



# On the lake

150<sup>th</sup> ANNIVERSARY EDITION



ALBERT PARK YACHT CLUB



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Est 1871  
**APYC**

ALBERT PARK YACHT CLUB





# ON THE Wake

*The year by year news forms the  
human as well as Club history  
and captures it for posterity.*

Albert Park Yacht Club





**Newsletter for the  
Albert Park Yacht Club**

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*Cover photo by Mark Ashkanasy*





Dear Members,

I hope you enjoy this special edition of *On the Lake* which celebrates our 150th Year, reflects on our history and gives an insight into what the future could look like.

Our past Commodores have written about their time in the office which provides an interesting perspective on our recent past.

What a wonderful feeling for the committee and members to look back over the years of planning for the 150th celebrations, knowing that every event exceeded our expectations, our history book and all the merchandise was significant in the success of the year and the hard work by many members has been rewarded in many ways.

Our club has a unique membership where so many give so much but in the year preceding the 150th Opening Day celebrations the levels of commitment were even more amazing.

It was an absolute privilege to be commodore during this time, but it was the work and support of members that heralded the outcome.

On arrival at the club on Opening Day, members and guests witnessed the club looking at its very best and this is largely due to the foresight, hard work and planning over a long period by our Club Captain Graeme Cox. So many members arrived on the day wearing the new 150th clubwear and you will not be surprised that Darryl Larcombe designed and arranged all this, as well as the many other projects he managed. Jill Stow was heavily involved in all the planning and the 150th committee, as well as the general committee which took on every challenge that was before us.

Never before have so many dignitaries attended the club, including the Governor of Victoria Linda Dessau and her partner Mr. Howard, politicians including Martin Foley MP, Nina Taylor, State Labour Candidate, Georgie Crozier MP, Josh Burns, MP and Christopher Ride, Federal Liberal Candidate. Also in attendance

were Andrew Westacott Grand Prix CEO, John Thwaites, Chair Melbourne Water, Cr Marcus Pearl Mayor City of Port Phillip and Stephen Cook, principal of Albert Park College.

There were so many other highlights of the year but who could forget the amazing Swan Lake Boat Ballet at our Formal Dinner, the inspiration of Norma Watt, and what a great effort by all our ballerinas and those who made it happen.

Also our 150th AGM was preceded by a Welcome to Country and Smoking Ceremony lead by David Tourneur from the Boonwurrung Land and Sea Council.

This enthusiasm has been reflected through an increasing membership and volunteer base, but it has also been rewarded externally with the club winning the Australian Sailing, Victorian Club of the Year and being in the top three finalists for the Australian Club of the Year.

I can say no more other than congratulations and thank you for such a wonderful effort.

**Peter Naismith.**  
*APYC Commodore*  
1997-2000 & 2021-2022



# HELLO, WELCOME

“What a wonderful feeling for the committee and members to look back over the years of planning for the 150th celebrations, knowing that every event exceeded our expectations.”

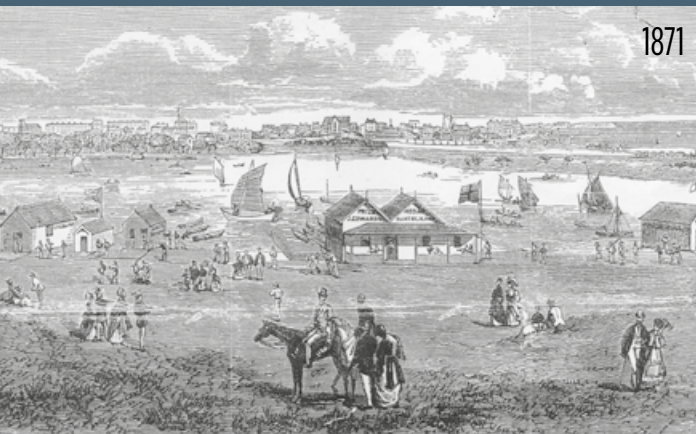


## 150 years in a flash

The history of the club and that of Melbourne are intertwined

### 1800s

**1871** Albert Park Yacht club formed.



**1872** Mr John Cosgrave becomes 1st President of APYC.

**1874** Supreme Court building is completed.



**1877** First Test cricket match, between Australia and England at the Melbourne Cricket Ground. First season of the Victorian Football Association.

**1878** 1 June, the ship Loch Ard sank after striking a reef. Only Eva Carmichael and Thomas R. Pearce survived.

**1880** Ned Kelly hanged in Melbourne Gaol.

**1880** Royal Exhibition Building opened.

**1880** Melbourne International Exhibition held.

**1885** First cable tram line opens in the Melbourne cable tramway system.

**1887** Melbourne Town Hall is completed.

**1894** City streets first lit by electric lighting.

**1897** First season of the Victorian Football League.



## 1900s

**1900** Construction of the current Flinders Street station building begins.

**1901** Commonwealth of Australia is formed. Melbourne becomes national capital.

**1906** First electric tram service commences.

**1907** General Post Office is completed

**1911** Charlie Peel built Acrospire II for Joe White.

**1910** Current Flinders Street station building is completed.

**1913** The Domed Reading Room of the State Library is opened.

**1916** Introduction of 6:00pm closing for all hotels.



## 1920s

**1927** Acrospire II moved with Joe White to Ballarat when his malt business moved there.

**1927** Federal Parliament is moved to Canberra, the new national capital.

**1928** Melbourne City Council installs the city's first set of traffic lights at Collins & Swanston Streets.

**1934** Centenary of Melbourne.

**1934** Shrine of Remembrance completed and dedicated.



## 1940s

**1940** Last cable tram service ends operation.

**1954** First Moomba parade.

**1956** Olympic Games held in Melbourne.

**1959** Sidney Myer Music Bowl opened.

**1959** The first meeting was held in the completed new clubhouse in its current position.

**1964** The first 'On The Lake' newsletter is published.

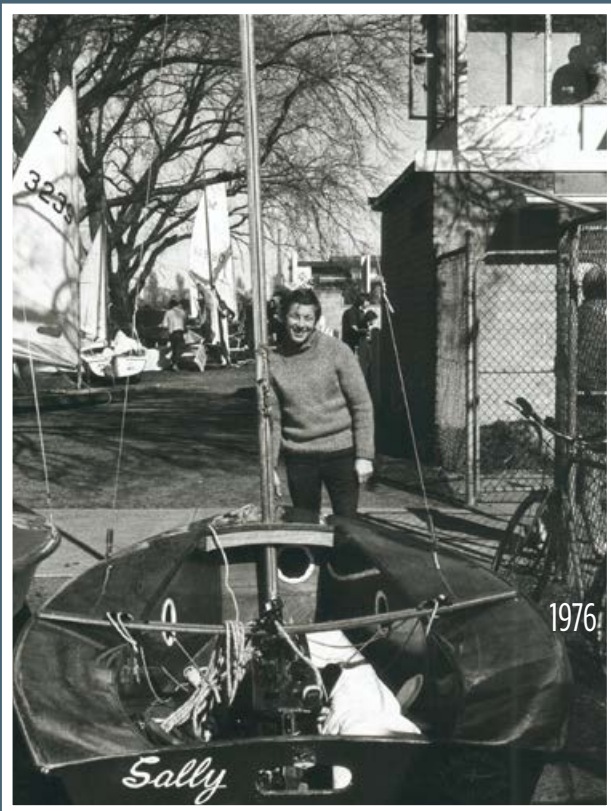
**1966** Abolition of 6:00pm closing of hotels.

**1970** (15 October) 35 construction workers die when a span of the West Gate Bridge collapses.

**1971** Acrospire returns to APYC from Ballarat.

**1975** 1 March, Colour television introduced to Australia.

**1979** The expanded clubrooms were officially opened.

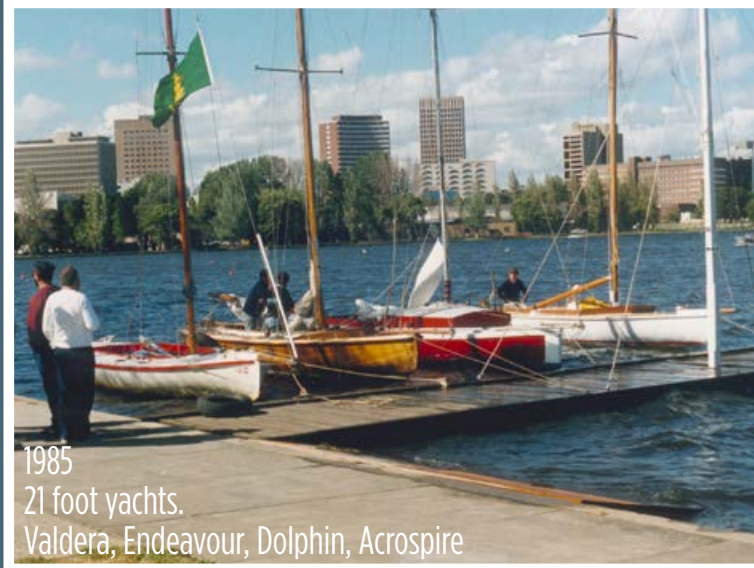


1976

## 1980s

**1982** City Loop subway opened.

**1983** (8 February) Melbourne dust storm and (16 February) Ash Wednesday fires.



1985

21 foot yachts.

Valdera, Endeavour, Dolphin, Acrospire

**1986** Rialto Towers completed and becomes the city's tallest building as well as the tallest in the southern hemisphere.

**1996** Development of the Docklands area begins.

**1996** Melbourne hosts its first Australian Grand Prix at the Albert Park Circuit.

**1999** Bolte Bridge opens for traffic.



1999

Access dinghy fleet

## 2000s

**2000** New Melbourne Museum opened.

**2000** CityLink freeways open, including two new tunnels and a new cross-harbour bridge.

**2000** Docklands Stadium completed.

**2002** Federation Square opens.

**2006** Commonwealth Games held in Melbourne.

**2009** Black Saturday bushfires around Melbourne, the worst fires in the history of the city leave 180 people dead.

**2010** Melbourne celebrates 175th birthday.

**2016** Acrospire used to launch the Grand Prix.



**2018** Major construction begins on the Metro Tunnel, a 9-km underground rail tunnel through the CBD and the biggest public transport project since the City Loop.

**2019** Worst bushfires Victoria and Australia have ever seen.

**2019** Covid 19 Pandemic starts.

## 2020s

**2020** Acrospire goes to the Paynesville classic boat rally and gets stuck there because of Covid 19 pandemic lockdown.



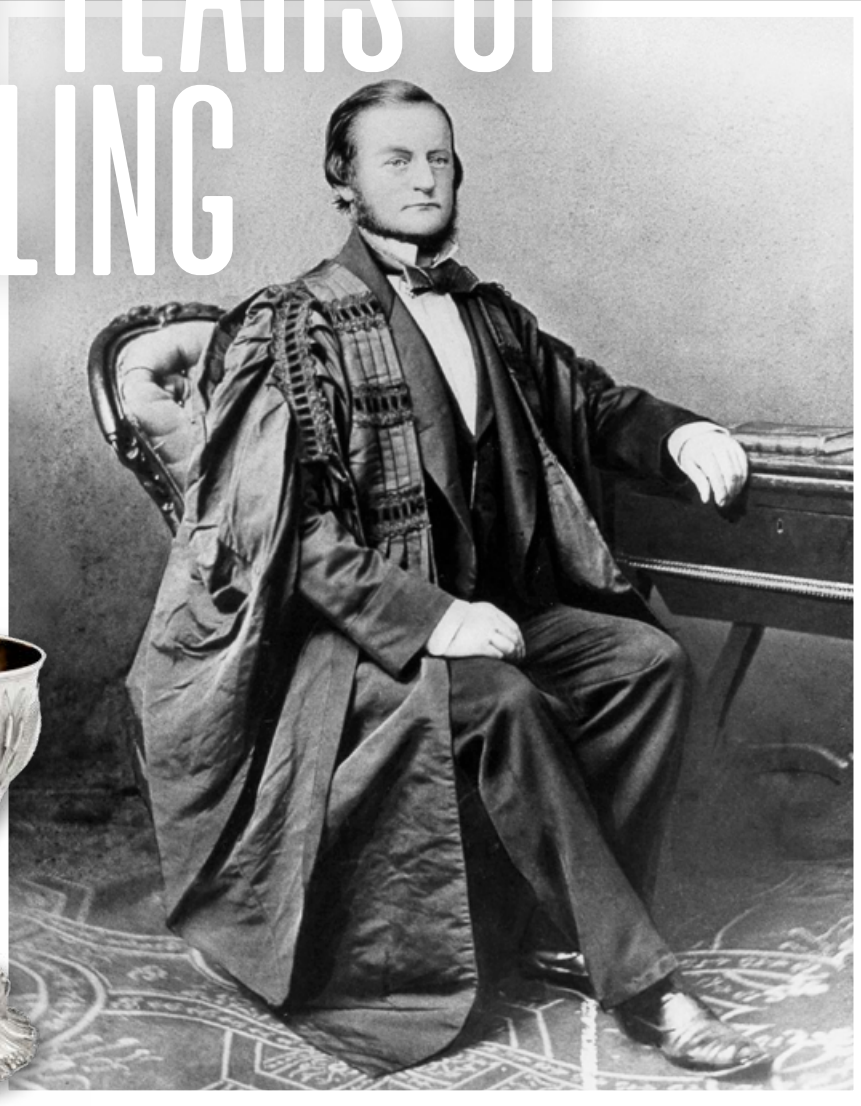
**2021** Albert Park Yacht Club turns 150 years old.



**2022** After continued lockdowns across Melbourne, the 150th Opening Day is Celebrated in 2022. Officially opened by the Governor, The Hon. Linda Dessau AC. The first ever Boat Ballet on the lake performed at the Formal Dinner. First Welcome to Country ceremony.



# 150 YEARS OF SAILING



## **Mr John Cosgrave.**

The Father of yachting on Port Phillip Bay  
1st President APYC. 1872

John Cosgrave (1826 – 1885) was born in Saleen, County Cork, Ireland, the son of a carpenter. Having reached the age of twenty-one, he became the licensee of the Fitzroy Arms Hotel on the corner of King Street and Little Bourke Street, Melbourne and adjacent to a lane that now bears his name. The business prospered with the discovery of gold and made him a wealthy man.

In about 1857, he designed and built his first yacht of 9.5 tons, which he named Paddy from Cork, probably after a celebrated yacht of that name at the Royal Cork Yacht Squadron. He was hailed as the 'father of yachting on Port Phillip' because of his broad commitment to yachting as an amateur sport. Prior to 1870 there were

occasional spectacular regattas on Port Phillip, involving large boats sailed by professional seamen, but they did not foster yachting as a sport. It was the regular sailing of Cosgrave and his non-professional friends that formed the basis of a yachting program on the Bay, albeit after one had become common on Albert Park Lake. He was a founding member of the Port Phillip Yacht Club (later Royal Yacht Club of Victoria) and continued to have yachts built by Edwards of Princes Bridge including Glean, Idea, Scud (later Wollomai) and Kathleen. Some of them were sailed on the Lake by him, his son and daughter. He took up residence in Ferrars Place, Emerald Hill, to be near the Lake.

Extract from *APYC 150 Years On The Lake*.

## A brief history



The Albert Park Yacht Club was established in 1872 making 2022 the club's 150th year. The inaugural committee met at the Clarendon Hotel, Emerald Hill before relocating to Smith's boathouse on what was then known as the lagoon.

Eight years later members built the first club house on a site south of the current building. The first club house was clad in weatherboards, with a generous balcony, green tin roof and a room for the obligatory billiard table. Members' boats were housed in a separate shed. Lost in a mysterious fire in 1957, it took persistent negotiations before the club finally settled on the current site.

The current clubhouse was constructed in stages. Stage one, completed in 1959, includes boat racks constructed with timber salvaged from the original boat shed. Stage two, in 1977, significantly extended the club's facilities to include the Norm Hammon lounge and the Port Lounge was added in 2001. These additional member facilities have also enabled music nights and created an association with Albert Park College.

The recently painted and refurbished clubhouse represents the ongoing commitment of members to design, fund, build and maintain a club befitting the premier lakeside location.

Racing is a primary club activity. Race rules were developed by the first committee and the trophy cabinet, full of handsome silverware is evidence of the importance of 150 years of friendly, but serious competition. The newest perpetual trophy for the Opening Day, the Bracelet Race Trophy, was designed and created by club members.

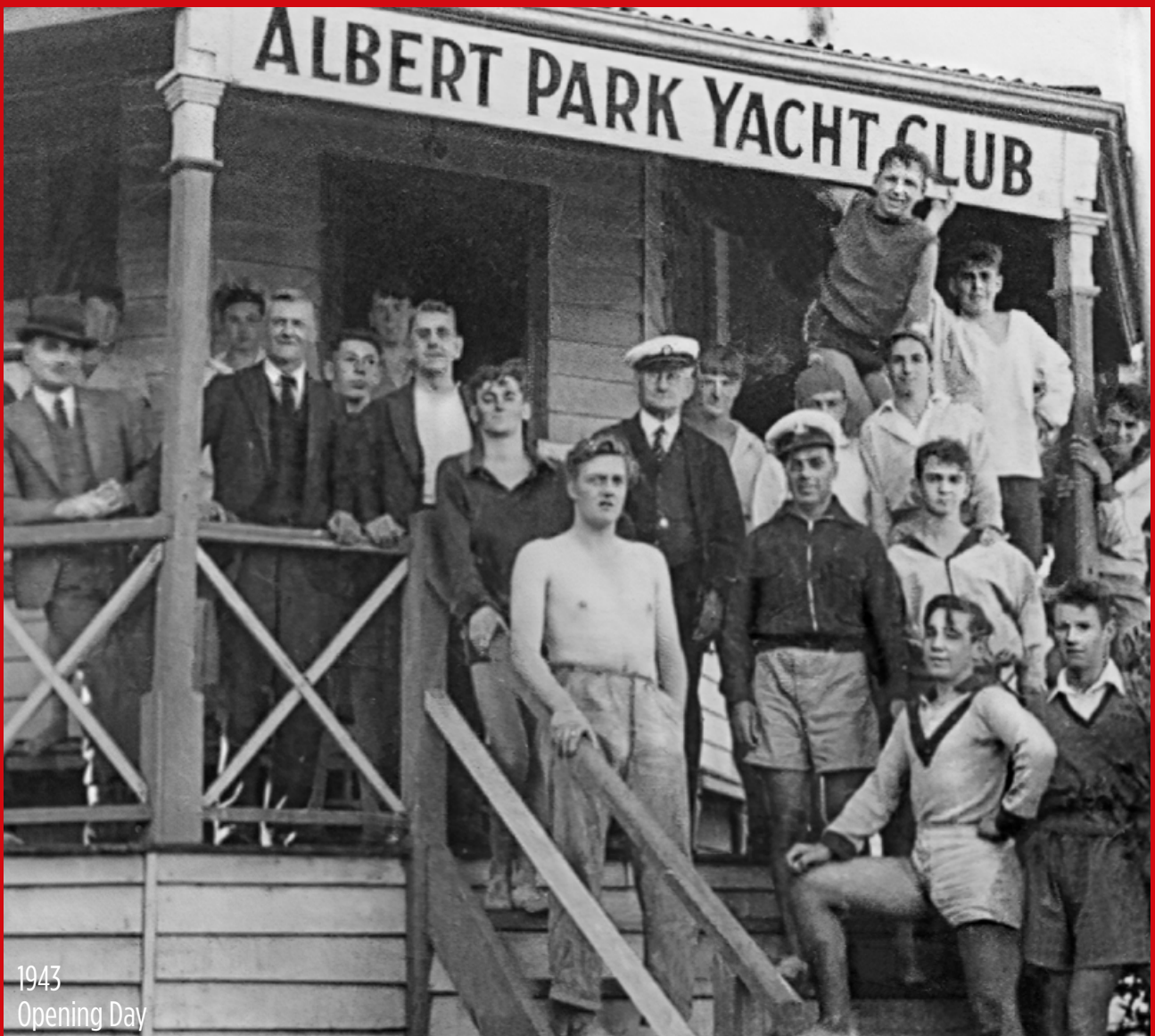
The racing season starts with the Opening Day formalities in October and a sail past salute to the Commodore. Learning to race is a natural transition for most new members, with Green Fleet being the starting point.

The club has been documenting and communicating with members through its quarterly publication, On The Lake since 1964. More recently eNews has been added as a weekly communication of club events, the racing schedule and duty roster.

For much more on the history of the club please refer to APYC 150 Years On The Lake by Chris Davey and published to coincide with our 150th year celebrations.



# RED LETTER DAYS



1943  
Opening Day





*This past year, we have been celebrating those fine gentlemen who decided to form the club, had the first meeting, attracted boats to the lake, built the first clubhouse and set on course a timeless community group. This is a joyous celebration of the work that has been done by all those who came before us which has brought us to where we are now. An amazing clubhouse, an incredible group of people who keep our volunteer club and sailing on the lake alive.*



# OPENING DAY



*What an amazing day the 150th Opening Day turned out to be. People came from far and wide, dignitaries, representatives of a plethora of organisations were represented, fellow sailors, new friends and old. All came and enjoyed the music, the speeches, official opening as well as the sail past and racing. Then to unwind after such a momentous day.*

*Left: Vice Commodore Glen Currie helps Andrew Westacott, Grand Prix CEO raise the club flag indicating the start of our 150th sailing season.*

*Below: Governor of Victoria, Linda Dessau is greeted by a Scout guard of honour on her arrival.*





*Commodore Peter Naismith and Pauline Naismith accept the sail past salute from the fleet.*



APC soloist Ben Lobley



Colin Randall



Don McKenzie & Danny Marrinon



Dave Weston, Steve & Gerard Magner



Marg Hammon, Peter Naismith, Ian Kirkham



Glen Currie & Martin Foley MP



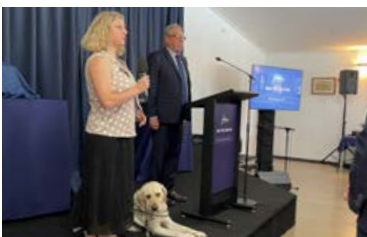
Norm Price & Chris Davey



Hilary Bland & Steven Cook



Mark Ashkanasy & Andrew Westcott



Jordie Howell & MC Ray Wines



Scouts honour guard



Ross Mulcahy



The classic yachts brought an amazing historical presence to the boats on the water for the day.

**The dignitaries in attendance**

- Hon Ms Linda Dessau**  
Governor of Victoria
- Mr Howard**  
Partner of Governor
- Nina Taylor MP**
- Josh Burns MP**
- Martin Foley MP**
- Andrew Westicott**  
CEO Grand Prix
- Mrs Vijaya Vaidyanath**  
Parks Victoria Board Member
- Cr Marcus Pearl**  
Mayor COPP
- Georgie Crozier**  
Senator
- Christopher Ride**  
ALP local candidate

- Steven Cook**  
Principal APC
- Hilary Bland**  
Steven Cook Partner
- John Thwaites**  
Melbourne Water
- Marty Watts**  
Parks Vic
- John Whelan**  
ASC
- Don McKenzie**  
ASC
- Tim Fawkner**  
ASC
- Hugo Armstrong**  
AP Users Group President

**150 Years on and still going strong**

Est 1871 APYC

Mr John Cosgrave 1st President of APYC 1872

Albert Park Yacht Club

**Celebrating 150th Opening Day, 26 Feb 2022**

| Weekend schedule |             |                                     |                             |
|------------------|-------------|-------------------------------------|-----------------------------|
| <b>Saturday</b>  | 9.00 - 3.00 | Classic Boat Display                | 2.00                        |
|                  | 11.00       | All boats to be rigged              | 2.40                        |
|                  | 11.40       | Briefing for Sail Post and Race     | 3.10                        |
|                  | 12.00       | The Victorian Scout Band            | 5.15                        |
|                  | 1.00        | Lunch on sale                       |                             |
|                  |             | Arrival of the Governor of Victoria |                             |
|                  |             | Opening of 150th Sailing Season     |                             |
|                  |             | <b>Sunday</b>                       |                             |
|                  |             | 10.30 - 3.00                        | Social sailing              |
|                  |             |                                     | Short course racing         |
|                  |             |                                     | Boats to leave shore        |
|                  |             |                                     | Sailpast begins             |
|                  |             |                                     | Bracelet Race begins        |
|                  |             |                                     | Bracelet Race Presentations |

# FORMAL DINNER (SWAN LAKE ON THE LAKE)





## Dressed to the nines

The formal dinner had been conceived and planned like a military operation. From covert concept, through hilarious rehearsals and a surprise performance that had every opportunity to end in disaster, but of course ended in triumph.

The Formal Dinner was held to bring many members and friends together to celebrate the impressive history we are all part of. Norma Watt had seen the yacht ballet as part of the New Year's Eve celebrations on Sydney Harbour and thought, "why not here on the lake?" So, the logistics were figured out by Peter Naismith who bought, borrowed and found three electric motors for the Pacers and we were off and running. Peter's daughter Melanie just happens to be a ballet teacher of note and was up for the challenge to create a choreography that would utilise the incredible talent of three of her students and integrate it into the moves for the electric powered Pacers.

The lighting was sorted, a few near misses as we worked out the ballet capability of the boats on the water and all that was left to consider was the weather! A true sailors' lament. It was the middle of winter and strong winds had been forecast for the evening.

Was it all going to be for nought? Could we keep it all secret to surprise the guests? Only time would tell.

The room was decorated, the catering all came together, people in their finery, the musical entertainment was on song and everyone was enjoying the evening immensely. The people involved in the possible ballet all had one eye on the weather and the wind that had been quite strong during the day was slowly abating.

The decision was made to go ahead.

The Pacers that had been made ready and the tutu clad rescue boats were quickly launched in darkness and without the guests knowledge. The impressive ballerinas were ready for probably the coldest performance of their careers.



*Above, the entire cast are revealed and thanked. From left, 3 ballerinas from In Motion Dance Studio, left front, Melanie Naismith receives flowers from Norma Watt. Back, Darryl Larcombe, Danny Marrinon, Commodore Peter Naismith, Steve Cui, Rob Naismith and Jon Pulham.*



*Peter Naismith and Paul Taig perform 'preliminary research' into the capabilities of the electric motors! "I think we're going to need a bigger boat!"*

The guests were informed of a surprise and asked to dress warmly and move out to the deck. Once everyone had moved to be able to see the lake, the lighting was turned on as the music of 'Swan Lake' echoed out across the lake from inside. The three petite tip toeing ballerinas single filed into view and took up position on their own small round stages. Momentarily freezing en pointe and then launching into a spectacular alfresco interpretation of Swan Lake. Spins, high kicks, impressive pointe work and then a turn toward and motion for the three pacers positioned behind them to be lit up and launched, one at a time.

The ballerinas disappeared again as the boats took their turn to spin, move across the watery stage in unison, then more turns. From 'stage right' the rescue boats appeared from the darkness at speed like darting sugarplum fairies around the slow but graceful swans.

More integrated manoeuvres and then all boats slowly returned to shore in a line, to be met simultaneously with the returning ballerinas as all the performers stood and bowed deeply. This did reveal that, as appropriate, the sugarplum fairies (rescue boat drivers) were also wearing tutus. This final highlight brought laughter, as well as amazing applause from the chilled audience as they moved quickly back inside to warm up.

In addition to the ballet on the evening, Ben Lobley from Albert Park College and then amazing jazz duo of Sophie Cox and Noah James performed for us. Jon Pulham, Darryl Larcombe and Susie Falk gave short reflections of their time with the club. Jon spent almost his entire life here, growing up sailing at the club. Darryl has been with the club a little over 20 years and Susie a couple of years, shared their experiences and connections to it.





From top left: Jon Pulham, Darryl Larcombe and Susie Falk were asked to reflect on their personal experiences of the club.  
Bottom right: Ray Wines was the MC for the evening.

*...the music of 'Swan Lake' echoed out across the lake from inside. The three petite tip toeing ballerinas single filed into view and took up position on their own small round stages. Momentarily freezing en pointe and then launching into a spectacular alfresco interpretation of Swan Lake.*

# WELCOME TO COUNTRY





### A welcome for everyone

Our AGM day started early this year, inviting David Tourneur from the Boonwurrung Land and Sea Council to speak to us and perform the Welcome to Country ceremony.

Albert Park reserve is one of Victoria’s most visited parklands, occupies around 225 hectares and was once a rich camp for the first nations people.

It is significant today that exactly 150 years and two days ago our founding members gathered in Albert Park to form the Albert Park Yacht Club. It is extremely significant that we welcomed David Joiner of the Boonwurrung Land and Sea Council to present a Welcome to Country followed by a smoking ceremony. We trust that this ceremony will strengthen our appreciation of the land and waters which we have occupied for 150 years.

This past year has been a celebration of our club, its rich history and the land and water on which the club sits. It was a privilege to welcome David to the club and hear him speak about the first nations people and their incredible connection to the land, their cultural practices and how relevant it is to all of us today.

The Welcome to Country ceremony in simple terms is based around, not only welcoming a person to your land, but also to encourage them to come with purpose, be mindful of that purpose, live deliberately and positively. All those present were very interested and welcoming of the deeper connection this perspective gave them to their lake and country the club sits on.

This event also reflects an important club value of inclusion for everyone in our community, for them to feel welcome and the opportunity for them all to sail with us here on the lake that holds such a history.



# CLUB OF THE YEAR



*Below from left: Zoe Curry, Paul and Rhonda Taig, Glenn Curry, Jill Stow, Peter and Pauline Naismith, Darryl Larcombe*





**The Club of the year award was the icing on the cake after such an incredible year.**

Peter Naismith and Jill Stow put together our club submission for Victorian Club of the Year and on paper, it looked quite good but it is always hard to tell what your competition is like. On Friday 9th September, the night of the Victorian Awards at Sandringham Yacht Club, a video was shown of the ballet performance we did at the formal dinner. At that point it felt like a token mention of our club and my heart sank a little. As they worked through the list of finalists, it seemed even more like a long shot. Large clubs and significant club activities were read out. You could have cut the air with a knife as they paused to announce the winner. "Albert Park Yacht Club!" I have to admit my eyes were filled with tears of joy and pride in our club. The champagne flowed and so many people from other clubs and sailing friends in attendance congratulated us on the well deserved win.

Our win in the Victorian awards gave us automatic entry into the Australian awards in Sydney. That seemed way too much to hope

for, but we were advised we had actually been announced as a finalist. So a group of us made the trip to Sydney for the 4th November, quite a distinguished evening at the Maritime Museum on Darling Harbour. The setting was incredible, the food was amazing, the speeches were... long... and finally they read out the finalists for Australian Club of the Year, we were up against the Newcastle Cruising Yacht Club and the Royal Queensland Yacht Squadron. These are both massive, professional clubs who run sailing activity most days every week and had both won the award in the past few years, so the competition was formidable to say the least. Newcastle Cruising Yacht Club was announced as the winners and we applauded politely. While we were a little heartbroken, we were also quietly proud of our club for being considered in the top three clubs in the country.

An achievement of which all our members can be very proud of.

Darryl Larcombe

*Top left: Peter Naismith accepts the Vic Club of the Year trophy. The other images are of the Sydney evening on Darling Harbour.*

Our recent history told through the eyes of our past 10 commodores highlights the fact that we are a club of people as well as boats. The personal stories are of the million interactions, the two million jokes, the three million laughs, the four million exaggerated stories! None better told than by sailors.

The investment in the club in hours and energy by all the committee is immense and the Commodore role is pivotal to leading the club forward to a successful and secure future.

The world is evolving at an accelerating rate and we must evolve with it to remain engaging and relevant as a pastime for younger generations.

We have heard from Australian Sailing that the classes of boat that Australia has had great success with at the Olympics is evolving. Foiling and kite surfing are developing very quickly and so must our offering.

The leadership of our club will be key to our future success.

The stories shared by our past Commodores highlight the activity and the events, as well as the changes and challenges we have seen in recent times.

*“It is a privilege to be of service to such a great club and its wonderful members.”*

Peter Naismith

*APYC clubhouse*



# Commodores' stories

«~»

## Our ten most recent Commodores



*Commodore*  
Peter Naismith

2021-2022



*Commodore*  
Grant Haggett

2018-2021



*Commodore*  
Paul Taig

2015-2018



*Commodore*  
Peter Whitaker

2012-2015



*Commodore*  
Jonathan Pulham

2009-2012



*Commodore*  
Danny Marrinon

2006-2009



*Commodore*  
Anita Weller

2005-2006



*Commodore*  
Ray Wines

2002-2005



*Commodore*  
John Frigo

2000-2002



*Commodore*  
Peter Naismith

1997-2000



*Commodore*  
Ron Parker

1994-1997



*Commodore*  
Christopher Davey

1991-1994



**Grant Haggett.**

APYC Commodore  
2018 - 2021

Grant Haggett has vague memories of sailing from the age of five or six with his father on his keel boat out of the Royal Melbourne Yacht Club. His father eventually sold the boat but Grant's interest continued so he went to the

Jolly Roger Sailing School on Albert Park Lake to get more lessons. It was here that he met our amazing Norma Watt who lead Grant through the course and clearly fanned his passion for the sport. Grant was so taken with it that he





*Left: Grant on Opening Day 2019.*

*Above: Grant out sailing on the bay on a Bluebird 22 owned by Bill Hooper.*

took on a part time job at Jolly Roger assisting with training and boat yard maintenance. He says it was a job but he was paid in lunches, ice cream and more sailing lessons. Grant left school and worked for a few years while his interest turned to motorbikes and riding with friends but as with so many, the call of the wind lured him back to the lake. He found a Solo for sale for \$800, joined the Solo fleet and was once again out sailing on the lake. The Solo fleet was made up of some sailing legends, like Les Wood, Colin Randall and Geoff Kirkham, so he had his work cut out for him to be competitive.

Grant should be known as the jovial commodore, as he is always full of great ideas to improve the club. One of his best was to secretly deliver a goat or two to the island and we could all watch from the balcony as the vegetation slowly disappeared. Seems a little left field, but maybe it would work to reduce its effect on the winds of the lake.

It is also clear that under this jovial facade is a caring and thoughtful person and these qualities were well demonstrated during his time as Commodore.

Grant represented the club in managing the tragic death of Ehryn Hyde, who drowned at sea. He led the club, comforted the family and so much more.

Sue Smith lost her battle with cancer and a very memorable reflection of her life was also led by Grant.

From the club's perspective, much time was spent in discussion with ASC about a possible merger and to top it off, we had this thing called Covid which halted all sailing activity.

Grant has commented that the committee did so much great work and the members of the club stuck together and kept the club strong.

He appreciated all the amazing work that everyone on the committee did with the book and the 150th celebrations, especially Peter, Jill and Darryl.

Grant's time as commodore was dominated by difficult events and out of all recent commodore periods there is no doubt he drew the short straw. However, we as a club are grateful for his leadership through these times.

Grant's professional life has also been of significant benefit to the club, spearheading the re-fit of the race box with wonderful new benchtops as well as the total refurb of the Port Lounge Bar and is LED lighting.

To conclude, his words below reflect what the club means to him which is typical of so many members.

"I love the club and the members. I feel like we are a family (without the usual family issues) and now the club is in a fantastic position thanks to all the hard work that has been done post Covid."



**Jon Pulham.**  
 APYC Commodore  
 2009 – 2012

**I joined the APYC committee when I was 19. I was recruited as the club newsletter editor, and I joined the committee to keep abreast of goings-on within the club.**

I was content in my role as editor. It was comforting to go along to committee meetings and watch and listen to wise heads planning for the future and keeping the club running. I kept quiet most of the time, though I would be moved

to speak on anything that directly affected club racing. I became known as someone passionate about sailing (which I certainly was!)

At age 26, I was surprised and a little discomfited when I was asked to take on the Vice Commodore role, with the expectation that I would be Commodore in a couple of years. In my eyes almost anyone else was more suited to the job. Self esteem issues aside, after 8 years on the committee I had a fair idea of what was involved and I didn't feel at all comfortable with it. However, people were extremely persuasive and more importantly, supportive. After a couple of weeks thinking about it and after the 25th NO, I said yes.

From the club's point of view I feel I kept it all running. This was not always easy. We were without a secretary or a Vice Commodore for a long period. I chaired meetings and took minutes at the same time more than once. (I was not a great delegator!) Luckily the club was supported by some true rocks on the committee – Tony Roberts as Treasurer, Brian Jones as Race Secretary, Danny Marrinon as Rear Commodore, Ray Richards as Training Coordinator to name a few.

Jon Pulham

*The years I spent as Commodore were a time of personal growth, for which I am grateful to have been given the chance.*





**Paul Taig.**  
APYC Commodore  
2015-2018

Upon reflection of my time as Commodore, I realised how much each year and my life is punctuated by sailing and the events around the club. Following here are the standouts for

me, the things that I picture in my minds eye as I think about each passing year and all the faces that come to mind of the fellow members and sailors with whom I shared those years.

## 2015

- Members farewelled Norm Hammon OAM an Honorary Life Member at APYC who died on the 17th of August. Norm Hammon resurrected the club when the original club house was destroyed by fire. He, as Commodore, with several members built a new club house on the site we are today. The Lower Hall was named in his honour 'The Norm Hammon Lounge'.
- On Opening Day, State Government Minister Martin Foley opened the 144th Sailing Season.
- Distinguished Service Awards were presented to Brian Jones (Race Management), Pam Pulham (Galley Management) & Colin Randall (LTS Instructor) for their 17 yrs of dedicated service to the club. The Club Spirit Award was presented to David Emery for his skilled woodwork around the club.
- Returned to the club were the Easter Regatta Cups from 1904, 1905 & 1906.

## 2016

- In February members represented APYC in the Top of the Bay Regatta at Altona YC.
- APYC hosted the Grand Prix media launch with GP ambassador Brittany Davis sailing on *Acrospire* with the media on board *Pilot*. In March a Grand Prix Sailing Regatta was hosted by APYC.
- A Mural was built in the foyer: concept from David Emery and designed by Mark Ashkanasy and assisted by Lisa Taig.
- July, we held our annual 'WinterSail' youth regatta organised by Peter Whitaker.
- The start of ladies' luncheons hosted by Norma Watt.
- First 'CitySail' for Women and Girls organised by Norma Watt.
- On Opening Day, the President of Yachting Victoria Board, Cherry Birch, opened the 145th sailing season.
- A Distinguished Service Award was presented to Jonathan Pulham for 16 yrs of continuous dedicated service on the general committee.
- The Club Spirit Award was awarded to Norma Watt in appreciation of setting up and running the first 'CitySail' in a six-week time frame.
- Mark Ashkanasy was awarded the Club Spirit Award in appreciation of organising the murals, banner flags, signs & award certificates.

## 2017

- In February members represented APYC in the Top of the Bay Regatta at Elwood SC.
- In May Chris Pulham, Grant Hagggett & Paul Taig were invited to compete & represent APYC in the annual Jubilee Class Rudder Shield Regatta at Ballarat YC.

- July, we held our annual 'WinterSail' youth regatta organised by Peter Whitaker.
- The club assisted with the Sea Scouts Regatta.
- In September the second 'CitySail' was held with an increased number of participants and a few Women's Luncheons were held during the year, all organised by Norma Watt.
- On Opening Day, Acting Mayor Katherine Copsy from the City of Port Phillip opened the 146th sailing season and launched three new club Training Pacers from a Parks Vic grant.
- The 1872 cup & 1877 marble clock trophy were returned to the club by the Haywood family.
- Honorary Life Membership was awarded to Jonathan Pulham for his dedicated service as OTL Editor, eNews Editor, LTS Instructor, Commodore and various Class Captain positions.
- Distinguished Service Award were awarded to the following members:
  - Chris Markiewicz for 10yrs dedicated service as OTL Editor.
  - Les Wood for his dedicated service in Race Box Management.
  - Anita Weller for her dedicated service as Grants Manager.
  - David Hunt for his dedicated service on Start Boat & Race Box Management.
- A Club Service Award was awarded to Graeme Silver for his dedication as an Honorary Volunteer Rescue Boat driver.
- A Club Spirit Award was awarded to the following members:
  - Ray Richards for producing the club Child Safety Document.
  - Graeme Cox for his extra work in helping with Grant Quotes and organising Bunnings BBQ.
- The Club Received 4 Open Bics from Victoria International Container Terminal Grant.
- APYC Hosts the running of the Open Bic Vic Super Cup Weekend.

## 2018

- In February, members represented APYC in the Top of the Bay Regatta at WSC.
- In May, club members represented APYC in the Jubilee Rudder Shield at Ballarat YC.
- Discussions with Park Victoria resulted in new launch decking. (Installed June 2019)
- In July we held our annual 'WinterSail' youth regatta organised by Peter Whitaker.
- In August at the club AGM after three years as Commodore. Grant Hagggett was voted in as Commodore and I became the Rear Commodore. Throughout my three year term as Commodore the club had many discussions with Parks and the club joined the Albert Park Sports Tenants' Association.



**Peter Whitaker.**

APYC Commodore  
2012 to 2015

I look back on my three years as Commodore from August 2012 to 2015 as one of my highlights as a member of APYC, which has given me so much pleasure in both learning to sail at the club, the camaraderie, and its rich history.

The things that stand out for me were the installation of the new lift, the updated signage and entrance to club, and running WinterSail. The installation of the lift was a huge exercise that was made so much easier by the wonderful

support and leadership of the Club Captain, Graeme Cox. The new lift and establishing a good working relationship with Australian Sailing won us the great privilege of running the State and National selection regattas for Sailability sailors for the Special Olympic games.

As usual the club members rose to the occasion and provided the necessary support for two successful events. The club's significant Learn to Sail programme needed a few tweaks, which took place under leadership of Jon Pulham and Paul Taig.

I cannot think of my term as Commodore without remembering the commitment of so many to ensure that the club continued to progress with a trickle of new members enjoying the social and sailing programmes of the club. I also put some effort in my first term to connect with Australia Sailing and Albert Sailing Club where our relationships were a little frayed.

Finally, by virtue of its situation and the quality of its events and membership, I learnt that APYC has and does make a significant contribution to the wider sailing community which we often underestimate. All in all, my time as Commodore was a most enjoyable and rewarding time, which enlarged my appreciation of the club and the wider sailing community.

Postscript: I have found it a great privilege to present the blessing of the fleet on most Opening Days, and I know that many, regardless of spiritual or religious persuasion, appreciate the occasion. It all began at the 2007 Opening Day. A few weeks before the then commodore, Danny Marrinon, approached me while I was rigging 'Solstice' and asked me to bless the fleet. I objected on the grounds that the club was a secular institution and I could only do so as a Christian minister. He prevailed and this custom generally appreciated by members and visitors alike continues.

A great club and I'm proud to be a member.

Peter Whitaker

*"I cannot think of my term as Commodore without remembering the commitment of so many to ensure that the club continued to progress with a trickle of new members enjoying the social and sailing programmes of the club."*





**Danny Marrinon.**  
APYC Commodore  
2006-2009



When asked to put together some memories of my time as commodore I did not realise it was so long ago. Norm Hammon had been encouraging me to take on the role, as my predecessor who had only be in the role for a year had come up with the lamest reason not to stand again.

To para phase, it went something like "I would love to stay on and do the full term as commodore but..... I am pregnant so it might be too much" Hmm, all the females I know claim to be able to multi task. I remember Norm chasing me around the club with a nomination form. As he knew I was not able to attend the AGM, he was not going to let it go to chance. Little did Norm know that Ronnie Parker had already nominated me and I had accepted. I think Norm was late home that Saturday, as I did not tell him until after sailing.

During my time as commodore, we had new neighbours move in, Yachting Victoria taking on a sublease next door with the view of establishing the tackers' programme. The idea was once they had sorted a curriculum, plus ironed out any bugs, it would be handed over to all clubs as an introduction programme for sailing, similar to Auskick, but for sailing. Our governing body then found out what we had been hiding the perfect training location. They have since closed their Sandringham facility, renovated the building and taken on the lease. At his time, they have also taken over our sailability fleet, which was decimated by the drought in the early 2000's. Yachting Australia still run a sailability programme with the constant battle against the weed.

During my time, I did have the privilege of attending the Albert Sailing Clubs' 60th anniversary, which was a grand event. If the two clubs come together again, the challenge will be to incorporate all those important dates into our combined history.

*"I remember Norm chasing me around the club with a nomination form. As he knew I was not able to attend the AGM he was not going to let it go to chance. Little did Norm know that Ronnie Parker had already nominated me and I had accepted."*

Danny Marrinon



**Anita Weller.**

First female APYC Commodore  
2005 - 2006

My introduction to the world of sailing began when Dad (Peter Naismith) and his friend Danny Lee bought a Pacer in 1987. Mum and Dad insisted I have a sporting endeavour of some kind and as I was terrible at ballet and couldn't catch a ball, sailing seemed like a good

way to go. Norma Watt (a remarkable woman with her own sailing story) taught me to sail at the Jolly Roger School of Sailing, where the Boat Shed is now and I bummed around in Sabots and then Pacers for the next 20 years.

Looking back, I guess I grew up at the yacht club, with hundreds of Saturdays hanging out with my friends during Yacht club sleepovers, junior regattas, sailathons and presentation nights. These were all the highlights of my social calendar. In one of the sailathons, I had won a prize that found me sailing from Sydney to Melbourne on a Japanese tall ship. During the first night there was a huge storm and we completely lost our way. Inevitably we would get back a day late – something that had to be telegrammed, to whom I'm sure were two very worried parents, so they knew when to pick me up. That first night was truly terrifying but after that it turned out to be quite an amazing experience.

My Dad is one of those people who always puts his hand up and quickly found himself on the committee at Albert Park Yacht Club and was then commodore (from 1997 to 2000), leading through the rebuilding of the club, growing the Grand Prix regatta and countless other important projects.

For me, I learnt to use Microsoft Publisher and found myself as editor of the On the Lake newsletter, something I really enjoyed doing for years. At some point, and I can't remember what order this happened in, I was also the club secretary and membership secretary.

I had never intended to be the first female commodore at Albert Park Yacht Club, or the second, third or fourth for that matter but when Vice Commodore Sue Curlis Smith decided not to nominate to be Commodore, the club needed someone to step in. So, I said I'd do it for a year, but that someone else had better jump in after that. Commodores usually stick around for 3 years, so I was nervous that I would need an escape plan. The escape plan came in the form of a beautiful baby boy! That's right, I was the first pregnant commodore as well.

Sailing also had to be given a break, as dinghy sailing isn't really a sport for pregnant women. Nowhere near enough space to manoeuvre around the front of a pacer.

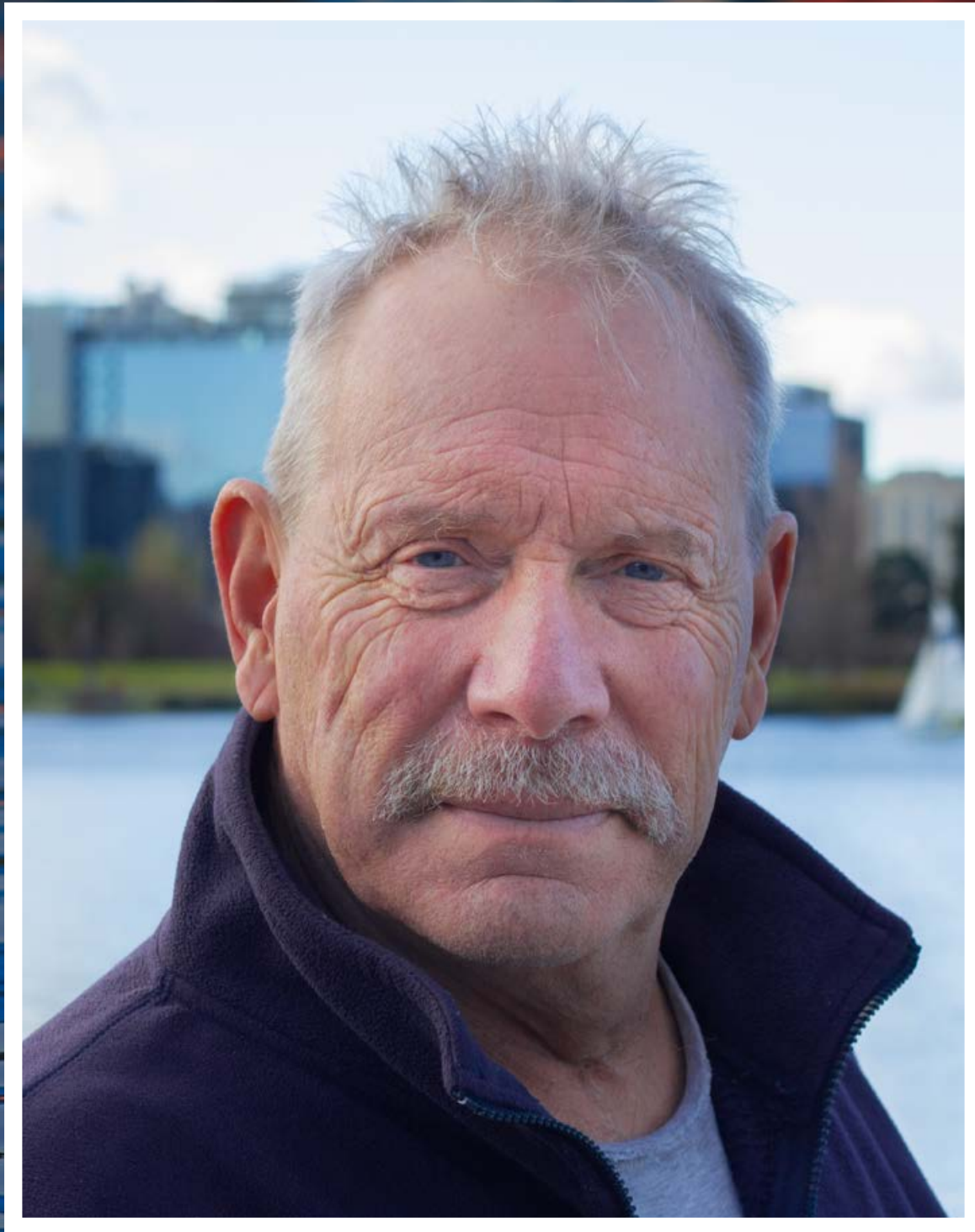
During my one year term, my main goal was to get systems in place to make it easier for the next commodore. Trying to remember all the basic things that keep a club running takes a lot of effort, so the more I could get those things automated, remembered, stuck in an agenda, the more time there would be to work on the fun stuff, like making the club bigger and better!

The other thing that came up during that year was parking fees. We put together a working group with all the sporting clubs around the lake (geez, there are a lot of them!) and fought to get weekend parking fees down to something reasonable. I remember showing up to meetings with the minister with snacks stuffed in all my pockets to stave off morning sickness and also calling off a big protest hours before it went ahead because the minister came up with a more reasonable proposal.

I learnt a lot during my year. In partnership with Grant Haggett (vice commodore) we took advantage of all the training Yachting Victoria offered. We were by far the youngest people at those events. I remember listening to safety considerations from commodores at bay clubs and feeling very grateful for the water depth at Albert Park Lake.

It still doesn't seem like a big deal, being the first female commodore... but I guess it is, because in the 16 years that have followed, there have been no more female (or pregnant) commodores. So my parting message to all the female sailors at the club and for those who follow, don't doubt your abilities, believe in yourself. Each commodore brings something different to the role and has a different vision for what they want to achieve and just like when you're rigging your boat, there are plenty of experts with suggestions on how to do everything... there are also plenty of us previous commodores still hanging around, more than eager to offer advice when you need it.

Anita Weller.



**Ray Wines.**  
APYC Commodore  
2002-2005

**I**n my period as Commodore it became apparent a challenging period was ahead. The extended Millennium drought was having its effects, not only nationally but also as expected our sailing programme. Water levels became extremely low and unlikely to

be replenished in the short term so we decided sailing would be abandoned (centre board depth was limited and rescue boats almost inoperable). The committee decided that the club remain open for all members, BBQ's, card games, working bees and the one and only



*Fellow Solo sailors, Brian Taylor (left) and Colin Randall.*

Commodores cup Golf tournament became the norm.

Alternative sailing venues were investigated, one being at Victoria Harbour (Docklands). A meeting with management of Docklands who were keen to have us relocate and sail on Saturdays, with a permanent club and storage location on offer. But after a social sail there, it was decided to be too busy (with other larger boats) and very gusty and deep for our juniors and seniors and permanent relocation was out of the question. I contacted the President of the Sandridge L.S.C who was sympathetic to our problem and offered us full use of their facilities for what time was needed (greatly appreciated). We sailed there for a number of weeks. It created much interest from the neighbours living nearby, seeing dinghies being rigged on their beach with sails up and after a few discussions they were keen for us to again permanently relocate.

During this period heavy lobbying and meetings with Parks Victoria and Melbourne Water via APLAC (Albert Park Lake Advisory Committee) were held to look at ways and means of getting sustainable quantities of water into the lake. Finally modifications to

pipe work and valving diverted larger volumes of water into the lake, along with water from basements of offices in Queens Rd., but we were still mostly dependent on the rains!. Investigative bores were sunk at several locations at the golf course and parklands, but waters were considered too saline.

Finally, after contacting members and promoting the club, we were able to return to sailing and good fleets of Pacers, Sabres and Impulses were seen back on the water. Sailors were keen to dust off their boats.

One unusual and slightly amusing episode we had arranged a working bee on a very hot Summers day. Our Vice Commodore at the time Sue Curlis-Smith was seen in the water directly in front of our club picking up any rubbish, when she thought she had located a "pepper grinder" in the mud... turned out it was a live vintage "hand grenade" disposed of by someone in the lake. The Police were called, the whole area cordoned off, evacuated and the bomb squad called for disposal. A quick call to the Leader Newspaper and some free publicity for the club the following week. No harm done!



**Peter Naismith.**

APYC Commodore  
1997-2000

I joined the club around the mid 80's having never sailed before, and not long after that Anita also joined the club at the age of 14 learning from Norma in a Sabot. She soon started crewing for me in the Pacer and we sailed together every

Saturday until late in her first pregnancy in 2005. The opportunity the club provided for me to share time every Saturday for around 17 years with my daughter is a debt I could never repay, regardless of my time and roles at the club.

We all understand how important the membership is in the success of a club, but the clubhouse is also a key element in member satisfaction. During the late 1990's we went from being by far the best building on the precinct to a more inferior position after the Grand Prix came to town and very quickly demolished the derelict buildings and rebuilt the boatsheds we see today occupied by ASC, The Boatshed and the Scouts. Our building was retained with only new perimeter fencing installed to match the other buildings.

It was obvious for our survival that we had to regain our position as 'the best kid on the block', so we got into building mode with a two-stage development. After a number of years seeking funds, we achieved grants for the new building including our first disabled lift, renovations to the galley, toilets and foyer and the addition of the Port Lounge.

We developed a relationship with the Musicians' Club of Victoria and although this did not continue, we benefited from their sponsorship and experience in setting up the Port Lounge into the music venue it is today.

This period also initiated the rationalisation of our 'big boat strategy', which saw the renovation of Acrospire II, bringing her back to pristine condition which is so important in honoring our history and culture.

To achieve both of these projects we are grateful for the support of 10 of our members who guaranteed the building loan, and to a strong relationship with Tattersalls in supporting the Acrospire restoration as well as Access dinghies for our developing Sailability programmes.

During this interesting period in our history, as the club has done for 150 years, it again rose to the challenges presented and continued to grow and provide sailing experience to

members and Melbournians.

It is interesting that some twenty-three years later there is again a need to plan for building renewal.

It is a privilege to be of service to such a great club and its wonderful members.

*During this interesting period in our history, as the club has done for 150 years, it again rose to the challenges presented and continued to grow and provide sailing experience to members and Melbournians.*

Peter Naismith





**Ron Parker.**  
APYC Commodore  
1994 – 1997





My family joined the Albert Park Yacht Club in 1966 encouraged by my father's cousin Norm Hammon. My father and two older brothers were active sailors of a Sabot, Sailfish and Fireball. I was younger than my brothers and often sailed a model yacht in front of the clubhouse while watching the Club sailing on the lake. The Lake and the Club made a great playground and I was eager to start sailing a Sabot but had to wait till I was 10 years of age before I was considered old enough to learn to sail. In later years I sailed a Sabre, crewed on Fireballs and finally settled into sailing an Impulse. Growing up around the Club provided a great experience for me and understanding of Club culture.

My time as Commodore was an interesting period with the Club focused on, not only regular activities of learn to sail programs and regular racing, but also on the development of the Sailability program being conducted throughout the week. The Club had two significant events in 1996, including the inaugural Albert Park Grand Prix Sailing Regatta in March as well as the Club's 125th Opening Day later in the year. These were exciting times and the Club was a lively place with events and activities.

The Club hosted sailing events, including the annual Frostbite Regatta at the start of the Winter season, the Laser Class Association's annual Winter regatta, and annual Winter Youth Regatta and even a Wooden Boat Festival run in collaboration with the Wooden Boat Association. The Club enjoyed a strong relationship with the 1st Victorian Sea Scouts and many junior members were from the Sea Scouts.

The quality of the sailing experience on the Lake has declined over the decades, with the changes to prevailing winds and the challenges of water level and lake weed management. On the positive side, the Club provides convenience in terms of boat storage, ease of access to the water, a safe environment and a supportive, welcoming Club culture.

Interestingly these attributes were the key to the establishment of the Club and hence the need for the Club to continue to focus not only on the physical condition of the Lake to ensure its viable future but also on the wellbeing of its membership. May the Club continue to successfully introduce Melburnians to sailing for decades to come.

Ron Parker





**Christopher Davey.**

APYC Commodore  
1991 - 1994

When in September 1990 Vice Commodore Graham Whitt decided not to become Commodore, I was parachuted in as vice commodore. During that year Commodore

Terry Ritson stepped back from many duties leaving me to deputise and to become Commodore in 1991. The following is a timeline of activities described in On the Lake:

In addition to year-round Saturday afternoon racing, the Club's annual Sailing program included a Sailathon, the Frostbite Regatta, the Twilight Series, and the Youth Regatta run by APYC every second year, while away from the Lake, the Club had a stand at the Boat Show in July, it competed at the Ballarat weekend in November and it contested teams events for Pacers, Impulses and Sabres, and the Navy Challenge in March.

- October 1990: Sailing for Vision Impaired people began on Opening Day.
- November 1990: Valdera beat Acrospire on Lake Wendouree 3-0.
- February 1991: regular learn to sail training began on Saturday mornings reversing a decade of declining club membership.
- March 1991: A Sailathon to support the Cystic Fibrosis Association was organised by Peter Naismith and Kate Hindhaugh with 50 boats entered. Rohan Veal, who was twice nominated as ISAF World Sailor of the Year, has fond memories of this event.
- April 1991: APYC conducted and won the Sabre Teams Championship with Cameron Hooper, Fin Taylor, Alex Davey and Nick Koliner.
- Winter 1991: Nautilus was rebuilt in the No 2 boatshed.
- August 1991: Courses were first run by the Club to train Australian Yachting Federation (AYF) accredited Sailing Instructors and Powerboat drivers and St John First Aiders.
- Geoff Wood and Dougal Watt competed internationally in Lasers.
- 1991/2: Briohny Hooper won the Australian Minnow Title.
- January 1992: Melbourne Parks and Waterways took control of the Lake from APCOM.
- February 1992: A team from the Club competed in the First International Blind Sailing Regatta at the Royal New Zealand Yacht Squadron.
- June 1992: Lake empty for silt removal, Saturday sailing moved to Port Melbourne YC and training on Sunday was at West Beach Shed, RMYS, for Sailability and vision impaired people.
- August 1992: The Club became an Accredited AYF Training Centre.
- January 1993: The Club competed in the first Top of the Bay.
- February 1993: Sailability launched at the Lake with Olympian, Jeni Lidgett, and the Club became the first Sailability Centre in Australia.
- February 1993: 121st Opening Day on the refilled lake with many dignitaries present.
- The inaugural Victorian Vision Impaired

Sailing Championship conducted by the Club.

- The Club participated in a night Search and Rescue drill on the Bay.
- Dougal Watt came fourth in the 1993 Asian Pacific Laser Championship in Singapore and Mark Henger was sixth.
- May 1993: The first Olympic Sprint Regatta conducted by the Club.
- August 1993: The Youth Regatta with 110 boats entries run by the Club.
- September 1993: Sue Curlis-Smith, Robyn Primrose and Dee Medhurst competed in the Rolex International Women's Keelboat Championships at New York Yacht Club, Rhode Island.
- November 1993: Acrospire beat Valdera 3-0 on the Lake with Jim French Skipper and Crew Sue Curlis-Smith, Robyn Primrose and Christopher Davey.
- January 1994: A team from the Club competed in the Second International Blind Sailing Championship at the Fremantle Sailing Club.
- March 1994: Jordie Howell nominated as Victorian Junior Sailor of the Year.

My time as Commodore concluded as the preparations for the Grand Prix were commencing bringing much change to the buildings in the Park. We had already offered to conduct school teams racing at the Grand Prix, an event which would revitalise school sailing in Victoria. I would soon be elected to the Victorian Yachting Council Executive where I took responsibility for Sailability and school teams racing and was involved in the preparations for the 1999 ISAF World Sailing Championships.

Chris Davey



## APYC 150th year Committee

# CO

It's important to recognise the leadership team who lead us through our landmark year. For the countless hours and for organising all the significant events, on top of all the usual club activities and developments. Take a bow ladies and gentlemen, we salute you.



*Commodore*  
**Peter Naismith**  
*Member since 1988*



*Vice Commodore*  
**Glen Currie**  
*Member since 2012*



*Committee*  
**Norma Watt**  
*Member since 1977*  
*Women's development coordinator*



*Committee*  
**Emma Taig**  
*Member since 2017*



*Membership*  
**Rob Allen**  
*Member since 2001*



*Committee*  
**Dave Weston**  
*Member since 2017*

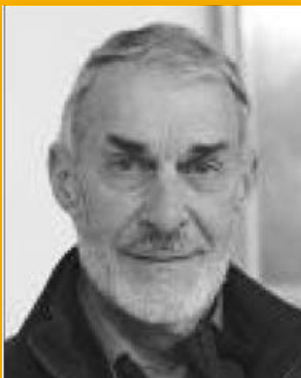
# mmmittee



*Rear Commodore*  
**Grant Haggett**  
*Member since 1996*



*Committee*  
**Paul Taig**  
*Member since 1987*



*Committee*  
**Peter Whitaker**  
*Member since 1998*



*Club Captain*  
**Graeme Cox**  
*Member since 2012*



*Committee - WinterSail*  
**Ray Wines**  
*Member since 1994*



*Secretary*  
**Jill Stow**  
*Member since 2016*



# TODAY & INTO OUR FUTURE



*Rob Hart looking focused and fast in his RS Zest.*

# THE FUTURE (OUR VISION)

As history has recorded some 150 years ago, the founding members of the club met for the first time and decided to form a yacht club, but not an exclusive club for the elite. This was a community club for all.

How visionary this was as today when we plan for our future development, it is just as important that we also plan for a community club with involvement from local groups to keep the club busy every day of the week and to support the community as only clubs can do. This will not only benefit all those who use the club, but it is the only way in which we can hope to achieve the necessary funding to support our future needs and the needs of the groups we support.

This is why we have developed a strong relationship with Albert Park College who have around 50 students every weekday at the club for leadership and outdoor education programmes. Their sailing programme which is the largest school sailing programme in the state is now largely conducted on Albert

Park Lake as a result of our association. It is why the Rotary club, the Wooden Boats Association, the Classic Yacht Club and the Cliff Ellery music nights are warmly welcomed into our club environment.

We are also in discussion with Albert Sailing Club to see if some form of unification would be of benefit to the members and at some point, a vote of all members from both clubs could be considered.

The vision is to create the Albert Park Sailing Precinct, which is a cooperative with the clubs, Sea Scouts, Australian Sailing, the college and even the restaurant to form a vibrant sailing precinct on Albert Park Lake, the ideal venue for a safe and convenient home for sailing so close to the city of Melbourne.

This project has been planned, costed and divided into stages to spread the costs. It has been presented to all political parties, state and federal as well as Parks Victoria and the City of Port Phillip. Under consideration at present is the planning costs to cover visionary





design of the precinct and the final drawings for stage one being the APYC building which could be provided through a federal grant, with the hope that in the next year or two some funds may be provided by state and federal governments to start the project.

With all these proposals, there are no

*The vision is to create the Albert Park Sailing Precinct, which is a cooperative with the clubs, Sea Scouts, Australian Sailing, the college and even the restaurant to form a vibrant sailing precinct*

guarantees that we will be successful, but I can confirm that momentum is growing from governments to support the project. History has taught us that if you don't dream big and aim high you will not be rewarded.

Stage one of the project is to rebuild the APYC building so that it would support all the activities we currently run with room for growth. If you wish to see prospective plans, just ask and I would be happy to discuss them with you.

Our current buildings are well maintained,

but apart from the recent renovation they are getting old. These building plans provide hope that we can rebuild the club to set us up for future growth. An investment in the club will enable us to regain our long-term lease and the college will then also commit to a long-term subtenancy agreement. This is important for the future of the club.

During our 150th year, there has been a wonderful enthusiasm around the club with new members getting involved and an emphasis on female participation. It is most important that we maintain this momentum and continue the growth trends we are currently experiencing as our future depends on it. As the 2022 Victorian Club of the Year and a finalist in the Australian Club of the Year, we must be doing some things very well. May the good news stories continue.

Peter Naismith  
Commodore 2021-2022





1943 APYC Championships winner.

*Swan*  
*R. Day*



2022 APYC CitySail

*Amazon*

*Pauline Naismith & Anita Weller*

## How far we have come.

Recently I was looking at the excellent book on our 150th year. The early photos of the old guys wearing felt captain's caps and no life jackets, braving the lake in all sorts of dinghies, made me think about how far we have come in the last 150 years. Of course, women were not allowed to be members back then and only came along, notably to cheer on their husbands and sons.

How far we have come since then. Most people now wear safety helmets, life jackets are compulsory when on the water and now we all have excellent education in water safety. The many boat classes we now have include beginners with Learn to Sail, Learn to Race, and the many classes we can sail in from ages 8 - 85.

*How far we have come cont.*



*We now can all sail together, men and women, basically well matched enough that timing and races can be sailed fairly and equably between all - yes we have come a very long way in 150 years, both in sailing and in society in general.*



*A female skippered team from Colac during CitySail 2022*

We now can all sail together, men and women, basically well matched enough that timing and races can be sailed fairly and equally between all. Yes, we have come a very long way in 150 years, both in sailing and in society.

The one huge change in sailing has been that women are now a big part of the sport, especially on the lake with SheSails, CitySail, the Mothers and Daughters events coming up, as well as other events throughout the year. The recent addition of the Korovian group (Old Korovians) has further promoted women's sailing as a sport. The Green Fleet, which for a long time was mostly women sailors (although this has changing recently) has been wonderful to see.

I watch with envy the Sydney to Hobart start every year and track the boats down the coast. Do you remember the first all-woman crew? How exciting that was. Now it's just normal!

When I started sailing in the 1980's in my Adams 31 at Pittwater in Sydney, I often felt that my views and opinions weren't really taken that seriously, although as a co-owner, it did when I was paying the bills! When I started sailing at Albert Park Lake, there were some wonderful women and girls that I sailed with, from whom I learnt a great deal and whose friendship I value immensely. As you know Jill Stow and I bought a Jubilee 18 called Pegasus in 2020.

I don't though want this article to be all about the women in the club, for without our male members, it wouldn't be APYC. The men of our club made me feel so welcomed when I joined. Keith welcomed me on the first day I rocked up to the club at 8.30am on a Saturday, taught me all the classes and how to do the race-box. Grant Hedley assured me I would bottle my Solo the first time I went out. I did and was rescued by Brian Jones, the wonderful Ray Wines, who usually helps me put up my Sabre mast, and the many other members who taught me how to sail (Jonno), rig my boat (Paul). The list goes on...

APYC brings so much to our Melbourne community and to Albert Park. It really is a club for all. From the camaraderie on the deck between the sailors, to the other groups that come and enjoy our club. Having visited and been a member at several sailing clubs around Australia, I can confirm that this is most unusual. People are all treated as equals and after sailing, stories are swapped by all on the day's sailing, along with a nice drink at the bar and a sausage sizzle or pizza!

It is a fact about sailing that women and men can compete on an even playing field with



*Things had changed by the 1960-70s when women were seen more regularly on the lake.*



*Now we see women and girls of all ages taking up sailing.*

boats that are matched, so timing is fair. It is only based on your own skill and stamina, your knowledge of the rules and the ability to race. Sailing gives us all confidence and the ability to face the other challenges of life. I think it gives us resilience to know the wind will always change, the rain will go away and people will support you in life just as on the water.

How far our club has come from the all-male dominance of the early days, with the caps and pipes and no life jackets to our modern world where women and men can compete fairly, enjoy the facilities at our club and each other's company. Here's to another 150 years APYC, what a great little club.



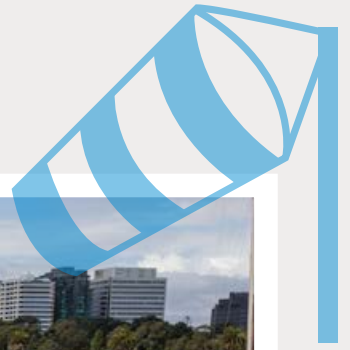
*Jennifer Jaeger*

*“Sailing gives us all confidence and the ability to face the other challenges of life. I think it gives us resilience to know the wind will always change, the rain will go away and people will support you in life just as on the water.”*

*Right: The group of women and girls who came together and made CitySail such a huge success in 2022.*

*Below: Very young girls with amazing skills and the confidence to take on the world are a common sight on the lake.*







**Mr Keith Cecil Ives.**

Club legend and dear friend.

**There are many characters like Keith in every Australian organisation, that rely on the help of volunteers. Whether it be the CFA, SES or the plethora of sporting clubs around our great country.**

Even at the highest level of AFL football you still can find volunteers like Keith doing what they can for the club and sport that they are involved in, whether it be polishing boots, selling raffle tickets or putting together the banner so the



## Carrying the flame

«~»

players can run though it before the game. These roles are celebrated in a number of ways with clubs presenting honorary membership, letters of appreciation and the like.

Keith focused on sailing with a number of clubs and sailing associations over the years. He also had an involvement in Probus. As those who knew Keith would know, he was a painter by trade, but his real passion was building and sailing boats. It was his mother who told him to do a trade that could pay the bills. Building boats was not a trade that could pay the bills. So he did as he was told, did his apprenticeship, which gave him the money to raise a family... and build boats. A win, win situation.

I don't know the tally of how many boats he built. He used to tell me it was 99, to which I would always answer why not one more? Maybe he did not wish to beat Sir Donald's average?

It was in my role as club captain that I was lucky enough to get to know Keith better. I initially had to ask what the role entailed? The short answer was, "it's easy, you just have to organise a couple of working bees a year to keep on top of the maintenance. Just keep Keith on side and it's no problem".

Well by this time Keith's sailing days were winding down. He was sailing the last Sabre he had built and was having trouble getting out of his boat. Keith was ready to retire from racing, but not the sport that had given him so much pleasure and enjoyment for him and his family.

Around this time the club added the Port Lounge, Keith managed to paint the whole club after the works were finished, under the strict colour guidance of Carol Wines.

Once this was done, the commodore of the day came up with a great idea! Let's get the parents of our junior members together and build seven minnows. The idea was that Keith would assist the parents, who would then learn the skills needed to build/maintain a timber boat.

The club needed a new 'Keith' This sort of

worked, but Keith really did not have the patience to be a teacher and tended to sneak up to the club and do the work himself. That is, if you can call a 100 kilometre round trip from home to the club and back, sneaking.

All through these side projects Keith managed to keep our fleet of 20-30 club boats in working order with repairs, painting plus meeting any trades on site for specialised jobs like servicing the power boats. Try as they might the committee wanted to make Keith an honorary member for all the work he did around the club. But in the Keith Ives fashion he would not have a bar of it. He would say "Sailing has given me so much pleasure over the years, the least I can do is pay my subs".

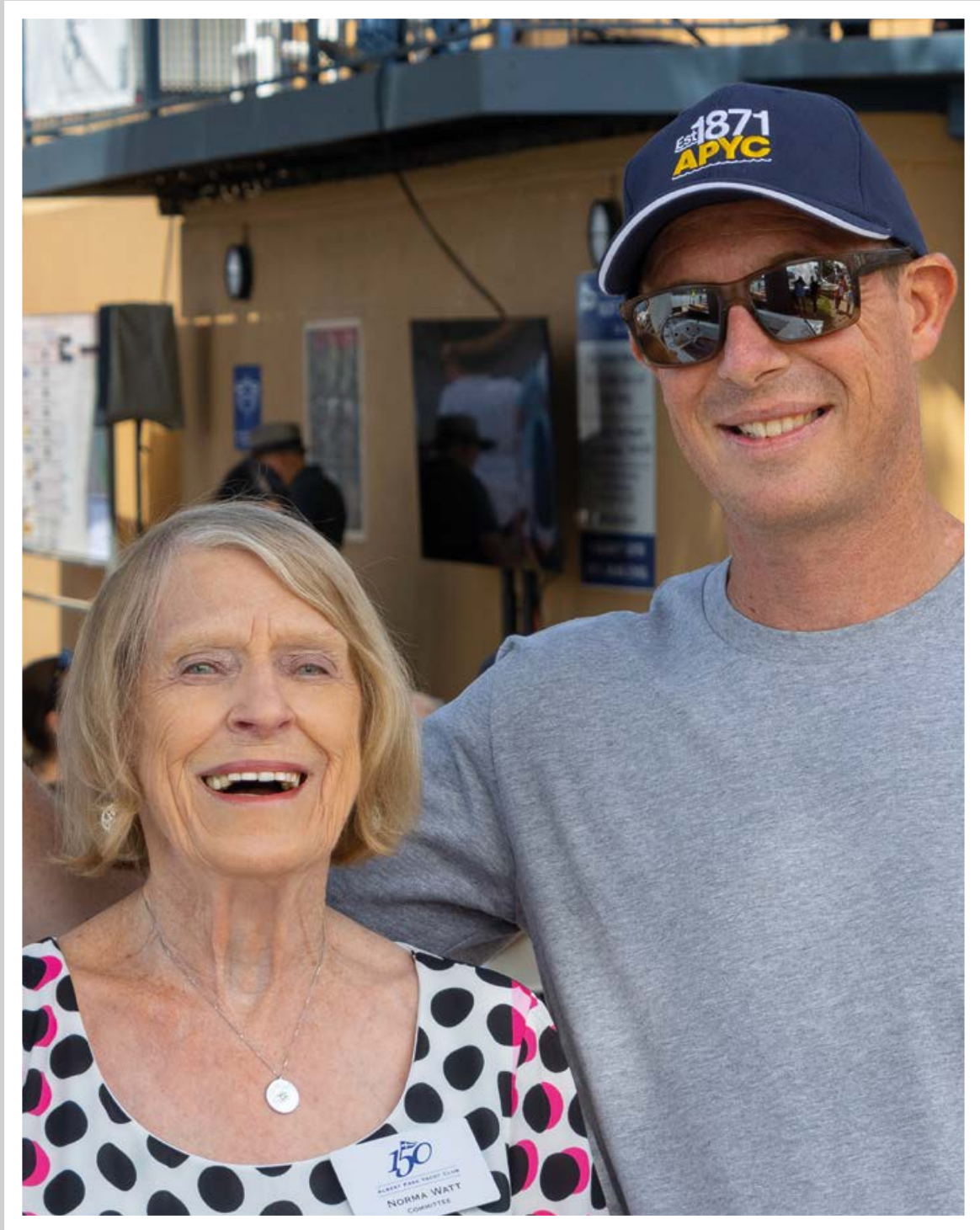
As Keith was a Grey Nomad he would often be away when the subs invoice went out. Before his regular winter get away he would pay his fees in advance by cheque. The treasurer was always in trouble on his return for having not cashed this cheque. He got wise to this tactic and started paying by cash.

So from these few words, you can see why the club and the sport we participate in was left a bit empty when we bid farewell to Keith.

*Hopefully those who came across Keith have learned a bit about the value of volunteering. It is so much more than any monetary figure to both the individual and the organisation*



Danny Marrinon  
Past Commodore  
Whykickamoocow 626



**Norma Watt.**

Female development, CitySail coordinator

I was born and raised on a property in the Northern Wimmera bordering the Mallee, where there was no recreational water. I had to ride a bike 10k to and from school, on a dirt road, hail, rain or shine. The wind at that point in

my life was not one of my friends.

Moving on to 1977, we were good friends with Jan and Jamie Hindaugh, who were members at APYC and in 1977 my husband joined the club and bought a Pacer. He took our sons, Simon

## A life of sailing

«~»



*Left: Norma and son Dougal  
at the APYC 150th Opening Day*

*Above: Sailing with Buster Hooper  
Bottom right: Dougal on the APYC sailing canoe*

and Dougal on his inaugural sail one Saturday afternoon just after the race had started. It didn't end well - a spectacular capsize with both clubs sending rescue boats and bringing the boys back to me. I was sitting near Jolly Roger and a grumpy man (I later learned was Bill Hooper) came out and suggested some lessons wouldn't do any harm and he ran them there.

I booked the boys in for lessons and was surprised that in their first outing they were on the tiller, mainsheet and jib. I had no interest in water sports, but decided to have lessons and was amazed, fascinated and loved it. I had an understanding of the wind and how it was used to power a boat and do whatever you wanted it to do. The realisation that wind could be your friend was a pleasant surprise. Simon didn't enjoy sailing much while Dougal loved it. Simon had to crew for my husband Doug in the Pacer and Dougal went out for his own adventures in a Sabot.

I continued to learn everything I could about sailing and boat handling. I spent a lot of time sailing and became an instructor at the Jolly Roger Sailing School (where Australian Sailing

is now). I was an instructor there for 10 years and had the privilege to teach possibly hundreds of people how to sail. I myself did many additional courses, weather, coastal navigation, celestial navigation etc. and was often the only female in the class. I learnt very quickly I had to be better than the others as it was common for the difficult questions to be directed to me.



During this time, Bill Hooper raced his Bluebird at RMYS every Wednesday (Saturday was a working day) and I crewed. At that time there were only about six pens and all the other boats were close together on moorings inside the breakwater. His was the only boat without a motor, as he said, "motors fail and you must be able to sail". One of my sailing/boat handling lessons was to sail the Bluebird single handed. I had to go to the club by myself, rig the boat, sail off the mooring through all the closely moored boats, out to the open water, then back through the boats and pick up the mooring without incident. I often skippered the Bluebird during races.

My husband bought a Southern Ocean 32 in 1982 and sailed at RMYS. Simon continued sailing in a Sabre. Dougal has continued competitive sailing to this day. His most memorable achievement was after suffering a severe stroke in late 2005 with the prognosis of never being able to sail single handed again, won the 2008

National Impulse Championship in a boat he'd had built and named 'Stroke of Luck'.

While my life changed and took me in different directions I maintained my connections with people at APYC. In 2014, Zoe Baranowski asked if I'd come and take over her role in the Functions area and also her place as club rep. for Women and Girls in Sailing. This went through the committee and I took on that role.

*Below: A great day on the Bluebird*





*Above: Norma and Dougal at the lake  
Below: Always happy on the tiller.*

*I was surprised at how low the numbers of women in sailing were. After I'd settled into the club, I started to encourage girls in their sailing. We have seen a steady increase in numbers since 2015.*

In 2016 I had the idea to have a Women and Girls Regatta and with encouragement and help from Mark Ashkanasy, CitySail was born in September 2016. We had a six week promotion and preparation which managed to attract 25 entries with 36 sailors.

We continued growing in 2017, 2018, 2019. Lockdowns stopped us in 2020 and 2021. That brings us to 2022, where we saw 52 entries with 67 sailors. It was an excellent promotion for females to participate in sailing. We have had great reviews of the Regatta from the sailors as well as the Head Coach, Jarka Kluth, who wrote and published an article about its success on the Sail-World website.

The percentage of females in sailing is increasing as reflected in the numbers in CitySail this year and will continue to grow. One thing I've learnt is that sailing is an equaliser, it doesn't matter if you are male or female, a high court judge or a cleaner. It all relates to a 'Yes, you can' attitude. I hope more women discover this and start them on the sailing adventure I have lived, and met some amazing people on the journey.

Norma Watt



*Saturday 4pm  
masts back on the rack*





## The club's heart beats fast every Saturday



It has been our 150th year of sailing and that continues almost every weekend. People make their way to the club, work through their own routine for the day easing into the afternoons activity by getting their boats ready, having some lunch and a catch up with fellow sailors after a week's separation from the lake and friendly faces. Others squeeze more into their day and arrive late to rush through their preparation and leap onto their boats with shoelaces undone, sunglasses missing while still chewing their lunch as they head to the start line.

Whichever style you adopt, the excitement builds as we near the time for the first 'hooooot', indicating the start of the starts. The rescue boat positions the 'pin end' buoy, creating the start line between that flag and the start boat already anchored in position with flags raised and officials tensely listening for the next 'hoooot'. Then flags are raised or lowered in a semaphore conversation with the boats awaiting their turn to hit the start line.

Some last minute jostling for a good position as the hoot goes and then pull hard on the main sheet and they are off and racing. The timer is started and the focus moves to the rescue boat crews and those attentive eyes in the race box to watch over the sailors as they navigate around the course.

The race box team have lists of all the sailors on the water and count each lap as they pass by, watching intently through binoculars when needed to identify correctly each boat. Place movements and performances on the day provides ample fodder for

discussion. An eye is kept on any sailors who are 'having a swim' to inform rescue crews in case they haven't been spotted. Arguably the best seats in the house to watch the race from, these dedicated people take their roles very seriously but also quietly cheer for the sailors to do well for themselves.

As each sailor completes their last lap and crosses the finish line, yet another hoot indicates their crossing and a race time is recorded.

By the time the last boat has crossed the finish line and returned safely to shore, the course marks have been picked up and the start boat can be returned to its mooring. Boats are packed away, then everyone relaxes, gathered on the deck or at the bar and reflect on the day on the water. Discussing the wind conditions, boat handling, success or hope for next time, it's all part of the sailing camaraderie. We're not racing for the proverbial 'sheep station' so the results are always celebrated.

As the sun sinks slowly into the west, shadows grow long across the lake, the city lights come up and reflect on the lake, the sailors drift homeward, tired yet exhilarated and happy from their day at the club.

Darryl Larcombe  
*'Electra' Sabre 31*

*From left: Les Wood, the late Geoff Kirkham (our dearly missed friend) and Ray Richards in the Race Box watching the boats attentively.*



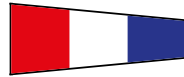


*Race officials  
adjudicate results*



# Sabre Class Captain Report

*Well, it has been quite a start to the year.*



**So, what is it about sailing a dinghy that appeals to me so much. After a recent trip to North America to visit family I think I am a bit closer to the answer, or at least to knowing what it isn't.**

.....  
It all sounded pleasant enough. The opportunity to help deliver my son's C&C 99, a 29ft racer/cruiser from its summer home on Puget Sound down the west coast of Washington State, then 50 miles up the Columbia River to Portland, where it is raced during winter. And it must be said there were some great moments – watching the sun set over the Olympic Mountains, humpback whales gathered close by slapping their pectoral fins to communicate with each other, and sharks following close behind, presumably seeking discarded fish. And the traffic on the Columbia; huge freighters taking all manner of cargo to Portland and far beyond through an astonishing system of locks. But for the most part, it was rather like being confined with five others in a small caravan for four days, bed swapping every four hours and eating bad food, all while being towed slowly over bumpy roads.

I think it is the immediacy of sailing a dinghy that I enjoy, the need to make quick decisions as circumstances change and the instant response of the boat to the actions you take. And, after some time, the fact that you find yourself taking those actions without thought, in the same way that you might take evasive

action on a bike. It can be frustrating at first, as the changes you might make to sail trim or your position in the boat are subtle, not obvious as you look at surrounding boats that are going better than you are.

There seems to be great enthusiasm among the sailors in the last Learn to Sail group, and among the group learning as this report is written. Some will want to continue sailing a two hander, but some may wish to join the racing fleet in a single handed boat, and a Sabre is an obvious contender. There were fifteen Sabres listed on the last race sign-in sheet I looked at, and I suspect the number is set to grow. Whatever is the case, all should be assured that they will be given all the assistance possible to make their boat of choice easy to rig and manage, and to get them sailing confidently and well.

Darryl has done some great work in this regard, putting together a "Welcome to APYC" booklet and starting an "APYC Buddy" group to help new members into all aspects of club membership and sailing.

I think 2023 is shaping up as a fantastic time to be on the lake. 🚩



**David Emery**  
*Black Heart – 2083*





*Steve Magner on one of his first sails in his new Sabre, Magnanimous.*



*Chris, Paul, Grant on Wataworrie  
at Waranga Basin. Easter 2022*

# J

## Jubilee Class Report

### *State Championship*

**We have been sailing the Jubilees during our handicap series with Wataworrie proving dominant in the first two races, Pegasus and Jemima have not had the same amount of practice but are keen to close the gap.**


.....

In November we took all three boats up to the state titles held on Cairn Curran Reservoir, a big effort cleaning hulls and loading onto trailers. We had arranged motel or Airbnb accommodation in Maldon, about 10 minutes drive to the sailing club. Wataworrie's crew found an 1845 built stone cottage a little out of Maldon, very cosy, while the others stayed at the Eaglehawk motel.

Cairn Curran sailing club ran a good series with light to moderate breezes. 13 boats contested, after day one, Wataworrie was a point behind what turned out to be their main rival Scorpion. The first race of day two saw the leading boats at a loss as wind filled in on the last run bringing the rear of the fleet over the top of them. Not to worry as Scorpion was only one place in front of Wataworrie which went on to win the next three races. The last race on Sunday had a lot of holes with local boat Mudlark winning, and gaining overall third, Scorpion second with Wataworrie fifth. It was enough for Wataworrie to take out the championship by 5 points from Scorpion.

Peter Naismith helmed Jemima and Brian Taylor volunteered to jump ship and helm Pegasus, although finishing well down they had some good races and gained a lot of experience. It was great to have our total fleet taking part. Staying at the Eaglehawk Motel, Peter organised a special dinner prepared by the chef owner. It was a fitting end to a great weekend.

Well done Chris, Paul, Grant, Peter, Robyn, Ollie, Graeme, Brian, Jill, Viviane and Mark, also support, Pam, Rhonda, Pauline and Colette.

The winning crew is pictured (bottom) with Doug Linacre, representing the Linacre family who donated the 'J.A. Linacre memorial trophy', in memory of J.A. Linacre, the founder of the Jubilee class. Far right is the Jubilee class President, John Brewer. 



**Chris Pulham**  
Wataworrie



*Paul, Chris and Grant proving winners are grinners.*

*Grant, Chris, Doug Linacre, Paul and John Brewer at the trophy presentation.*



# RS Aero Class Captain Report

*Tempora mutantur, nos et mutamur in illis*  
(The times change and we change with them)

**Tempora mutantur, nos et mutamur in illis**  
(The times change and we change with them)  
– a journey of realisation which through  
all entities on Earth, be they individuals or  
institutions, must travel.

.....

I would like to start off by acknowledging a few significant people without whom I would not be in a position to write this report: 2022 Commodore Peter Naismith, who has been a supporter of the development of an RS Aero fleet on Albert Park Lake; my good friend and mentor Paul Taig, who has provided me with his wise guidance throughout my entire time at the club in my roles as a club member, sailor, instructor and now class captain; my fellow Aero sailor Julia Fox, who so graciously lent me her boat, thereby allowing me to help fly the flag for the Aero class until I purchased my own; and finally, Tom Pearce from Sailing Race Boats whose indefatigable contributions to RS Sailing in Victoria cannot be stated in words and without whose support I have no hope of making this project a reality.

Every journey starts from humble beginnings. The RS Aero class at Albert Park Yacht Club (APYC) has few active sailors, limited representation in club racing and has been constantly overshadowed by larger, more active classes. Yet, there is hope on the horizon. In less than a decade of its existence, there are over 200 Aeros sailing in Australia, with strong fleets at Victorian clubs along Port Philip Bay. There is no reason why this success cannot be replicated at APYC and with heretofore unseen levels of enthusiasm for this emerging class across the state, the chance has come to build a strong and stable fleet on the lake. We have already experienced growth with our highest ever numbers at three sailors: Dennis Hammon, a member of the Hammon clan which has played an integral role in our club's history and survival, the aforementioned Julia Fox who has been an enthusiastic participant in the club's

training program and whose improvement in racing skills has been heartwarming to witness, and myself. I wish to also pay tribute to Ron Ferguson from the neighbouring Albert Sailing Club and acknowledge his contributions to the Aero community in Victoria. Are these numbers acceptable? Absolutely not! However, they show that the tide is turning, that things are changing and that growth and development are on the way!

No matter how excellent a dinghy class may be in its design and performance, it needs a flourishing and thriving fleet. Therefore, one of my areas of focus regarding the RS Aero at Albert Park Lake has been to expand participation and showcase the viability of the lake as a venue for Aero sailing. To this end, I cooperated with Tom Pearce and the Sailing Race Boats team to hold a demonstration event at APYC on the September 25th Discover Sailing day. This event marked the beginning of my project to promote Aero sailing on the lake. I would like to acknowledge the efforts of Tom, his son Greg and Ron Ferguson in helping out with the event by lending out their boats and spreading the good name of the Aero class. The event was a success with many club members showing interest and trying out the boat for themselves. I aim to see at least ten active Aero sailing by 2025 and I hope the event has planted the seed for that to become reality.

In another milestone for the Aero class, on the 8th of October, the club held its 151st Opening Day and for the first time RS Aeros participated as its own formal fleet. As class captain, I had the honour of leading the lake Aeros through the procession. It was a fun experience dare I say, certainly more so than in the ensuing race when the wind picked up significantly causing me to capsize multiple times (and actually got wet!) and almost pitchpole the boat! Cheekiness aside, I hope and will personally ensure that there is a strong Aero contingent in every APYC Sailpast in the years hereafter.



*Glen Currie lapping up the sunshine.*

*In another milestone for the Aero class, on the 8th of October, the club held its 151st Opening Day and for the first time RS Aeros participated as its own formal fleet.*

As a concluding note, I recall a speech made by my former employer Keith Wolahan, the newly elected Member of Parliament for the Federal Seat of Menzies, wherein he recounts that the late British politician Tony Benn would constantly make references to weather vanes and signposts. Weather vanes

are people who base their actions on public opinion and thus are easily swayed, whilst signposts are people who stand firm by their values in spite of the potential backlash they may receive. The Aero community at APYC are signposts. We are a minority, but a proud minority and we are here to stay. 🇳🇿

See you in the Lake



Steve Cui  
Aero 2915

RS  
aero 9

2UA  
AUS



# Pacer Class Captain Report

*It's nice to see members gradually coming back to the lake.*



**Hello fellow Pacer sailors. The weather has certainly given us challenging winds, cold temperatures and rain, although looking on the bright side the lake is full, and the weed is now being harvested.**


.....  
The Saturday/Sunday Lake Regatta in June saw the Saturday racing with light winds, cool and overcast and again the battle between "Amazon" Peter & Pauline Naismith and "Good Pace" Paul Taig & Jill Stow saw "Good Pace" winning on the day. The Sunday turned out very light winds cold and raining, not pleasant with "Good Pace" battling the elements to take 1st place in the Pacer division for the Regatta.

I would like to take the opportunity to welcome back to the club and Pacer Class Ollie Rantala, who left the club to work overseas for a few years. Ollie is now back in Pacers as a crew or as skipper with Dat as crew.

It was nice to see three of our present day Learn to Sail group take up the offer to crew in a Pacer. Kerrie Miller crewed for Steve Cui, Julia Du crewed for Rob Hart and Nerida Mason crewed for Darryl Larcombe. I'm told that Steve and Julia were 1st place with Rob and Kerry in 2nd place while

Darryl and Nerida did an unfortunate non-scheduled capsized drill at the gybe mark.

Congratulations to Julia, Kerry and Nerida on completing your first race. We hope that this will be one of many for you to enjoy and learn from.

For more information on these events go to the [Pacersailing.org.au](http://Pacersailing.org.au) website. 

See you in the Lake



**Paul Taig.**  
*'Good Pace' 2847*

*Susie Wagglan & Louise Johnson training in a Pacer*







# Solo Class Captain Report

*Always a battle royal between the Solos.*



Well it has been a great year for the Solos after enduring many months of “no sailing” due to Covid, seeing them back on the water is a great sight. Recently, we have almost had a full fleet competing in the Championship and Handicap series. Battles royal have been between Ian Kirkham, Brian Jones and Brian Taylor, the results all too difficult at times to predict before the race. Good to see Grant Haggett back on the water finding time from his busy business and travel schedule.

.....  
It was terrific to see photos of the Solos in this year’s sail past (close together and no collisions), plus our class very involved in the 150th. celebrations earlier in the year. What a year for the club and members. The boats and sailors may be getting on, but still have the competitive spirit and the shape and sail of the Solos are always a stand out on the water. The late great Geoff Kirkham would be very proud of his boys.

I have asked some of our committee and trainers to keep an eye out for a prospective Solo sailor, to advise them they would be made very welcome to join us (no experience necessary). A number of Solos are available for loan/sale. Just contact myself to start with.

Do you think we might see Col Randall back at the club or on the water ?? ... who knows!... but with 2023 upon us, a lake full and overflowing and the weed harvest underway its looking great! 



Ray Wines  
Past Commodore  
Solo 2678



## Social Sailing Sundays

*This is what it's all about, lazy Sundays just cruising around having fun. Taking friends and family out to experience sailing and the lake. Where on earth would you rather be.*

*Left: Grant on board Wataworrie with Olavi and Cherry Rantala*



*Above from left: A full house with Kerrie Miller, Warwick Lloyd, Julia Du, Grant and Louise Ferguson.*



*Left: Jack Shi's son Ron and his friend Ming Hau experience the lake with Grant and Paul behind the camera.*

## Around the club



*One of our recent learn to sail participants, Dr Da Chen, pictured here with our Commodore Glen Currie at the Melbourne Town Hall just after receiving his Australian citizenship from the Melbourne Lord Mayor, Sally Capp. Congratulations from all of us at APYC.*



*Paul Taig and Julia Du had to call "Starboard" on the swan that came in for a landing in front of them. Or was it just playing 'chicken'!*

*Some of the recent learn to sail group looking sharp at the Christmas party. Back from left: Greg Pearce, Mark Bradbeer, Shalom Backus. Front from left Olga Carlton, Kerrie Miller, Julia Du, Viviane Harangozo and Louise Ferguson.*



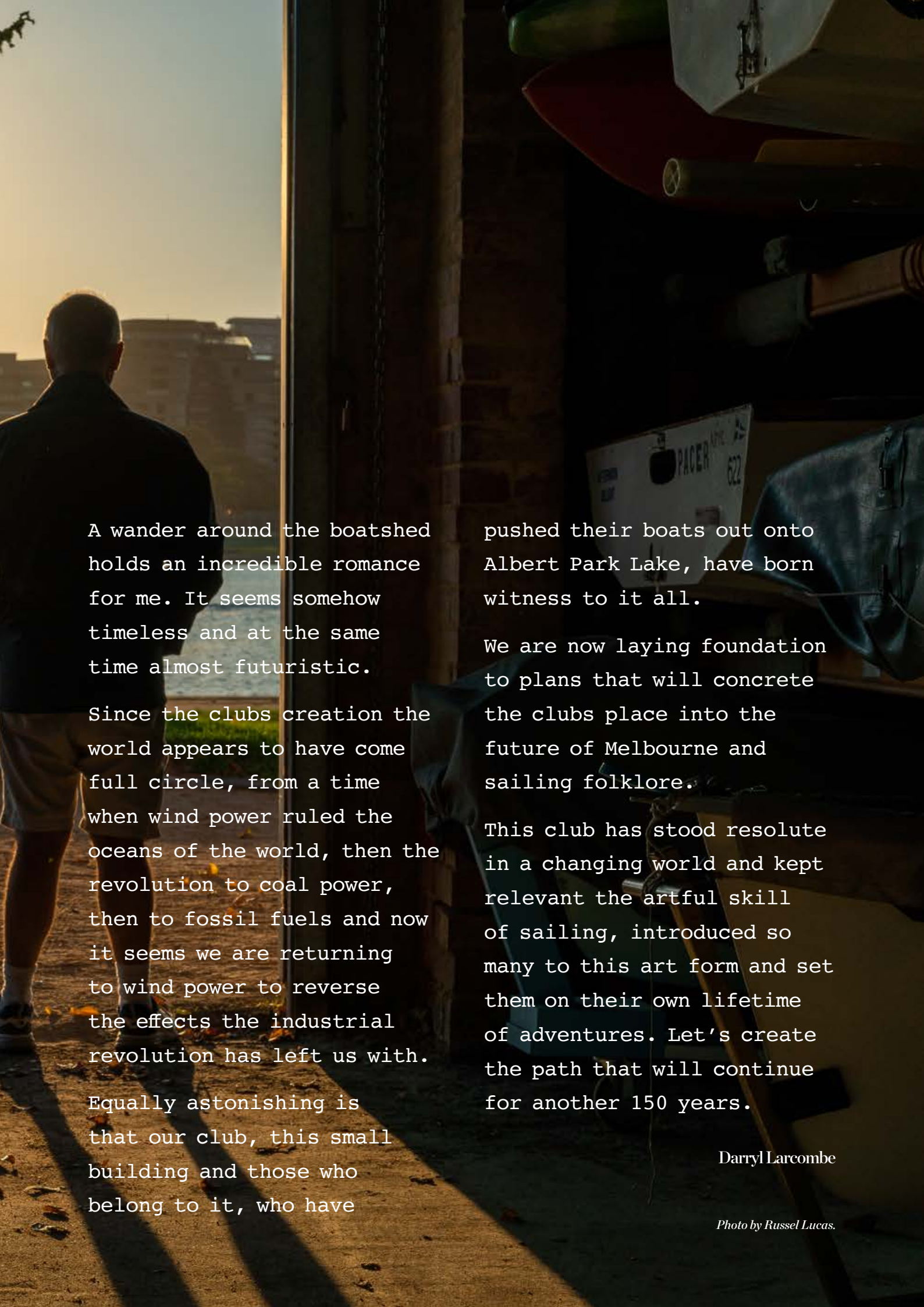
*Paul Taig couldn't resist taking his home made tender out for a paddle once he had his oars fitted. It was built by his father to paddle out to their keelboat Juno Lass. Some kids playing at the lake had lost their football and were looking for a way*

*to retrieve it. "All aboard" and they were off, three kids and Paul headed out for the best adventure they had all day. It is still being useful retrieving the Jubilee 'Wataworrie' from its moorings.*



*Saturdays start early and  
sunrise is always beautiful  
at the lake*





A wander around the boatshed holds an incredible romance for me. It seems somehow timeless and at the same time almost futuristic.

Since the clubs creation the world appears to have come full circle, from a time when wind power ruled the oceans of the world, then the revolution to coal power, then to fossil fuels and now it seems we are returning to wind power to reverse the effects the industrial revolution has left us with.

Equally astonishing is that our club, this small building and those who belong to it, who have

pushed their boats out onto Albert Park Lake, have born witness to it all.

We are now laying foundation to plans that will concrete the clubs place into the future of Melbourne and sailing folklore.

This club has stood resolute in a changing world and kept relevant the artful skill of sailing, introduced so many to this art form and set them on their own lifetime of adventures. Let's create the path that will continue for another 150 years.

Darryl Larcombe

*Photo by Russel Lucas.*





