



On The Lake

June 2017

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APYC successful with grant to purchase four more Open Bics

Newsletter of the
Albert Park Yacht Club



Open Bic Yachts for Juniors
Photograph by Mark Ashkanasy

Email:
info@apyc.com.au

Homepage:
<http://www.apyc.org.au>

Address:
5 Aquatic Drive
South Melbourne

Postal Address:
PO Box 3
Albert Park

Phone:
9690-5418

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**Need help with something around the club?
Your committee is here to help. Contact
numbers are below.**

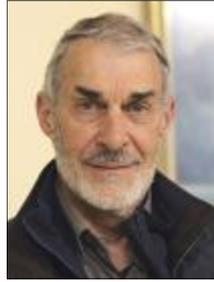
APYC Committee



Commodore
Paul Taig
0402 543 095



Vice Commodore
Grant Haggett
0422 191 347



Rear Commodore
Peter Whitaker
0418 528 994



**Committee
Secretary**
Richard Darby
0409 477 618



**Communications
Secretary**
Norma Watt
0414289485



Membership
Rob Allen
membership@apyc.org.au



Race Secretary
Brian Jones
0404 064 220



Committee
Liza Taylor
0400 038 443



Committee
Ray Richards
0412 518 479



Club Captain
Graeme Cox
0417 426 762

Club Contacts

Green Race Class Captain	Jennifer Jaeger
Pacer Class Captain	Lisa Taig
Solo Class Captain	Ray Wines
Sabre Class Captain	David Emery
Impulse Class Captain	Danny Marrinon
Miscellaneous Class Captain	Jonathan Pulham 0418 277 437
Treasurer	Tony Roberts 0411 229 396
Training Coordinator	Ray Richards 0412 518 479



Port Lounge
Peter Naismith
9700-5134



Social Officer
Anne Wells
0428 856 274

From On The Lake Editors



As this edition goes to print the club has just received the news it was successful in getting a grant to purchase four more Open Bics. We congratulate Paul Taig and all members for their vision for growing junior members and look forward to seeing a fleet of 8 Open Bics on the lake.

We would like to thank all our contributors for their great articles and pictures and especially Peter Thorne for sharing his experiences with Pourquoi Pas.

See you on the Lake
Chris and Liza



OTL Editors
Chris Markiewicz & Liza Taylor
0415 622 621
chrismarkiewicz@exemail.com.au
info@apyc.org.au

Commodore's Comment by Paul Taig

Hi members,

On the 8th April the club's Autumn Learn to Sail Program started with 6 new members Ollie, Cherry & daughter Char Jnr, David & Michelle and Lachlan Jnr. Welcome and enjoy the sailing.

Also in April we had Champion of the Lake Series One on the 8th hosted by ASC on and off the water & Series Two on the 22nd hosted by APYC on and off the water. The Series consisted of 6 short course races. The eventual winner overall by the narrowest of margins was Ron Ferguson from ASC in his Aero Kelpie and Runner up was Jonathan Pulham from APYC in his Impulse Hot Chilli. Congratulations to Ron & Jon and to the Class Winners on some good close racing and thank you all for participating & supporting the series which is part of the Joint Sailing Program. Congratulations also to both clubs on their Race Management and Clubhouse hosting after racing. With the success of this series we are planning to have 2 Series of 6 short course races.

Easter saw some of our members head to Waranga Basin for some weed less big lake sailing and it was looking good within days of Easter then the notice of algie put a stop to the sailing, but not the socializing & sightseeing which we all enjoyed. Lets hope next year we have some good sailing. Next Easter if you are looking for something to do come up to Waranga Basin for some good sailing!

On the 29th April the weekend between seasons racing, we had a Working Bee to tidy up the club before our Winter season begins. We were able to get a number of jobs done thanks to our volunteers and working bee organizer Club Captain Graeme Cox. Also on that day we ran the State Teams Racing over the weekend. The Teams Racing was a success thanks to our Club organizers Peter Whitaker & Brian Jones and thanks to our Club volunteers for helping out with the Teams Racing. With the Rowing Regatta taking over the lake for the day and having our Working Bee & The State Teams Racing on the same day makes for an uninterrupted race day during the year and that's what we all want, no disruptions to our Saturday Club racing.

The month of May saw the start of our Winter season with light to moderate breezes and of our recent racing we have seen the race courses considerable shortened to within the Northern Basin due to the deterioration of the breeze in the late afternoon. Thanks must go to our RO's for their ability to run an appropriate race course for the wind conditions that gives good competition and everyone gets a result.

On the 6th May Chris Pulham, Grant Haggett and I were invited to represent and compete for APYC in the Jubilee Class Rudder Shield Regatta held at Ballaarat Yacht Club. The courses were Windward & Return of 1 or 2 laps over 6 races with 6 Jubilees of different sailing setups on loan from 6 Ballaarat Jubilee owners. The Clubs competing for the Shield were Jubilee clubs Brighton, Sorrento & Ballaarat Yacht Clubs. Invitations were extended to Tingira (QLD) & Albert Park Yacht Clubs. The idea of the Shield is every team sailed a different Jubilee every race and the crews changed over on the next boat giving everyone a chance on the helm, mainsheet and jib positions. The outcome of the Rudder Shield was myself with a 2nd & 3rd placing, Chris with a 2nd & 3rd placing and Grant with a 2nd & 4th placing, made us the overall winner of the Rudder Shield from Ballaarat (team one) by 1 point. Thanks Ballaarat for a great afternoon of sailing and a good night of socializing with the other teams at the Beer & Prawn night dinner.

On the 17th June we held our Summer presentation night with a game of Trivia and several Bingo raffles something a bit different from the normal raffles. The dinner consisted of a variety of casseroles with rice and salads and dessert consisting of an assortment of scrumpdidiliumpiious slices and cakes (in other words Jono Specials). Thanks must go to the Cook family for once again providing an excellent meal and special mention to our young chef of the night Emma Cook who represented Australia in the YOUNG CHEF OLYMPIAD in India last January, competing against 47 other countries chefs, Emma ranked in the top ten congratulations Emma from all of us at the club. Also congratulations to all our Class Trophy winners for the Summer Series and a special congratulations to Annette Marrinon who won her first trophy in sailing with a first place in the Pacer Class with Danny Marrinon in the January Short Course Series.

Enjoy Your Sailing

Sabre Report by David Emery

After a quiet summer season for the Sabre fleet, we now have several new members on the water, the return of a couple of sailors we have not seen for some time, and some Green Fleet sailors who are now moving into the regular fleet. A warm winter welcome is extended to them all, especially those new to the fleet and returning after a spell: *Triple A2* - Jill Stow, *Making Waves* - Stephen Magner, *Electra* - Darryl Larcombe, *Amadeus* - Ehren Magner, *786* - Marion Green and *Imbi* - Mark Robinson. The Sabre can be a tricky boat to get good results from, and those either new to sailing or new to the Sabre will find many at the club, and not necessarily those now sailing Sabres, who have considerable experience. They will all be only too happy to help with sailing and rigging tips to help you get the best from your boat and the most enjoyment from sailing. Just ask.

The Albert Sailing Club's Winter Regatta, to be held this year on the 24th and 25th of June is an important date for Sabre sailors, as it forms a part of the Sabre Association's Winter Series. Previous years we have seen a great number of boats on the lake, with appearances by some of the best sailors in our class. It is a exciting experience to be part of the event. Details will be on the Sailing Club's website.

By David Emery - APYC Sabre Class Captain



Photograph by Mark Ashkanasy

Solo Report by Ray Wines

Not sure if many of you have noticed in the Race box a few weeks back there was a photo floating around of a **Solo**. The photo was taken on Albert Park lake (refer below) back in the early 1980's by none other than our **Keith Ives**.

Nobody could recall any information of who or what about the skipper or boat. Your super sleuth reporter went on line to the Solo register in the UK and most of our current sailors are listed but no light could be thrown on details of the photo. But I returned to our long standing Solo member **Col Randall** who after some investigation advised me it was **Solo 2666 "Narina"** sailed by **David Sharp** of Bayswater who I believe was a member of APYC back in the late 1970's early 1980's. Thank you Col !

Talking about past Solo sailors we received a visit from **Nick Eade** a past member of the club and Solo sailor. He joined us for a sail the other week in his Solo 2676 (Soloman) and we thought he would be enthused enough and rejoin us, but it seems he will be sailing elsewhere in a Laser? and is selling his Solo. You are welcome back any time Nick.

Grant Haggatt to the rescue!!...his Solo 2679 needed a bit of TLC and he has decided to purchase Nick's boat to add to his personal fleet. So we will see him sailing one or both in coming months (I believe his wife was more than supportive of his new purchase ...or she will be when she finds out !! ...ha). Grant was seen looking for new chocks for his mast of his new purchaseif anyone has any kindling from the fire place they don't want please pass to him !! During Summer we held the **2016-17 VSA State titles** and we had a very close result which had to be decided on a countback, congratulations on all winners; details as follows ...

- 1st. Colin Randall
- 2nd. Brian Jones
- 3rd. Brian Taylor

Well we are into our Winter series and we can expect some cold afternoons and light winds in the coming months as is typical this time of year. Just be careful of the damn weed on your rudder and centre boards. Good sailing.

Ray Wines – SOLO 2678



Green Fleet Report by Jennifer Jaeger

As I drive into the club today with the sun shining and a light wind rippling across the lake I reflect on the beauty we sailors on Albert Park Lake see every weekend. Setting up my boat now takes about 20 minutes and a nice lunch at the club rounds off the morning.

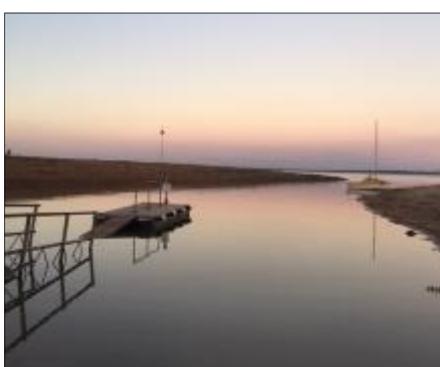
Recently Chris P, Grant H and Commodore Paul T have bought a Jubilee named Wottaworie. I have enjoyed several sails on her recently and if you are feeling worried about sailing on your own a sail on her will give you a lot of confidence.

Green racing is all about building up your confidence and skill to progress to full course racing, or staying in Green racing and improving within your class and having fun.

I will remind members that Social sailing once a month is an ideal time to practice under supervision in any weather, don't forget to bring down some lunch as the cafe is currently not open next door.

This last quarter has been quiet in Green racing and we have had only two racers in Green racing, myself included. The gentle winds of winter are an ideal time to start racing.

Hope to see you on the Lake.



Waranga
Easter 2017
Photographs by
Jennifer Jaeger



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Impulse Report by Danny Marrinon

Winter already! Does not seem that long ago that during the Labour Day weekend 37 Impulse sailors met up at Mc Crae on the Mornington Peninsula for the state titles. Seven of which were from APYC. They were Mike Howell, who was best place with a tenth overall and first Great Grand Master, Phillip Johnstone, Paul Richards, Ian Dixon, Peter Whitaker, John Dixon and myself. We all enjoyed a pleasant weekend with mostly light shifty winds and no weed. Ian Dixon was using Graham Cox's new boat and showing signs of his old Sabre form. Ian will need to catch up with what the individual recall flag looks like as he was one of only two for the whole series who failed to return after finding themselves on the course side at the start. Ian did still remember the line "that's what the drop is for" when he returned to the beach. Maybe if John gets his new boat happening Ian could take over John's. It would be a great conversation to listen into as I have no doubt Ian would want the newer boat.

Next Christmas/New Year period the National titles are at Adelaide's Brighton Sea Cliffs Yacht club so if you need details let me know. We have a few members already booked in and with the promise of nice rolling waves (and less weed than Albert Park) it should be a great venue. I have been told that one of our Impulse sailors took surfing lessons on a recent trip to the Gold Coast and is keen to put the theory into practice on his boat.

With it now being winter the summer series scores have been finalised. For the short course we had Brian Jones first on 21 points then Jon Pulham 24 points and third to Ross Mulcahy on 24 points. The summer handicap went to Ross on 18 points, Rob Allen on 29 points for second followed by Brian Jones on 32 points. The summer championship came down to the last race with first place to be decided between myself and Ross. Our race secretary, as he too often does, had to put a call out the week prior for assistance to run the race. Both Ross and I put our hands up not knowing where we were in the points standing for the last race. On the Saturday only one of us was required and Ross went out in the rescue boat. All I needed to do was finish on the podium and first place was mine. All was going to plan coming to the finish line Jono was in the lead myself second John Dixon third. That was until I put one last tack in to make sure I covered Dixon to secure second. BANG away went the side stay. This explained the softer bang on a previous tack. So I am sitting in a boat 100 meters from the line with the mast head in the water. Have to get home somehow so pushed the boat crossing the line that gives me third? Or does it? After quoting a number of rules and definitions like normal position, boat was capsized (rule 23) and does the race committee have the authority to not score me (rule A5) they decided to hit me with rule 42 propulsion and score me a DNF! Hard to defend that one. Or should I appeal to Yachting Australia? So the result for the summer championship is Ross Mulcahy first on 14.8 points second Danny Marrinon 15 points and third on 16 points Jon Pulham. With the first three positions having been decided by 1.2 points after eight races you can see why the Impulse is such a popular class at our club.

For members who would like to know more about the rules and how they are applied just join your fellow competitors after racing for a cup of tea, cold drink, Aussie Taco or a cup cake and someone will have an opinion for you. This may even include tips on preventative maintenance so your boat will finish the race/series. As they say to "finish first, first you have to finish"

See you in the Lake

Danny Marrinon Whykickamoocow 626



Photographs by
Mark Ashkanasy

Child Safety Standards by Ray Richards

In September last year the club was notified of the need for sporting clubs who work with children to comply with the state government child safety requirements by 1st January 2017. The work was ratified by the committee in December 2016 and the club has been compliant with these requirements since then. All committee members and instructors are familiar with and have signed off on the requirements. Our club's policy statement is also on display. This policy has been signed by the Commodore, the Principal Instructor and the Training Coordinator.

The statement is backed up by our Working with Juniors policy document, our Code of Conduct and associated set of forms and procedures. The Club committee, our instructors and coaches endorse and have signed the Club's Code of Conduct and endorse the Club's Child Safety Reporting Procedure and our Working with Children policy. Nothing in this policy overrides Commonwealth or Victorian law.

If you have any comments or queries please ask a committee member.

Ray Richards
Training Coordinator



APYC's Policy Statement – Safety of Juniors

The Albert Park Yacht Club is an inclusive and welcoming club committed to ensuring the safety of all club members.

This policy is directed specifically to the safety of people under 18 years of age and is based on the club's Working with Juniors policy.

The Club has a Zero Tolerance approach to any behaviour that puts children in danger.

Our committee members, instructors and coaches are aware of the potential for abuse to occur and note the Club's Working with Children policy relating to:

Physical contact with Children

Overnight trips

Being alone with a child

Injuries and illness

Behaviour in change rooms

Sailability Programme

Collection by parents/guardians

Photographing children

Transport of children to and from events



Pourquoi Pas – Why Not? by Peter Thorne

On recent Saturdays, my venerable Heron dinghy “*Pourquoi Pas*” has re-appeared on the lake. This is the story of *Pourquoi Pas*.

Arthur Ransome was really responsible. Later on, there were Villiers and Conrad and Hiscock and all the other sailors whose books fill my shelves. But, in the beginning Ransome's tales of children sailing in the Lake District and on the Norfolk Broads sowed the seed, or perhaps planted the germ, that still infects me. Reading wasn't enough of course but what to do when one lived in central Gippsland - miles from the sea or any kind of sailable water? Well, one could do something about sailing even without a boat.

The Land Yacht

A broom stick for a boom, a dowel mast and home-made sails and my billycart became a land yacht capable of running or reaching. The local, largely unused, road was not wide enough for tacking.

The Garden Sprinkler

About this time (I must have been twelve) a well-meaning soul gave me a very early edition of Baden-Powell's “Scouting for Boys”. Within its yellow oil cloth covers there was the design of a flat-bottomed boat about twelve feet long. The book explained that any gaps between the flat planks would close when the boat was launched and water swelled the wood. Not having flat planks, I used weather-boards. Unfortunately, the gap filling properties of moistened, edge-joined, planks do not apply to lapped weather-boards.

Another kind soul suggested that covering the hull with hessian and painting it would help. The limit of my pocket money was to buy a quarter-pint pot of paint a week. That hessian had an insatiable thirst for paint. Every few weeks I would test the seaworthiness of the craft with a few buckets of water. This proved a gentle way of watering the lawn below. This was not the answer.

The Semi-Submersible

So, I purchased a book of boat designs. One of them was for a 16 foot Chesapeake skiff, shown transporting two adults and a dog somewhere in the great American outdoors. My plan was to build this half-size - on the theory that one skinny boy weighed less than half of the two adults (not to mention the dog).

The outcome was a quite well built eight-foot plywood craft, decked front and rear. It was equipped with watertight compartments at the insistence of my father who assisted in construction, having taken pity on me after the episode of the clinker-built garden sprinkler (I suspect the hessian had been his idea). What we had overlooked is that scaling a boat to half size in length, beam and depth reduces its carrying capacity to an eighth, not a half. The vessel proved watertight, including the floatation chambers. This was just as well, since on launching in a local pond it floated, with me on board, just immersed. It was also unstable. Two timber outriggers added some buoyancy and improved stability, but the free-board was still negative.

This, my second boat, was passed on to an even skinnier child.

Pourquoi Pas

The third boat-a Yachting World Heron was built in 1964, in my early twenties. Still a student, I had no car and no place to build a boat. Also, my sailing knowledge was largely based on reading *Swallows and Amazons*. About this time, a French Antarctic research vessel named *Commander Charcot* visited Melbourne. “Charcot was an early French explorer - his ship was called *Pourquoi Pas*? This was the appropriate name for our new vessel –no place to build it and no real sailing experience? Let's build a boat. Why not?



Undeterred, my first wife and I rented a disused shop in Faraday Street Carlton. This was cheap (25 shillings a week). Since we would be working at night and weekends and must not disturb the neighbours, our lack of any power tools was no disadvantage.

We purchased the timber at a timber supplies yard in Collingwood and carried it back, slung between us, during our lunch hours.

The shop had limited lighting and only one power point. We used this to boil water in an electric jug. This enabled us to “steam” the longitudinals into place. We boiled the jug, wrapped the timber in cloth, raced out into the night, placed the bundle in the gutter and poured the boiling water over it, then, back inside, gradually bent the timber into place. This process, which was conducted even during rainy nights, mystified the neighbours.

So, the hull of “*Pourquoi Pas*” was built entirely with hand tools, every screw hole was drilled and countersunk by hand. It has hand-spliced galvanized rigging and mostly home-made fittings. The dream was to use the Heron for dinghy cruising on the Gippsland Lakes, so the hatches were made large enough for dry stowage of rucksacks and the cockpit large enough to sleep in. However, she never made it to Gippsland, instead she has spent almost all her life (of over 50 years) at Albert Park Lake.

With her heavy construction in coachwood ply, resorcinol glue and brass fastenings she could be the heaviest Heron ever built. She may well outlast me.

So heavy is she that, when I used to race her, we were usually last in light winds. In the 1960s many Herons were built down to minimum weight with cedar ply and light rigging: with a lightweight crew, they romped home in light weather.

However, on one wild winter day I pressed a totally inexperienced, but usefully large, teenager to crew for me. As lighter boats bottled or lost their light-weight rigs, we drove the boat round the lake: confident that my over-engineered vessel would survive anything. For once *Pourquoi Pas* won by about a quarter of a mile. I had decided, early on, that using minimum thickness centreboards was a mistake as they distorted or even snapped in heavy weather, so ours was a thick and rigid as I could make it. Certainly, she can sail very close to the wind in a blow. Since I frequently sailed her single-handed, the technique was to cleat the jib in hard and keep upright by freeing the main in the gusts. The jib would keep her moving. This sustained force well forward also counteracted the strong tendency of the hard-chined hull to luff up in the gusts.

Sundance and Nahani

During the 53 years since *Pourquoi Pas* arrived at Albert Park, I have sailed many other boats, both here and overseas. My second wife, Helen, and I owned a 22-foot trailer-sailer *Sundance* on the Gippsland Lakes for a while. For the last 13 years, we have owned *Nahani*, a 42-foot cruising yacht, which we keep in Hobart. We live on *Nahani* over each summer and have taken her to Queensland a couple of times in the winter (see www.nahani.info).

However, this winter we are staying in Melbourne, so the Club has kindly lowered my over-weight Heron, from her long-term berth under the roof, down to ground level where we can use her. It is great to sail *Pourquoi Pas* again and find the APYC is still as friendly and inviting a club as ever.

We participated in the celebration of the 100th anniversary of the club in 1971 and hopefully both *Pourquoi Pas* and I will still be afloat for the 150th in 2021.

Peter Thorne





Photographs by Mark Ashkanasy Summer Presentation Night 17th June 2017

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Albert Park Yacht Club 2016/2017 Summer Championship

Congratulations to the following sailors who performed well over the previous Summer season. Hopefully by now you have already collected your trophy at the recent Presentation Night.

Impulse

1 st	Ross Mulcahy	"Hot Mocha"
2 nd	Danny Marrinon	"Whykickamoocow"
3 rd	Jon Pulham	"Hot Chili"

Pacer

1 st	Paul Taig	"Good Pace"
1 st	Jill Stow	"Good Pace"
2 nd	Riv Davey-Greene	"APYC1"
2 nd	Glen Davey	"APYC1"

Sabre

1 st	David Emery	"Blackheart"
2 nd	Mark Ashkanasy	"Splash"
3 rd	John Beier	"Beatrice Two"

Solo

1 st	Brian Taylor	"Blue Bear"
2 nd	Brian Jones	"Han"

Albert Park Yacht Club 2016/2017 Summer Handicap

Impulse

1 st	Rob Allen	"Plumbob"
2 nd	Brian Jones	"SLAMS"
3 rd	Peter Whitaker	"En Bateau"

Moth

1 st	Danny Marrinon	"Street Fighter"
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Solo

1 st	Ray Wines	"Solstice"
2 nd	Ian Kirkham	"Marauder"

Albert Park Yacht Club 2016/2017 Summer Greenfleet

1 st	Patrick Meehan	"Red Racer"
1 st	Ann Marie Meehan	"Red Racer"

Albert Park Yacht Club 2017 Summer Short Course

Impulse

1 st	Brian Jones	"SLAMS"
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Sabre

1 st	David Emery	"Blackheart"
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Pacer

1 st	AnnetteMarrinon	"APYC1"
1 st	Danny Marrinon	"APYC1"
2 nd	Paul Taig	"Good Pace"
2 nd	Lisa Taig	"Good Pace"

Solo

1 st	Brian Taylor	"Blue Bear"
2 nd	Ian Kirkham	"Marauder"



Welcome New Members

The club warmly welcomes the following new members:

Junior: Lachlan Spalding

Family:

Stephen Magner and wife Annette, children Caitlin and Dillon,

David Whitt and Michelle Ayling

Senior: Josh Lev and Mark Robinson

APYC Sausage Sizzle Bunnings Port Melbourne by Graeme Cox

We have been granted Sunday 13th August a spot at Bunnings Port Melbourne to hold a Sausage Sizzle in which we hope to raise some important funds for the club, we will be putting together a roster for the day and will be requesting members to spare a couple of hours to man the Barbie and sell some snags. Should be a fun day, more info to follow via enews or if you would like to volunteer now please email Graeme at graeme@tiselectrics.com.au and he will be happy to get back to you.

Thank you

Regards
Graeme Cox



APYC Sausage
Sizzle Bunnings
Port Melbourne
Sunday 7/7/2013

Winter Sailing (& Powerboat Licenses) by Brian Jones

We are having a great time sailing this winter. The weather has varied from not much wind to really gusty. There is something for everyone. Some of the hardier sailors like lots of wind but the gentle autumn days are a real challenge also. If you haven't come down to the lake yet this winter, the water level is up, the weather can suit anyone, the friendliness is obvious and the BBQ after is a great way to wind down (and comment on "I would have won but ...").

We really need more rescue boat drivers. You need to get a Power Boat License (see myself about 'how to') and then we can put you with a really experienced driver/instructor who will teach you all about rescuing on the lake.

How about thinking about what more you can do for the club?

Brian Jones
Race Secretary

Norman Fettell

of Burwood received the OAM for services to sailing, having designed the Minnow and Sabre class dinghies in the 1970's

Photograph by
Mark Ashkanasy



Update on Albert Park Lake Master Plan from Peter Naismith

Hi all,

For the records, following meeting with Parks Victoria last week please see email sent to Janine McNeilly Rowe following the meeting.

Hi Janine,

Further to our discussion last Friday, you will remember that Australian Sailing submitted a proposal to the 25-year Master Plan on behalf of both Albert Park Yacht Club, Albert Sailing Club and Australian Sailing.

Unfortunately, without consultation with the clubs, the reference to the removal of the Island was deleted from this proposal.

I strongly confirm on behalf of both sailing clubs on the lake, that the removal of the Island is still considered an important part of the proposal and deserves strong consideration.

As we have previously discussed, the island will require significant work to be done to maintain the walls which are deteriorating rapidly, and money spent on this would be considered a waste.

Also, the wind tunnel that the island creates, adds greatly to the wear and tear to the lake wall near the Carousel restaurant, and this can be avoided.

Looking back several years, the island had only low level vegetation so it is only recently that the tall trees around the edge of the island have grown, causing a dramatic impact on wind quality on the lake. I believe that there are a small number of swans who habitat on the island, but these could be relocated to new improved habitat areas on the lake.

The removal of the island could be regarded as a radical step, however, if we are serious about the 25-year master plan making a difference to Albert park, these initiatives should be actively considered.

Janine, thank again for your time last Friday and I look forward to your response, Regards, Peter Naismith For Albert Park Yacht Club P & P Services Australia Pty Ltd

Let's do the right thing by APYC A \$100K appeal to sharpen our Club

The General Committee encourages the members and friends of APYC to donate to a special development fund to upgrade existing infrastructure and extend our facilities. A new training room, work shed, external and internal painting, Port Lounge floor and re-roofing the sheds all need addressing.

PLEASE TICK THE RELEVANT SECTIONS

My Donation: \$50 \$200 Other

Name Email:

TAX DEDUCTABLE Go to (<https://asf.org.au/projects/>), enter "**Albert Park Yacht Club Development Fund**" in the "**Discover a Project**" edit box and use the credit card facility provided. Alternatively, send a cheque payable to **Australian Sports Foundation** to:

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CHEQUE Mark as 'Club Donation' on the reverse side.

Galley

Many thanks for your stories and hard work in the Galley over the past months. Please let Pam or Jackie know if there are any changes or if you would like to volunteer. (0488752285 or 0419187140)



Photographs by Mark Ashkanasy

1 July	Race Day	Pam, Annette
8 July	Race Day	Jackie, Carol
14 July	Race Day	Pam, Jackie
15 July	Race Day	Rhonda, Jackie, Pam, Terri
16 July	Race Day	Pam, Jackie
22 July	Race Day	Jackie, Su
29 July	Race Day	Carol, Annette
5 August	Race Day	Rhonda, Pam
12 August	Race Day	Jackie, Su
19 August	Race Day	Pam, Carol
26 August	Race Day	Jackie, Pam
2 September	Race Day	Annette, Rhonda
9 September	Race Day	City Sail - volunteers needed please
10 September	Race Day	City Sail - volunteers needed please
16 September	Race Day	Annette, Jackie
23 September	Race Day	Rhonda, Carol

APYC Duty Roster and Calendar



- Indicates APYC Start Boat

NB. This program is to be used as a guide only. The official notice of race is on the race noticeboard.

Date	Event	Start	Race Off.	Duty Off.	Resc. 1	Crew	Resc. 2	Crew
Sat 1 July	Winter Championship Heat 5 - 14:00		Chris Davey	Geoff Kirkham, Anne Wells	Michael Cook	Ehren Hyde	Rob Pulham	Chris Markiewicz
Sat 8 July	Winter Handicap Heat 5 - 14:00		Brian Jones	Joan & Roy Williams	Graeme Cox	Glen Currie	Jon Pulham	Geoff Wood
Sun 15 July	WinterSail Regatta (14,15,16 July)		WinterSail Regatta (14,15,16 July)					
Sat 22 July	Winter Championship Heat 6 - 14:00		Peter Naismith	Rob Allen, Les Wood	Peter Whitaker	Phil Dowman	Paul Taig	Alex Dowman

Check out our calendar online for the latest: <http://www.apyc.org.au/>

If you are a licensed powerboat driver and you are rostered for rescue boat duty and you need to make a swap, please make sure you swap with another licensed powerboat driver.

Date	Event	Start	Race Off.	Duty Off.	Resc. 1	Crew	Resc. 2	Crew
Sun 23 July	Sunday Social Sailing		SUNDAY SOCIAL SAILING					
Sat 29 July	Winter Handicap Heat 6 - 14:00		Grant Haggett	Keith Ives, Geoff Kirkham	David Emery	Rufus Black	Volunteer	Volunteer
Sat 5 Aug	Winter Championship Heat 7 - 14:00		John Dixon	Keith Ives, Les Wood, Peter Game	Graeme Silver	David McMillan	Jennifer Jaeger	Darryl Larcombe
Sat 12 Aug	Winter Handicap Heat 7 - 14:00		Mike Howell	Chris Pulham, Les Wood, Anne	Ray Wines	Brian Taylor	Carol Milligan	Jill Stow
Sat 19 Aug	Winter Championship Heat 8 - 14:00		Colin Randall	Geoff Kirkham, Les Wood	Rob Pulham	Ian Kirkham	Graeme Cox	Richard Darby
Sat 26 Aug	Winter Handicap Heat 8 - 14:00 Sea Scouts Regatta No Racing at ASC		Jon Pulham	Keith Ives, Geoff Kirkham	Ross Mulcahy	Harry Cox	Paul Taig	Volunteer
Sun 27 Aug	Sea Scouts Regatta Sunday Social Sailing		SEA SCOUTS REGATTA (Sunday Social Sailing)					
Sat 2 Sep	Winter Championship Heat 9 - 14:00		Peter Whitaker	Joan & Roy Williams	Grant Haggett	Russell Lucas		
Sat 9 Sep	CITYSAIL (WGIS)		CITYSAIL (Women & Girls In Sailing Regatta)					
Sun 10 Sep	CITYSAIL (WGIS)		CITYSAIL (Women & Girls In Sailing Regatta)					
Sat 16 Sep	Winter Handicap Heat 9 - 14:00		Robyn Primrose	Geoff Kirkham, Gerd Beier	Ray Wines	Glenn Davey	David Emery	Riv Davey-Greene
Sat 23 Sep	Commodore's Racing		Paul Taig	Keith Ives, Les Wood	Graeme Silver	James Stewart	Colin Randall	Darryl Larcombe

If it is the ASC start boat, the skipper & crew of APYC rescue boat number 2 should bring their sailing gear as we only need to supply one APYC rescue boat IF CONDITIONS PERMIT and our RO SUNDAY SO-