

## Annual Buoyed Up fundraising dinner

Last Thursday the second annual Buoyed Up fundraising dinner was held in Canberra with 230 people having a fantastic night raising money helping disadvantaged kids into sailing. The night was helped by having two World and Olympic champions on hand to entertain the crowd, Buoyed Up Patron double gold medallist Malcolm Page and Volvo veteran Chris Nicholson.

Buoyed Up is conducted at the Canberra Yacht Club and the Noosa Sailing and Rowing Club, providing opportunities for disadvantaged and indigenous kids to get into a pathway of sailing using the Yachting Australia Tackers Program.

Yachting Australia President Matt Allen was on hand for the launch of the study conducted by the University of Canberra on the behavioural and educational effects pre and post the Tackers Program.

This year the Canberra Yacht Club will put over 200 kids through the Buoyed Up program.

The dinner was a great success with Chris Nicholson explaining the physical effects and mental toughness needed to participate in the Volvo Ocean Race with all the crowd happy to head back to the office the next day with their own day jobs.

Over \$20,000 was raised during the night with fantastic auction items including a ride on Wild Oats and Ichi Ban, a Holiday at Hamilton Island and tickets to some great concerts courtesy of Audi. The night ended with a surprise donation of \$2,000 from Dick Smith himself.

For more information about Buoyed Up or if your club would like to participate in the program please visit website.

If you would like to make a donation to Buoyed Up please click [here](#).



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



# Commodores Report

I can't believe that we are now looking to presentation night next month. The season has gone quickly. The water level in the lake has now been it is normal level for half the season.

The recent regatta to Jindabyne was a worthwhile experience according to those who attended. Thank you to all who participated and were involved in organising or managing the event.

The buoyed up dinner and fundraiser was a great success. Again the CYCs support of this program continues to be a major positive in our community engagement. I am also encouraged to see the number of children being taken through school sailing programs. When I talk with our CEO, I am pleased when he tells me that they are at capacity a lot of the time. This is only possible through the staff we have at the CYC to be able to support these programs. On behalf of the committee I would like to thank all those involved in the support of these programs.

I would like to draw your attention to the reporting of incidents. You will notice on the club website that there is now a link to Yachting Australias incident reporting. It is important element in our ability to manage risk that we know what is happening out there. Obviously I would hope that we are aware of most of these , but on the odd occasion that we don't, please submit a report.

We should also ensure that we have a reporting culture within the club, so that can improve.

As we continue to improve, we are often updating supporting materials. This generally results in an email, notification on notice boards, website etc . Please check the website or notice boards from time to time to pick up any changes to policy that you may have missed through emails.

In relation to the future, we are currently reviewing the strategic plan for the next 3 years. This is an important statement of where the club is heading in the future. It provides the direction and ties the actions that are being undertaken back to that road map. As part of gathering feedback from members the committee organised a members forum. The purpose of the forum was to try and gather details directly from members rather than just through a survey. This was particularly focused on the type of services and facilities that members are looking for in the future.

On a sad note, Eric Ablett, former CYC Commodore has passed away. Our thoughts are with Eric's family. Please see the separate article.

I hope to see you all at the presentation dinner.  
**Howard**



## From the office

As we near the end of another busy season it's time for planning the next season to commence. The Sailing Committee are reviewing the season past and working out the best possible racing programs for a very very wide cross section of boats sailed at the CYC.

During a recent staff meeting we were thinking that the last two weeks of the school holiday program over the Easter might be a quiet one, but as I type we are closing on 50 of the 55 placements available showing that a high quality and fun program performed by the CYC Sailing School. We will be full again with a sellout crowd for all courses this year.

Steve has done an amazing job managing the 7 day a week operations at the Sailing School with 3 fulltime instructors and 32 casuals. Our English import Ed has been fantastic and unfortunately will be heading off home after 4 months of amazing service to the CYC. We wish him well in the future with his University studies back home and he is currently looking for a replacement for our next season.

The Buoyed Up program has increased the instructors hours dramatically with two classes a day of 20 kids each. This with Tackers Programs and youth squad/ Opti's teams you can see we are running out of time in the day.

We are thrilled that the first group of children from Richardson Primary will be graduating from the Buoyed Up Tacker 3 program in a few demonstrate

the size, reach and impact on the educational and behavioural effects of this program. The CYC will be allocating a scholarship to a graduating child to up skill using the YA pathways to the CYC Green Fleet with a boat, fees and sailing gear to help them progress in our sport. Thanks again to all who attended the Buoyed Up Dinner a month ago.

## Team Racing Boats hit the CYC.

The CYC has joined forces with Canberra Boys and Girls Grammar to purchase 6 Pacer Team Racing boats which arrived a few weeks ago. Both schools have been competing at State and National Competitions with good success under the leadership of Graham Maltby. In the past the teams have been practicing on the CYC Corsairs which has put them in a disadvantage with other top schools training in Pacers. These boats will not only be for the school kids, Graham is looking at



hosting some open competitions in the near future for the young Grammar sailors to lift their skills.

## Winter Series Sign Ons

The CYC will require all sailors participating in the Winter Series to sign on and off each day. This will assist the RO and race crew that all members are safe and well during the cool months of Winter. Please make sure you sign off as soon as you are back on shore.

**Matt**

# Marley Point Race

Well done to all who took part in the weekends Marley point race. David Smith on Rumcay was the highest placing for the CYC member coming 2nd in Division C.

The start on Saturday was in 19kts of wind from the East. The wind eased during the night and was quite light at dawn but gradually strengthened during Sunday. There were areas of fog during the night and early morning. The weather meant that there was no need to shorten the course and 80 entrants successfully completed the course which is a great result for great race.

APC Logistics once again funded the race with support from Bulls Cruises, Riviera Nautic, Captains Cove, Bull Sails, Blue Water Marine, Ronstan, Bunnings, O'Neils restaurant Blue Gables Winery and Avon Ridge Wineries. We are very grateful for that support.

Many thanks go to all LWYC members, friends and relatives, GLYC, Coast Guard, St John Ambulance, Cobains P.S. Parents Group and Clydebank CFA and all the competitors whose ongoing support allows this iconic event to continue.

<http://lakewellingtonyachtclub.org/wp-content/uploads/2014/03/MPONR-2014-Results-And-Trophy-List.pdf>



Pic by Paul Dany. The fog came in at Paynesville. This is out the front of the yacht club, the boat on the left has just won division A (B20 - Jaffa)



Pic by Paul Dany

## My Cruising Dream and JAC — Part 2

### Dream or ... ?

Like money won on Lotto, or one's brain, it's not having a yacht that counts, but what a person does with it. At the end of 2010 my Beneteau 42 CC, JAC, was in Fort Lauderdale. I was in Canberra. It was time to live my lifelong dream: time to plan, commit and act.

First, I invited family and friends to join my yacht cruising venture. Unsurprisingly, the response was disappointing. Few folk have the time, money, interest and adventurousness to fly halfway around the world to share a cruising lifestyle with someone. Eventually, sixteen individuals from the UK, USA and Australia did join me in 'the dream', and each one now holds a special place in my memories.

After joining JAC in January 2011 I worked for six weeks to prepare her and myself for cruising the east coast of the USA. Later, I intended upgrading her first for offshore cruising and, if all was OK after that, for ocean passages.

That six weeks was stressful. The more I worked on JAC, the more work seemed in need of doing, and all of it cost money. I was fortunate in having assistance from an old school chum and a hired help, the boat being located in one of the world's yachting resource centres, and in the favourable \$AUD.

JAC benefitted from a new bimini, tri-colour and windlass; antifouling, polishing and services to all mechanical and most liquid components. Despite all the work, we made time for seeing the sights of southern Florida and meeting its people.

The Bahamas was our (ie JAC and me) first destination. This was because JAC needed a USA cruising permit and to apply for one a yacht must enter the country from overseas. From Fort Lauderdale to the closest Bahamian island is only 45 nm, but as the route crosses the fast-flowing Gulf Stream the trip shouldn't be taken lightly.



**Martin and John Tracey, Manhattan**



Evan navigating, below



Stu Allen on Niue



My son, Scott, was with me for that first passage. It was his introduction to yacht cruising, and it became a treasured father-son experience. For three weeks we sailed some of the world's bluest waters, ate fresh lobsters, swam on wrecks; and enjoyed meeting laid-back island folk, other 'yachties' and holidaymakers. We both learnt a lot, not least from coping with a grounding that caused internal flooding and a midnight, high tide, kedge-aided haul off.

Scott had a schedule to keep and so all-too-soon we undertook a 400 nm passage from the Bahamas to Charleston, South Carolina. My son's memories of watch-keeping alone under starry skies with dolphins jumping at JAC's bow remain strong.

The USA's east coast is a wonderful cruising ground, made easy for small-medium sized boats by the Intra-Coastal Waterway: an inland passage of rivers, estuaries, lakes and canals that stretches from Florida to New York. Along the way there's history, scenery, more boats than you can probably imagine and enough interesting people to pass many pleasant lifetimes in idle company.

From Charleston JAC meandered northwards via the ICW. Much of the time her 50 hp Volvo engine was the main source of propulsion, but being mostly singlehanded I learnt and applied techniques to manage the boat. Raising and reefing the mainsail, anchoring, and both launching and recovering 'jill' (the dinghy) and its engine required care and practise. So too did navigating a sometimes narrow, shallow and frequently shifting channel. We developed techniques for 'touch and go' on the mud and sand.

Our destination was Chesapeake Bay, one of the USA's most popular cruising grounds. It is near 150 nm long and 20 wide, and in early summer thankfully free of humidity and mosquitoes. In good conditions we visited such interesting places as Norfolk, Jamestown, St Mary's, Annapolis, and Baltimore.

In early July 2011 I left JAC in the hands of a Chesapeake boatyard, together with a refit task list (re-rigging, new chartplotter, new anchor and chain + +). After six months away I was more than ready to return to life with family, friends and 'home routines'.

Back aboard in June 2012, and enjoying the company of CYC stalwart John Tracey, we again cruised the Chesapeake before descending Delaware Bay and entering the Atlantic for the passage north to New York. Moored a short stroll from Broadway, we revelled in the location by sightseeing and taking in Evita, the show. A couple of old friends then joined us for five weeks and we sailed up the East River into Long Island Sound and then north via Cape Cod as far as Bar Harbor in Maine's Acadia National Park.

Along the way we explored the rich maritime culture of Mystic Seaport, Newport, New Bedford, Martha's Vineyard, Nantucket Island, Gloucester and many other places—all wonderfully interesting.

My companions returned to their normal lives at the northern extremity of JAC's voyage. Their departure was emotional for me. Sharing all aspects of life and experiences — the pleasures, challenges, decisions and discomforts — folk become more like family than friends. Returning south, singlehanded, was less enjoyable. I brought JAC back to the southern Chesapeake Bay and left her with contractors who would prepare her for ocean cruising (new batteries, engine overhaul etc.) Returning home was as welcome as ever. In the near four months away we had sailed a little over 1550 nm, stopped at 64 different places and stayed overnight at 59 of them. These figures are almost the same as my first cruise with JAC.

I didn't stay home for long. Back on the boat in late September 2012 and with two buddies aboard we joined the 'Caribbean 1500' yacht rally that crosses the SW Atlantic to link the USA with the British Virgin Islands. Hurricane Sandy caused concerns as we prepared, and almost immediately afterwards the first of the season's winter storms necessitated a premature departure. As soon as the boats crossed the Gulf Stream, though (after about 60 hours), foulies were discarded for tee shirts. The Caribbean seemed near.

Cruising the BVI was enhanced by the company of boats from the '1500'. Sun, sand, sea, reggae, rum and fish; mooching around, swimming, socialising and occasionally exploring ashore—a sailor could spend years enjoying the Caribbean. But I had a schedule of crew changes to meet, and so my mindset was something between fast cruising and passage making. In this fashion JAC island-hopped to and around St Martin, St Barts, Saba, Statia, St Kitts and other islets and islands before making a longer passage from Guadeloupe to the islands of Aruba and Curacao, just north of Venezuela.

My 2012 self-Christmas present was a trip home; JAC's was some servicing, a new mains'l cover, a coat of anti-fouling and, long overdue, the commissioning of her water-maker. The Pacific awaited.

An old ADF buddy, Evan, and a young Yank joined me on the boat in January 2013. We sailed via Cartagena to Panama. Along the way winds gusting to 50 kts and 4-5 m swells, both from astern, caused JAC to surf near 13kts under 20% of the poled-out genoa. These were the strongest winds I experienced with JAC. After arrival in Panama it was time to tackle the bureaucracy required to transit the famed canal. All went relatively smoothly. JAC made the transit in the company of an Aussie family on their 42' catamaran, Chaotic Harmony. We were to meet again in Tahiti.

**Under spinnaker, crossing Pacific**



The passage from Panama to the Galapagos Islands was notable for abundant sea life, spawned by converging ocean currents. The islands themselves have giant tortoises, iguanas that swim, blue boobies and delightfully fearless sea lions, as well as interesting geology. It was pleasant, but for a non-zoologist such as me, hardly wonderful.

For the more than 3400 nm passage from Panama to French Polynesia JAC was adequately crewed by just Evan and me. Winds were rarely above 15 kts. They almost always blew from aft the beam, and weren't the cause of two major problems. The first issue arose when after near 800 nm (five-six days) into the passage. The internal tube holding the rudder post began breaking from the hull. We couldn't turn back. We jury rigged it with a Spanish windlass and by fitting the emergency tiller through its deck fitting: problem stabilised.

Thirty-six hours later, in the 'middle of nowhere', we came across Brenton, a SA wheat farmer, aboard his 47' cat, Livia, who we had previously met in the Galapagos islands. He too had had troubles. Livia and two ships were the only vessels we saw in 29 days.

As skipper I take responsibility for the second problem, the result of a series of errors. A spinnaker wrap led to the sail going overboard. Aline was not fully recovered and wrapped around the prop. A mid ocean swim cleared all the line bar an end jammed between the propshaft seal and its fibreglass tube. With the prop turning, this line melted, fused to the tube and caused the tube to shear. Water ingress was rapid. We bailed and tried to stop the leak from the inside (a mistake, we should have used our underwater putty from the outside). We reduced the inflow to five buckets per half hour, and this is how we continued for the next three weeks.

Two problems, two 'older' sailors—time for a cup of tea. I decided to use the DSC function on JAC's SSB radio to make a 'PAN PAN' call. The call was picked up in New Zealand. Radio contact was established, and for the rest of that passage we checked-in daily with Tahiti's Maritime Rescue Centre. The professional support of everyone involved was impressive.

Without an 'iron genoa' to help, the passage to Tahiti took longer than planned. When JAC was safely ashore, awaiting repair, Evan and I certainly welcomed the first cold beers. As the first draughts went down, we noticed Brenton sitting at the table alongside. He too had only just arrived, their problems having compounded since our mid-ocean meeting. We shared stories as the evening drew on and more fizzy drinks were downed.

Family matters in Australia well coincided with JAC's repairs, and when I returned to her in late April 2013 she was in good condition. With an American sailor and CYC's Stu Allen aboard we set off to cruise the French Polynesian islands, including Moorea and Bora Bora.

For many sailors French Polynesia is the best of the world's cruising grounds. The volcanic island peaks and their flora are attractive, as are the reefs. The people are relaxed and friendly, the food good, and the weather near perfect. We appreciated all of this, but were more impressed by the lonelier atolls and reefs further to the west.

The Cook Islands have a notable Kiwi influence, as does Niue, but it was the coralline caves of the latter that surprised and impressed us. The choral singing of Tonga was a memorable highlight of the cruise, as was the friendliness of folk encountered. At a Tongan out-island anchorage we came across Peter Smith, and Jess, in their catamaran Caravanserai. (They too are CYC members.)

New Caledonia has a lot to offer sailors, but I was keen to complete our Pacific crossing and my new crew (Ang Cumming and Neal Davies) had schedules to keep. The final leg of JAC's Pacific crossing, from Noumea to Coffs Harbour, was therefore a relatively short and quick one.

Coffs Harbour proved a good place to enter Australia. The customs officers, who also undertook immigration duties and helped with quarantine and import matters, were friendly and efficient. With formalities complete, a new crew joined and we sailed down to Broken Bay, our final destination.

The weekend after JAC's arrival at the RPAYC family and friends joined me for a potter around Pittwater. Their enjoyment of those two days made it special for me, and it was one of the most satisfying times I had with JAC.

How would I use an ocean going yacht moored on the coast whilst residing in Canberra and living that city's lifestyle? It was time to sell JAC and move on with life.

My final article about my cruising dream will summarise my time with JAC, describe her sale, reflect on what I've learned from 'living my cruising dream' and ponder on 'what next'.



**Ang Cumming and Neal Davis changing heads'ls**

## Vale Eric Ablett

Eric Ablett, father of Chris and grandfather of Marc, both of whom are well known by members of the CYC, passed away at Batemans Bay on 1 March 2014 at the age of 92. Ailsa and I were part of the large gathering at Broulee on 7 March, to celebrate Eric's life. Eric was Commodore of the CYC for three terms, from August 1978 to August 1981.

Eric was born in Fremantle, WA, and spent some 4 years in the Royal Australian Navy during WW 2, in the radio/communications field. After the war, he worked in the Post Office and Commonwealth Audit Office in Perth before enjoying postings to senior positions in Darwin and New York. He came to Canberra in the mid 1970s and soon became involved in sailing. He had previously been very involved in the 12 Square Metre/Lightweight Sharpie Class, both at the State and National levels from the mid 1940s until his posting to Darwin in 1971. In particular he was instrumental in the mid 1950s in having all States agree that a one design concept had to be implemented for the Lightweight Sharpie. At that time he was sailing against some of Australia's greats including John Bertrand, John Cuneo, Rolly Tasker and Jim O'Grady. He co authored a booklet entitled 'The Australian Lightweight Sharpie, The Real Story' which is a fascinating read about the process and politics involved in making radical changes to a long established class of boat.

Eric and Joy moved to Batemans Bay after Eric retired from the public service in late 1981. He bought a 'tinnie' and became a fisherman and a golfer. He was very involved in golf and the Catalina Golf Club including as Treasurer and President. Not surprisingly, he continued

his interest in the Sharpie Class through the ongoing involvement of Chris and Marc. Most recently, he enjoyed visiting Perth in January 2014 with the family to be involved in the Australian LWS Championships where he met up with many of his old mates.

Not surprisingly, Eric's sailing achievements in Canberra were considerable, initially in his Lightweight Sharpie named Joy and then in Joy 11, a Flying Fifteen. His crew in the Sharpie were Jim and John Tulip, Mary's two brothers – found for Eric by Neil Primrose who was then one of the top Sharpie skippers in Canberra. Chris Ablett tells me that John now lives in Canada but that his son spent last year in Australia and sailed with long time LWS skipper Rick Shorridge in a couple of regattas.

Eric was very competitive in two of the strongest fleets at the time. He won the Club championship in the LWS class in each of 1975-76, 1976-77 and 1978-79 and was third in 1977-78. He was third in the Flying Fifteen Club championship in 1979-80 and 1980-81. Alan Rimmington and then John Howard crewed in the F15.

Eric's grandest occasion as Commodore occurred on 18 October 1980 when he and Joy entertained the then Governor General, Sir Zelman and Lady Cowen at the dinner to celebrate the reopening of the refurbished clubhouse. The need to upgrade the clubhouse had been a subject of debate for several years and was brought to fruition under Eric's leadership, in full consultation with the general membership. However, as Eric wrote in *Capital Sailing, The History of the CYC 1959-2009*: 'In hindsight the crippling nature of the financial burden of the building loan (\$200,000), caused by rising interest rates (17% in 1982 up to 23% in the early 1990s), created insurmountable difficulties in the ensuing years and proves that sometimes decisions made in good faith are not necessarily sound'. In the event, the financial situation continued to

deteriorate and, we are fortunate that the Canberra Southern Cross Club came to our rescue in 1997.

Eric had established a reputation as being an excellent administrator, forward thinking and proactive in supporting innovation. But he was undoubtedly unlucky to have been involved when the Yacht Club made the decision it had to make in order to stay competitive. It was the correct call at the time and the Club owes Eric a big thank you for steering it through the renovations process and presiding over what was a very active period in the sailing calendar of the Club.

by Peter Forster



# Victorian Optimist state titles

On the 29th-31st of March the Victorian Optimist state titles were held at the Sorrento Sailing and Coutu Boat Club. Four open and two intermediate sailors from the ACT Opti Squad did a road trip down to compete. We faced minor difficulties on the way when the bearings on Big Blue's trailer broke and we had to sit in Goulburn for three hours while it was getting fixed. When we finally got to Sorrento at two in the morning we were exhausted, but then had to get up after a short rest and then race all day.

The tidal currents in Sorrento were very strong and difficult to get used to. It was a great experience for us because we had never sailed in strong tide before. It was particularly difficult on the second day when there was no wind but lots and lots of tide. We couldn't quite get used to the fact that it felt like we were sailing very fast but we were not actually moving in relation to the land.

In one of our first races only four out of fifty boats finished due to the tough weather and tide conditions. In one race we put in a request for redress form because two of us were disqualified for being over at the start with the U-flag flying, although we were both in the second row of starters and had not been anywhere near the line. Our request for redress was denied.....:(

After having to wheel our boats up and down a very steep hill when we arrived, when we left, and just about anytime we wanted to go to the car made us realise how lucky we are to have such great, accessible facilities where we are in Canberra.

Despite a few 'interesting' decisions from the race committee we had a great time and it was a great experience sailing in strong tide. All experiences are valuable as we prepare for the 2015 Optimist Nationals in Fremantle next January.

Reagan Minchin  
Opti Squad Team Captain



## Snowy Mountains Regatta declared a great success

Lake Jindabyne Sailing Club hosted sailors from Canberra Yacht Club at the inaugural Snowy Mountains Regatta from 28th February to 2nd March. Thirty one boats competed in five races over the weekend in a variety of conditions.

The invitation race was held on the Friday evening on the regular Lake Jindabyne Sailing Club course. Phil Yeomans from Yachting NSW officiated as chief race officer for the regatta, ably assisted by Ross Lawley and John Byrne.

They started the invitation race from the LJSC start boat festooned with an impressive array of new signalling flags. The three divisions completed a three lap port rounding course consisting of a triangle, a windward/leeward sausage and another triangle.

The division one catamarans set off first and used the far off Mountain mark on the triangle laps. The trailerable yachts and Flying fifteens followed. Division three's monohulls and dinghies including seven lasers completed the fleet.

The race was completed in a eight to ten knot light breeze. Alex Machin and Barry Dennis on the Hobie 20 led the cats around the course for a well-earned win. Ian Brokenshire skippered his Castle 650 to a win against John Tracey's flying Fifteen who enjoyed the race so much he joined the cats out at the far off mountain mark. Martin Linsley started the weekend well for the Tasars with a win in Division three. The evening was capped off with a great dinner at the club prepared by Kim Neville. Nick Kirshner

Regatta fleet off LJSC front lawn - Snowy Mountains Regatta - Tim Symons



welcomed the visitors with his recital of 'The Man from Snowy River' and his daughter Maddie recited her own poem.

After a great breakfast at the Sailing Club, race one of the regatta was set out on the main lake using the club's Mountain mark as the start line buoy. The cool breeze across the lake forced the sailors to don their wetsuits for the race. The Division one cats set off first into a medium strength Easterly breeze on the first windward leg of the first triangle lap. All the boats sailing around the lake made a spectacular sight. After all the boats had started, the

start boat moved to set the finish line at the top mark. After all boats had finished, it moved back to the start for race two. Lake Jindabyne teased the sailors during race two with many changes in wind direction and strength. This race took nearly twice as long as race one to complete. The sailors then returned to the clubhouse for a well-earned break.

With storm clouds gathering overhead the race committee set a short race on the inside course close to the clubhouse. The divisions were started in reverse order with the Division three Lasers, Tasars and Contenders etc showing the



way to the first mark. Once all the boats had started the start boat suffered a breakdown and had to get a tow from the CYC mark boat to get to the finish line before the racers got there. Meanwhile the weather struck again with a rain storm soaking the sailors while the wind started to drop. The sailors just made it to the finish in the dying breeze and all were pleased to reach the beach and find a towel.

Lake Jindabyne looked like a mirror on Sunday morning, though the cloud had cleared and the day was sunny and warm. The race committee delayed the start as long as it could and led the boats out to the Mountain mark to start the race in the building Easterly breeze. The cats set off on the first of four laps to have the breeze all but disappear when they reached the top mark. After starting all three divisions and moving to the top mark, the start boat returned to the bottom mark to complete the course shortened to one lap while the boats crawled around the course. All the sailors looking for that elusive little gust to move them past their rivals. Some did just that while others were drifting in no breeze.

The regatta was finished with a presentation of trophies and

**Boats rigging on the shore of Lake Jindabyne - Snowy Mountains Regatta - Tim Symons**



many lucky draw prizes from local sponsors Perisher Blue, The Station Resort, Rydges Horizons Resort, Thredbo, The Discovery Park, Snowy Mountain Sports, Woolworths Jindabyne, Guthega Alpine Inn, Lantern Thredbo Apartments, Larry Adler, Wilderness Sports and Kosciuszko Automotive.

Division one was won by CYC Hobie 18 sailor Robert Redfern followed by Alex Machin and Stephen Molloy from LJSC.

Matt Own won the battle of the VX1 sports boats in Division two from Fred Kasparek and Graeme Giles' Flying Fifteen. The biggest division, number three, with fifteen entrants was won by Rick Longbottom on his Tasar with Leo O'Keefe's Impulse splitting the Tasars and Chris Thompson in third place. The biggest single class was led by Steve Osborne from LJSC on his bright red standard rig Laser from Graeme Bradbury and Martin Van Weel.

**Mixed Fleet Racing on Lake Jindabyne - Snowy Mountains Regatta - Tim Symons**



## Matt Owen wins Australian Flying Fifteen Championships

So dominant were Matt Owen and crew member Andrew Reed aboard AUS3684 "Defcon1" in the FF Australian Championships which sailed out of LMYC in Lake Macquarie over the last week that they did not need to start in the last race to win the title.

The Canberra Yacht Club pair were right at home in the fresh 20-25 knot ENE breezes that prevailed throughout the regatta to record a perfect score of 6 from 6 scored races (they actually dropped a 2nd place). Their win was never in doubt!

"Idswapthisforabundy" Adam Hawkins and Ben Jones from Melbourne sailed a very solid regatta to finish second with a score of 11 points whilst "Lapse In reality" Peter Milne and Phillip Dubbin, also from Melbourne won third place from Western Australian David Yu's "Tuffan Up" on a count back.

"Yes, No, Maybe!" Skipper Jenny Simms from Western Australia did particularly well in the fresh conditions to win the handicap honours whilst "Flashpoint" skipper Peter Rooke also from WA won the Masters trophy.

It was surprising to note that a very high percentage of the fleet were eligible for the "masters" division but precious few contested the "rising star" trophy. These boats still have plenty to offer young sailors in terms of speed and boat handling challenges. They are very reasonably priced and backed by well-run associations.

LMYC again provided a great venue for a championship event and Lake Macquarie lived up to its reputation as one of Australia's best sailing areas.

Russell Cummings  
Sailing Manager  
Lake Macquarie Yacht Club



photo ©Paul van Ruggie



photo ©LMYC Jan Cummings



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