

# On The Lake

November 2014

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## APYC Christmas Party Saturday 13th December, 6:30 p.m.

**Newsletter of the  
Albert Park Yacht Club**

APYC Opening  
Day 2014  
Photograph by  
Chris Markiewicz



Email:

[info@apyc.com.au](mailto: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**  
Peter Whitaker  
0418 528 994



**Vice Commodore**  
Paul Taig  
0420 348 721



**Rear Commodore**  
Jonathan Pulham  
0418 277 437



**Club Captain**  
Graeme Cox  
0417 426 762



**Secretary**  
David McMillan  
0481 215 788



**Membership**  
John Dixon  
0402008808



**Race Secretary**  
Brian Jones  
0404 064 220



**Committee**  
Liza Taylor  
0400 038 443



**Social Secretary**  
Anne Wells



**APCY Functions  
Coordinator**  
Zoe Baranowski  
[functions@apyc.org.au](mailto:functions@apyc.org.au)

## Club Contacts

<b>Pacer Class Captain</b>	Andrew Pickard	
<b>Solo Class Captain</b>	Grant Haggett	
<b>Sabre Class Captain</b>	Paul Ward	
<b>Impulse Class Captain</b>	Danny Marrinon	
<b>Laser Class Captain</b>	Jonathan Pulham	0418 277 437
<b>Treasurer</b>	Tony Roberts	0411 229 396
<b>Training Coordinator</b>	Ray Richards	0412 518 479

## From On The Lake Editors



**OTL Editors**  
Chris Markiewicz & Liza Taylor  
0415 622 621

[chrismarkiewicz@exemail.com.au](mailto:chrismarkiewicz@exemail.com.au)  
[otl@apyc.org.au](mailto:otl@apyc.org.au)

I always considered sailing as one of the most photogenic sports. The dynamics of the racing boats combined with colourful sails make the activity very picturesque indeed. Not to mention unplanned encounters of sailors and the Albert Park Lake. In this, the last for this year, edition of On The Lake you will find a lot of photos taken during APYC recent events. Big thank you to all the members providing material to this year's editions of OTL. Have a great summer!

[otl@apyc.org.au](mailto:otl@apyc.org.au)

Chris Markiewicz



**APYC Voicemail: call 03-9690-5418 and listen to the recorded message for information about what's on at the club.**

## **Commodore's Comment** by Peter Whitaker

One of the great strengths of APYC is the depth and quality of its volunteers. The Special Olympics National Regatta demonstrated that. Seventeen volunteers from APYC assisted by one from Albert SC, three from Beaumaris YC and two relatives of mine made up the team that ran the three-day regatta. The regatta was a success. The Opening Day was another grand occasion when club members worked together.

The term 'volunteer' is defined as someone who freely offers to take part in an enterprise for no pay. I think that is wrong, or at least incomplete. A volunteer is often motivated by a sense of good will, civic duty and the valuing of others: such values drive their choices. A volunteer receives payment. It is a different kind of payment that is not subject to material erosion. So it was not surprising to hear many volunteers iterating their appreciation of serving the Special Olympic athletes with words like 'privilege' and 'inspiring'. I struggle to express what I felt at the Opening of the National Games. I certainly came away enriched by the whole experience. Check the photos on our website to get an impression of the Games

Well the club's spirit is buoyant. The sailing and training programmes are active, and we warmly welcome the new members to the club involved in the training. A small but growing recreational fleet augments our club's championship competition. In November we are starting a new programme: a Green Fleet for juniors under a registered instructor who will mentor them through a recreational programme, which develops sailing skills. The YV Boatshed is supporting us in this programme and will provide Optimists to the participants at a small cost. All participants will be members of the club. Pat and Sue O'Mahony will coordinate this programme that will take place on Saturday morning. For more information see our website or contact Pat and Sue.

We welcome Norma Watt who has offered her services to the club as a Communications Secretary and as Coordinator of Women in Sailing sponsored by YV. Do give Norma all the support you can as she addresses these two vital areas of communication and promoting women in sport.

Our Christmas party and Winter Club racing championship prize giving will be held on December 13<sup>th</sup>, our last club sailing day for 2014. I will be in the USA then at our daughter's graduation, so I will take this opportunity to wish you a happy and festive Christmas and New Year, and for those who see Christmas differently, may the Christ-child be with you.



Peter Whitaker  
Commodore



# **Pursuiting around the Tracks. Part I** by Jonathan Pulham

With the weather starting to warm, the enthusiasm to travel with the boat to places other than the lake becomes stronger. Among the sailors eager to escape the confines of Albert Park Lake have been the Pacer Pursuit crews of APYC, Jonathan Pulham in Dad's boat 'Spray', and Graeme and Harry Cox in 'Contagious'.

Sandringham Yacht Club for the Sail Sandy Regatta was the first destination. Prospective borrower of Spray for the Pacer Nationals, Danny Marrinon, joined the group as Jonathan's crew so Jon could teach him how to sail the Pursuit. Some of us felt that the Pursuits would be a little out of place among the champion sailors in Lasers, 420's, fast cats, skiffs etc. that generally make up the Sail Sandy entrants, but the Pursuits looked right at home amongst the Tasers, RS100's and RS200's.

We had a fresh northerly breeze on Saturday, so we had flat water and a gusty off shore wind. Watching boat after boat hit the walls of the concrete boat ramp which is designed more for power boats and large yachts than small sailing dinghies, we decided to crash the Minnow / Optimist / Cadet beach by Hampton pier and launch there instead. This worked well, and a number of Tasars and other boats followed our learned example.

The format was 4 short races Saturday afternoon and 4 Sunday morning. Unfortunately for us Pursuits the courses consisted mainly of beats to windward and runs to leeward, with only one short reach. Many of the other spinnaker boats in our division would have preferred more reaching as well, but the course sailed enabled the club to fit lots of boats on the one course. There were over two hundred boats sailing.

Jonathan's familiarity with the course type, common in Laser regattas, helped Spray to a high placing among the RS type boats in the first race, while Harry did a nice job skippering Contagious with Dad as crew to finish not far behind the rest. The Pursuits were the slowest boat on yardstick in our division, so the other boats should have been much further in front than they were.

The wind was noticeably stronger for the second race, and both crews were able to stretch their legs on the trapeze upwind, with Danny noting it was easier to trapeze on starboard tack, while Graeme thought it was easier on port. Fortunately Jon and Harry were able to compensate for this, and we were once again at the top mark among the faster boats. The spinnaker went up without hesitation on Spray, and the boat took off for the gybe mark, leaving Contagious in its wake. Harry and Graeme wisely decided to leave the spinnaker in the bag, and were able therefore to have a good laugh at Jon and Danny when Spray capsized on the gybe. Danny showed he could right the Pursuit competently in 26 knots by himself, while Jon lay on the foredeck grappling with the spinnaker. He then had to repeat the feat a few seconds later as Jon tipped the boat over again in his desperation to stay in front of Contagious. This was about the time we had the strongest gust of the day, which knocked over many other boats around us, and dismasted one of the Tasers. Unfortunately Harry couldn't resist the temptation to dunk his Dad, so both Pursuit crews were down and out for the race. Jon and Danny were so completely disoriented when they finally righted the boat that they thought Contagious must be somewhere miles in front. Even so, they decided to forget that race, untangle the spinnaker and wait for the third race to start. Harry and Graeme meanwhile had devised a cunning plan, and snuck back to shore unobserved.

The wind dropped for the final two races, which was a relief. Without their main opposition, Jon and Danny were able to relax, enjoy the scenery and pose for the cameras. On returning to the shore they had a nice mud bath in the ever delightful Hampton Beach Sludge, then retired to the bar where Graeme and Harry were already in dry clothes.

Sunday dawned even windier than Saturday, and despite early bravado (Jonathan actually signed on) both crews decided to stay on shore. Not long after our decision the club put up a postponement flag which stayed up for the next three hours. We took the opportunity to stroll around the marina picking out the yachts we would buy if we won the lottery. Then, deciding we had better things to do on a Sunday than sit around waiting for the wind to drop, we packed the boats up.

Just before leaving Jon decided to have a look at the results from Saturday to see how we'd gone against the other boats on yardstick, and whether we might have a chance of picking up one of the stunning trophies on display in the club, (the cost of any one of which would probably exceed APYC's trophy budget for an entire season). Happily for the Pursuit class, the results showed that a Pursuit had won the first two races.



When closely examined however, the boat that appeared first on the result sheet actually finished 5 minutes behind the other Pursuit in the first race, and neither of us had in fact *finished* the second race. Everyone was content to let the results stand though - Jon was happy to see that an outfit as professional and slick as Sandringham Yacht Club can get it wrong sometimes, and Graeme and Harry were happy to see Contagious ahead of Spray. Their cunning plan had worked (we're still not sure what the plan was exactly, but you can be sure they will be watched very carefully at the National Titles in December)

After Sandringham the next destination was Ballarat for Ballarat Yacht Club's Opening Day. After toying with the idea of taking the Moth up, Jonathan was persuaded to take the Pursuit, a decision he would later partly regret. For a Moth is much, much lighter than a Pursuit, and had he taken the lighter Moth, he might not now be facing a rather large mechanic's bill for engine repairs to the car, which overheated on the road up on Friday. The weekend seemed doomed when Graeme rang in the next morning to say Harry was unwell and they couldn't sail. The weather was windy and heavy rain clouds were threatening, and it looked as though the trip was going to be a complete waste of time and money.

Rather than go home with tail between the legs though, Jon decided that he hadn't brought the boat up to do nothing with it, and was going to sail no matter what. Down at the Yacht Club, the weather looked no better, but after lunch with the rest of the APYC contingent things seemed to be looking up. Making the trip west from APYC were Phil and Ann Johnson, Geoff and Beth Kirkham, Glen, Chloe, Hayden, Lachie and Max Currie, and Paul Taig who had volunteered to sail with Jon.

The wind had abated for the sailpast, which Phil, Jon and Paul, and Glen took part in, but as we sailed down to the start line the wind started to increase. Glen decided to head for shore after the sailpast, while the Pursuit and Sabre followed the start boat to the other side of the lake as it was blown downwind dragging its anchor. As we were the last start of 4, by the time our division flag was due to go up we were downwind of the bottom mark, half the lake downwind of where the start line had originally been laid. The start crew were perhaps surprised to see us smaller boats still waiting for our start (by this time there were only Phil in his Sabre and Jon and Paul in the Pursuit) so they just waved us through without bothering to go through the flags. By the end of the first lap the wind would have been touching 30 knots. One gust just before the bottom mark capsized Phil, while the Pursuit had just made it round the mark and caught the gust heading upwind.

It would have been great weather for the trapeze if the wind had been steady, but the wind was far from it. We had a Sharpie sailing in front of us with an experienced trapeze hand who demonstrated it could be done, but as Paul had not had used a trapeze much before today we decided to keep both crew in-board. The spinnaker was another tool we decided by unspoken agreement not to use. As it was some of the reaches were the fastest I have gone in the Pursuit with or without the spinnaker.

Phil couldn't get the Sabre upright again, and was picked up by the rescue boat, safe and well. On the third lap downwind the wind hit again, and it became almost impossible to steer the Pursuit straight downwind, especially when we would hit clumps of weed which at the speed we were going was dragging the rudder up, forcing the boat to round up into the wind. A couple of times on that downwind leg we almost gave up and headed upwind to the club, but the downwind mark became a crazy sort of goal, so we persisted in steering towards it, steering a slalom course downwind, granny gybing at each turn until we got round it. After that we decided we'd achieved something and finished after the next beat, two laps short of the full distance.

It was survival conditions for us, but it had been enjoyable. Jon was able to forget about his car for a while, and Paul gained a new appreciation for the Pacer in Pursuit mode. A few of us were able to stay for dinner at the club which was as memorable as ever. Ballarat members certainly appreciated us joining them, and would love to see Acrospire up there next year.

The next event on the Pursuit calendar is the Cairn Curran Regatta in late November, and then we may spend a Sunday or two at Beaumaris in preparation for the Nationals in Chelsea. We do still love sailing on Albert Park Lake, but visiting other lakes, bays and beaches is one of the best ways to enjoy this sport of ours.

# Club Capitan Report by Graeme Cox

## Update on Club Boats

**Cygnnet** is still leaking air and I will be taking her home to strip down clean, re-run the fuel line and fasten down the fuel tank I need to properly locate all leaks and repair which is just impossible to do at the club, I will try and get this done in December.

**Grey Duck:** Once Cygnnet has been Re-furberd I will then do the same with Grey Duck only to a point it is a very old boat so will not invest too much into her as end of life is not too far away but I think we could easily get another 2 or 3 seasons out of her with a little TLC.

**Trolleys:** I have gone over the trolleys currently being used for our 3 Ribs and feel all 3 are at the end of their life, during the special olympics I was fortunate enough to have the use of ASC's latest RIB trolley which was designed by Don McKenzie and a small engineering company who also manufactured it, the trolley was amazingly easy to use it was designed to hold a small RIB but I used it for Cygnnet and it worked extremely well so I am recommending that we retire our current RIB trolleys and invest in 3 new ones all the same so they can interchange with any of our RIBS. I have also investigated a way of funding the purchase of these trolleys approx \$2,100 and hope to have good news on this before the end of the year.



**Status:** The next boat to be slipped will be Status, it is overdue for anti fouling and a very good clean of both the hull and spars, I will then refit her cover along with an anti bird fouling devise, at the moment she is getting so dirty from birds that it's just not a pleasant yacht to sail.

**Acrospire** is also overdue for cleaning and antifouling, this normally means she will be out of the water for several weeks so I am leaving this boat until last so probably around March/April 2015 when we have time to do.

**Olive** was collected last week by Peter Taylor of Sorrento Sailing Club, SSC will be displaying her in there club rooms during the World Moth Championships over January which they are hosting, currently there are 130 entrants so looks to be an exciting event. I have also included a framed brief history to display with her so visitors can get an understanding of where Moths originated from. Olive will be re-turned to APYC in late January.

*Albert Park Yacht Club*  
*2014 Christmas Party & Winter Presentation*  
*Saturday 13<sup>th</sup> December Time 6:30 – 7:00pm start*  
*Raffle*  
*(Donations welcome for Christmas hamper)*  
*Santa for the kids!*  
*Delicious roast dinner*  
*and dessert*

*Please let Anne know if you have any special dietary requirements*  
*Book at the Galley or contact Anne, [anneewck@hotmail.com](mailto:anneewck@hotmail.com) so we can cater.*  
*Cost \$12 per person*

# "The First Moth" (Inverloch Eleven Footer Class)

## OLIVE

It all began.....



craft was named "Olive" after his wife.

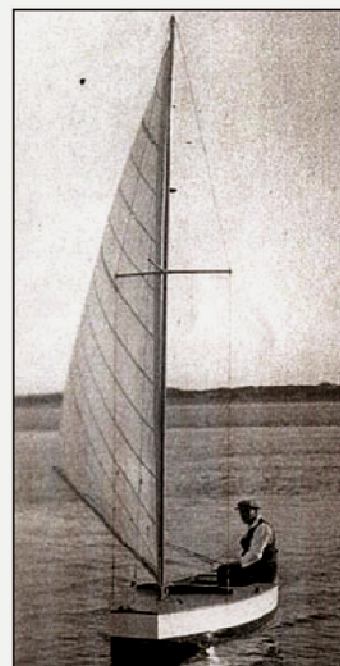
The construction was timber with an internal construction somewhat like Hargreave's box



.....in 1928 when the late Len Morris built a cat rigged (single sail) flat bottomed scow to sail on Andersons' Inlet at Inverloch, a sea-side resort, 130km from Melbourne in Australia.

She was hard chined, was eleven foot long, and carried 80 sq ft in single mainsail. The

kite. "Olive's" performance was so outstanding, that a similar boat "Whoopee" was built. Len Morris then sold "Olive", and built another boat called "Flutterby", and with those three boats, the Inverloch Yacht Club was formed. Restrictions for the class known as the Inverloch Eleven Footer class were then drawn up, with the distinguishing characteristic that of being not a one-design boat but rather that of a boat permitting development within the set of design param-



eters. At much the same time, 1929 in fact, halfway around the world another development class, the American Moth Boat was started by Captain Van Sant of Atlantic City, New Jersey with his boat "Jumping Juniper" built of Atlantic White Cedar from the Great Dismal Swamp. The US development class was formally organized in 1932 as the "National Moth Boat Association" and in 1935, due to increasing overseas interest, changed its name to the "International Moth Class Association" or IMCA. In October of 1933, an American magazine, The Rudder, published an article dealing with the Moth Boat scene in US. The Australians noted the similarities between the two groups of boats and intuitively realized that the name "Moth Boat" rolled more easily from the tongue than "Inverloch Eleven Footer Class", so they changed the name of their class to Moth and adopted the "squashed bug" that was shown in the article as the class sail insignia.

The Australians also noted the differences, particularly in sail plan between the two boats, but since this was in the middle of the great depression, and the two groups were 13,000 miles apart, no attempt was made to reconcile these differences. The US fleet, and later the British and European moths, adopted a "circle M" for their sail insignia. Thus two large Moth classes developed separately for over 30 years.

Olive is the first Moth ever built, it currently resides at Albert Park Yacht Club in Melbourne Australia and has been lent to us to display during the Moth Worlds 2015

The Hull has been preserved by the Wooden Boat Association of Victoria.



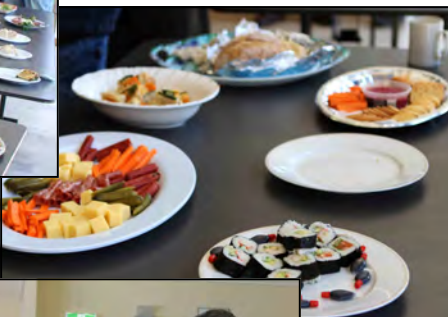
**Albert Park Yacht Club**  
Established in 1871





# APYC 143<sup>rd</sup> Opening Day

## Saturday 11 October 2014



Photographs by  
Chris Markiewicz



Photographs by  
Chris Markiewicz





## Impulse Report by Danny Marrinon

What, it is almost Christmas? It has come around so quick I almost left my opening day decorations on the boat. They make a wonderful wind indicator. As a class we congratulate all the club champions that were presented with their awards on opening day with the Impulse class going to Ross. Just when he got his boat sorted to suit himself he went and sold it. This may prove to be his downfall over the next twelve months.

With the onset of the summer season we have had very light days and some not so light days to test our skills. Last Saturday was a dead set challenge, starting with a Northerly then it tended a bit West only to drop right out and swing to the South. I was among three others drifting to what had become the gybe mark only to see the rest of the fleet getting knocked over behind us as the southerly built and we all knew that it would take till we got to the mark before we would get anything. All that hard work and now a waiting game. For those who stayed up it was smiles all round as they caught up. William Cook broke his tiller and had to retire but put out an unusual request via our radio system to Escort once on shore. It went something like: "Escort Escort we have a personal message for Alyssa." Alyssa trying to think where she should be other than the lake on a Saturday afternoon answered to find out William was requesting the use of her rudder. With *Dragonheart's* rudder on *Bite Me* William spent the rest of the day doing what an Impulse does best - reaching from one side of the lake to the other up on the plane.

Yeppoon is the setting for this years' nationals to be hosted by the Keppel Bay sailing Club and with an increased interest in the class from Queensland sailors the numbers are looking good. Apart from the inconvenience of distance it is shaping up for a great series with a number of new competitors to the class. For those who cannot make it there, Stawell is the preferred setting for the state titles on the March Labour Day weekend with a few from South Australia thinking of coming over. More on that early in 2015. Wherever the break from club sailing takes you the Impulse class would like to wish everyone a safe, happy and enjoyable time. We look forward to hearing how you filled in your time with or without sailing.

See You In the Lake

Danny Marrinon  
626 Whykickamoocow

# APYC Green Fleet

**The Albert Park Yacht Club is running a sail training programme for kids (12 and under) who have already completed Tackers (YA's Discover Sailing pathways 1 – 3 or equivalent).**

**This programme will allow kids to get more time on the water and improve their skills in a safe, relaxed and fun environment.**

**Training will be provided by a Yachting Victoria Sailing Instructor in Optis (supplied by The Boatshed).**

<b>When:</b>	Saturdays from 9:30am – 12:30pm (7 weeks, commencing 1 November 2014)
<b>Where:</b>	Albert Park Lake (Albert Park Yacht Club)
<b>Cost:</b>	\$10 per week * (incl boat hire)
<b>Contact:</b>	<b>greenfleet@apyc.org.au</b> 5 Aquatic Dr, Albert Park VIC 3206 Pat O'Mahony (0402 911 798)

**\* Programme participants must be APYC memmbers.**  
Annual Junior Membership: \$115 (+ \$50 joining fee)  
Annual Family Membership: \$340 (+ \$100 joining fee)  
Membership forms available on club website ([www.apyc.org.au](http://www.apyc.org.au))

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## **Moth News** by Jonathan Pulham

It's been a quiet winter for the Moths on Albert Park Lake, with the sailors hibernating in their Impulses until the water warms up a bit. Nevertheless, the Moths have not been an unfamiliar sight on the water during the cooler months. John Dixon has made the occasional appearance to test new refinements to his boat, and then spends the next few weeks off the water making new refinements. It is "almost just right" and hopefully will soon be spending more time on the water and less in the garage. I have been sailing *Misty* occasionally when it is windy, though until John starts to worry me I will not be altering anything! Philip Johnson's extensive rebuild / restoration of an old Moth formerly belonging to Chris Davey is nearing completion, and I'm sure when it is launched it will draw John and myself back to the Moths like a magnet.

The Moth World Championships are being held at Sorrento on the Mornington Peninsula from the 6<sup>th</sup> – 16<sup>th</sup> January. This promises to be quite a spectacle, with over 140 boats entered so far. Among the entrants are Olympians, World Champions and America's Cup sailors from all around the world.

APYC's very own *Olive*, the first Moth ever built will be on display at Sorrento for the series. Jim French will be sailing his new Moth in the Championships – Good Luck Jim! He and David have been working hard to prepare for the Championship. If you get a chance, take a day or two to go down and have a look at the action.

Jonathan Pulham

*Misty*



# 2014 National Special Olympics Sailing Regatta



Photographs by  
Jonathan Furey

## Galley Roster by Jackie White & Pam Pulham

Thank you to all who have helped and continue to help in the Galley. Please let Jackie know if you are unable to attend (0419187140). Prospective chefs are always welcome! Many thanks to all who supported those involved in the recent National Special Olympics Regatta.

15 November	Race Day	Annette	Terri
22 November	Race Day	Jackie	Jenny
29 November	Race Day	Jackie	Rhonda
6 December	Race Day	Carol	Jackie
13 December	Race Day	Terri	Annette

Thankyou to everyone helping with the Galley. Please contact Jackie on 0419 187 140 or Pam on 9598 0820 if you need to change dates.




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.

## APYC Duty Roster and Calendar



- Indicates APYC Start Boat

Date	Event	Start	Race Off.	Duty Off.	Resc. 1	Crew	Resc. 2	Crew
Sat 15 Nov	Summer Championship Heat 3 - 14:30		Peter Naismith	Geoff Kirkham Peter Game	John Dixon	Rob Allen	Rob Pulham	Paul Richards
Wed 19 Nov	Pre-Christmas Twilight Series Race 3 - 18:30		Jon Pulham RO					
Sat 22 Nov	Summer Handicap Heat 4 - 14:30		Mike Howell	Keith Ives Les Wood	Peter Whitaker	William Cook	Sue Curlis -Smith**	Robyn Primrose**
Sun 23 Nov	Sunday Social Sailing				Paul Taig	Volunteer		
Wed 26 Nov	Pre-Christmas Twilight Series Race 4 - 18:30		Jon Pulham RO					
Sat 29 Nov	Summer Championship Heat 4 - 14:30		Paul Taig	Keith Ives Peter Game	Graeme Silver	Simone Hoey	Ray Wines	Paul Ward
Wed 3 Dec	Pre-Christmas Twilight Series Race 5 - 18:30		Jon Pulham RO					
Sat 6 Dec	Summer Handicap Heat 5 - 14:30 Inter Club race / APYC Christmas Party?		Chris Davey	Joan & Roy Williams	Michael Cook	Anne Wells	Mark Ashkanasy	Ian Kirkham
Wed 10 Dec	Pre-Christmas Twilight Series Race 6 - 18:30		Jon Pulham RO					
Sat 13 Dec	2014/15 SummerShort Course Series - Races 1,2,3 ASC Christmas Party		Paul Taig	Chris Pulham Les Wood	Danny Marrinon	Peter Stallbaum	Graeme Cox**	Harry Cox**
Wed 17 Dec	Pre-Christmas Twilight Series Race 7 - 18:30		Jon Pulham RO					

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