of the race.

The Cork race was sailed in a 3-8 knot S breeze with unbelievable amounts of current. We started well and were about 10th at the top mark for the first time. We worked our way into 4th position whilst using the club's premises.

The CYC asks that you invest A$115kg combined. Shortly thereafter, we were given redress and allowed to sail in the rest of Race 3.

Race 3 was sailed in a 3-8 knot S breeze with the same outgoing current. We started well and were about 10th at the top mark for most of the race. On the second work we took a favourable windshift into the tide and lost about 20 places. As usual the course consisted of a long work and a shortened course on the sausage leg. We finished 18th and were very disappointed. The second race scheduled for that day was postponed due to the lack of wind.

Water Series Results

Applying in this issue are the trailerable yacht results for the 1995 set of Winter races. This series constitutes the first of the three series for the Canberra Cruising Yacht Association's program. Our handicapper, Geoff Giltet has kindly compiled the race results and allocated CYCA points against the boat entrants to identify total points for each boat.

Congratulations to:

1st
Peter Russell Rustler 37 points

2nd
'Mo' Kalina Valdor 33 points

3rd
Robert Breen Scallywag 27 points

The large number of starters for the Winter series was very heartening. The results sheet gives the number of trailerable yachts entered per race.

Working Bee

The working bee conducted on 28 October 1995 was a great success!

To further enhance the atmosphere and aesthetics of the club, an Autumn Working Bee is planned for 9 December 1995.

Remind to All Members!

The CYC's By Laws are very specific for people using the club's premises.

Members of the club should be clean and neatly attired at all times whilst using the club's premises. As a courtesy to other members, footwear is to be worn, wet clothing, hats and caps are not to be worn.

Winter Series Results

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Sailors - What the Club has to offer

Hoist: For those with larger boats, the CYC's hoist is available at reasonable rates. What better way to repair of clean the bottom of your boat!

Boat Parking: currently all parks are full and a waiting list has been established. Please do not place your boat in a boat park if you are not authorised to do so. A space will become available - eventually. For those that do have a boat space, please think of others when the park is congested with cars by removing your car from the area once your boat is returned.

Interested in selling a boat?

Introduce to other members through the Notice Board or ask to advertise through the Club facilities and the Club offers.

Quarterly General Meeting

27 Nov 1995 • 8.00pm

Agenda

1. Apologies
2. Acceptance of minutes from previous meeting
3. Business arising from the minutes
4. Flag Officers Reports
5. Business arising from Flag Officers reports
6. J. Henry nominated by Executive for Honorary Life Membership
7. General Business

Do you want to assist the CYC by being a driver for the RSU boats? The CYC is developing a list of applicants for the next T3 course. Phone the office for details.

FIREBALL '95-'96

The Canberra Fireballers hope to continue their success this season and grow as a fun, friendly and competitive intermediate class. During the State Titles held at Kogarah over Easter, Canberra crews took the top 3 places. This series showed the potential of the boats to a variety of crew weights with Steve Quinn & Julia Edgards taking the title at just 1.5kg combined. Shortly thereafter, Michael Leydon and Tamzin Cawap won the CYC Champion of Champions. Two Canberra Fireball crews also competed in the Hardy Cup this year placing 2nd and 3rd in their division during the elimination rounds.

Two new boats are being constructed locally in a professional mould which Michael Leydon and Warren Slater bought in Adelaide. (For anyone interested in learning about construction techniques, Michael is offering free tuition.) It looks like several more will follow if the new boats go even half as fast as they do currently. Several more may follow if the new boats go even half as fast as they do currently.

Michael Leydon and Warren Slater purchased the CYC's By Laws are very competitive intermediate class. During the State Titles held at Kogarah over Easter, Canberra crews took the top 3 places. This series showed the potential of the boats to a variety of crew weights with Steve Quinn & Julia Edgards taking the title at just 1.5kg combined. Shortly thereafter, Michael Leydon and Tamzin Cawap won the CYC Champion of Champions. Two Canberra Fireball crews also competed in the Hardy Cup this year placing 2nd and 3rd in their division during the elimination rounds.

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18ft Skiffs: the Boys are Off Again!

Matthew Owen

Team Canberra Andre Webster, Matthew Owen and Adam Scott have signed on again to compete in the 1995/6 Grand Prix Sailing 18 ft Skiff Circuit. The boys are still under the Schiavello banner with a new skiff and rigs prepared over the winter. This year the skiffs are off to seen roaming the streets of Banks on his kids bike and Matty has taken a good look at the girls aerobics classes.

Five weeks into the racing we have had some great results, we gained a third in the Canberra regatta, seventh in the opening regatta in Sydney and third in the Schiavello regatta. It was a huge announcement that we have given up beer and are at the first grade hockey, Andre and Matty are only two skiffs with the same crew, the Americans and us.

There are 15 skiffs doing the circuit this year with huge crew changes, compared to the old boat.

The difference was incredible, the skiff was one of the quickest last year after. We had the pleasure (for once) of not being third all day, and a third in the first club championship with all the circuit skiffs. The Grand Prix Launch was a huge announcement that we had signed with News Ltd and were now Super League of sailing. This means that are on the Nine Network anymore but on channel Seven and Ten with the enthusiastic resources Sky TV and Foxnet world wide. We will now be off to Europe for a four week regatta this winter and America, Asia and Europe the year after. We had the pleasure (for us not him) of having Bradley Clyde on board for the celebrity race which was pretty wild. Bradley felt more at home running into Spud Carroll or Ian Roberts for a day of fun rather than sailing and become very green and seasick. Our sponsors Schiavello Commercial Interiors are right behind us this year with the huge resources of Australia’s largest commercial interiors company, it makes our job much easier. They have also given us the budget to properly run the skiff for the year.

We have worked very hard with North Sails in Sydney to come up with the sails we have now, in partnership with the Skilled Engineering team the results we are achieving with Skilled the skill to beat, and us just behind is a great feeling. The support we have from Canberra sailing community and Two Sailing clubs is fantastic. We would also like to thank our sponsors Schiavello, North Sails, Uni of Canberra sports union, Peerless clothing and Canberra Skiff Association.

PS. I went for a sail with the “boys” - it was exciting, exhilarating and 18ft Skiffing!!! Definitely a sailing highlight.

David Kent
Operations Manager,
Canberra Model Yacht Club

A.C.T. Triathlon Calendar

Events to be held at the Canberra Yacht Club:

With the 1995/96 Triathlon season fast approaching, the season opening race the "Lonsdale Street Cycleway Spring Fling Triathlon" on the 26 November will be the first race on the calendar for many of Canberra’s triathletes. The race consists of a 600 metre swim, 16 kilometre cycle and a 6 kilometre run, short enough for most to complete, but still a challenge for the most dedicated of triathletes.

The start/finish area will be adjacent the Canberra Yacht Club with the swim being held in Lotus Bay, the cycle consists of one loop around the lake and then the run which follows the bike path down to a turnaround at the National Gallery and finishes back at the Yacht Club.

The 1996 Harvey World Travel Gantos Aquathlon Series will again be held on a Wednesday afternoon from the Canberra Yacht Club with the start times being moved back to 6:30pm to avoid any conflict with the mid-week sailing. The dates and distances for the Aquathlon Series are shown in the table below.

| Race 1 | 17 January | 300m swim; 3km run |
| Race 2 | 24 January | 400m swim; 4km run |
| Race 3 | 31 January | 500m swim; 5km run |
| Race 4 | 7 February | 300m swim; 3km run |
| Race 5 | 14 February | 400m swim; 4km run |
| Race 6 | 21 February | 500m swim; 5km run |

What the Canberra Yacht Club has to offer

The Canberra Yacht Club provides you with the venue to make your function a huge success. The Club’s four main venues are: The Akarana Room: enjoy the serenity and quiet of a venue for that private function. The Akarana Room can comfortably seat up to 30 people whilst providing harbour views of Lotus Bay. The Dorothy Norris Lounge: recently updated with new furniture offers a cozy and relaxed atmosphere for that meeting with friends or after dinner meal. With views of Lake Burley Griffin you will soon feel the daily stress simply disappear leaving you revived and ready for life’s trials and tribulations. The Lotus Bay Lounge: features the CYC’s famous Bistro and set Christmas menus to suit all budgets. The lounge offers panoramic views of Lake Burley Griffin. Meals are provided between 12 noon and 6pm. The Tigers Bar: for the special occasion with the young heart. The Tigers Bar caters for 150 people and offers bar service. Bring your own sound equipment or hire a juke box and dance the night away. Decorate the room to your requirements to set the mood. The restaurants: for white table service at reasonable rates. Enjoy the splendid and tranquility whilst dining. Meals are provided between 12 noon and 2pm and 6pm to 9pm.

Room hire is waived for members.

Significant Anniversary

29 November 1995: 20th Anniversary of official opening of Race Central Tower by then Commodore Peter Forster

The Canberra Yachtsman November 1995
CHRISTMAS AT THE CANBERRA YACHT CLUB

Enjoy the wines, finely atmosphere and great food of this year's Christmas Day Buffet Luncheon.

Complimentary Champagne Cocktail on arrival

Hot Selection

Traditional Roast Turkey with Cranberry Sauce

Roast Pudding with Champagne Brulé and Apple Sauce

Roast Veal Loin with Pan Gravy

Golden Crisp Roast Potatoes

Henry Blanet Cannelloni with Fresh Parsley & Butter

Pork Roast with Bacon, Cream and a sauce of Black Pudding, Olives and Garlic

Cold Selection

Decorated Platters of:

Fresh Duck Breast King Prawns

Cepes Roast Cepes with Mustard Green

European & Australian Salads

Southern Style Fried Chicken

A wide selection of Fresh Beef Salads

Australian Tosal Salad

Traditional Selection with Sweet, Savoury... and more

German Style Potato Salad with Ham & Pickle

Welsh Rare Bute

Gourmet

Traditional Pearl Pudding with Hot Baked Custard

Mince Pies, Toffee Pudding with Fresh Fruits and your choice of

Kaffir Lime Marinated Abalone

Choco Fudge Pudding

A selection of Australian & European Cheeses, Local Fruits, nuts and Fresh Fruit Berries with a Complimentary Post Cost: $89.00 adults

Christmas Day Buffet Luncheon is a wonderful and memorable event for all.

Book Now or be disappointed!

THE CANBERRA YACHTSMAN NOVEMBER 1995

PLANNING TO CELEBRATE CHRISTMAS AND THE NEW YEAR IN A BIG WAY?

Then look no further!!

Christmas Day Buffet Luncheon.

Celebrate Christmas Day with a delightful setting, fine cuisine at the CYC.

The accompanying menu will tempt the most discerning diner.

Why not bring in 1996 with a splash?

The CYC is providing a New Year's Eve Dinner Dance.

Phone the office for details.

Then look no further!!

THE CANBERRA YACHTSMAN NOVEMBER 1995
INTERNATIONAL FLYING FIFTEEN

P.J. Fullagar

The 34th Australian championships for the International Flying 15 class are to be contested on Lake Burley Griffin from 30 December 1995 to 6 January 1996, hosted by the Canberra Yacht Club. The Flying 15 is one of the strongest classes racing at the CYC and has been established at the Club for more than 20 years. This will be the fourth occasion on which the Canberra Yacht Club has been host to the Australian championships.

For the first time the series will comprise 12 heats rather than the traditional 7, 2 or 3 heats being sailed each day. Each day started with the national flag and the course was set for six in the class and a welcome increase in the local fleet. At the moment we are short of local boats for sale to our local fleet. At the moment we are expected to joint the fleet in the new owner of Breeze (2671) and Allen of Shalom (1129), Paul Barry who has taken over Rollingstone (2104) from Tim Hill from Black Rock Yacht Club in Victoria, won the title. Tim, as most of us will remember, is an ex Canberran who sailed in 505's with his father Roland until approximately four years ago. As lake conditions are a certain certainty to those Tim has become used to in the past few years in Melbourne, he was able to draw on his earlier experience and used it to his advantage.

vale alex meldrum

Alex Meldrum, who gave up his time for the Contender Class Contact, was a member of the ACT team that won the title. Meldrum sailed exceptionally well, finishing second in all three races.

race three

This race was sailed in light, breeze after a substantial delay. The race was sailed in marginal conditions with the odd swell and mist and it seemed to fit the bill perfectly. First place went to Tim Hill, with Richie Robertson, also from Victoria, being second followed by Paul Barry third.

race two

This race was sailed back to back with the first, and luckily the wind picked up to a more substantial strength. Due to problems with daylight the course was set as a minimum size which resulted in good close racing throughout the race. Tim Hill proved once again that his speed was consistent and took out race two with style. Grant Robinson closed the gap for second. This race, being the strongest of the series was strongly contested at all ends of the fleet with no one giving any quarter. Results were fought to the end and especially between the Roos family. Geoff Comfort showed that he was a force to be reckoned with and others like Matt Frances and Bruce Evans went through their apprenticeship of Contender Sailing.

results

1 Tim Hill Vic
2 Richie Robinson Vic
3 Grant Robertson Vic
4 Paul Barry ACT
5 Mark Phillip's NSW
6 Daryl Roos ACT
7 Geoff Comfort ACT
8 Joe Roos ACT
9 Geoff Haskey ACT
10 Derek Milligan ACT

Monaro Printing and Publishing Silver Cup for Contenders

Paul Barry

Victorians. Their philosophy appeared to be that since they had all travelled up in the one car, they might as well travel together around the course.

race five

This was the lightest race of the series and was won by the series winner in convincing style. Second place went to Richie Robinson followed by Paul Barry and Daryl Roos in fourth.
Over 10,000 competitors participated in the 5th Australian Masters Games held in Melbourne from 8-13 October. This was the same number of athletes at the Barcelona Olympics, and over twice the number of athletes who competed in Melbourne at the 1956 Olympics when well known yachtsman Rolly Tasker and crew won the Silver Medal in a heavyweight Sharpie.

Age Groups for sailors were 35-44, 45-54, 55-64. Yachtsman Roily Tasker and crew won the Silver Medal in a heavyweight Sharpie.

Cats. With 34 Starter, the laser was the largest fleet followed by Sabres and Etchells. An estimated 200 sailors took part.

Sandringham Yacht Club hosted the sailing which was all conducted on Port Phillip Bay. Ten races were scheduled but Melbourne turned on its infamous weather with rain on the Saturday, cold 10-15 knot breeze on the Sunday, sunshine, a light breeze on Monday, gales on Tuesday, balmy conditions for the lay day on Wednesday, 5-10 knot breezes on Thursday, and gales on Friday. Whilst the race committee had to cancel five races either because of too little, or too much wind, their decisions could not be faulted.

The Unique atmosphere of other Masters Games was present at Sandringham; that is competitive racing with a strong emphasis on sportsmanship and friendship. For example, the Laser fleet usually notorious for their aggression, had only one recall, one general recall, and no protests during the regatta.

Australian Masters Games are held every two years with the 6th Games to be held in Canberra in 1997. CYC should be co-hosting the sailing and therefore have input into the classes to be raced and the format of racing. If we get as many yachts as were at Sandringham it may be wise to separate the dinghies from the larger yachts and cats. The dinghies could follow the example of the 18ft skiffs and race on the Central Basin, leaving the normal racing area to the larger mono and multi hulled yachts.

A walk plank make of mesh can be a real asset towards the axle. These are a good easy way of launching and retrieving most trailrable size boats.

A quick look at the ACT Sailing Program for this season shows yet again an energetic calendar of events. From 18 foot skiff racing to the Flying Fifteen format of racing. If we get as many yachts as were at Sandringham; that is competitive racing with a strong emphasis on sportsmanship and friendship. For example, the Laser fleet usually notorious for their aggression, had only one recall, one general recall, and no protests during the regatta.

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