

ON THE Lake





Newsletter for the Albert Park Yacht Club

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Articles and photos are welcome to be submitted for publication in **On The Lake**, please email to the above address. Some editing may be needed for length and accuracy reasons.

Club contacts

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~Jennifer Jaeger

Pacer Class Captain
~Paul Taig

Solo Class Captain
~Ray Wines

Sabre Class Captain
~David Emery

Impulse Class Captain
~Danny Marrinon

Moth Class Captain
~Jonathan Pulham 0418 277 437

Treasurer
~Tony Roberts 0411 229 396

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~Paul Taig 0402 543 095

Club Secretary
~Jill Stow



Editor's view

Here we are in December and it has felt like a long time coming, especially with not a great deal of sailing and only social racing. That said, we don't have any real Class reports although we do have some interesting reading from our members and thank you so much to those who have submitted articles to keep us interested in on water activities.

Ho, ho, ho, Merry Christmas.

Keep safe and enjoy your reading.

The OTL Team
Jennifer, Darryl and Chris



apyc.org.au



[apyc facebook](https://www.facebook.com/apyc)



▲ The other side of the cover pic, socially distancing and wearing a mask as required, Jen Jaeger looks very comfortable heading out to patrol in the rescue boat with Paul Taig.

◀ Our cover photo pretty much sums up the year we have had: in the rescue boat, a rescue radio, protective gloves, face mask, life vest and social distancing. Lets hope they could hear each other!

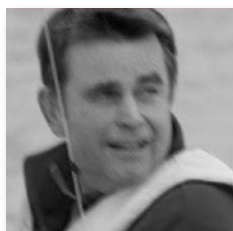
▼ The committee 'working hard' or 'hardly working'! We know the committee work endless hours to keep the club running which has been an added complexity during the pandemic. (This photo was taken before the lockdown and social distancing requirements)



APYC Committee



Commodore
Grant Haggett



Vice Commodore
Glen Currie



Rear Commodore
Paul Taig



Committee
Peter Naismith



Committee
Norma Watt



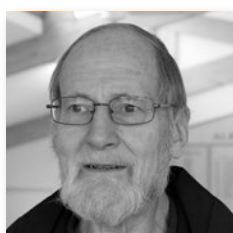
Committee
Geoff Woods



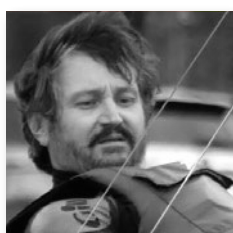
Committee
Peter Whitaker



Club Captain
Graeme Cox



Membership
Rob Allen



Committee
Dave Weston



Committee - WinterSail
Ray Wines



Secretary
Jill Stow

The APYC committee meets on the second Tuesday of every month.

The committee works tirelessly to maintain and improve the club but is always happy to hear ideas or projects you would like to run. If you have any questions, or issues you would like raised at the next meeting, find one of the members around the club on a Saturday or email: secretary@apyc.org.au

MU

Melb Uni

Melbourne University/Albert Park Yacht Club Sailing Initiative

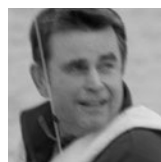
Early in 2020 after some promotion work at O-week with Graeme and Harry Cox we set up an agreement with the University of Melbourne to develop a sailing club.

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This allowed for a student membership and weekly boat hire. With some work from Graeme, we have unearthed 20 odd club boats and co-located them in the yard. These are now being sailed regularly by the young and enthusiastic university crews, with training support from Graeme Cox, Ray Wines, Harry Cox, Sophie Cox, Hayden Currie, Peter Whitaker, Andrew Shaw. The Corsairs and the Quest have been the workhorses, but some sailing is in double handers as well. The initiative is paying dividends in a number of ways, with pre covid, up to 42 students out on the water, and a crowd in the bar afterwards in awe of our low prices!

One interesting benefit has been the invitation from RMYS to the MU students to crew an Adams 10 on the bay. There is now a small group heading down there regularly. In return RMYS are encouraging their members to the lake for winter sailing.

Since the COVID constraints have lifted we have kept student numbers to under 10 on a Saturday morning. It is great to see new faces out on the water, enjoying the Galley and socializing on the balcony after a sail. Please contact Glen Currie on glen.currie@unimelb.edu.au for further information. 



Glen Currie
Impulse - Grundle



Acrospire II in lock down

Spending most of 2020 on the Gippsland Lakes

The Paynesville Classic Boat Rally takes place in March every two years and the event attracts all kinds of boats from across Victoria and interstate. A dedicated team from Sydney bring a number of classic skiffs including a replica famous 18 foot skiff called Britannia.

I was inspired by this team's efforts travelling to many events around Australia including the Australian Wooden Boat Festival every two years in Hobart and the Geelong Wooden Boat Festival and showcasing classic Australian sailing craft. Acrospire II is just as significant and worthy of participating in these sorts of festivals. It was relatively simple to arrange preparing and transporting Acrospire II to the Gippsland Lakes to join other classic boats for the 2020 Paynesville Classic Boat Rally.



Graeme Cox discovers mother duck and her nest of eggs after taking the cover off Acrospire after 9 months. The eggs were quickly taken to a wildlife refuge for good care.



Acrospire ghosting along to the finish line at Gippsland Lakes YC ahead of the 18' skiff replica "Britannia"

The weekend event at the end of February/start of March enjoyed superb light winds and that suited Acrospire II. A number of members made it down to Paynesville to enjoy a sail or two over the weekend. The mainsail with the Albert Park YC name was very conspicuous in the crowd of boats participating in the grand parade sail past. The informal race the following day in very light winds suited Acrospire the highlight being a close tacking duel with the 18 foot skiff, Britannia. In the close waters off the yacht club it was a spectacular sight to watch Acrospire glide effortlessly across the finish line ahead of the 18 footer. Unfortunately, we couldn't arrange a match race between the two boats in better wind in the afternoon because of the travel commitments of the NSW crew.

Following the Classic Boat Rally, Acrospire was berthed in a private pen on Raymond Island. It was intended to sail her again over the Easter holiday period and then pack her up to return to Albert Park. The world suddenly changed for Victorians not long into March with Covid 19 restrictions preventing any travel for Melbourne residents over the Easter period. A second sailing and retrieval weekend was planned for early July



Acrospire breaks free of "lockdown" on Lake Victoria



L to R - Paul Taig, James Frecheville (GLYC), and former APYC members Mark Henger and Justin Nix

and then this plan was also thwarted by the Covid 19 restrictions.

Finally, a date was set for late November and before packing up the boat for travelling back to Melbourne a few Albert Park YC members and others took Acrospire for a sail around Raymond Island in a beautiful 10-12 knot breeze. On the open water of Lake Victoria the boat looked fabulous and the crew couldn't stop smiling. It really is a magic boat to sail on – one great big dinghy really. On completion of the circumnavigation of Raymond Island the boat was quite a spectacle tacking into the early sea breeze up the McMillans Strait between Paynesville and Raymond Island and completing a cheeky tack in front of the Raymond Island ferry to entertain the tourists. Some great video was caught and posted on Facebook.

It was a great pity that the opportunity to sail Acrospire over the Easter holiday period or other times was not possible while the boat was on the Gippsland Lakes. Perhaps one day the boat might return to Paynesville to participate in another Classic Boat Rally.

Thanks to all the members that put a huge effort into repainting and tidying up Acrospire for the event – particularly Chris Pulham and Paul Taig. Thanks also to James Frecheville of Raymond Island for arranging the berthing that was only meant to be for a month or so and turned into nine months. Thanks also to Graeme Cox with arranging logistics and rubber ducks. I was happy

to use my trailer to transport Acrospire to such an important event.

When you speak with yachting identities like James Frecheville from the Gippsland Lakes Yacht Club, Albert Park Yacht Club has a very rare attribute in this day and age in managing to own, maintain and use a valuable historic yacht. APYC members that haven't yet had the pleasure to sail on Acrospire should make it a priority in the New Year – it really is a special experience and we are fortunate to have that opportunity. 🚩

Ron Parker



Acrospire's temporary home on Raymond Island



The Swan Report

Swans everywhere


I can't imagine a time where the wildlife on the lake would have ever had as much company as they have had this year during lockdown.

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Particularly since the second lockdown when we could only leave our homes for an hour to get some exercise and fresh air. No wonder so many headed to the lake and surrounds.

Missing the lake, the club and all the people, I did do a lap of the lake on a few occasions with the company of thousands of other people who had the same idea. Many who I'm sure had never walked the lake before showed great interest in the wildlife and were taking lots of photo's to fill their social media posts. With everyone working from and staying at home, there wouldn't have been much content to put on line.

It seems to have been a particularly good year for the swans breeding with many larger than normal hutches of cygnets parading around the lake. It occurred to me that with all the extra company they have had may have afforded a bit more protection from foxes than usual. It is also possible the El nina effect and a wetter spring than usual may also have helped.

Either way, it is so nice to be back at the lake to see the wildlife and witness the natural world again. 

Darryl Larcombe
Electra -31



Louie and all his canine friends may have inadvertently been protective hero's to the current hatchings at the lake.





Stephen Magner getting some good air



Changes to the racing rules

The devil is in the detail

A revised set of the Racing Rules of Sailing (RRS) becomes effective from 1 January 2021. This follows the usual practice of updating the rules every 3-4 years and the new rules will be effective from 2021 until 2024.

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There are a number of excellent resources for both sailors and race officials in relation to these new rules, and I've provided a number of links that should be of interest at the foot of this article. This article is only a brief overview of some of the key changes which may be of importance to sailors at Albert Park Lake. If you frequently sail on the Bay or at larger Regattas, please also ensure you refer to the various resources at the foot of this article for a more in-depth analysis of the new rules.

Starting and Finishing

A change to the definitions means that a race start and finish now occur when any part of the hull is over the line. Previously, the definition was 'hull, equipment and crew'. However, there has been no change to the overlap definition, so an overlap position is still determined by "the hull and equipment in normal position"

For sailors: this has particular importance when on the start line and when finishing. Bow sprits, Go-Pros, hiking crew members etc may now be over the start line prior to the starting signal, and it is only when any part of the hull crosses the line that the boat is regarded as starting. It also means that you only need to get your hull back over the start line if you are called back. Similarly on the finish line: bow-sprits, spinnakers etc may be over the finish line but you haven't finished until the first part of your hull crosses the line.

For Race Officials: this is an important change and is of particular importance for those watching the line for OCS starters, and for those marking off boats when finishing. It will be important to know what kinds of boats are in the fleet and what constitutes the 'hull' of these competing boats. For example, in the photo, one boat is over the line but the other isn't. Can you spot the difference?).



Sailing the Course

A definition of 'sailing the course' has been added, together with a new score, "NSC" for "Not Sailing the Course". The practical implication of this new definition and score is that the race committee is now permitted to disqualify a boat without protest or a hearing if they see that the proper course has not been sailed eg. a mark has been missed or a gate mark has been rounded from the wrong direction.

For sailors: if you are in any doubt as to whether you have sailed the proper course, check the race results as quickly as possible. You can still seek redress if you believe the race committee has scored you NSC incorrectly, but your request will need to be lodged within the required time limit.

For Race Officials: Race Officials should score a boat NCS if they see that the course has not been sailed correctly

Person Overboard

Rule 47 and 48 cover the situation when a crew member is overboard. Previously, the person needed to be back on board before the boat continued in the race. Now, the person overboard only needs to be back in contact with the boat, not actually on board.

For sailors and Race Officials: this may have particular relevance if there is a capsize close to the finish line.

Rule 14: Avoiding Contact

For Sailors: A right of way boat need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room or mark room. In mark rounding situations, you are only protected by this rule if you are sailing within the room to which you are entitled.

Additional Race Signals: Orange and Blue Flag

The orange flag has now been added to the race signals and means: The staff displaying this flag is one end of the starting line. The blue flag previously meant that the committee vessel is in position at the finishing line. The Blue Flag now means that “the staff displaying this flag is one end of the finishing line”. These flags should now be used in accordance with these definitions.



(no sound)

Orange flag.
The staff displaying this flag is one end of the starting line.



(no sound)

Blue flag.
The staff displaying this flag is one end of the finishing line.

Other changes:

- A new Exoneration Rule: rule 43, which consolidates parts of Rules 14(b), 21 and 64.2 into one rule.
- When hailing for room, there are now also some rules about hand signals or when a hail may not be heard. (Rule 20.4)
- Rule 18: Mark-room: minor changes
- Changes in relation to support vessels giving them obligations in the event of boats in distress or if a search and rescue operation is signalled.
- Changes to Rule 40 in relation to Personal Flotation Devices and when they need to be worn
- Hearings: can now protest and penalise support people as well as competitors and can also accept hearsay evidence, (although this can't be questioned or examined in the protest room). In practice, this means that a protest committee can take a wider range of evidence into account.

Resources:

For pdf versions of the rules and the Study Guide, go to <https://www.sailing.org/documents/racingrules>

Study Guide

Race Officials Committee New Rules Video Overview

https://www.youtube.com/watch?v=rY_PCJBsztk



Team Naismith carving up the water.



A word from the Commodore.

I want to wish all our members a Merry Christmas and a safe holiday.



The past year has been a very testing time for Melbourne and our members. Everyone has been affected in some way and now we are able to go sailing and race again it is like a weight has been lifted from us and we can experience freedom for the first time, and with this it is fantastic to see the club come back to life with members and friends returning and sailing.

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Recently Chris Pulham, Graeme Cox and Paul Taig went to Paynesville and with Ron Parkers help have brought Acrospire back to her home after having one more sail on the Gippsland lakes, she is looking great and all that time in a salty pen have not been detrimental to her.

Jen Jaeger and Jill Stow have taken delivery of their Jubilee 18, 'Pegasus' and she is now on a temporary mooring. It looks like they have a great yacht and I can hardly wait to have a race against them with Wattaworrie. This will have to be put on hold as Jill broke her foot after slipping on a gumnut and is now in a moon boot.

It is also great to have the galley open and see Pam and Jacky, even if Pam did make me use the hand sanitizer 3 times.

It's not that long ago we didn't dare dream we could have had an actual Christmas party at the club but things have improved and we were able to have an informal get together. Thanks so much to Norma for all her hard work organising with Anna from the

Boat Shed Cafe to create a wonderful evening that was enjoyed by all who were able to come along.

After Christmas I will be down at Rhyll for their Summer series, I hope to see some other members there as it is great sailing on Western Port and the locals are very welcoming.

I want to wish all our members a merry Christmas and a safe holiday, and thank you all for supporting APYC during this tough year 🚢

Good sailing

Grant Haggett
Commodore APYC



Great to see our Commodore actually get a chance to get on the water and by the look of that smile, he's enjoying it.



Norma Watt and Annette Marrinon worked wonders on turning everything into Christmas.



Pam, Grant and Norma hard at work as usual.



David and Jan Emery catch up with Mark Ashkanasy.



What we were all hoping for, an actual Christmas catch-up at the end of a long year.



Paul Taig makes some of our newest members from Melbourne Uni, Olga and Alessandro, feel welcome.

The moon and back

*What do space exploration and skiing Iceland have in common?
The answer is simple...*

I'VE LONG BEEN a big admirer of the Apollo moon missions and last year, 2019, was especially significant – being my 60th and 50 years since I was sitting on a wooden floor in the art room of primary school watching a scratchy black and white TV as Neil Armstrong walked down that ladder and stepped onto the moon.

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That anniversary left me with a strong desire to also take a giant leap, a step into the great

unknown. Clearly, I'd missed the space race, but I knew what to do. A few years ago I'd reconnected with an old skiing friend from Mt Buller – John Falkiner, a Swiss-based Australian mountain guide. John talked of his grand ski adventures from Lebanon to Japan, New Zealand to Greece, and then he snuck in Iceland. I didn't give it much of a thought at the time.

But the penny suddenly dropped: moon and spaceship; Iceland and boat. I needed John. I Skyped him at his Swiss home and not long after

About as far from Australia as you can travel on this good earth! On the edge of the North Sea, sailing into Ísafjörður a major fishing port in the Westfjords of Northwest Iceland. Home of the yacht Aurora Arktika and our supply centre for our adventure of a lifetime, Skiing and Sailing in Iceland.





Mark Ashkanasy skiing the slopes of the Hornstrandir Nature Reserve, rising to a lofty 700m above sea level on a cool sunny day with temperatures around -14C. Whilst that's not high as far as mountains go, with no ski lifts or helicopters, you have to hike to the peaks with special touring skis and a day's provisions, I can tell you it's plenty high enough. It's called "earning your turns"!

we hung up, he had the boat booked. All I had to do was organise a group of eight friends to fill it.

Oh, and I needed some touring gear. The group came together easily, my fitness came up to spec with a bit of a struggle and for touring gear I cornered a pair of K2 Wayback 88 skis with the ultra-light Marker Kingpin bindings.

All of a sudden, in the northern spring, there we all were at Isafjordur, a small fishing port in Iceland, on the dock to climb aboard the Aurora Arktika, a 20 metre steel-hulled, winterized, ocean-going sailing ketch that was to be our ski lodge for the next week.

It did indeed have all the comforts of a chalet: accommodation for 14, hydronic heating in all rooms, bunk style cabins for two or four and a commercial kitchen. We even had a drying room (even if it doubled as the engine room).

Breakfast and lunch were self-serve, but dinner was prepared by the ship's owner and skipper,

Siggy Jonsson; mostly baked fish or lamb in varying guises. On our second day at sea we lucked out and caught some cod – we added some mussels from the shore that the first mate, Annukka, collected and they cooked up a storm.

Sailing from Isafjordur across the passage of the North Atlantic to the Westfjordlands took about three hours. Here the finger-like slopes and ridges reached out into the ocean with flat hill tops rising to about 650 metres, these would be our quest.

Transport to and from the ship was via a three meter Zodiac; in two loads we'd all be ashore. It was an odd feeling to walk over seaweed and mussels on a volcanic shoreline, in ski boots, to reach the snow and then skin up the mountain.

We'd usually take around three and half hours of steady skinning to reach the top. The final 100 metres of vertical was often the toughest as we'd need to boot-pack the steeper icy sections.

As we climbed, the Arktika would sail around to



A sunset ski run to the waiting Zodiac on the shoreline and our lift back to the Aurora Arktika. We tried not to disturb the local seals basking on the rocks. Back on deck and ready for dinner with the Captains roast Cod washed down with the local Icelandic Beer. A perfect day, a perfect adventure :)

the other side of the fjord to meet us after our ski to the shoreline. We'd then be back in the Zodiac for a well earned beverage (nothing wrong with the local Viking beer), a rest and dinner.

Our second evening in Westfjordland also welcomed a clear sky and, at around -7°C it was perfect Northern Lights weather; sure enough, around 11pm the light show started and we were all on deck in awe. Sailing the Arktika takes some effort, with the old style sails, ropes and wooden blocks needing a few hands, but under the direction of first mate Annukka, we had her cutting through the Icelandic waters at about seven knots in a 14 knot wind; a wonderful surge of power.

This is how it must have felt for those early explorers, even the moon mission.

Want to know more? Go to johnfalkiner.com and aurora-arktika.com 

Mark Ashkanasy
Sabre: Splash 1776



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At Tudor Insurance Australia we can arrange cover on your craft against accidental loss or damage including liability to third parties whilst navigating within Australian waters under the national facility that has been arranged.

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Appointed Brokers to the
ALBERT PARK YACHT CLUB

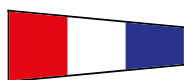
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tudorinsurance.com.au





Sabre Class Captain Report

Not much to report.



There can be few things more likely to cause your eyes to glaze over and your mind to go blank than sitting in front of a keyboard to write a sailing report when you have not been sailing.


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Even on the few days when those fortunate enough to live near the lake were allowed to venture onto the water, I was kept at bay by the 'ring of steel' and could only dream of joining the fray. But now we are back, and the penultimate day of the year's sailing calendar was a joy, with ideal conditions on the water and a great gathering in the evening enabling rekindled conversations with old friends.

Let's hope the situation here in Victoria remains such that we can resume sailing again after the Christmas break, and that there will be a full racing calendar to report on for the next 'On the Lake'

All of this is my excuse to reflect on what sailing can mean to us, but how dangerous a bug it can be. My introduction to sailing came late, with gift vouchers from my wife for myself and Ben,

our son, for lessons with Buster Hooper on the lake. On completing the course we took out a family membership here at APYC but Ben, being at university and with other things to do, did not continue sailing.

Except for one venture onto the lake in my Sabre on a day with a gusty northerly, an experience he chose not to repeat, and a few days on Western Port with friends, the bug lay dormant within him. But a decade and a half later, finding himself living close to the broad expanse of the Columbia River in the beautiful State of Oregon, USA Ben succumbed to the inevitable and purchased his own boat, something more in line with American sensibilities, a C&C 99. As he said in the note attached to the photo below "To ski or to sail - the eternal conundrum". What can you say. A joyful Christmas to all, and looking forward to a happy New Year. 



David Emery
Black Heart – 2083



Photo by Rich Ackerman.

America's Cup update



The defender and all three challengers are all now in Auckland and sailing their second boats which will be the ones used in the actual racing.

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Due to Covid, the planned previous racing events were cancelled, so we are yet to see any competitive matches.

For most of the teams, the new hulls are very different from their first version, but the Italian challenger looks quite similar to their original shape. All hulls now have some sort of bustle or skeg, and have discarded the flat bottomed designs.

We will be able to watch the races live – either on the Internet, or possibly on a free TV platform as

the organisers are making the coverage available at no cost to get maximum coverage for the event.

The racing will be spectacular, and in the right conditions, the boats will easily exceed 50 knots, while in the lower wind ranges, they will foil in about 6 knots of breeze, and will travel at 3 to 4 times the wind speed.

In early trials so far, New Zealand are showing impressive boat speed, but until serious racing starts teams will not be showing, or even have reached, their full potential.

The AC75s are extremely difficult to sail, and any mistakes can easily cost a race, but sail choices and match racing tactics can still be deciding



factors, not forgetting that these machines are very new and are pushing the limits of performance, so gear or structural failures could also have an impact.

One interesting difference in the trials so far is that the Italian team are not having any crew change sides during tacks, so they are using two helmsmen.

Defender:

Emirates Team New Zealand (NZL)

Boat Name: Te Rehutai

Helm: Peter Burling

Challengers:

Luna Rossa (ITA) - Challenger of Record

Boat Name: Luna Rossa

Helms: James Spithill, Francesco Bruni

American Magic (USA)

Boat Name: Patriot

Helm: Dean Barker

INEOS Team UK (GBR)

Boat Name: Britannia

Helm: Ben Ainslie

Key Dates:


17-20 Dec, 2020: America's Cup Christmas Race

15 Jan to 22nd Feb 2021: The PRADA Cup

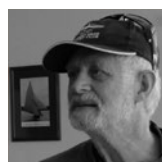
Challenger Selection Series

6-21 March 2021: The America's Cup Match



For more information: americascup.com 

Brian Taylor
Blue Bear - 2656



J

Flying against the wind

Picking up Pegasus, by Jennifer Jaeger



Back in late 2019 I was checking out a Jubilee 18 at Hastings, with Chris Pulham and Paul Taig. A boat that was decidedly disappointing as I suspect it was not far off sinking, the mast made of wood was held together with fiberglass! Over lunch, Paul and Chris, said “don’t worry Jen, we’ll find you a good Jubilee”. But what would be the point of having another Jubilee on the lake?

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By this time Jill and I were talking about how it would be nice to form a group of APYC women to co-own a boat, with a view to using it as a training and fun sailing boat to encourage more women to join APYC. Jill was interested from the start and

we agreed to go halves as co-owners, if we found anything worthwhile. This was the rough plan.

In February Chris P. told me about a boat in Sydney which was on the Jubilee Association website. I phoned the owner to learn he owned several boats and was selling them all to buy a bigger boat. The Jubilee was located on a open mooring at Church Point opposite the Newport Arms Hotel on Pittwater, my old stamping ground. The owner was selling the boat at a very fair price, but would only sell it to somebody who had a plan for her. When I told him about my Pittwater connection and about “Whataworrie” already being sailed at Albert Park Lake, and also being raced at Ballarat etc, he was

thrilled. He also liked the idea of a women's boat that would race, and encourage new people to take up sailing. He sent a couple of very nice photos and we bought her sight unseen!

This is something you should never do when buying anything, especially a boat!

The night before we went to pick up Pegasus, I put a deposit on her. By this time other people were showing keen interest. I didn't sleep most of the night because I was worried that she would be sold to a higher offer.

On 29th June, I left Melbourne in my trusty Land Rover for Mittagong, where I was planning to meet my traveling companions, Chris and Pam Pulham and Paul Taig. Jill was most disappointed that she couldn't get leave from work to come as Covid was playing havoc with hospital staffing and workloads. At the time we were between lockdowns and we knew our time was limited. We made a run



to Sydney, sticking to strict distancing and Covid measures, taking most of our own food and pretty much keeping to ourselves. It was the pre-mask wearing, elbow bump greeting time of the second lockdown and people in NSW didn't seem to have much idea about Covid as they kept trying to shake our hands! We stayed for two nights in Mittagong at an excellent caravan park and Paul was really happy to be able to visit his favourite model railway shop, which is why I think he came along actually. Pam cooked some great meals and it became a really nice interlude in what has been a very sad and anxious year.

Day 2 of our trip, we all piled into the Prado. Chris and Pam had towed up "Whataworrie's" trailer for the return trip. After a two hour drive, we pulled into Church Point, it was a typical sunny Sydney day, and there she was being towed across from her mooring at Elvina Bay to our meeting spot at the boat ramp. Yes, "Pegasus" was just like in the photos, a very pretty picture indeed. I breathed a big sigh of relief and sent off texts to Jill back home, "yes she's wonderful, phew"! I confess I had been worried how old those photos were!



As she came up to the jetty, I jumped aboard and hugged the mast in glee, she felt light and very well looked after. The boat came with a good set of sails and an older set, two spinnakers, tiller and all white plastic bumpers along the side. I was to say at the least, pretty happy. We hopped into the owner's run-about to go back up to Elvina Bay Yacht Club, to pick up the sails and other fittings from his car. It was just lovely to be on Pittwater again, but also a surreal feeling as I have never been there for just 2 hours, usually for weeks at a time.

Chris and Paul worked hard to get "Pegasus" on the trailer, get the mast down and tie her on properly for the trip home. I immediately had a bad case of PBO (poor bloody owner) as our new pride and joy danced along behind us in the heavy and, as usual, crazy Sydney traffic. We all had a bit of a fright going up Mona Vale Road towards one of the large

roundabouts. A very large B Double roared past us, cut off the car in front forcing it to brake hard and then pushed on through the roundabout. Chris braked fast and our hearts were in our mouths as it was a very near thing. Fortunately, "Pegasus" didn't seem concerned and still sat serenely on the trailer.

The next day we headed off back to Melbourne, a one day run. Paul came with me in the Landy and as we spent another two hours in the Mittagong Model Rail shop there was some 100 kilometres between the Prado and Landy when we eventually got going. Paul and I shared the driving, I drove the first section to Holbrook and then Paul taking us into Melbourne.

For most of the first 5 hours, Paul talked about model rail-roads, a subject I must say I'm now a bit of an expert on!


Back at the club, Pegasus sat in the yard and the following Saturday, Jill and I wetted her bow with some Moet, and shared a glass with our co-conspirators and Norma, who appeared magically from nowhere when the champers was opened! I will let my co-Captain, Jill to finish this story; but I really want to thank Chris and Pam Pulham and Paul Taig for a wonderful trip, which was just so much fun and for making it possible to get Pegasus to APYC, safely and happily. It was a great example of what makes our club so wonderful, true Club spirit. 🚩

Jill's Story continues the tale...

Late one evening in June I received a phone call from a very exited Jennifer, "I have found us a boat to buy Jill" came as a bit of a bolt out of the blue. It had been almost a year since she had first broached the idea of buying a boat and the plan had slipped my mind. The emailed photo showed a stylish, well-kept Jubilee gracing her Pittwater mooring. Could this really become our boat? The price seemed far too reasonable, almost too good to be true. Put a deposit on her Jennifer and quickly! Jennifer went up as you know to pick her up and kept me

updated with pictures and texts and it was a great relief when she messaged to confirm the deal. So disappointing not to be able to join the road trip, but seeing “Pegasus” in the APYC yard was a great moral boost at a high-pressured time. My sincere thanks go to Jennifer, Chris, Pam and Paul for making the long drive up and with such a short turnaround transporting Pegasus safely to APYC.

Little did we know when we toasted so happily on the 5th of July that the new lockdown would delay getting her into the water until November.

Close inspection revealed a list of fixes and Jennifer got started by taking the floor boards home to paint. The to-do list grew longer, buy a decent bilge pump, get a cover made. A special thanks to John Dixon who took on the job of repairing the split in the rudder. As restrictions eased and with Darryl L's help, we started sanding and varnishing the timbers and they have come up a treat. Launching Pegasus onto her temporary mooring was another morale booster. Raising the mast with many helpers last weekend, our dream of second Jubilee on the Lake is now a reality. Now to learn how to sail her! 



Galley Roster

*Please ring Jackie on 0419187140 if you would like to help with galley.
Thank you to all who have managed to offer support.*

Date	Helpers	Event
19 Dec	Rhonda, Pam	
Date	2021! Hooray!!	
9 Jan	Rhonda, Pam	
16 Jan	Carol, Pam	
23 Jan	Jackie or Gillian, Pam	

Date	Helpers	Event
30 Jan	Rhonda, Pam	
6 Feb	Pauline, Pam	
13 Feb	Carol, Pam	
20 Feb	Gillian or Jackie, Pam	
27 Feb	Jackie, Pam	





Jon Pulham looking very relaxed in his Moth







Team Woods show some 'Pacheetah Magic' on the water



Around the club.

Things are getting back to normal around the club but masks are still fashion item.



Using the start boat was not possible, so starts off the jetty was a great plan B.



Masks on everyone but still so good to be able to be back at the club.