



On The Lake

December 2016

Registered by Australia Post Publication No PP325075-00006

APYC Christmas Party
Saturday 10th December, 6:30 p.m.

Newsletter of the
Albert Park Yacht Club



APYC hosts inaugural Citysail Regatta for Women and Girls 10 – 11 September 2016 Photo by Mark Ashkanasy

Email:
info@apyc.com.au

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

Address:
5 Aquatic Drive
South Melbourne

Inside this issue	Which page?
Committee & Club Contacts	2
Commodore's Comment	3
Opening Day 2016 Photos	4
Solo Report	4
Impulse Report	5
Sabre Report	5
Mudeford Week Regatta	6-7
International Contender Europeans 2016	8-9
Albert Park Master Plan	10-11
APYC Appeal	11
APYC Christmas Party	12
APYC Opening Day 2016 Photos	12-13
Sail Country 2016	14
Sailing Duty of Care	15
Galley	16
Duty Roster and Calendar	16-17

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

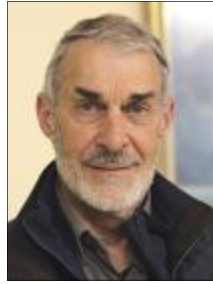
APYC Committee



Commodore
Paul Taig
0402 543 095



Vice Commodore
Grant Haggett
0422 191 347



Rear Commodore
Peter Whitaker
0418 528 994



Committee Secretary
Richard Darby
0409 477 618



Communications Secretary
Norma Watt
0414289485



Membership
Rob Allen
9214-8587(bus)
8685 8114 (AH)



Race Secretary
Brian Jones
0404 064 220



Committee
Liza Taylor
0400 038 443



Committee
Ray Richards
0412 518 479



Club Captain
Graeme Cox
0417 426 762

Club Contacts

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



Social Officer
Anne Wells
0428 856 274

From On The Lake Editors



We have a bumper issue with many interesting articles from club members about their sailing both on the lake and further afield. We would have liked to showcase the many fabulous photographs taken by Mark Ashkanasy of the inaugural City Sail Regatta, as it was one of the highlights of the APYC season. We urge you to check out the photos that are on the APYC website which clearly show the enjoyment had by all the participants. Norma Watt did an extraordinary job of leading the organisation of this event in a very short timeframe and well deserves, with Mark Ashkanasy, the Club Spirit Award. We hope to include an interview with Norma about the Regatta in our next edition of OTL. See you on the lake
Chris and Liza



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

Commodore's Comment by Paul Taig

I can't believe it, Christmas isn't that far away and yet we have our Christmas present already, 4 Open Bics that Chris Pulham and I picked up from OTB Marine. So lookout we will soon see them racing alongside us on the lake.

On Melbourne Cup day we had a small gathering of members at the club to watch the Racing Carnival on the big flat screen TV. We had Melbourne Cup sweeps and a raffle with plenty to eat thanks to Jenny Jaeger and her assistants.

On the 29th October Ballarat Yacht Club Opening Day we had a number of APYC members attend. The BYC now has a new members room called The Commodore's Room that divides the restaurant guests from the Yacht Club Members. The weather for the day turned out to be sunny with a 5 to 10 knot breeze depending on which side of the rumblines you had taken. Winner of the APYC Visitors Trophy was Danny Marrinon in his Impulse Whykickamooow.

On the 8th of October we had our 145th Opening of the season for 2016/17. The weather on the day was sunny and warm and a nice sailing breeze as well thanks to the blessing of the fleet by Rufus Black. This year the **Club Spirit Award** was given to two club members:

- **Norma Watt**, in appreciation of the excellent work she has done with the running and organising of the City Sail Regatta for women & girls in sailing, this was achieved in a 6 week time frame on top of Norma's committee duties as Communications Secretary & Functions Manager.
- **Mark Ashkanasy** in appreciation of his dedication to the club's appearance with the designing and organising of the murals, banner flags, signs, award certificates and for his role as grass curator, all done in addition to his duty as Club Web design Manager.

A **Distinguished Service Award** was awarded to **Jonathan Pulham** in appreciation of 16 dedicated continuous years on the General Committee. Jonathan's extraordinary service has included 3 year terms as Commodore, Vice Commodore & Rear Commodore.

Congratulations must go to our **Club Champions for the 2015 – 2016 Sailing Season**, who were presented with their trophies by Cherry Birch, President of Yachting Victoria Board.

Impulse	Jonathan Pulham "Hot Chili"
Laser	James Stewart "Harvey"
Solo	Brian Jones "Han"
Sabre	Mark Ashkanasy "Imbi"
Pacer	Jonathan Pulham "Yaera"
Moth	Jonathan Pulham "Misty"

The **best dressed boat** was awarded to **Jenny Jaeger** with her Fiji theme well done Jenny that's two in a row and congratulations to our winners of the **Ladies Bracelet Race**.

Pacer - John Pulham, Lisa Taig
Sabre- GerdBeier
Impulse- Peter Whitaker
Solo- Ray Wines
Aero- Rufus Black
Moth- John Dixon
Opti- Luca Lowndes

This is the last Commodore's Comment for the year and I would like to take this opportunity to wish everyone a happy Christmas and a prosperous New Year. Drive safely and good luck with your National Class Titles you may be attending.

Enjoy Your Sailing.
Paul Taig.



APYC Opening Day by Mark Ashkanasy



Solo Report by Ray Wines

Well the last few weeks of the Summer series for the Solo sailors has been a frustrating one, spent looking to the skies and wondering when the strong winds will stop blowing so that we can finally get back on the water ! and not resort to another coffee afternoon.

We are endeavouring to conduct the Victorian Solo State Championships over the Summer months (falling on the Championship race days), already our first race has been postponed until early 2017 due to the strong winds. Oh well we can only hope for more favourable conditions from the wind gods.

Great to see plenty of water running into the lake at this time of the year with the lake full for many weeks according to the "Brian Jones's white stick with markings" (patent pending), only problem is the excessive weed we have been putting up with hanging on to our centre boards and rudders. Should be a challenge come February.

As mentioned previously we have a few Solos collecting dust on the racks so if you know of anyone looking to sail a fun vessel just contact me. Reasonable prices.

Great to see the investment in a new large screen wall TV which should make great viewing of some of our on water racing in coming months.

I have been given two large boxes of historical Solo reports going back quite some years, makes for an interesting read plus some photos of UK and European regattas. I will find time to review it all and report on anything of interest next edition.

Unfortunately I don't have anything else to report on for this edition, hope to see you all at the Christmas party in December.

Good sailing.

Ray Wines

Solo 2678



Impulse Report by Danny Marrinon

Where are the Impulse sailors hiding? The lake is full of water the wind is in but we had more Solos rigged and ready to go out the other Saturday. Oh my shame of it all. Your class captain went out to play with No Pig, No Mocha, No Le Boat just Slammed by the Solos. Feeling guilty? Didn't think so. To put the record straight not one of those Solo's went out. They missed out because a Solo up on the plane is a hoot. But our class is working to rectified this. Graham Cox's new boat has finally been started and should be ready before Christmas. Graham made the one big mistake when he ordered his new boat by telling the boat builder "no rush I am in no hurry" I think that was in February. Jono Pulham bettered the story with a boat builder who has the same instructions for a Sabre repair that is yet to be done from three years ago. Moral of the story boat builders we always prefer to go sailing than work. Or is that just most people involved in our sport? Our current Laser club champion James Stuart is considering coming across to the 4.0M Sports Dinghy Class. We have one other club member very close to joining our class but I have a confidently agreement in place with them. All I can say is, if they had won the Bracelet race on Opening Day the problem could have been appeased. So when all this comes together that shameful day should not be repeated.

Now into summer series and we have had some fantastic breezes on the lake. I don't think I can remember having week on week of heavy weather. Having a Saturday in October postponed due to a heavy breeze is very un common at the lake but when the following Saturday was looking to be the same it had me looking for the history books. Anyway we sailed that week and the rescue boats got some much needed refresher training in. Those who did go out came back with big smiles and longer arms. Remember our class has the option of the 6.6 sail. The whole idea of this sail is to get your boat out on the water. It may not match with our sailing instructions but worry about that in the protest room.

With Christmas fast approaching there is a number of Impulse sailors heading to Teralba Amateur Sailing Club on the northern end of Lake Macquarie for the 33rd National Championships Entries closed on Wednesday 30th of November or if you pay the \$50 late fee you have up until 1100 hrs. on the 28th December. There should be a good size fleet and maybe if we get a good representation from Victoria it could go over fifty? Those who can't make it keep the March Labour Day weekend free for the state titles. At this stage Mc Crae is almost locked in. Mc Crae is a great place to sail with a nice beach to launch from and there is Arthurs Seat as a back drop to make the wind a little more interesting. Please check the web site for more details or ask me when you are down the club.

To all our members and friends at APYC the Impulse class wishes you a happy and safe Christmas.

See You In the Lake
Danny Marrinon
Whykickamowcow 626



Sabre Report by David Emery

With the water level in the lake higher than it has been for a long time, it should have been a wonderful time to be on the water for the past couple of months, but the wind has not been kind to us. As each Saturday has drawn nearer the forecasts have looked worse, and those forecasts have proven conservative. The result has been very low numbers of all classes, sabres included, actually hitting the start line with many sailors deciding discretion is indeed the better part of valour. It is to be hoped that as the weather warms the winds might settle, and we will see the fleet grow again.

Meanwhile, there is a very busy schedule of Sabre events happening around the Bay over summer. First up is a two day event at Black Rock over the weekend of 26 - 27th November. "Go for Gold" is open to a wide range of classes, but there is already a strong fleet of Sabres registered for the event. Details are on the Black Rock website. Sabres are also an invited class to take part in the ISAF Sailing World Cup at St Kilda on 9-11th December. Details for this event are on the Sabre Association website. Black Rock is also hosting the Australian National Sabre Championships from 28th December to 3rd January, and the State Championships will be at Somers on 18 - 19th February, so there is no shortage of events to participate in, or simply attend to watch how the events are run and pick up what information is being passed around. With up to one hundred Sabres having been on the street line at these events in the past, it can be quite a spectacle.

Mudford Week Regatta 1 – 7 August 2016 by **Richard Batten**

One of my favourite sailing events has been the summer regatta at my old sailing club, Mudford Sailing Club, in Dorset, in the UK, which unfortunately I have struggled to participate in recent years when I lived there due to work commitments. So when I knew we would be in Europe during August I made sure it was on the itinerary! Since I first took part in Mudford Week in 1988, when I was 14 years old the focus has gradually shifted from the “serious” racing to include more family fun and social activities both on and off the water. It is a popular event for members, nearby clubs and some visiting sailors make it their summer holiday every year.

The club house is a converted a 15 metre long Dutch Barge, berthed on the shore of Fishermans Bank, and all the racing takes place in Christchurch Harbour, on the south coast of England. It is similar to Albert Park Lake in that you can easily stand up (in most places), there are shallows to avoid, and the wind can be shifty and variable in strength which all adds to the tactics. It's a small estuarine harbour with two rivers flowing into it, so this also means there are some changing currents to take into account as well (especially with the double high tide created by the westerly flowing ebb tide from the Solent), plus all the other boats using the harbour. The harbour has been host to Neolithic and Iron Age settlements, Saxon and Roman ports, and more recently, the 1784 Battle of Mudford between the smugglers and Customs & Excise.

My sister's family were also taking part and our goal was to make sure all the children took part in the sailing as much as possible. I chose to dig up my sister's old plywood Jack Holt designed Mirror Miracle (a bit smaller than a Pacer) from my parent's garden to help carry my weight and two crew. Alternating between my boy's crew; Jamie and my nephew Max, and my girl's crew; Charli and my niece Amy. This gave the kids more opportunity to do the more important things such as explore the creek, eat even more cake from the galley and lots of jumping in, swimming, somersaults etc (to keep their parents on their toes) off the pontoon. At least they were wearing their full wetsuits, though my second crew of each day did still try and make excuses about being too cold, though I was more concerned about carrying the extra weight of their waterlogged wetsuits.

The main racing consisted of the Monday to Friday Week Series of 8 races, split into separate starts based on the more serious three lap Fast Handicap fleet, the 2 lap Handicap fleet for the less competitive and older Junior's and a Junior fleet. Racing, usually about 40 minutes a race, was around the club's permanent marks set in the harbour, with some larger inflatable marks attached for those not familiar. This made for some interesting course shapes (the slalom one on a windy day was a favourite) and always included a gybe just off the sailing club jetty. Although all the starts were to windward out in the harbour the finishes were always at the sailing club jetty, so usually downwind. There was plenty of action for spectators. Suz kept herself busy as assistant to the race officer, Mike Roach.

There was a total 68 boats taking part over the week including Lasers (full, Radial, 4.7, 2000, Vago and Pico), RS boats (Aero 7, Feva and Tera), Comets (singlehander, Duo and Trio), Byte CII, Topper, Topaz, Solo, International Cadet, Wanderer, Optimist, Torch, Scow, Hartley 12.2 and Norfolk Urchin. Competitors consisted of multiple National Champions and even an Olympic Trialist runner up to those competing for the first time and their ages ranged from 6 to 86 (my dad) .

The week was characterised by plenty of wind most of the time and luckily plenty of sunshine too. Unfortunately this meant a rudder blade (plywood) breakage on the reach of the second race on the second day. Although the boat had been regularly used by parents up until a couple of years ago we concluded the rudder was probably the original with the boat, so at least forty years old, and not glass sheathed.

I decided to forgo my results in the Miracle and switch boats immediately to avoid missing any sailing, and I didn't want my crew to have miss out too. Although with all the wind and falling out of the boat, they might have been hoping for a day off? As luck would have it one of the club's boats, a new Hartley 12.2 (similar to an RS Feva, except that it has a pivoting centreboard) was available. I must admit I haven't sailed a Feva or anything similar before, but I certainly found the Hartley 12.2 to be a very responsive, well balanced and well thought out design and layout.

The “much more important” racing and events followed on from the Week Series races each day. Monday was race one of the relay race, a downwind start from the clubhouse with one person helming for the first lap, and after four laps of the short sausage course, and four sailors on board head for the finish. Most teams chose a Laser, I helmed my brother in laws Comet Trio, whilst my very tall and strong brother in law deposited children from his shoulders on to the boat each time I went past, before climbing in himself for the last lap. It's traditional to then all jump or dive in as you cross the finish line....except for the helm!

Tuesday's second relay race was cancelled due to the strong winds. Wednesday's fun activity was a water and land based treasure hunt. By now the evening events accomplished were a BBQ at the cricket pavilion, a bike ride followed by fish and chips and a sand sculpture competition. On Thursday after the Week Series serious racing it was time for the "World Award Winning Chocolates by Miss Witt" Ladies Race, in this modern world of equality the men are now legally allowed to take part in the race too, named the Fursty Ferret race (sponsored by local Ringwood Brewery) but only if they wear fancy dress, and there are very, very strict rules about not interfering with the Ladies race. Thursday evening, was for many the pinnacle and most hotly contested event of the week.....The Crabbing Competition..... at Mudeford Quay. Very strict rules for this, there may have been no umpires on the water for racing, but the policing of this event was taken very seriously. A strict time limit and only two crabbing lines or nets allowed. We didn't win the most crabs, but luckily we caught the largest crab so won that prize. This was followed by a meal at one of the other clubs in the harbour, Highcliffe Sailing Club.

After the last series race on Friday it was the two crew / off spring race. Single handers are sailed two up, and whether it's a single hander or double hander the helm has to be a child / least experienced / not the usual helm for this boat etc. Charli helmed the Hartley 12.2 with me crewing, she sailed very well, her older cousin Tom helmed the faster Comet Trio to pip her to fifth place by just two seconds on handicap.

The last race on Friday was the Pursuit Race, the starting times are based on the personal performances of the sailors during the week, rather than the actual handicap of the class of boat to give everyone a fair go, and especially encourage those that would not usually feature high up in the results, I'm pleased to say my sister and my dad sailing the Norfolk Urchin finished in third place.

Friday evenings social event was the prize giving, at a local village hall, this year everybody got a beanie hat, the aim being to post to the sailing club Facebook page a photo of you wearing your beanie in far flung and unexpected places "#Where has your beanie been?!"

But Mudeford Week was not over yet, it's a full seven days of sailing, lucky the races are quite short. After five days there was still the Weekend Series to go, of two races a day, with Fast Handicap and Slow Handicap fleets.

Saturday though consisted of three races for the Comet Open Meeting (for Comet Duo's and Trios as well as the original Comet singlehander) and two for the rest of us. By now the children were a bit tired by the busy sailing and the social schedule. The fleet was a bit depleted too, after five hard days sailing. I'd very kindly been offered a loan of a Laser 1 from William Lack, so I took this opportunity up to get back in a Laser and had two days of exhilarating racing and exercise in the breezy conditions. I'm a bit on the large size for a Laser so this helped me to get third overall in the Fast Handicap.

If you ever find yourself in the area (it's between Bournemouth and Southampton, on the outskirts of the New Forest) please do call in, Mudeford Sailing Club is a very small but very friendly club, and the Harbour and surrounding area are beautiful with plenty of history.

Mention my name, as my parents are still very involved and if you think you might fancy a sail let me know in advance, and I'll pass it on so it can be arranged.



International Contender Europeans 3rd to 9th September 2016 at Highcliffe Sailing Club, Christchurch Bay

by Richard Batten

When my good mate Simon Mussell heard I was going to be in the UK at the same time as the Europeans the first thing he said to me was "I'll organise a boat for you". I was getting pretty excited as it had been a couple of years since my last big contender event, and I was feeling very grateful at the opportunity to take part in such an event right on my doorstep.

As it happened I was very kindly lent a boat by Crazy John McLean of Queensland (he keeps a boat in the UK and couldn't take part) with the added bonus it was delivered and collected by Chris Boshier.

Simon insisted I use his 2015 World Championship winning sail and mast, so I had no excuses not to do well! When the boom with the boat didn't fit his gooseneck, another sailor Nick Noble lent me his spare boom. Like many fleets there is some really good camaraderie.....and the very occasional "character". There were sailors representing Germany, Italy, Denmark, The Netherlands, France, Switzerland and of course.....Australia. There were also a few jokes about whether the British (the largest fleet) would be allowed to take part in the Europeans again.

My borrowed boat and equipment all measured perfectly first time. All of the 72 hulls and foil shapes measured, but there were a few that had to add lead to their foils and in particular lead to bring their mast tips up to weight. The racing area was a couple of miles east of the launching area off the beach, along the coast, in Christchurch Bay. I was previously a member of Highcliffe Sailing Club so I have enjoyed the Bay many times. It is a great place to sail and yachts often choose to venture out of the Solent to race here, a bit further offshore, such as during the Admirals Cup and for events such as the Etchells World Championships.

After a considerable amount of tweaking, fiddling, rig tension checking and adjusting, like a lot of competitors I was ready for the practice race. Two general recalls and we were away. Unfortunately I was one of five boats OCS! Both races of Day one were sailed in marginal trapezing conditions, after the westerly wind dropped, and top of the leader board with a 1,2 was the Italian boat builder Luca Bonezzi. He is the son of Vito Bonezzi, who has built the most World championship winning boats, beautiful cold moulded epoxy veneer foam sandwich. His dad has now retired from boat building, he actually used to work a full time job at the same time as building many Bonezzis! Luca is now building epoxy GRP contenders and Mark Bulka from McCrae YC has now won a World Championship in both a Vito veneer and a Luca GRP boat. Six of Luca's boats have recently been shipped to Victoria in the build-up to the 2018 Worlds at McCrae. And multiple world champion Andrea Bonezzi, Luca's brother, is now involved in developing and building Contenders in Victoria.

At least one sailor in race one, 'going at it like a sewing machine' (according to the Yachts and Yachting report) was penalised for pumping by the on the water jury. He probably wasn't the only one pumping but the jury boats were being lenient as it was hard for them to interpret what was legally allowed as there were smaller waves on top of the swell. Whilst this sailor may have struggled with the pumping rules, I can personally vouch that he is very generous at lending out booms to people he sees once in a blue moon.

In the light conditions and with the effect of the tide there was some rafting at the leeward marks. In the first race I was very pleased to be on the inside at the bottom mark, in the 20's. Unfortunately I was a little too quick rounding on to the windward leg relative to the boat ahead of me and hit his transom. I immediately bore off to leeward of the pack, apologising, and did my 720 which unfortunately cost me about twenty places. However this was one sailor more preferable not to collide with. He got one of the special prizes at that evening's daily prize-giving for his very loud shouting...etc... which continued a bit further up the beat.

Day 2 brought lighter winds. After two more races one of the regatta organisers, Gary Langdown, was now leading overall. The race officer (previously the UK Contender builder) and his team had done (and continued to do) an excellent job of getting the races away, altering and shortening the course to get all the races in. Some had already felt the weight of the black flag.

Luckily for me it was only in the practice race. Since the fleet was frequently "very keen" to be on, or a bit over the line, throughout the week, I felt flag U was used to good effect, and reduced the use of the black flag to get the races away. I wasn't familiar with it.... or maybe I haven't done enough big events in recent years to remember! Flag U works like a black flag, but if a general recall is called, and you were over you can still take part in the subsequent restart.

After 4 races I was 38th overall with 45,25,50,39. My original goal was the top half. Traditionally light winds aren't my strong point.



On Day 3 after a slight delay we ventured out, but unfortunately the wind dropped below the minimum wind rule before the leading boats had even reached the wing mark. The forecasted promised good breeze for the week had still not materialised. But at least it was a beautiful warm sunny day, well warm for the UK, but not as warm as the 30 plus degrees heat wave that had been forecast. A good opportunity to catch the evening tide in the harbour, in a Topper, with my son Jamie.

Day 4, now the wind had arrived, and the thermal effects increased this to 20 to 25 knots. And a nice big building swell. A few sailors decided to sit it out. I sailed a good race....until the run....my first capsize I managed not to lose any places....then a second capsize just before the leeward mark....shortened course..... finish line in sight....was followed by another.....turning turtle....you get the picture...after what seemed like an ageand five capsizes, drifting down past the leeward mark I had to beat back upwind to cross the reaching finish line to get a 32nd. I always like to think of the Contender as quite a forgiving boat to sail....except for when you capsize in a big swell....and the centreboard on my boat was very slippery. Maybe strong winds aren't my strong point either. For the second race in the tough conditions I was looking forward to finishing at the end of the run. However the race officer let us sail the full course. Luckily for me I think I had already done all my capsizing in the first race. In light of the conditions the race officer decided not to try and catch up on the previous days' races as there were a few casualties in the first race. But these were quite minor considering the conditions, a few small gear failures, and one mast breakage. He was a young German sailor and his insurance didn't cover his carbon mast, so another German Jan Von Der Bank organised a collection at the class dinner.

Another sailor had become separated from his boat half way up the beat. When he realised he couldn't swim to his boat, whilst the support RIBs were combing the area he was hitching a ride in with an off duty lifeguard who took him to shore on his kiteboard! I know Mol (Alan Mollat) enjoyed telling the story when he got back from along the beach at the free beer after racing. It was also reassuring sailing in, that despite being completely knackered, to know that when we returned to shore the sailing club had put on an excellent army of helpers to (launch and) recover our boats every day.

After Day four, the discard had kicked in, but I had only moved up two places overall. More interesting was the leader board, with the change in conditions. Jesper Neilson, Denmark, was now leading on 32 pts, Jan Von Der Bank was on 33, and Gary Langdown was on 34.

All three races were started under black flag on the final day, to ensure fitting them all in, and the wind averaged about 15 knots, giving good opportunities for all to take advantage of the permitted pumping rule which comes into effect at an average of 10 knots. The three races allowed for a second discard to kick in now nine races had been completed.

Simon Mussell, scoring three bullets following on from his two wins the previous day, from an inconsistent start to leapfrog from 26th overall after four races, was the new European Champion as well as being the joint organiser of the event.

Not adverse to continuing to make at least one big mistake (it always seemed to be at the start or on the first beat!?) of every race I was very pleased with some more results in the teens to climb to 26th overall. More importantly I had really enjoyed all my time at the event both on and off the water.

I could not have written this report without being able to refer to the excellent daily reports and results posted on the Yachts and Yachting website by Sarah, the Press Officer at Highcliffe Sailing Club...and that leads me on to the really superb welcome, organisation, beach launching support, catering, hospitality, wind and waves too! The Highcliffe Sailing Club provided prior to and throughout the event.



Albert Park Master Plan by Ron Parker

Parks Victoria has commenced the second phase of community engagement in developing a master plan for Albert Park. The aim of the planning is to enable the park to better meet the needs of current and future generations. Albert Park YC members' views are vital in helping to shape the plan. In this second of three stages of consultation, Parks Victoria is seeking our views on 6 key directions and 10 proposals ("Big Ideas") to improve the visitor experience and the sustainability of the park.

There are three ways APYC members can be involved:

You are able to view these proposals and provide your views via a survey at www.albertparkmasterplan.vic.gov.au

To learn more about the proposals and to discuss your ideas with the project team, you are invited to drop by a consultation tent that will be set up by the lake path*. The consultation period will run from Monday 31 October to Monday 5 December. We look forward to your input.

Drop-by lake side consultation:

Saturday 19 November 9am – 1pm, Ross Gregory Drive (Queens Road end)

Thursday 17 November 4pm – 8pm, Coot Picnic Area (opposite MSAC)

Or if you'd like to explore the issues in more detail you can register to attend a workshop, via the project website.

Members of APYC, The Boatshed and Albert SC have been working together on a proposal to improve the Lake and will be making a formal submission to the Master Plan process. It is important that members also consider making individual submissions. The on-line survey is a very easy place to provide your own feedback.

Below are some extracts from the brief discussion paper prepared by APYC, ASC and The Boatshed:

CORE MESSAGE

The sailing community has considered the current planning for the future of Albert Park and makes this submission to improve the long term recreational sailing experience on Albert Park Lake and at the same time improve the ecological sustainability and community benefit that the Lake should offer to Melbourne.

KEY INFORMATION

Three key sustainability factors for improving the recreational sailing experience of Albert Park Lake include: Water, Weed and Wind.

WATER

Increasing the minimum average depth from the currently inadequate 1.2 metres, all year round. (Inadequate and unreliable water depths have historically and continue to, be detrimental to sailing on The Lake).

WEED

Minimise the detrimental impact that excessive weed growth has on a quality sailing experience. (Weed growth has historically and continues to be detrimental to sailing on The Lake).

WIND

Avoid any further detrimental impact on wind quality across the Lake; that is, minimise wind shadows that reduce viable sailing area of the Lake. Progressive increases in buildings and vegetation has had a detrimental impact on the winds that prevail across the Lake).

There is a direct relationship between water depth and weed management. A deeper Lake will reduce weed growth). Weed (and to a lesser extent, water depth) affects other recreational activities on the Lake including rowing and kayaking.

The sailing community is aware of the current water study being undertaken as noted in the media: [albert-park-lake-to-get-1m-topup](#)

0419 002 946

RECOMMENDATION

A process needs to be established where the responsible State and Local Government agencies engage with the Lake's recreational users and coordinate the current Water Feasibility Study with the development of the Albert Park Master Plan and develop a plan for the Lake (and Park) that:

Deepens Albert Park Lake to create a significant local area storm water reservoir by excavating the lake to an average depth of 1.8 to 2 metres.

Removes Gunn Island and replaces its environmental qualities with state of the art wetland systems in more appropriate segments of the Lake.

Upgrades the current Pollution Control / Sediment Ponds to be more effective and more manageable and reduce the risk of on-going sedimentation in the Lake that is currently not being managed.

Upgrades the current storm water-harvesting infrastructure to be more effective and efficient at capturing local catchment run-off.

Investigates other water initiatives previously considered including sewer mining.

Regards
Ron Parker



Citysail Regatta
10-11 Sep 2016
Photograph by
Mark Ashkanasy

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

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

PLEASE TICK THE RELEVANT SECTIONS

My Donation: \$50 \$200 Other

Name Email:

TAX DEDUCTABLE Go to (<https://asf.org.au/projects/>), enter "**Albert Park Yacht Club Development Fund**" in the "**Discover a Project**" edit box and use the credit card facility provided, or sending a cheque payable to **Australian Sports Foundation** to:
Albert Park Yacht Club, PO Box 3, Albert Park Vic 3206.

NON-TAX DEDUCTABLE DONATIONS:

VISA **MASTERCARD** No. Exp.Date ... / ...

Name on Card Signature.....

DIRECT TRANSFER
Mark as 'Club Donation' **Transfer to: Albert Park Yacht Club BSB 083 019 a/c 676272751**

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

**APYC Christmas Party and
Winter Championship Presentation
Saturday 10th December**

Join friends and family for the club's Christmas break-up. The Party starts at 6pm with Dinner served at 6:30

MENU

Variety of roast meats and gravy
Roast vegetables/salad, bread rolls
Delicious desserts to finish off a nice meal
\$12 Adults, \$10 Children under 10

There will be a raffle - please bring donations for the hamper
Prizes to be raffled on the night!



APYC Opening Day Photo by Heather Dixon





Tudor Insurance Australia (Insurance Brokers) Pty. Ltd.

A.C.N. 008 932 538

Appointed Brokers to the
ALBERT PARK YACHT CLUB

Professional Insurance Brokers offering

SPECIAL PREMIUMS

to all members on boat, home
& contents and commercial
insurances

Contact: David Cooper

☎ 9707 3033



Anchor  Marine

Melbourne's Largest Selection of Yacht Fittings

Open 7 days a week
Mon to Fri 9am - 6pm
Sat: 9am - 4pm
Sun: 9am - 2pm

77 Beach Road, Sandringham, Vic 3191
(Opposite Sandringham Football Club Grounds)
Phone: 03 9598 8077 Fax: 03 9598 0107
Email: info@anchormarine.com.au

Sail Country – Albury Wodonga Yacht Club – Lake Hume October 29-30 2016(Melbourne Cup – Long Weekend)

by Mark Ashkanasy

Heading north to Lake Hume for the annual Sail Country regatta on the Melbourne Cup long weekend seemed like a good idea. So I loaded up the trailer with my Sabre and hit the Hume.

Sail Country now in its third year attracts monohull off the beach dinghies. 168 yachts took to the water, classes included Minnow, Opti, Open Bic, B14, Contender, Flying Dutchmen, Laser, Laser 4.7, Laser radial, RS Aero, RS Feva XL, International Cadet, Musto Skiff, Pacer, 29er, 49er, Taser, Fin, 420 and the mighty Sabre with 7 entries. Fierce competition was assured.

Albury Wodonga Yacht Club is to the east of Wodonga, and just out of town on the shores of Lake Hume. Spring weather was a welcome break from the long wet winter. With the lake swelling to capacity, the usual sandy shore line was hidden with water reaching right up to the grassy surrounds of the club. Camping onsite for the weekend could not have been easier with a great camp kitchen provided and the club galley also open for all meals too.

It's not often I've put my Sabre on a trailer and travelled to a regatta, this was in-fact the first time I had taken mine away from the APYC. Traveling up the Hume Hwy was as expected getting out of Melbourne on a Friday of a long weekend! On arrival I realized that the front support cradle for the boat had collapsed, and four sharp nails had burrowed their way into my hull. Somehow trailering boats often has a twist and turn, so my roll of backup gaffer tape came to the rescue, and I was ready to race.

Four courses across all the fleets were sailed. The Sabre fleet shared the start with the Fins and Flying Dutchman, I gave these plenty of room. My success plan was to do a Bradbury and be sure I competed in all races if I was to have any chance. Saturday saw very light winds and a delayed start, not until 3pm. Sunday was a classic lake event, with shifting wind direction and strength from 5 to 20 knots. I had a ball!

The stand out Sabre sailors came from McCrea Yacht Club with Murray O'Brien and his son Liam, taking home Gold and Silver respectively. I finished very proudly fifth overall. In the final race I placed second after three others had retired for quite legitimate reasons. So I almost did a Bradbury!

If you are interested in Sail Country 2017 go to : <http://www.sailcountry.com/>

Fair Winds, Mark Ashkanasy [*Sabre*, Imbi 1216]

Blessing of the Fleet For the start of the APYC Summer Season 2016 by Rufus Black

We give thanks for the unseen winds that move us,
For the rising and falling of the waters,
And for the creatures with whom we share the Lake.

We give thanks for all who give their time to build up this Club and care for this Lake.

We pray that you will bless our boats, those who made them, and all who sail in them:
From the top of the mast to the bottom of the centre-board,
From gunnel to gunnel,
From bow to stern.

Make our rigging ever strong, our sails ever billowing and our wake ever light.

We pray:

For turn of mind and skill of body to sail as one with our boat and the wind
For the patience to make the best of every breeze we are given
For the spirit of comradery when we race

For all the joys of life on the water, whether it is our first time in a boat or we have the sea legs of a lifetime

And at the end of the day, as we round our last mark, bring us all safely home.

Amen.

Sailing Duty of Care by Brian Jones

(Extracts taken from the Race Officer, Duty Officer & Rescue boat Guidelines sent out each week with the roster reminders).

The Race Officer will conduct a Race Management Meeting before racing to inform the rescue boat personnel where they would like them to patrol; and discuss with rescue boat personnel any known medical problems of sailors.

The 1st rescue boat is to be on the water when the first boat goes out and be there until the last boat comes in.

The 2nd rescue boat is to assist with monitoring & launching boats before the start.

Rescue boats - If any boat/sailor looks like they might be in trouble, GET THERE AS FAST AS YOU CAN, then you can see if they need assistance.

If you see a boat in trouble or a skipper calls out that someone else is in trouble (especially if it is a junior or disabled sailor) – go as fast as you can. A boat doesn't have to be tipped over to be in trouble! Watch out for yachts 'in trouble'. Keep your ears open for skippers calling out.

If there is anyone in the water, watch out where the rescue boat's propeller is!

General rule: if a yacht is 'in trouble' – stand close by to see if the sailor can get out of trouble but you can offer assistance. Our Sailing Instructions allow an APYC sailor to receive assistance and then continue the race without penalty. If they have spent too long trying themselves, step in and help. Use your judgement and common sense as to whether you need to 'step in' and assist a sailor.

- They may ask for it.
- They may agree to your suggestion to assist them.
- They may be too cold / injured to make a proper judgement. (refer Hypothermia, Head Injury, Serious bleeding - below)
- They may have sunstroke or severe sunburn.

Rescue Boats First Aid Responsibilities. In the event of Hypothermia, Head Injury, Serious bleeding

For an adult - "We strongly recommend you go to shore" – repeated if necessary.

For a junior - "You are coming to shore with us" – repeat if necessary.

Potential Drowning –

Get person to shore as soon as practical for EAR (Expired Air Resuscitation) and/or CPR (Cardiopulmonary Resuscitation);

OR if a Rescue Boat person is trained – commence it in the rescue boat on the way back to shore; *"Any Resuscitation is better than no resuscitation"*

On the way to shore, radio "Apple Base" to give warning of the situation – detail any injury, any actions taken, and your requirements.

Race Box / Duty Officer (Race Box) - If any rescue boat radios in that they are coming in with an injured sailor and they believe the injury is serious enough to call an Ambulance (000), immediately make that call; or get the first aid kit ready for their arrival if it is a minor injury.

On arrival of the rescue boat with the injured sailor, make an immediate assessment whether the call has been correct or needs to be upgraded (from 1st aid to ambulance).

Sail Country
2016
Photograph by
Mark Ashkanasy



Galley

3 December	Race Day	Terri, Pam
10 December	Race Day	Pam, Annette, Jackie



Preparing gourmet pizzas for Cup Day festivities at the club.

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



APYC Duty Roster and Calendar



 - Indicates APYC Start Boat

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

Date	Event	Start	Race Off.	Duty Off.	Resc. 1	Crew	Resc. 2	Crew
Sat 3 Dec	Summer Championship Heat 4 - 14:30		Mike Howell	Keith Ives, Les Wood, Peter Game	John Dixon	Heather Dixon	Paul Taig	Paul Richards
Wed 7 Dec	Wednesday Twilight Race 3		Wednesday Twilight Sailing 6:30pm					
Sat 10 Dec	Summer Handicap Heat 5 - 14:30 APYC Christmas Party		Peter Naismith	Keith Ives, Norma Watt	Graeme Silver	Chris Pulham	Graeme Cox	Brian Taylor
Sat 7 Jan	Short Course Sailing 1,2,3 - 14:30		Chris Davey	Keith Ives, Les Wood	Graeme Silver	Brian Taylor	Ray Wines	Richard Darby

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

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

Date	Event	Start	Race Off.	Duty Off.	Resc. 1	Crew	Resc. 2	Crew
Wed 11 Jan	Twilight Sailing							
Sat 14 Jan	Short Course Sailing 4,5,6 - 14:30		Phil Johnson	Keith Ives, Geoff Kirk- ham	Ross Mulcahy	Ian Kirkham	Brian Jones	Liza Taylor
Wed 18 Jan	Twilight Sailing							
Sat 21 Jan	Short Course Sailing 7,8,9 - 14:30		Paul Taig	Les Wood, Geoff Kirkham	David Emery	Lisa Taig	Patrick Meehan	Anne- Maree Meehan
Wed 25 Jan	Twilight Sailing							
Sat 28 Jan	Australia Day Weekend		AUSTRALIA DAY WEEKEND - No Racing					
Sat 4 Feb	Top of the Bay - 13:00 (Elwood?)		Top Of The Bay Regatta - (Elwood?)					
Wed 8 Feb	Twilight Sailing							
Sat 11 Feb	Summer Championship Heat 5 - 14:30		Peter Naismith	Joan & Roy Williams	Graeme Cox	Jill Stow	Danny Marrinon	Richard Lucas
Wed 15 Feb	Twilight Sailing							
Sat 18 Feb	Summer Handicap Heat 6 - 14:30		Grant Haggett	Keith Ives, Peter Game	Graeme Silver	Paul Richards		
Sat 25 Feb	Summer Championship Heat 6 - 14:30		Ron Parker	Les Wood, Norma Watt	Michael Cook	Anne Wells	Rob Pulham	Nick McKenna

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