

# Canberra Yacht Club Sailing News

October–December 2007



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



ACT Dinghy Championships

## Optimists

Since the start of this season Alex Iverson, Millicent Scutt, Chris Phillips and I have been sailing optimists in Twilight races, Sunday races and regatta's such as the ACT Dingy Championships, which took place on the 24 to 25 November. So far, the optimist's have proven to be a great boat for improving our overall boat handling skills. This has allowed us to be more independent and knowledgeable in reading the wind and skippering a boat.

When the ACT Dinghy Championships took place, it allowed us to compete with another squad of optimist sailors. The competition was very challenging, as two of the visiting optimist's at the regatta had competed internationally. Even so, the weekend was enjoyable as it was a great experience. We are looking forward to the ACT Youth Titles which are coming up on the weekend, 15 to 16 December at the YMCA.

Optimists are fairly simple one-man boat, because of this feature you are able to pick up things very quickly. When learning to do roll tacks or simply trying to find the wind in light breeze, the fact that you don't have to worry about a jib or a spinnaker makes the learning of vital skills simple. Learning to sail on a one-man boat means that you are responsible for all the decisions made on the boat, both right and wrong. It helps you to learn quickly and assess situations rather than having someone else to do it for you.

It has been great fun so far, and we are all looking forward to more racing after Christmas.

**Angus Scutt**, Mini Humungus.



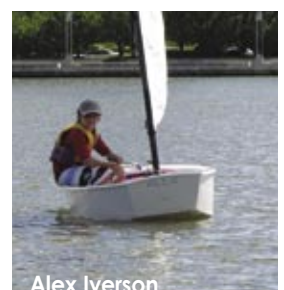
Angus Scutt



Millicent Scutt



Chris Phillips



Alex Iverson

# Capital Insurance Brokers ACT Dinghy Champs



## Commodore's Column

As foreshadowed in our last newsletter and in spite of the closure of the lake for a period due to pollution, the Club has had a very busy period over November and early December. The ACT Dinghy Championships and Small Keelboat Regatta, and the City of Canberra Regatta were very successfully hosted. We can be proud of the high standard to which these events were conducted, both on the water and ashore. This was only achieved because of the very significant effort by our Club staff, committee members and volunteers in the planning, promotion, preparation and running of the events. On behalf of the Club I congratulate and thank all involved for their contribution to these very important events in our sailing year.

Your committee has been digesting the significant input received through the Club Survey. We feel we have a comprehensive indication of the way the Club is seen by its members, and will take into account the many useful comments and suggestions. Unfortunately not all proposals are within our power to satisfy (e.g. Q: "If applicable, how would you like to receive further information?" A: "Hand delivered about 10 pm by Natasha Henstridge or Nigella Lawson or both."). However, we will take good ideas on board where practicable.

The survey is discussed in a separate item in this newsletter, but some consistent themes that the committee is addressing concern communication on committee considerations, transition of sailing school graduates into our regular sailing activities, and recreational sailing. Note that regarding committee considerations, meeting minutes are displayed in the Sailors' Cabin (although this practice had lapsed for a period).

As many of us prepare for our Christmas festivities and holidays, Sailing School activity has been at very high levels and together with Boat Hire is ramping up to a bumper season. Matt and his team will have a very busy time over December and January. This is important not only in the exposure that it affords the sport and recreation of sailing, and our Club, but also in the contribution it makes to the Club's financial position. These activities should reap the benefit of the solid program of boat maintenance and restoration completed by Craig over the winter months.

Regarding development at the site, the planned modification of the Tower to house the buoy trailers will hopefully be approved by relevant authorities shortly, and the work perhaps be able to be completed before Christmas or shortly after. The Finger Wharf design has been reviewed with the NCA, and tenders are expected to be called early in the New Year. Our detailed proposals for the construction of the associated boat hardstand and hoist are with the involved authorities with a view to approval in a compatible timeframe. The Canberra Southern Cross Club has continued planning for redevelopment of the Club site, and we anticipate further consultations early in the New Year. Next year promises another period of strong activity and development for the Club.

Finally, I offer my sincere thanks to all members, staff and committee members for their support over the last six months, and wish everybody a very happy and healthy festive season.

**Graham Giles**

## Did you know?

The club wishes to acknowledge and congratulate the following member on their achievements:

Jay (Julia) Garvey completed a Bachelor of Science - Geology degree at ANU and finished with five (5) High Distinctions. Jay will transfer to the Canberra University in 2008 to complete a teaching diploma.

Andrew Sutton completed a Bachelor of Electrical Engineering at ANU with First Class Honours.

Robin Melpas won the NECA Industrial Apprentice of the Year which he received at a presentation dinner at the Crowne Casino Melbourne on 15 November. His prizes include a funded trip to Germany to attend the Industrial Electrician Exhibition.

## Tasar Talk — ACT Dinghy Championships



The 2007 Dinghy Champs saw a healthy role up of 10 interstate and 7 local boats for the occasion.

A successful twilight series on the Friday evening saw 5 short races completed in what turned out to be the best breeze of the weekend and all who participated got some useful practice in before the main event.

Saturday was a tough day at the office by any standard for sailors and race officials alike. There were some stronger gusts to 2.5 knots and the scheduled two races were completed with Chris Darby taking out line honours in both races from Rick Longbottom & Andrew Faulks and Rob & Nicole Douglass.

With the top five places going to the favourites it was a battle of endurance in the mid fleet with some close racing with the Sydney boats and friendly banter making it interesting. The day was rounded out with the traditional Champagne and cheese before the dinner. A good Tasar turn out at the dinner with almost everyone showing up reaffirming the class's strong "social" label.

Day two didn't have the same blustery 2.5 knots that we saw on Saturday but we still got one race out of the way.

Saturday's form boat "Pigs can fly" got a less than perfect start finishing 7th for the race and 2nd overall on count back from Rick Longbottom for 3rd allowing Rob and Nicole Douglass who once again showed their class improving their position in every race with a 3rd, 2nd and 1st to take out the title.

Well done to new comers Lennin and Bronwyn Jackson in Dead Calm, having only completed two races prior to this event did well under trying conditions improving throughout the regatta (all the hard work will pay off guys!)

The wind did not blow for us this time but we received very positive feedback about the Regatta and the professionalism of the operation in general. So, on that note, thanks to everyone who helped out both on and off the water.

**Andy Cumming**

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## ACT FD Championships, 24-25 November 2007

Pos	Sail No.	Helmsman	Crew	1-2-3-4	Total
1	AUS 361	Matt Owen	Angus Reid	2-2-1-2	7
2	AUS 371	Ian Ruff	Andrew Sutton	3-4-2-1	10
3	AUS 33	Ian McCrossin	Michael Denney	1-3-ns-ns	16
4	AUS 365	Michael Chapman	Alan Griffith	5-1-ns-ns	18
5	AUS 332	Matthew Mitchell	Michael Nolan	4-5-ns-ns	21

The ACT Championships were as usual a pleasant regatta with light shifty breezes freshening in the evening with the best wind blowing while everybody was sitting on shore with a beer after racing. Matt Owen and Angus Reid – back from big boat sailing won from Ian Ruff in his immaculate Schimeld FD with a new C.S.T. carbon mast and a new young fit crew Andrew Sutton. Matt Owen has produced many good young sailors from his sailing programme at Canberra Yacht Club and we need to train some to sail on FD's. Matt supplied Ian McCrossin a young fit 90kg. schoolboy who had sailed on 49ers and they won the first race.



By Fred McCrossin

## B14s at ACT Dinghy Championships

5 B14s entered this year's ACT Dinghy champs with 3 local boats and 2 from Sydney.

Light airs filled the whole weekend's event with the bowman never getting off the foredeck during racing (lucky that the foredeck is comfortable). The B's had some very tight racing with the winners of all 4 races being decided on the last leg of each race.

In the end the new B team of Steve Cartwright and Andrew Reed on the Dangerous Floater showed they had the goods and took out division 1 with The Nude 2nd and the Websters on Dodge a Bullet 3rd

Many thanks to PRO Mike for getting the races done and to the Sydney guys for making the trip down to build our fleet numbers.

**Craig Davidson**

## Flying 15s at 2007 ACT Dinghy Championships

Pos	Yacht	Skipper	Crew	Score
1	Wings	John Tracey	Craig Murphy	3.00
2	Super Snabb	Graham Giles	Steve Langlands	7.00
3	Splash	Tom Ruut	Andrew Wilson	14.00
4	Amalffi	Nick Lemon	Chris Lemon	15.00
5	Rag Dolly	Leigh Nielsen	Warren Hudson	15.00
6	Ziff	Neil Garvey	Patrice de Caritat	16.00
7	Maybe ffiji	Bruce McLennan	Bruce McLennan	20.00

The Division 4 YS Series was won by again by John Tracey, this year sailing 'Wings'. Last year John won in 'Wings Classic' in its only venture onto Lake Burley Griffin since being extensively repaired and renovated during the winter of 2006. This year he was back in 'Wings', last year John and crewman Craig Murphy again gave a demonstration of sailing skills in the light winds experienced. Their ability to pick the wind shifts on Lake Hardly Bearable was an inspiration to all participants.

A very credible performance was given by Nick Lemon sailing 'Amalffi', to be the first Classic in the division. As well, Leigh Nielsen and Warren Hudson sailed Rag dolly to be the first silver in the division.

John, Leigh and Nick received a special prize of a bottle of wine for their efforts. The prize was donated and presented by our ACT President, Neil Garvey.

### 2008 Victoria State Championships:

The 2008 Victorian State Titles held at Apollo Bay on 19 and 20 November 2007 was abandoned due to lack of wind! It is understood that there were perfect conditions on Port Phillip Bay & excellent winds as close at Lorne, but the wind at Apollo Bay was very disappointing. It disappeared about a minute before the start and after having spent 3 – 4 hours on the water Saturday's racing was abandoned.

Sunday was not much different, with a need to sail 3 races to get a series. After an hour of postponement a wind line was spotted and we all went out and sailed one race before the wind disappeared again. After braving the large swell for about an hour and a half the boats came ashore. It was declared that there was failure to complete a series.

Much a disappointment when we had 22 boats including 2 from ACT ( Funnily Enuff Stephen Leicester and Matt Gleeson, and Super Snab Graham Giles and Neil Garvey) and as well Ashley Smith from Qld had turned up.

It is understood that there may be an attempt to re-schedule the Series, so watch the FFIA website [www.flying15.org.au](http://www.flying15.org.au) for details.

## Lord Mayors Regatta – Illawarra Yacht Club, 17–18 November 2007

I entered my first out of town regatta and had such a great time, we're going to do it again. We heard about it via the [www.trailersailerplace.com.au](http://www.trailersailerplace.com.au) website that the Lord Mayors Regatta was on at Lake Illawarra and thought that it sounded like a great excuse to get out on the salt water. After thinking that I had crew lined up for it... they pulled out. Out of the blue my brother-in-law rang from Melbourne looking for a sail with my nephew who wanted to pass a Scout sailing badge. Hey, things were coming together nicely as they booked their flights.

It was roughly a 3 hour drive up there on Friday evening, we left the boat on the trailer Friday night and launched Saturday morning. The weather forecasts indicated plenty of wind. The Illawarra Yacht Club made us feel really welcome and were very helpful to ensure we had all the information we needed.

During the first race the wind started off 15-20 knots and climbed up to 20-30 knots. With our mainsail reefed and our #2 headsail we were still a bit overpowered but managed to finish. The second race was cancelled due to the conditions. So we spent the rest of the afternoon and evening tied up at the IYC jetty getting to know some of the locals, followed by a comfortable night sleep on board and IYC cooked BBQ breakfast.

The Second race was on Sunday, the wind was 10-20 knots and a warm 26 deg. The course layout was great, lots of long kite runs and it was close and competitive in our division. It was the most enjoyable race that I have had to date.

Presentation time, we got 2nd place for Division 2 and came home with a plaque and a cordless electric drill for a prize. The Lord Mayor presented brass ships bells to the winners of the Divisions and a load of other great prizes.

We packed up and headed on home reflecting on what was a fantastic weekend. The features were:

- A super friendly host yacht club, went out of their way to make the visitors feel welcome.
- A crew that although had only ever sailed on our boat once before in light conditions worked really well.
- The narrow CBH grouping and shortened course for our division made it very intense and competitive racing.

I am planning to return next year and would encourage others to come too, it's a smaller regatta but a most enjoyable weekend.

**Simon Wallis**, Satisfaction – Sonata 7

## Shanghai Special Olympics – Gold, Silver & Bronze!

This is the fantastic result achieved by our Special Olympics sailors in Shanghai at the Special Olympic World Games.

### Thankyou Canberra Yacht Club!



Bronwyn, Stephen, Allister, Michael and Terry could be seen most weekends during the winter training on the lake and became known to a good number of you during the winter series. We take this opportunity to thank you and to share with you our joy in our success at the Special Olympics on Lake Daishan, China.



Stephen James and I won gold in Division 2, with a 2, 1, 1 from China silver and Great Britain bronze. As the Unified team Partner I was allowed to helm for 50% of the time. Racing started on Saturday and after finishing second in the first heat to the Chinese, Stephen and I then won the windiest race of the series, 12-15 knots. So it was all square when the Typhoon arrived and

stopped the sailing for three days. Racing commenced again on Wednesday and we required one more race to complete the series. Only the Americans, who were sailing in a different division, and us were allowing the athlete do all the helming as the other countries Unified Team Partners, helmed the start and the works, and then changed over to the athlete for the reaches and runs. As you can imagine this gave them a huge advantage over Stephen and so it was decided that I would helm the start and the first work. This strategy worked really well and we were well ahead of our opponents at the first mark when I handed over to Stephen. He then helmed the run and the final work to the finish, staying well ahead to win and thus take the gold and the glory!!



Allister Peek and his Queensland crew Warren Hawkins won silver with Bronwyn Ibbotson with her Queensland crew, Sonja Gilmore taking bronze. The Chinese Crew took the Gold. The

racing was really good in this division as the boats were sailed by the athletes with no assistance, and to my mind epitomise what these games are all about. The racing was very tense with Allister and Warren winning the second heat making the third heat a show down for the gold. Regrettably the Chinese crew out sailed both Australian crews with Allister finishing ahead of Bronwyn and therefore taking the silver from her.

We are very grateful to the Canberra Yacht Club and its members, for their very generous support. This included the use of two Corsairs, a Status 19 and a power boat not to mention the use of heaters on two occasions. Special thanks to Matthew Owen and Craig Davison for their personal support in making the CYC boats available and Warren Hudson who came sailing with us. Debbie Boys from SailabilityACT and Terry Peek, Head Coach, who drove the powerboat for us and Neil Brown from the YMCASC, with his Hartley 18.

My training strategy was to learn how to sail a conventional dinghy, using the CYC and private boats and to refine our racing skills using SailabilityACT boats that we were all very familiar with. I felt this worked very well and accelerated our skills and the results speak for themselves. The boats we sailed in China were Kirby 88's, designed by Laser designer, Bruce Kirby. They are similar to a Puffer Pacer except that they are round bilged.

I cannot emphasise or overstate how important it was to have these boats available for us to train in and how much this contributed to our outstanding success. The general interest, support and good wishes given to us when we sailed with you during the winter races, was much appreciated and very encouraging.

Thanks again from all of us,

Bronwyn Ibbotson, Stephen James, Allister Peek, Terry Peek and Michael Leydon.

### Michael Leydon



## Newsletter from Vice Commodore

Welcome to all new members for this season! There is a positive buzz around the club with many new members contributing to this. Some have been spotted behind the bar (doing duty!) and others have been know to cook up a storm on the BBQ. How fantastic to have had 85 boats racing on Sunday 9th December. The club continues to grow from strength to strength.

During the depths of winter a member survey was conducted. The one prior to that had been conducted five years ago. This survey was made available to members electronically and paper-based. Responses to this survey were significant (over 50%). My thanks go to the many of you who provided feedback. Your feedback is valued by your committee. Overall the survey results were very positive with a significant number of comments on the value of the CYC website (thanks Nick Hildyard) and social functions (thanks to the Member Services Group – MSG). The CYC Committee has reviewed the survey results and is currently in the process of responding to the useful constructive feedback received.

The following four areas have been prioritised to be addressed to date:

To be Addressed	Method of Addressing
CYC Committee – method of reporting to members	<ul style="list-style-type: none"> <li>• CYC Committee meeting minutes are now displayed on the notice board to the right of the computer screen on the front counter</li> <li>• Two general meetings to be added to CYC calendar for sailing season. An agenda will be made available. Please provide a committee member with agenda topics</li> </ul>
Information Sessions	<ul style="list-style-type: none"> <li>• The CYC has provided a number of information sessions this year eg. Traks Gordon seminar</li> <li>• A Gem/Castle coaching day will be conducted on 12th January</li> <li>• A briefing on racing in the Marley Point Overnight Race on Gippsland Lakes</li> <li>• An information session on racing is currently in the planning stages as well as a number of other sessions – keep an ear out for announcements on race days and an eye out for emails (hard copies of emails are made available at the club for those who do not have this facility)</li> <li>• The concept of an informal chat session has been muted by a number of members. One Monday a month (starting in February) from 5:30 – 6:30 upstairs on the verandah at the club (inside as it gets cooler). The purpose of this is to get to know fellow members on a non-race day and to share knowledge. Please advise a committee member of topics you might like covered. Some suggestions so far from some newcomers to sailing have been: where to buy boat bits and quick tips for racing eg. start sequence.</li> </ul>
New Member Integration	<ul style="list-style-type: none"> <li>• All new members (and recreational/cruising sailors) for this season were invited to a casual drink, welcome and workshop chat to share their feedback as to strategies that have worked well assimilating new members into the club ad suggestions as to other things that can be done. A number of suggestions were made and we need additional member support to implement some of them.</li> <li>• One that the committee has taken on board is an arranged opportunity for new members to meet Committee members and Sailing Class Representatives. Two of these will be conducted each year (one in February and one in October) The MSG will arrange catering. The first of these will be conducted outside the Sailor's Cabin on Tuesday 26th February starting at 6:30pm.</li> </ul>
Opportunities for recreational/cruising sailing	<ul style="list-style-type: none"> <li>• One representative of this group attended the new member workshop. The intention of this was to share introduce new members to those interested in recreational/cruising sailing. Some ideas put forward were:</li> <li>• A fun afternoon of sailing encouraging other family members who don't often sail and running a BBQ on Springbank Island with boats rafting up</li> <li>• An evening sail to experience night sailing on the lake with rescue boats (perhaps linking to the Marley briefing)</li> </ul>

Keep an eye on the website for a numeric survey summary.

Wishing you all a festive holiday season and a happy new year! All the very best to the many of you travelling interstate for Sate, National and World Championships! Safe travel and I look forward to hearing the tales of glee and woe as post mortems form the regattas. For those planning some holiday cruising – ENJOY!

**Yours in Sailing, Anita**

## Preparations for the Rolex Sydney to Hobart Yacht Race

With less than four weeks before the gun will fire, signalling the start of the Rolex Sydney to Hobart Yacht Race, our preparations are on track. Crewmembers are each eagerly anticipating an exciting race and, hopefully, a successful finish in the Derwent River some 628 nm away.

The Race Team comprises:

Port Watch	
Rick Scott-Murphy	Skipper, Watch Captain
Phil Kavanagh	Crew Boss
Sean Kavanagh	Meteorologist, Foredeck
Jack Hayden	Mastman
Starboard Watch	
Garth Brice	First Mate, Watch Captain
Paul Jones	Navigator, Crew Boss
Brad Horwood	Foredeck
Jack Haslam	Mastman
Susan Alexander	Team Manager
George Imashev	Reserve

Following success in the Sydney to Southport Yacht Race, with a first in PHS Division, Namadgi has earned the respect of the offshore racing community and while we carry some handicap penalty for that win we are definitely not out of contention for a PHS Division 'podium' finish.

After four years and many thousands of miles under her keel Namadgi's three-reef mainsail is quite tired and out of shape for serious racing. Thanks to sponsorship support from Titley Electronics, makers of the RX3 radio direction finder, we anticipate delivery of a brand new Kevlar scrim mainsail in time for the Sydney to Hobart. This may well lift our performance sufficiently to offer a reasonable chance of success. CORC will benefit in having a new mainsail for 2008 and beyond.

The RX3, which we will carry on board, is a vital item of safety equipment. It significantly improves our ability to locate a person overboard compared to relying on satellites or aircraft that could take several hours to locate a person in that desperate situation.

### Support from Blazer

We have also received much-appreciated support from Blazer in the supply of shorts for the crew uniform. The Race Team and partners will be finely decked out in appropriate attire to represent CORC and Namadgi at all ashore functions. My thanks go to Blazer for their generosity.

Many weekends have been spent by the Race Team in preparing Namadgi and training for this big event and I would like to offer my special thanks to Ros Brice for the



Namadgi just after the start of the Hempel Gosford to Lord Howe Island Race in October 2007. Photo: Jeremy Hancock.

use of her trusty Toyota Tarago in safely transporting the team from Canberra to Sydney and return.

Bringing Namadgi up to the highest level of offshore safety compliance is not only a necessity for this Category 1 blue water race but it ensures that we have a certified level of safety equipment on board to suit our extended offshore cruises. In fact, Namadgi has the added benefit of a RDF Tracker unit to assist in man-overboard recovery which is above the safety compliance required for Cat 1.

Our success in the Sydney to Southport Race was due to many factors ranging from minimising errors, good race strategy, excellent crew work and 100% focus on maximising VMG (velocity made good). But perhaps the biggest success factor was our forecasting of winds and currents.

These will undoubtedly be among the most critical of success factors in the 'Hobart'.

With Phil and Sean Kavanagh's uncanny abilities to translate wind aloft into surface wind predictions (born out of their vast experience in flying hot air balloons) we are in very good shape to play the vagaries of adiabatic and katabatic breezes along the coasts. It would be giving away some of our trade secrets to explain how that is achieved but if you are interested I suggest that you talk with Phil or Sean about their data sources and some of the factors that influence these wind waves.

Associate member Kenn Batt has played a key role in our weather forecasting and several CORC members completed Kenn's course on meteorology held at Canberra Yacht Club during the year. I offer my thanks again to Kenn for his assistance and look forward to a similar discussion prior to this year's event.

Current predictions and the relationship between water temperature and set and drift play a large role in the race strategy for the Hobart.

This will change dramatically over the next month and we can anticipate the East Australian current, so

obvious north of about 34 degrees South, to strengthen and move further southwards providing up to 2 knots of current assist.

The crossing of Bass Strait is often a challenge and this is where the combination of cold fronts, relatively shallow water and the swift south-setting current can play havoc with the sea state. Waves can be very steep and sometimes breaking. In 2005 we chose a course well to the west of the rhumb line to avoid those damaging conditions and the strategy paid off well. Our strategies for this year's event will be largely determined by the forecast conditions and we will be watching the weather data very closely.

We will carry satellite communications by way of a sat. phone and dedicated laptop to ensure we have the best access to weather, currents and yacht tracker positions.

Competing in the Sydney to Hobart is a very demanding task and I wish to thank everyone who has contributed

to our ability to be at the start line on 26 December 2007. This includes each team member and, importantly their partners and families who have made this possible. I also wish to thank all members of CORC who have generously allowed us to commit Namadgi to the race preparation, training and racing schedule.

My special thanks also go to Bill Leslie and all those who have ensured that Namadgi is well maintained and race ready, especially Phil Kavanagh who has so generously donated his skills and workshop to undertake various manufacturing tasks such as the fabrication of the plates extending the row of rope clutches.

Susan Alexander as Team Manager has worked tirelessly on the management of finances, media, sponsorship and logistics and I offer my deep appreciation. Her catch-phrase says it all:

**Rick Scott-Murphy**, "Winners are grinners".

## Compass Pools City of Canberra Regatta 2007

The Gods were not smiling on the CYC for the City Of Canberra Regatta where light winds and torrential rain were the pattern for the 35 competitors over the weekend.

Race 1 was conducted in very light winds with boats that managed to get some pressure getting the advantage over their rivals.

Top boat in Div 1 'WalterTurnbull', was without skipper Matt Owen who had been struck down by a mystery Virus. Greg Breen steered the boat to Victory. It was good to see Stuart Minchin on the water with 'Need for Speed' coming home second. Visiting Elliott 7 'Formula Pye' showed their skills in the light air, finding pressure when others were without, to manage third in the opening race. Mike Green on Evergreen had no regular crew but sailed the Regatta with juniors from the CYC sailing squad and was happy to pass on his vast knowledge of the sport.

In Div 2 Dave Bisant had an eventful Regatta that opened with a bingle before the start. Dave subsequently had his Castle 650 'Wisdom' in the lead for most of Race 1 before being pipped in the home straight by John Foreman on 'The Edge'. Ian Hawke took out third in 'Mischief'.

In Race 2 'WalterTurnbull' maintained their position at the top on Div 1, 'Evergreen' in second had their best place for the regatta while Aeolus did well in the trying conditions to come in third. In Div 2 John Tracey on "Pool Room' swapped places with Dave Bisant steering 'Wisdom'. John prevailed to come in first with Dave second and Paul Scrivener in 'Gomez' third.

The torrential rain for Race 2 saw everyone scurrying for hot showers and better wet weather gear for the final Saturday Race 3 that was abandoned at the start due to lack of wind. Participants and their

families enjoyed the Southern Cross Club hospitality on Saturday night reliving the events of the day.

Sunday saw more light conditions. Matt Owen rose from his sick bed just in case his crew was beginning to think that they could do without him. Matt matched Breeny's effort to maintain 'WalterTurnbull' in the number 1 spot for Race 4. Formula Pye again proved they could handle the light stuff with an impressive second. 'Escapade' finally found form to place third.

Commodore Graham Giles sailing another Castle 650 'Get Over It' prevailed in Div 2 for Race 4 with Michael Leydon in his Hartley 'Alcheringa' coming second over Leigh Neilsen in 'Hydrogem'

The final overall results showed that consistency wins races. WalterTurnball first in every race Div 1 and Wisdom managing an overall fist for Div 2 with two second places in the series.

<b>[Mixed Class YS] for Division 1 up to Race 4 (Drops = 0)</b>							
Pl.	Boat Name	Skipper	Series	4	3	2	1
1	WalterTurnbull	G Breen / Matt Owen	3.00	1.00	ABN	1.00	1.00
2	Huntress	N Primrose	14.00	4.00	ABN	4.00	6.00
3	Humungus	A Reid	15.00	5.00	ABN	5.00	5.00
<b>[Mixed Class YS] for Division 2 up to Race 4 (Drops = 0)</b>							
Pl.	Boat Name	Skipper	Series	4	3	2	1
1	Wisdom	D Bizant	17.00	13.00	ABN	2.00	2.00
2	Imagem	G Wykes	19.00	8.00	ABN	6.00	5.00
3	Mischief	I Hawke	20.00	9.00	ABN	8.00	3.00

Comprehensive results can be found on the CYC Website

In spite of the weather the regatta was well run and great competition. Many thanks go to our sponsor Compass Pools, the race organizers and the volunteers.

**Peter Barter**

## From the **Manager**

November is always a very busy time at the club with large regattas and the start of the peak times for the sailing school. Unfortunately our two major regattas were plagued with light winds over those weekends but most sailors went away happy for the experience.

The Capital Insurance Brokers ACT Dinghy Titles attracted a number of very talented sailors old and young to the Yacht Club and it was great to witness the large numbers of the Optimists class to Canberra for the first time. I was very happy with the numbers competing in the Compass Pools regatta with a great turnout of local boats and crews taking part. With the demise of a strong TYA association in the Trailable yacht scene it was great to see large fleets in the Gem 550 and Castle 650 class taking to the water, a big thanks should go to Ron Ashpole and Dave Bizant for getting these class of boats racing.

As you read this the Sailing School is in full swing with its school holiday programs and a strong demand for the adult courses. The CYC and Sailing School is working very hard to convert these students into active sailing members of the club, the support of the Tasar class has been fantastic with Any Cummings taking on the role of class promoter actively getting boats and sailors together.

Our Sailing School staff led by Craig have been doing great work with our junior programs, seeing the 13 boat Spiral Fleet sailing each weekend is testimony to the success of the programs.

During the Compass Pools City of Canberra Regatta there were some sad times on my boat afterwards as we sold the WalterTurnbull after four years of ownership to a Queensland sailor. The boat has been a big part of sailing at the CYC after Tom Ayrton purchased it in 1998 then selling it to Don Walter then to Greg Breen and I. The boat has won every major regatta on the Elliott 7 program and many other TYA titles from Bay to Bay in Queensland to Marlay Point. We have purchased Trevor Hippisly's Elliott7 and will continue with our regatta schedule of the Nationals, Bay to Bay and Airle Beach race week in August under the WT banner.

On away regattas Peter Taylor and I will be holding an information night on the 7th February to people who are thinking of doing the Marlay Point overnight race in March and the Bay to Bay race in Hervey Bay in May. We are planning a two day cruise for CYC boats before the Marlay Point race in the Gippsland Lakes which should be a lot of fun and a good way of helping new boats in this regatta.

From all at the CYC office we hope you have a great and safe Christmas and New Years period. Please don't forget to cheer on the number of CYC members taking part on the Sydney Hobart on the Canberra Ocean Racing Clubs Namadgi a 44 ft Bavaria.

**Cheers Matt**



## Member Profile Questions

- *Where were you born, where did you grow up and what brought you to this area?*  
London and more recently Edinburgh. I came to Canberra on the quest for eternal sunshine.

- *What is your earliest sailing experience?*  
Sailing on my Dad's Yacht, Natasha of Burnham when very small.
- *What boats did you own/sail?*  
Have owned various Toppers and Laser Radials, as well as a Laser II named Deirdre. More recently been racing a yachts: J109s, Hunter 707s, Mumm 36, and lots cruiser-racers. Have also been doing a fair bit of skippering and instructing on various thirty-foot cruisers.
- *Any success?*  
Had a reasonable season last year trimming on a J109 with lots of top few finishes and the odd class win across the big events in Scotland and Ireland.
- *Most memorable sailing experience?*  
On the helm when surfing downwind across Biscay under kite in a decent blow, or racing at night through the oil rigs in the North Sea.
- *Who would you most like to sail with apart from your current crew?*  
Paul Elstrom or Ben Ainslie
- *Funniest thing seen sailing?*  
Funniest recent memory is Mike's comedy rope-burn from the kite sheets on Matt's Eighteen.
- *What annoys you most on the water?*  
Unnecessary shouting & blaming onboard particularly in a race, it just sends everyone's heads down.
- *What do you enjoy most on the water?*  
Big boat starts, particularly if anyone's rash enough to give me the wheel.
- *What kind of boat would you like to be sailing in 10 yrs?*  
Love to be involved in some Grand Prix Yachting, with TP52s seeming to be the class to be in at the moment.
- *Biggest regret?*  
Not being able to get involved in the Youth Squads when I tarted racing.
- *When not sailing what do you enjoy doing most?*  
Windsurfing (sort of the same I know), but other than that I like to climb and snowboard.
- *Who and why would you most like to invite to dinner, past or present?*  
Roger Bannister (four minute mile fame) or Richard Nobel (Land Speed Record fame). Thought I ought to have a non-sailing related answer to a question on this.

# CYC Sailor's Centrefold



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