



The first Buoyed Up graduate from Richardson Primary receiving their Certificates from Ian Ruff and Gail Brodthmann (Canberra MP).

Buoyed Up — the CYC designated Charity

A new program has been launched in Canberra, with a focus on providing support to disadvantaged children and youth through the experience of sailing.

The lake may have been closed but that didn't stop 17 children from the *Buoyed Up* sailing program from taking to boats with enthusiasm - albeit on the land.

There was no shortage of smiles, new skills or mateship on display, as the young sailors took turns steering the boats and running through drills.

The pilot sailing initiative, *Buoyed Up*, is being managed by Communities@Work, developed and overseen by CYC and endorsed by Yachting Australia.

Working with an age group of 7-12 year olds, it aims to provide a confidence building experience and environment for children and youth - with a particular focus on those who are disadvantaged.

Contents

Commodores Column	2	What our CYC sailors have been up to	11
Buoyed Up — the CYC designated Charity	1	Canberra Southern Cross Club Cup Results	11
Two Old Salts - Clyde Creed and Frank Bethwaite	4	50th Australian Flying Fifteen Championship	12
Fleet of 90 at Batemans Bay Regatta	5	From the Office	14
2012 CYC Presentation Dinner	6		
Junior Awards	8		
Things happening around the CYC	10		

2012 CYC Presentation Dinner



Commodores Column

The conclusion of the summer sailing season for the year is a time to reflect on not only who was successful, but also a time to look at the contributions made by so many to make this a great event. All our sponsors are critical to way that we were able to enjoy this season of sailing. In this environment where margins are being pushed the decision to sponsor by many companies becomes very difficult. Whether large or small the impacts can be the same and we appreciate their continued support.

Whilst a number of people were acknowledged on Presentation night I would like to indulge in just highlighting a few.

Don, Gerrard and Leo have been an institution, providing race management for both the winter and twilight series for many years. The time spent by the three Amigos in the tower has been recognised with the much deserved awarding of the Club Member of the Year award.

We continue to benefit with Jenn Nielsen undertaking the results. I will take this opportunity to remind everyone as Jenn will tell you, she does the results and not handicaps. So if there are any handicap issues please raise them with your class rep on the Sailing Committee.

AngCummings who puts this newsletter together, keeps us informed and helps to document the events recently passed. I believe newsletter continues to be of a professional and high quality. Probably her hardest task is getting me to get my contribution in on time.

I couldn't finalise this short note without congratulating all the winners from the presentation night. The strength in our youths evident in the competition for prizes at the junior level and the way the previous juniors have come through the ranks and are now taking out major awards. The contribution that Matt makes personally and to getting the right people to mentor these young sailors cannot be under estimated.

I would like to take the opportunity to thank the Executive for all their efforts through this year. Some of the key governance documents have continued to evolve and where appropriate have been updated. One project of note is the work around the historical information of the club. Stuart Allan with the assistance of Peter Foster has been working towards digitising the key elements for future access. It is hoped that within the not too distant future this will be completed.

It is also a time to look to the future with the AMG just around the corner. Remember the best way to make change or have your say is to get involved and nominate. The coming year will be challenging as we navigate a path ahead with the pressures that our sponsors are feeling and recast how best to accommodate any changes in the level of support.

Well, off to get ready for another winter series race.

Howard F

Chief Executive Officer of Communities@Work, Lynne Harwood, said the program sought to equip participants with a range of skills to help them progress and succeed - not only at sailing.

"Allowing the children to be exposed to the joys of sailing and the great joys it brings - not only in regards to the skills that sailing brings - but the added skills it brings such as the confidence, the resilience, the fun, the joy...really equips them for anything in life," she said.

Now four weeks into the program, Ms Harwood said there had been an amazing response from the children, along with the great support of others in the community.

"Such joy... real joy from the children. The schools have been very supportive, the teachers have been very supportive...the whole Canberra sailing fraternity has been extremely supportive about this entire program and initiative... You can see by just looking at the children's faces how much joy it's bringing and how much fun it's actually bringing - a win-win for everybody."

ABC666 Breakfast show also interviewed sailing journalist Bob Fisher and 1976 Olympic bronze medallist and competitive sailor Ian Ruff before the launch.

By Georgia Wilson



Two Old Salts - Clyde Creed and Frank Bethwaite

Clyde Creed: Members who read *The Canberra Times* might have seen a death notice on 16 May with a coloured drawing of a yacht at the top of the notice. Such a heading was very appropriate for Clyde Creed who passed away peacefully on 14 May at the Moreshead Village at the age of 86. Eileen and John White remember Clyde and his wife, Margaret, as being very enthusiastic members of the Canberra Cruising Yacht Association. The CCYA was well represented at Clyde's funeral including by Terrie Ebrill, former Commodore Pat Keily, David Irons and John Wilson. Clyde had lunched weekly at the CYC with his group of friends for some 25 years, usually before going for a sail.

The records show that Clyde joined CCYA in 1983 and that over a period of several years he owned and sailed five different trailer sailers. Initially, he had a Cal 14 but soon changed to a Rambler 18 named Apostle. Then, in succession he sailed a Tropic 460, (Rambler, 1987), a Yamaha 17 (Seawyfe, 1989) and finally, a Seasprite. He had ceased to be a member of CCYA by 1997.

Clyde raced on Lake Burley Griffin, winning the Winter series in 1983 and was runner up the following year. In the 1984-85 Summer series he was 6th overall in his division. But, Clyde and Margaret were better known on the cruising calendar of CCYA. For instance, they participated in the Wallaga Lake Cruise in December 1982 and competed in the Pittwater Island Race in 1984, finishing 4th in Division B, with 29 starters.

Clyde was also an active member of the CYC Race Support Unit where he befriended Terrie Ebrill. He subsequently gave Terrie many hours of sailing tuition. And after the National Museum of Australia acquired PS Enterprise in 1984, Clyde was one of the earliest volunteer crew members. Terrie has told me that he was a perfectionist and had an eye for detail which would have been important in his role as a navigator in the AIF.

Frank Bethwaite DFC, OAM: Members will be very familiar with the Bethwaite name, with Frank having been a pioneer in small boat design and in high performance sailing. He collaborated in the design and building of the NS14 in the early 1960s and subsequently, in 1975, completed the design of the Tasar. In the 1980s and 1990s he was involved in 18 foot skiff design with one of his sons, Julian.

Frank and his family were also regular competitors in the early days of sailing at Lake George and in Canberra. For instance, he sailed on Lake George in the second Canberra Day Regatta in March 1964 in his NS14 with son, Mark and daughter Christine, competing in their Moths. Christine tells the story of those early days on page 121 of the book *From Lake George to Lake Burley Griffin*.

Frank subsequently competed in several ACT NS14 and Tasar regattas, winning the Tasar event in 1979-80 and

1980-81. He never won the ACT NS14 title and some of our local skippers, including Peter Russell and John Hanrahan (father of our current John), were always pleased to beat Frank in the NS14 championship.

More recently, Frank was involved with the launch of the CYC Youth Sailing Academy in February 2000 where he demonstrated his sailing simulator including the software that represented actual sailing conditions. He also attended, with Christine, the launch of our book, *From Lake George to LBG*, in June 2008.

At our presentation dinner in May, the weekend before Frank's funeral, on Monday 21 May, Nicole Douglass told us that she had been sailing the Tasar since she was 11, now for 16 years with her father, Rob Douglass. She gave me the following information:

'We have known Frank through the Tasar class for those 16 years, originally when he was still sailing the Tasar on occasion. I remember him sailing in the dinghy championships at the YMCA in about 2001 when I was at Canberra Grammar; that was the last time I saw him sailing in a Tasar, at 81 years of age.'

My father and I, in the combination for which Frank designed the boat, man and woman together, have been very successful, winning five Australian National. We won our first Worlds in Darwin in 2005.

We contributed a chapter to Frank's most recent published book, Higher Performance Sailing, particularly focussed on that victory. Frank wanted to know what we did to make the boat consistently go so fast, and we learned so much from him in the process.

We have also assisted with testing his sailing simulator, and had an insight to his latest projects, always gaining much advice and knowledge through our time with him. In the past few months, we have just completed writing a chapter on handling the Tasar for Frank's latest book, which he did not get to finish. Julian told us at the funeral that it will be published on his behalf later this year.

We last saw Frank at Easter when he came to visit at the NSW Tasar State championship. He was at the AGM to present his designer's report on building a carbon mast for the Tasar. He never stopped inventing, progressing or teaching in the sport of sailing.

The Tasar has always been special to Frank; he originally designed it to make sure that women were out on the water, and not sitting on the shore, then loved the efficiency of the boat that he had created, forever improving it. The Tasar has always been a special boat to me, as I grew up sailing. So quite naturally, Frank has a special place in my life through the boat that we both love and loved, his teaching, his support, his mentoring and the resulting effect that he has had on my family, and my passion in the sport of sailing'.

by Peter Forster, with the help of others

Fleet of 90 at Batemans Bay Regatta

Sailors competing in the 2012 Eurobodalla Tourism Batemans Bay Regatta showed great resilience just getting to the event after recent landslides on the Kings Highway.

Many Canberra based sailors decided not to travel due to the extensive detours involved. Despite this a good fleet of 90 boats entered. There was an excellent turnout of 17 Lightweight Sharpies who were conducting heats of their NSW Championships at this regatta. The Hobie 16, Hobie 18, 505, B14 and Taipan classes all had 5 or more entries which meant they could compete against each other in class racing. The remaining boats were grouped into divisions which raced on handicap.

Unfortunately Hughie was less than kind with truly atrocious conditions on Saturday followed by an ordinary day on Sunday. On Saturday most sailors seemed keen to head out because although it was raining heavily, at least there was some wind. The race management team battled to set a course with visibility down to 500m at times.

The racing got underway with the fleet split into six groups which started at five minute intervals. The rain eased off but so did the breeze. Racing eventually deteriorated into a driftathon. Large time gaps opened up as the best sailors were able to keep their boats moving just a little bit quicker. An adverse current at the finish only added to the degree of difficulty. Race two was abandoned much to everyone's relief. Race management boats helped out by towing many of the stragglers back in to Corrigan's Beach after the finish.

Sunday was a more pleasant day but the wind rarely got above 8 knots. The dinghies and catamarans did two more races around a triangular course. When the going proved slower than expected, an early decision was made to the finish the morning race at around two thirds of the original length so as to get both races in during the time available. The marks were pulled in to shorten the final race but even so some boats took up to two hours to finish. On Sunday the trailerable yachts headed out around the BBSC Pentastar course which uses permanent marks at Chain Bay, Yellow Rock, Toll Gates, Wimbie Beach and Caseys Beach. They had a scenic day out although that race too had to be shortened due to slow progress.

There were some excellent performances throughout the fleet. Michael Forster, Andrew Forster and Ben Phillips sailing "Smoke" won the highly tactical battle of the Lightweight Sharpies.

Tasar veterans Rick Longbottom and Nick Grey showed great acumen in winning their division. Mick Butler and his young daughter Bonnie Butler achieved a clean sweep in the Hobie 16s. Perhaps the standout was Canberra junior sailor Cassandra Schlimbach who sailed her Laser Radial to victory in her division while taking time out of many larger and nominally quicker boats. Well done Cassandra.

Of the local sailors the always laid back Rob Way won the Taipans. Rob Currall achieved a popular third placing in the same fleet. Peter and Tom Ryan sailed their Hobie Tiger into second place in their division. Peter Schwarz suffered gear failure on Saturday and was unable to sail on Sunday. Michael O'Brien finished the final race in triumphant fashion on his Maricat and vowed that, like Schwarzenegger and Macarthur before him, he would be back.

As ever a large proportion of the Batemans Bay Sailing Club membership was on hand to run the regatta. Joining Race Officer Peter Connell aboard the committee boat "Clarence the Clocker" were Lyn Connell, David Magill, Colin Enright and Terry Paton. Local yacht and power boat owners made their boats available on a voluntary basis to do the course setting and rescue work. Boat crews were James Gardiner, Warren Jones, Glenn Wall, Kiwi Wayne, Steve Masterton, Michael Nicholas, Steven Ring, Frank Bottomley, Tony Sutton, Celia Davey, Tony Benouvie, Rob Bowmaker, Simon Lowth and Julie Phelps. Simon and Julie deserve a special mention as they were out on Saturday in an open finnie and got absolutely soaked. Helpers ashore included Richard Dunne, Peter Smith, Alice Crawford, Margie Seine and Judy Brown.

Finally thanks must go to regatta sponsors Eurobodalla Tourism and Bidgebong Wines. In 2013 the regatta will be held on Saturday April 27th and Sunday April 28th. If the law of averages applies, next year conditions should be perfect."

From <http://bbsc.org.au>



2012 CYC Presentation Dinner

Yachtswoman of the Year:

Nicole Douglass

Nicole has had an excellent 2011–12 sailing season, with performances as follows:

- 2nd Tasar Worlds (crew), Torquay UK, 2011
- 7th NS14 Nationals (crew), Cronulla, 2012 - 1st on Handicap
- 7th Spiral Nationals, Lake Macquarie, 2012 - 1st Ladies division
- 10th Ladies Radial Rig, NSW Laser State, Gosford, 2012
- 6th Spiral NSW States, Lake Illawarra 2012 - 1st Ladies division and 3rd Senior division
- 5th Tasar NSW State (skipper), Lake Illawarra 2012 - 1st Masters division (80+ yrs) and 2nd Ladies division.

When not competing or training interstate, Nicole competed in the Pointscore, Championship and Sprint series events at the CYC. She was also a frequent sailor in the Twilight series.

Nicole's contribution to CYC activities included sitting on protest committees, undertaking club duties, and helping out with results when Jen was not around. Nic also publicised all major results for the CYC, publicised all major events (including in national sailing magazines), both before, during and after those events. She also helped out with the High Performance Squad when required, and testament to her need to be involved with her sailing, Nicole is now the publicity officer for the national Tasar and NS14 Sailing Associations.

Yachtsman of the Year: Chris Eddes

Chris has had an outstanding 2011–12 sailing season, with performances as follows:

- 5th University Match Racing Nationals, Pittwater 2011
- 1st Spiral Division of the ACT Dinghy Championships and ACT Spiral Championships held on LBG 2011
- 7th NS14 Nationals (skipper), Cronulla 2012 - 1st on Handicap
- 1st Spiral Nationals, Lake Macquarie 2012 - 1st Senior division
- 2nd Spiral Travellers' Trophy series, East Coast, 2012
- 3rd Under 21 Full Rig at Laser NSW States, Gosford 2012
- 1st Spiral NSW States, Lake Illawarra 2012 - 1st Senior division;
- 12th NS14 NSW States, Botany Bay 2012
- 2nd University Fleet Racing Nationals, Broken Bay 2012

Although Chris was studying at UNSW in Sydney during the season, he competed in the CYC Pointscore, Championship and Sprint series whenever possible.

Chris' contribution to CYC activities during the season included undertaking club duties and helping with other tasks when required. He also worked as a sailing instructor, in the Boat Shop and in the office throughout the university holiday period. Chris is well known for his sportsmanship and leadership, both on and off the water in both the Spiral and NS14 classes. Many young and older sailors ask for his advice on not only boat setup and racing technique, but on-water issues and class directions.



Club Member of the Year: Don McMichael, Gerard Buker and Leo Schoevers

This award is a team award in recognition of the long term support by the team of 3 in running the race tower for Wednesday night twilight race during the Summer season, Winter series races and the ACT youth championships for the last few years. This support has been a long term selfless contribution by very experienced and senior sailors that enables members to enjoy sailing on LBG without having to fulfil duty functions. They continue to enjoy their sport through mid-week sailing on the lake but always are prompt in assisting to the various tasks to run the series come 'rain, hail or shine'.



The Family Trophy: The Harahan Family

The Harahan Family have been heavily involved in the CYC especially in the last two years. Kelsey has become a champion junior sailor in the Laser Fleet with fantastic results in club, State and National Competitions. Father John has competed and won the CYC 2011 2012 Club Championship with younger daughter Tegan in the very competitive NS14 Class. Melissa and the rest of the family have volunteered multiple times to assist in Club events and regattas.



Most Improved Skipper: Angus Reid

Gas has one this trophy before, but this year Gus has lifted his ability to another high level. Gus purchased a Melges 32 which is based in Sydney and has campaigned the boat to the highest level of these one design racing boats. Gus has helped introduce members of the CYC to this class with regattas in Hamilton Island, Pittwater, Gosford, Lake Macquarie and Sydney. Gus has always been in the top three of the completion culminating in 3rd in the Australian Championships with an all Corinthian crew, the only one in the fleet. Gus's is also seen sailing his Devoti D1 on Twilight races.



Crew of the Year: Mel Davidson

1st ACT NS14 Champion

8th NS14 Nationals

5th NS14 NSW States

1st CYC Div 6 Sprint series

3rd CYC NS14 Championship.

Mel has been a top dinghy crew for many years. She is always looking to further her sailing skills and lift the level of the NS14 program that she shares with myself.



Junior Awards

Llewellyn O'Brien

Instructor Development award: Llewellyn has developed over the last few years as a fantastic asset to the CYC Sailing School including gaining his powerboat qualifications. He has taken a leadership role in the training of the new Scheme Tackers the YA primary school Opti program. Llewellyn's dedication and drive to supply a high standard of coaching to the new members to the sport is unmatched. Well done Llewellyn richly deserved

Kegan Davis

Junior Crew of the year:

Kegan has had accomplished season with standout results crewing for his father in the:

NS14 in the ACT States

NSW States

Australian Titles

CYC Club Championships

Kegan has developed into a very impressive crew and will soon be pushing his father off the wheel and showing him how to do it.



Izzy Higgie

Most Improved Junior:

This is Izzies first real competitive sailing season participating in the YRS Squad has delivered her with some outstanding results culminating in 5th in the CYC Championships. Issy also gained a 8th in the Pointscore and first Spiral in the ACT Youth Championship. Issy is moving into the Laser 4.7 fleet next season so watch out you old laser sailors, there is another on the water!!! Well done Issy.

Cassandra Schlimbach

Junior Yachtswomen:

Laser 4.7 Results

QLD youth week 18th /36

Sail Sydney 9th /22

Sail Melbourne 4th/6

Nationals Qld 21st/43

Youth Nationals Qld 17th/44

States Gosford 5?/15??

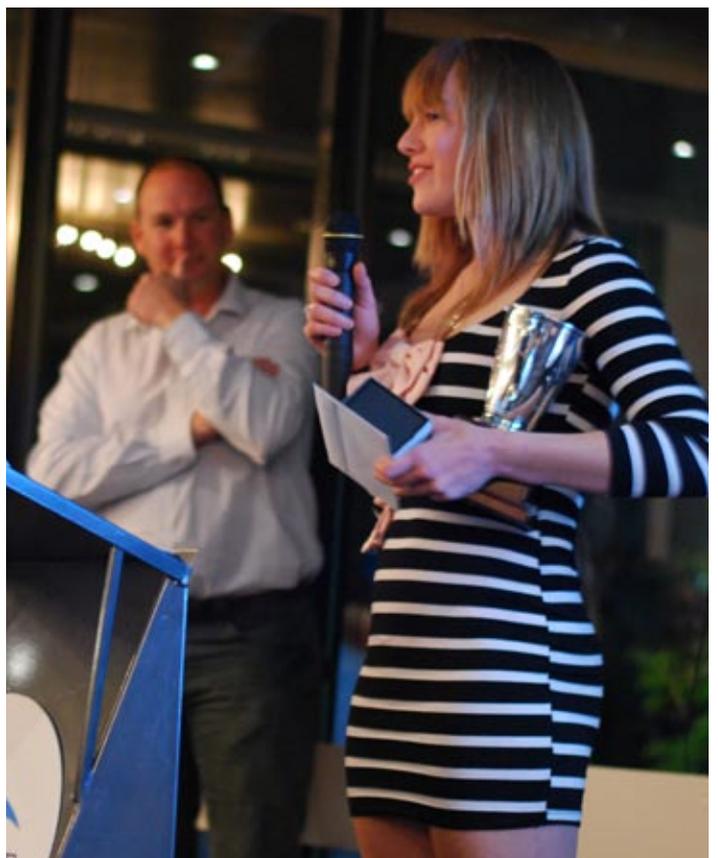
Worlds 20th/46 girls

Eden 1st

Nsw youths Champs 2nd/10

Ranked 4 in youth girls nationally and 5 in women's nationally.

Batemans Bay 1st/3 radials, 6 overall



Kelsey Harahan

Junior Club Member:

Kelsey this year while juggling her studies has been an amazing person to be a member of the CYC. Not only a highly competitive sailor in the Laser Class she has been heavily involved in the Sailing School as an Assistant Instructor helping Rory and his team with all types of training. Kelsey also has always put her hand to volunteer for CYC regattas and other events when needed. By the way her when she is not helping at the CYC she has accomplished the following.

Laser 4.7:

24th Queensland Youth Week

3rd ACT Youth Championships

3rd ACT Dinghy Championships

9th NSW Youth Championships

15th NSW Laser Championships

33rd Australian Youth Championships

28th Australian Laser Championships

Radial or other boats

3rd Batemans Bay Regatta

12th NS14 State Championships

3rd City of Canberra Regatta



Duncan Jamison

Junior Yachtsman:

7th oampsnsw youth champs laser radial
10th overall

5th ACT Dinghy champs -full rig

60th laser nationals radial

6th junior

10th youth

youth nationals radial 34th overall/45

nsw act states 28th overall/42 4th u21 in full rigs

Eliot Bassili

Junior Yachtsman:

2nd at HMAS Harman and Australian Defence Force Academy Community Regatta (Laser 4.7)

1st at ACT Youth Champs (Laser 4.7)

3rd at ACT Dinghy Champs (Laser 4.7)

7th in Club Championship (Laser 4.7)

4th at NSW Youth Champs (Laser 4.7)

27th at NSW State Champs (NS14)

25th at NSW State Champs (Laser Radial)

6th at Twofold Bay Regatta (NS14)

26th at AUS Laser Champs (Laser 4.7)

37th at AUS Youth Champs (Laser Radial)

Teams Racing Training weekend in Hobart (Pacers)



Things happening around the CYC

Catamaran parking

The CYC in November regraded the red gravel parking area for the Cat's in front of the dragon Boats container, the area has been washed away for many years and became infested with weeds.

New grass on Dinghy/Catamaran launching area.

The NCA have with the lowering of the lake have laid new grass to assist our members to launch their boats into Lotus Bay. This was a horrible dirt pit with large rocks which damaged boats.



Weeds in the Upper Boat Park.

The CYC has had a mountain of a job to keep the weeds from growing in the upper Trailable with the incredible amount of rain this summer. We have finally got them just under control before winter and will be ready early in spring to hit them again. While we have been up there, our staff have noticed a great amount to rubbish and spare tyres around the boats, if you could please remove them.

Lengthen of Trailable Launching Ramp

The ramp has been extended by 2metres following the lowering of the lake in a joint venture between the NCA and CYC.

Lowering of the Pontoon

The NCA has also made it easier for our sailors and disabled sailors to get into boats from the jetty by lowering the height of the jetty by 300 mm. This also will help the loading of the marks and weights

Dredging and Jetty Lowering.

Over the last two months the NCA contracted out a 20ton digger who dredged and removed over 20 truckloads of rubble lowering the lake bottom for the FF15 and 2.4 to launch after the lake lowering.



If you have any other work you think needs doing please contact the CYC Office.

What our CYC sailors have been up to

Try Sailing Day

The CYC once again hosted the Try Sailing Day to a very large group of members of the public on Sunday morning. Conditions were fantastic with a 10 knot breeze to push the fleet of Trailable yachts, cats and dinghies around. We received great feedback from the participants about the club and its members. Big thanks to the CYC members and Youth Racing Squad Members for assisting this important event.

4.7 Laser Worlds

Congratulations to Cass for achieving a fantastic 20th in Argentina at the 4.7 Laser Worlds. Here is the link for the regatta.

NS14 States

Craig and Mel Davidson had a fantastic NS14 States with a great 5th place in a competitive 74 boat fleet on Botany Bay. Chris Eddes and Kelsey Hanrahan 12th, Michael Hitchens and Eliot Bassili 26th, John Hanrahan Tegan Hanrahan 36th, Geoffrey Davis and Keagan Davis 47th, Bill Kerrigan and Danielle Cribb 70th.

NSW Tasar States

CYC Members also ventured to Lake Illawarra for the Tasar States with Nic Douglass helming her first Tasar event with her father Rob crewing in a role reversal. The team ended up in 5th place, Rick Longbottom came in 14th, ADFA and CYC member Daniel Boettger 27th in a 41 boat fleet.



Canberra Southern Cross Club Cup Results

Division 1

- | | | |
|---|------------|------------------|
| 1 | Mini Max | Steve Cartwright |
| 2 | Mischief | Ian Hawke |
| 3 | Pathfinder | Peter Taylor |

Division 2

- | | | |
|---|---------------------|---------------|
| 1 | Relience Ffeighteen | Peter Forster |
| 2 | Wings | John Tracey |
| 3 | This Way Up | Fred Kasperek |

Division 3

- | | | |
|---|--------------|----------------|
| 1 | Bullet Proof | Mike Dunn |
| 2 | Solar | Bill Chadwick |
| 3 | Inyadreams | Robert Redfern |

Division 4

- | | | |
|---|---------------------|-------------------|
| 1 | Back in Black | Steph Johnstone |
| 2 | St Lucy Astonishing | Elizabeth Hodgman |
| 3 | No Name | Noah Taylor |

Division 5

- | | | |
|---|---------|-------------------|
| 1 | No Name | Elise Schermers |
| 2 | Top Dog | Hamish Scott |
| 3 | Toppot | Campbell Schierer |

We thank the Canberra Southern Cross Club on their generous support.

50th Australian Flying Fifteen Championship

By Peter Forster

The 50th Australian Flying 15 championship was hotly contested on the Swan River, hosted by South of Perth YC, from 6-13 January 2012. (The Flying 15 design is 65 years old, having been designed by Uffa Fox in 1947.) Matt Owen, the 2011 National champion, retained his title – but on this occasion, as crew in the winning boat. Matt teamed up with one of the visiting English sail makers, Steve Goacher, sailing a brand new boat, one of four that arrived at the club in a container from the UK only a couple of days before the racing was due to begin. Goacher is a former 3 time World Flying 15 champion and one time former winner of the Australian series. Matt was the only Canberran to compete but Ailsa and I visited Perth so that we could attend a dinner for so called stalwarts and legends of the class (I only have claims to the latter!), and to catch up with some very good friends, and to see some tennis.

For those who are interested in the details, there are excellent reports of the racing each day on the Flying 15 website. But for the record,

a total of 57 boats competed, the majority from WA. Three skippers from the UK chartered boats, and two from Victoria, one each from Queensland and South Australia towed their boats across the country, something that our WA friends remind us that they have to do most years in order to compete. The fleet included six former World Flying 15 champions (including one crew) and four former Australian champions including several crew of former championship winners. Needless to say, with such a quality fleet, competition was tight. Two boats, the eventual winner and the fourth place getter, won two heats each and the other four heats were each won by different boats. The three visiting Poms, (Goacher, Bax and Hart) all former World champions, finished 1st, 2nd and 3rd, with 17, 20 and 22 points respectively.

Ailsa and I took the opportunity to watch the racing at close quarters from the water on three days, courtesy of a couple of members of SoPYC who made their motor cruisers available for the purpose. Heats 1 and 2 were sailed in the afternoon in a typical Fremantle doctor, blowing up to 25 ks or so, but for the remainder of the week, both morning and afternoon, the fleet sailed in sou'easterlies that were a good deal lighter and

more variable than the doctor, the weather pattern being affected by a cyclone in the north of the State. As you might expect, I took the opportunity to note at the stalwarts and legends dinner that Canberra is not the only place that experiences perverse winds!

On day three, a day when two heats were to be sailed, the fleet was on the water before noon for a 1.30 pm start but, after six aborted starts and much toing and froing, it was 4.40 pm before the race got under way. The 'hanging around' obviously didn't faze Steve and Matt because that was one of the heats that they won and of course, only one race was sailed that day. Going in to the last heat on the Friday, Steve and Matt had to ensure that Alan Bax, the other British sail maker in the fleet, was no more than 3 places ahead of them; they both finished worse than seventh, with no influence on the overall results.

The stalwarts and legends dinner was held at SoPYC on the Wednesday night, with many of the fleet still packing up their boats at the start time for the dinner, due to a long afternoon on the race course. Some 180 people attended including most of the competitors and a number of visitors like us. The visitors included another six former Australian champion skippers or crews and Roy Windebank, the influential Class boat builder from the UK. Those present included skippers of 21 Australian championships and the crew of at least 8 others. The World champions spoke about their experiences as yachties and I was asked to launch a booklet that the WA/ National Association had produced, celebrating the 50 years of championship racing in Australia (I guess I was asked because I had put together a collection of documents, obtained from various sources, about the previous 49 championship events).



When we returned to Canberra I had a chat with Matt about his experience of sailing with such a high class sailor as Steve Goacher.

Q: How different is it sailing on Melville Waters than on LBG?

A: The sea breeze, or Fremantle doctor, gave us a good, steady and strong breeze for the first four heats but the water was flatter than I expected. I had previously sailed on the Swan, closer to the city, in that sort of breeze and the waves were much bigger. For the remaining heats we had an easterly breeze with the windward mark close to the Applecross shore – so we had the usual problems near the shore - a bit like the problems we experience on LBG when the windward mark is in the vicinity of the museum. The locals, of course, knew which way to go so we visitors certainly had to keep an eye on them. Not surprisingly given the 'usual' conditions in Perth, we were expecting a sea breeze regatta. We didn't expect a fluky breeze for so many heats. As a result, it was not a regatta of boat speed but rather, of staying with the main group and using the shifts to best advantage. We were more confident and comfortable in the sea breeze but we obviously coped well in all conditions, at least partly because of our boat speed.

Q: Who called the shots, given that you were both sailing on strange waters?

A: We had two days of training before the series started. In that time, we worked out our individual strengths and weaknesses. For instance, I am not a compass person (having been an 18ft skiff sailor!) so I concentrated on the wind and where it looked best to go. Steve worked with the compass to determine the oscillating shifts etc and watched where we were in relation to the rest of the fleet. We often sailed as if there were no other boats on the course, making the best of the wind for us at the time. It took me a race or two to

work out how to be a useful crew but once I got the hang of that we worked well as a team and had lots of confidence in each others abilities e.g. downwind, I worked the boat and sails for speed while Steve concentrated on where he wanted to be on the course. Being in the first ten around the top mark (a primary objective) we always had lots of boats close behind to give us dirty air. Steve is quite aggressive downwind especially in picking the angles for clear air.

Q: You sailed a brand new Ovington boat. What difference did that make, for you and for Steve?

A: Steve was very impressed with the brand new Ovington boat that was made available to him by one of the WA members. His boat at home is 4 years or so old and this was his first experience of the newer carbon fibre hulls with the added stiffness. The boat was set up quite differently from what Matt is used to but Steve simply used his standard rigging guide, as available to all on his website and we were quickly in the groove. We made very few adjustments during the races, even in the more variable easterly breezes. The jib cars were back, the jib was sheeted in hard (the jib was trashed by the end of the series!), and we used the same side stay settings. In the stronger breezes, we dropped the forestay off an inch or so and used more vang. It was noticeable that the new hulls are faster downwind; another former World champion, Mike Hart, sailed no. 3775, probably a WA built boat, compared with our no. 3987, couldn't keep up with us downwind.

Q: Steve seemed to me to be a very relaxed sort of person, like I think you are. But I didn't notice your usual beers on board!

A: These days I sail for fun and am fortunate to have a choice about who sails with me. I met Steve when we were at Hayling Island in June. We had a chat and he seemed to be a very relaxed and

pleasant person. I didn't know whether he might be the opposite on the race course! He was very tolerant of me in adapting to the role of crew on a new boat, with a skipper I didn't really know. In my experience, all the top level sailors are cool, calm and collected. One has to enjoy one's sailing and relate well to the crew. You are not in the hunt if you don't enjoy your racing. Yet you can be/need to be very competitive. My aim was to finish in the top five and to do so, consistency was going to be important. Steve's long experience in sailing in Flying 15s certainly helped us to be up there.

Q: Who in the fleet were you mostly concerned about?

A: As I said, we wanted to stay in the main part of the fleet and be in the top ten around the first mark. Rather than being concerned about particular boats, we kept an eye on a couple of the quicker locals who obviously knew the conditions well and used their experience to our advantage. In the last heat of course, we needed to stay with Alan Bax because he could have won the series by beating us by more than four places. Not surprisingly, there is a healthy commercial rivalry between the two sail makers – but to their credit, they are very liberal in sharing their knowledge and experience with the Flying 15 fleet; both have useful tuning guides on their websites.

Q: The supposedly reliable Fremantle doctor arrived on only 3 out of the 6 days of racing. What does that say about what we should expect about sailing at other venues?

A: Yes, there were lots of comments from the locals that the conditions during the series were 'not normal' – so don't go to a regatta expecting what might be perceived to be a normal weather pattern.

From the Office

End of Summer

As the snow starts to fall the sailing school goes into hibernation, staff head off for well-earned leave and the boats get ready for their winter refurbishments. It has been a very successful season for the school in the current economic climate where data shows a dramatic reduction in peoples discretionary spending.

Winter Planning

At this time of the year our time is spent producing budgets for the coming year for our three business CYC , Boat Shop and Sailing School, running financial models and comparing them with actuals for this year. It's not an exact science when halfway through the year a lake closure or a cold month happens it can throw all this work out the window pretty quickly. This season we have had to spend a large amount of funds reacting to the lowering of the lake and its practical issues with our operations, not nice cheques to write but essential to keep us sailing.

Lasers

We have once again seen the outstanding results of Craig Davidson's High Performance Laser Squad with 4 members heading off to QLD for the World Laser Radial Championship. While we huddle in our freezing Canberra we wish them all great luck up North.

Next Year

As always we are looking toward the future in a building a better club for our members, we ask that if you have any suggestions for facilities or services please send them to us or Sarah Kennedy and her Member Service Group.

Winter Courses

We have planned a number of courses over this winters break;

- Club Race Officer Courses
- State Race Officer
- Club Judge
- Power Boat/ Rescue Boat Handling
- Rules night
- Trailer Maintenance

We are also looking at Sea Safety and Survival Radio Course

Stand by for these dates in the club emails.

Buoyed Up

The CYC Charity, Buoyed Up is getting great traction in the community and donations are coming in from all sectors. If you have a couple of hundred dollars spare(or thousands) and wish to help vulnerable kids get into a long term sailing program please donate to the program.

Donations can be made on the front page of the CYC web site, all donations are tax deductible.

Harken Winter Series

Well done to the committed sailors who have taken part in the Harken Winter Series we have some great prizes on offer so get on the water, need a crew? just give the office a call and we can sort it out.

New Boats

The CYC has recently had an influx of new boats big and small.

Those wondering around the hardstand will see Fred Kasperek's new VXOne a slippery sportsboat which will turn heads on the water. Word on the street is Fred will have an open day for the class and take members for a sail in Spring!!

YACT RIB

Yachting ACT has been donated a 5.8 meter RIB that was used in the recent Perth ISAF Worlds. The boat will be stored on the hardstand and launched with the crane and used for coaching for the CYC and all other YACT clubs. Nice bit of kit.

See you all on the water

Matt

2012 CYC Presentation Dinner



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