



On The Lake

September 2016

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Citysail 2016 Women & Girls Coaching and Racing Regatta 10-11 September 2016

**Newsletter of the
Albert Park Yacht Club**



Wintersail 2016
Photograph by
Mark Ashkanasy

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

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Social Officer
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From On The Lake Editors

We would like to thank Mark Ashkanasy for the spectacular photographs he took during Winter Sail and are looking forward to his photographs from the inaugural CitySail Regatta. It is exciting to be part of such a dynamic group of club members. Graeme Cox is just back from driving his Mini Moke up the Birdsville Track, Jennifer Jaeger is passionate and knowledgeable about collecting Egyptology and Ian Kirkham is sailing up on the North West Coast of Australia in a large catamaran. We hope you enjoy reading about the history of the Solo and we look forward to bringing you some travellers' tales in the next edition.

See you on the lake.
Chris & Liza

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Commodore's Comment by Paul Taig

In my first year as Commodore I would like to thank the Committee for their tireless work over the past year and their continued support for me as Commodore.

I would like to acknowledge David McMillan for his dedication over the years and at the start of this Committee's appointment as Secretary. Unfortunately due to work commitments David had to resign from the Secretary position, but remained as a committee member. David the Committee and Club Members would like to thank you for your dedication as Club Secretary.

With the Secretary position vacant Richard Darby was asked and accepted the role of Secretary and we the Committee and Club Members thank you Richard for taking on the position and the excellent work you are doing as Club Secretary.

Jonathan Pulham has decided to not nominate for Committee after many years of being on Committee in the flag officer positions of Vice Commodore, Commodore & Rear Commodore to name a few. Jon was a respected member of the Committee with his wealth of knowledge on Sailing and was always asked for his rational view on any issue raised. The Committee and Club Members would like to thank you Jon for your commitment and dedication to the Club Committee.

On behalf of the Committee and Members we would like to thank all our volunteers in Race Management, Galley Staff, Training & Coaching Staff, Social Events Staff, Web Sight Manager, OTL & e-news Editors, Club Wear Sales and Club & Boat maintenance.

The \$100,000 appeal to sharpen our club has seen some Members give a donation above their Membership payment. From the Committee and Club Members we thank you for your generous donation. The money will go towards upgrades such as the interior of race box, exterior decking, renewing curtain back of stage and painting of halls etc.

I am able to update you on the Albert Park Master Plan and the Albert Park Lake Water Project. A submission from the Albert Park Sailing Community of APYC, ASC, Sea Scouts and Australian Sailing has been given to local State Minister Martin Foley by the sailing community. Steve Walker representing Australian Sailing will now do the follow up work on this matter with the Minister for Sport, Minister for Environment & Park Victoria.

Also we have an arrangement with Parks Victoria in written form to be able to park between The Sea Scouts & The Point Restaurant when there's limited parking on the street.

Thank you Members for your attendance at the AGM on the 20th August. At the Meeting, Committee reports for 2015/16 were read out and with the Treasurer's Report accepted a proposal of a small increase in Membership fees was moved & accepted by the Members present. Next on the agenda was the electing of the 2016/17 Committee with all nominations for committee elected unopposed.

Congratulations to those members who were nominated and elected to the 2016/17 Committee. There are some vacancies on Committee, so if you want to contribute to the Club through the Committee just ask a Committee Member about nominating for a position.

In General Business discussion about the need for extra training boats to accommodate the pathway in sailing for our Learn to Sail & Learn to Race Members to Saturday Racing heard some positive comments and ideas. A proposal was moved and accepted from the Learn to Sail Committee for more training boats.



Enjoy Your Sailing
Paul Taig

APYC hosting inaugural CitySail Regatta for Women and Girls at Albert Park Lake 10—11 September 2016

Our club will be hosting the inaugural CitySail Regatta for Women and Girls at Albert Park Lake on 10-11 September. This is a Coaching and Racing Regatta with the aim of increasing female participation and confidence in sailing.

Norma Watt has been the driving force behind this exciting event and a large number of club members have been working hard to ensure it will be a very wellrun and worthwhile event.

The Regatta is open to all monohull classes up to 5 metres. Skippers must be female but you can have a female or male crew. There will a BBQ on Saturday after racing and we offer a free glass of wine/beer or soft drink. All female monohull sailors are invited to come and sail at Albert Park Lake and enjoy the calm but challenging waters with city views. All classes welcome.

*NOR, Sailing Instructions and Entry:
www.citysail.com.au



ALBERT PARK YACHT CLUB



Presents

citysail

2016 | Women & Girl's Coaching & Racing Regatta 10-11 September



Sail Training at APYC by Jonathan Pulham

We are always looking for new instructors or assistants to help us with sail training at the club. With the recent departure of our wonderful assistant instructor Ali Bishop who has had to return to England, we are really in need of some qualified instructors. Teaching new people a skill which you are passionate about is great fun and you'll find you become better at sailing along with your students. Please consider whether you can help - there is a Dinghy Instructor course coming up next door at the Boatshed on the 16, 17 and 18 September. In addition to completing this course and a powerboat handling course, instructors need a current senior first aid certificate, working with children card, and a powerboat licence. It may sound like a lot to go through, but most people who become instructors take a year or more to build these qualifications. The good thing is, you can help with sail training and gain experience assisting our current club instructors while you work towards your own qualification. Most courses and fees are paid in full or subsidised by the club.



Thanks to Ali Bishop for her assistance with training over the last 3 years. It has been great to watch Ali gain confidence during her time with us. Our students speak highly of her manner, humour and knowledge. Ali hopes to return to Australia so we may see her again in the future. Many thanks to all who have assisted with sail training so far this year, especially Chris Pulham, Danny Marrinon, Tony Roberts, Richard Darby, and Grant Haggett. Continuing thanks to our club instructors Peter Whitaker, Paul Taig and Jon Pulham. Thanks too to Dougal Watt and Geoff Wood who have been greatly appreciated by our members for their coaching sessions this year. Many other members help us by helping retrieve and put away boats, often giving our students encouraging words or advice in the process. It is really wonderful to see the generous and inclusive nature of our members.

Jon Pulham,
Training Principal

For more information, course bookings or to volunteer to assist with training at APYC please contact Ray Richards on 0412 518 479

email: learn2sail@apyc.org.au



Winter Sail by Peter Whitaker

Twenty-eight junior sailors spent three days sailing on the challenging waters of Albert Park Lake in light shifty southerly to gusty fresh northerly winds. Glen Collings, the head coach, led an excellent young team of coaches, Stephen, Georgia, Liam, Morgan and assistant coach Meilin, providing excellent training and education. Sailors and parents thoroughly appreciated the event and a big thank you to APYC 'staff' who made it possible

Peter Whitaker
WinterSail Event Manager
APYC Rear Commodore



Photographs by
Mark Ashkanasy



Green Fleet Racing Report by Jennifer Jaeger

Dear Friends,

Nothing much to report this period as I seem to be the only Green Racer actually racing. This is due to one team retiring from racing at the moment, that's Sue Curlis-Smith and Robyn Primrose. Also they are selling their excellent Pacer, "Fred", with double boat trailer and extra sails and boat this would be a good entry boat for new sailors. Jim French design too. We all hope that Sue has a successful operation in the coming weeks and that she will get back to single handed sailing in the future, as she has told me she'd like to do.



Ann Wells I am pleased to report has had a successful hip operation and is looking forward to getting back to racing with less or no pain in the near future. I know all the Green Racer's will wish our friends a speedy recovery.

If you have just finished the "learn to sail" course or are currently doing it, please feel free to keep your training boat rigged and join the Green fleet for some good racing in the afternoon, with much support from Rescue boats and other sailors you will find your nerves evaporate and confidence improve. We need more sailors on the water.

Club Captains Report (A Year in Brief) by Graeme Cox

Past Year: As usual our club has been very busy over the past year running event's, club racing, social sailing, training and with functions/SEDA. This means the club rooms are in constant use during the week and weekends throughout the year which of course gives us plenty of maintenance issues to deal with. But with the help and effort of members we are keeping up with the necessary maintenance issues. I would like to especially thank Chris Pulham, John Dixon, Grant Haggett and Paul Taig for their efforts over the past year and to all other members who have pitched in the Club house functional.

Acrospire: Earlier this year Chris Pulham took on the job of tidying up Acrospire, this entailed repainting the hull and decks and completing all maintenance issues on her, she is now looking superb so a very special thanks must go to Chris and his band of helpers, the Club really does appreciate what you have done.

Working Bees: The Working Bee conducted in April was very successful with lots of bodies working hard to clean up the club house, re-carpet the store room, redecorate the Race Box and throw out lots of rubbish and unused items. Our next Working Bee is scheduled for September and I would like to focus on cleaning up the Boat Sheds and Yards. We now have a large industrial vacuum cleaner so cleaning up all the accumulated dirt and dust in the sheds should be a lot of easier and will eliminate the dust storms created from using brooms.

I cant end this brief report without thanking Danny Marrinon for the great job of repainting Escort, it looks like a new boat all shiny and clean and also Rob Allen for again taking on the task of maintaining a register of boats stored in our sheds.

If any member has or sees maintenance issues around the Club please get in touch with me at

Tel: 0417 426 762 or email:

graeme@tiselectrics.com.au

Graeme Cox was an apology at the AGM this year as he was driving to Mount Isa via the Birdsville Track in his Mini Moke.



Solo Report. 60th Anniversary of the Solo by Ray Wines

extracts of the Solo history with thanks from UK writer Will Loy

The beauty of the National Solo, and one that designers should take note of is the allowance of different spar and sail manufacturers, alternative boat control configurations, a variety of foil builders and, of course, a plethora of National Solo builders who can construct in FRP, wood or a composite of the two. These variables, carefully administrated by the Class association provide sailors with choice while maintaining a one-design ethos. Whether heavy or light, young or old, athletic or lazy, the sailor can tailor the Solo to suit his/her requirements and this is the trick that Jack Holt devised back in 1956.

1956-1970

The National Solos' 60th Anniversary. A pretty amazing feat for this little single-handed dinghy designed by Jack Holt on the banks of the river Thames at Putney. The simple plywood construction enabled home building and many were built in garages or back rooms in the late 50s-early 60s.

Jack Holt and Alec Stone produced the core of the new builds and there was a strong group of sailors who campaigned the Solo, the best form of promotion. The wooden masted, five battened sail had reefs and no kicker, transom sheeting and no hiking straps. Toe holes, cut into the centreboard case were the sailors only means of hiking and these are still effective today, if you have long legs! In terms of sailing apparel, well it was pretty basic. A Salcombe sailor recounted to me once that the great Alec Stone used to wear an inflated inner tube around his neck, tied with rope around his crouch, his proficiency in swimming lacking somewhat. Then again Alec won the National Championship 6 times between 1963-1971.

1970

Numbers jumped significantly in the early 70s with the introduction of fibreglass mass produced Solos' largely due to Seamark Nunn. There are still examples of these at clubs up and down the country, though the colour pigment used often resembled the bathroom suite of that era. The Class was evolving, alloy spars and innovation in sail material from Mountfield, Bainbridge and Musto and [Hyde](#) ensured interest was maintained. Sailing attire consisted of jeans and an oilskin jacket, a pair of Javelin wellies and a manually inflated life jacket (the phrase "buoyancy aid" was a few years away). The association received news that a number of countries including Italy, Holland and Australia were racing Solos', though a fire destroyed the manufacturing plant in Italy so the Class wained there. The Dutch would regularly order 100 sail numbers and this remains the strongest non UK fleet with their own active association. The fleet in Australia still exists, albeit with some very early examples of National Solos' and some "non standard" looking hulls. There is now a small fleet in Lagos, Portugal and the association are very keen to cultivate this European outpost.

Numbers peaked in 1973 with over 500 new builds! This dropped by around 100 per year with the introduction of the Laser (1974), no surprise when you see the number of builds for that Class!

The National Solo saw another surge in sales in the late 70s with the emergence of the Richard Lovett built Solos'. These were beautiful examples of craftsmanship while being incredibly competitive. The rules of the Class had allowed + and- 5mm on different points of the hull for builder error but, as dinghy design and the science of hydro dynamics was evolving, so too were hull shapes. Builders could now provide more or less rocker depending on the sailors weight or where they sailed. That said, the National Solo design was heavily controlled thanks to a number of very strong willed Class measurers. The ability to try and find a tiny advantage through hull design was proving successful and numbers increased but if you had "a fast one" you would tend to hang on to it. Another significant improvement in boat design was the flared gunwale, introduced by Lovett, this made hiking so much more comfortable.

1980

In to the early 80s and with Lovetts the must have hull, (other reputable builders included Richard Uttley and Richard Willetts were available) it was mast and sail design that saw significant development. Proctor C and the bendy Needlespar black top were the masts of choice and the sail makers were in abundance. Bob Beckett started building Solos' and he was another who looked at how the boat could be improved. One of the failings of the National Solo was that originally the centreboard case was glued and screwed to the hull which became a weak point for water ingress, (I renovated my father's Solo 186 in 1994 and removed over fifty brass screws from the hog). Bob had the idea to recess the case into the hog which made it stiff and totally watertight. The Beckett hull was much admired and they still command a good price, testament to Bobs' craftsmanship.

It was these Solo enthusiasts who promoted the National Solo as a proper thoroughbred one design racing dinghy. Other sailmakers who put their hats in the ring included McNamara Sails and Musto and [Hyde](#). Sail design was evolving and also being widely copied by some entrepreneurial individuals.

On the fashion front the long john with sponge shoved down the legs was the early form of hiker and, matched with the spinnaker cloth spray jacket was standard kit. Throw in a pair of Musto race boots in white with blue trim and you were sorted. Buoyancy aids were colourful affairs.

Nationals entries were healthy, always a benchmark for how successful a class is and with the introduction of foam sandwich construction under the Omega branding, there was another spurt in growth figures.

In the mid 80's there was some unrest within the Class as some looked to develop the rig to allow a wider range of helm weight, this was rejected and numbers fell in the aftermath. Lightweight Simon Cray won the Nationals at Brixham in 1984 sailing an Uttley built Solo that carried a huge amount of mast rake. At that time I also noted that the underside of the hull was not wet and dried flat but had paint lines running it's full length, bad prep or an early hydrodynamic discovery? Simon also wore a weight jacket (remember them) and these were subsequently banned. Tony Thresher built the first of many National Solos' in 1985 and his input into hull construction and the use of epoxy filleting was as important as Lovetts' involvement in the 70's. Tony also embraced the ethos of cheap Solo sailing and enabled many sailors with a tight budget to race competitively.

The 1985 Championship at Pevensey Bay was also a very memorable one with huge winds and seas and some awesome racing. The Dutch were also in strong attendance and as a unit they were unbeatable in getting their Solos' off the punishingly steep shingle beach!

A re-shuffle of volunteers saw another resurgence in the late 80s, the core sailors from up and down the country were united in the common cause, the Solo newsletter a vital channel of communication, so important in sustaining interest in the Class was sent out on a three month cycle, no internet then.

The Championship at Mumbles in 1988 was memorable for the race where the leeward mark drifted out to sea as the fleet followed obediently. There was dismay, anger and frustration from the leaders while those near the back cheered as the abandonment was signalled.

1990

The 90's saw steady growth with Inland Championships regularly hitting the 70-80 entry figure and the emergence of the Boon, Miles, Crawshaw, Severn Sailboats and Gosling Hulls. Kevan Gosling had served his apprenticeship under the wing of Merlin Rocket builder Rowsell, so there was no surprise when 3817 "Monolog" was unveiled at the 1992 Nationals in Penzance. Not only was it a work of art but it also won the Championship, albeit in the hands of Geoff Carveth. The Bond brothers, Andy and Graham campaigned their fathers Severn Sailboat composite hull and their incredible energy brought much success. The enigma that plastic could not be competitive was being slowly eroded.

The Inland Championship in 1998 saw the largest fleet ever assembled for an inland event (116) and Carveth won after a masterclass in last beat comebacks. Placed a long way back at the bottom mark he hit the left hand corner and surged into the lead at the gun. Classic Carveth and classic Rutland!

A proliferation of sailmakers including [Pinnell and Bax](#), Performance Sails, Batt, Purple and Speed Sails put time, money and jockeys into the Class. Graham Scott used his time sailing a Contender to produce the Wavelength rig, a very dynamic combination of bendy mast and large roached dacron sail. This proved a big hit with the lighter sailors in the fleet.

Harvey Hillary campaigned a Gosling, 4004 with Wavelength mast and North laminate SM7 in 1998 to good effect, just pipped by Jim Hunt (Miles/Cumulus side taper/Purple Sail to the title at Paignton. 4004 also sported a blood axe centreboard which allegedly had concave aft sections to generate more lift. He did break it a lot when he stepped on it to avoid capsize so that is perfectly possible.

Jon Clarke put his time working for Performance sails in the 80's to good effect and founded Edge Sails. This small independent sailmaking company produced some awesome winning sails and Jon continues to construct each one by hand at his loft in Earlsdon, Coventry.

On the fashion front some sailors donned full body lycra suits in an attempt to reduce windage and reduce the chances of getting clothing caught on the ever decreasing boom height. Builders had rumbled that the Class rules did not state the point at the base of the mast foot of the bulkhead so this could be surreptitiously exploited. The Class measurers worked hard to maintain a level platform while allowing building techniques to evolve inline with construction and material innovation.

2000

A seminal moment in National Solo evolution was the introduction of the FRP hull, built by Winder Boats in 2000. With input from Jim Hunt, who had won the championships in 1998-99 the hull was soon proving successful. 4278, the first boat out of the mould won the Championship in 2000 at Tenby with Hunt at the helm. Jim had also helped develop a new rig with [Selden](#) and [North Sails](#), the Winder/Cumulus/North SM8 was the first complete package.

Andy Davis, who had been campaigning a FRP Speed hull for two years took the title in 4767 "Daisy" with matching Speed sail and Milanese foils. FRP sales were dominating and though other more conventional builders such as Poulson,

Thresher, Gosling and Boon still had orders, they too were looking to the future of dinghy development. Thresher produced an FRP composite that could be purchased in kit form, Gosling too had a female mould produced for composite construction and would also utilise ply foam ply for the topsides. Meanwhile, Steve Boon went "all in" and, in 2008, with the involvement of Hunt produced the Boon FRP package which included a laminate sail as standard. Though laminates had been allowed for a number of years they were always looked upon as a bit flash and prohibitively expensive. The Boon FRP/Cumulus/Laminate ST1 was an instant hit and, in the hands of [North Sails](#) Charlie Cumbley, collected many titles. The finished item also sported continuous control system and shortened padded hiking strap points, Jim and Charlies' time in the Finn Class was clearly evident. Matt Howard, current UK Finn coach spent some time in the Boon Solo and he, Cumbley and Andy Davis in the Speed contested many of the majors. The Boon also used advanced vacuum bag technology with the top section included decks, floor and centreboard case, bonded to the hull to produce a hull which was incredibly stiff, another innovation thanks to our forward thinking builders.

John Poulson developed an FRP derivative of his wooden Solo and his eye for detail matched with the involvement of P +B produced a lovely looking boat. The Poulson/[P&B](#) hull is notable for the very sharp bow profile which really reduces resistance in the chop.

Sailboats.co.uk threw their hat into the market and with Cumbley and Pete Mitchell, ([North Sails](#)) have proved the worth of the FRP hull once again, Cumbley has won the last three Nationals in this hull matched with very successful [Selden](#) D+ and North 3DL. but [Ovington Boats](#) are now producing an FRP hull. Thresher has built a new wooden hull (though you have to twist his arm to do one) and Gosling continue to roll out beautiful fast ply foam ply examples. The team at Boatyard at Beer produce their own FRP hull with many innovative features including integrated forestay fitting. [Rooster](#) and the man behind the brand, Steve Cockerill have developed the [Rooster](#) sail, an incredibly light laminate and the proof of the pudding was Steve securing second at Brightlingsea in the 2014 Nationals. Just as importantly has been the [Rooster](#) sailing gear which in my opinion is responsible for lifting the look of sailing into the coolest form of sports fashion.

Development in the rigs culminated with the [Selden](#) D+, a section that had bend characteristics that allowed looser shroud and forestay tension. This, matched with advanced sail cloth laminates and layouts, resulted in the dynamic rig we have today.

SuperSpars are developing their sections for the Class, the M7 still a very successful mast and their involvement with the National Solo goes back to the early eighties. The modern examples are also sealed to reduce the chance of inversion in the event of capsizes.

Moving Forward

So, the choice of hull, sail, foils, mast and control layout remain huge while the actual difference in performance is imperceptible.

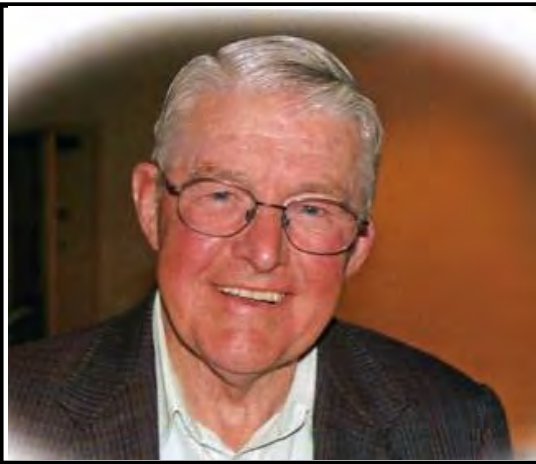
The evolution from home built, plycrafted, hull with teflon fittings, sliding gooseneck and obligatory bailing bucket have been carefully and gradually updated as innovation and technology have advanced. The National Solo remains very well supported across the UK and in Holland, an enviable 100 new builds per year since 2000 and a hugely well supported club, open meeting and "major" circuit. It continues to attract those who seek one design racing with the latitude to choose the equipment that best suits you.

The history of the Class is rich with memories, good and bad, from the sailors who attained the win to those who had it ripped from their grasp on the last beat. The laughter shared after the race, the bond that being part of the National Solo story continues to tell.

This most interesting article partially reproduced by

Ray Wines Solo 2678





Vale

Kevin Greenwood passed away on the 9th July 2016. He was an enthusiastic member of the Albert Park Yacht Club during the 1960's to the 1980's. Kevin was a member of the Committee for many years being Commodore from 1975-1978. A keen sailor in the Fireball fleet having constructed a fair proportion of his yacht in the family garage. His funeral at Mt Martha on July 18th was attended by over 300. Representing Albert Yacht Club was Commodore Paul Taig, Geoff and Beth Kirkham and Marg Hammon.

Coming up at APYC Port Lounge

Stiletto Sisters (Gypsy Hungarian/Doris Day Passion & Rhythm) Friday 7th October
<http://albertparkportlounge.com/events/stiletto-sisters-2/>

Eric Bogle & Peter Titchener Friday 14th October
<http://albertparkportlounge.com/events/eric-bogle-with-peter-titchener/>

Ken Nicol - Friday 4th November
<http://albertparkportlounge.com/events/ken-nicol/>

Martyn Wyndham Read - Friday 25th November
<http://albertparkportlounge.com/events/martyn-wyndham-read-2/>

PORT LOUNGE CHRISTMAS SPECIAL - Friday 9 December 2016



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:
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“**CHEQUE** Mark as 'Club Donation' on the reverse side.

Collecting Egyptology Lecture at APYC by Jennifer Jaeger

On 20th July 2016 I held a lecture on Collecting Egyptology books at APYC, it was well attended with approx. 6-8 club members and 27 members of the general public, including the John Burdon, President of AN-ZAAB (Aust & NZ Assoc of Antiquarian Booksellers) and his wife Kay Craddock (a very well-known Melbourne bookseller). This was part of Rare Book Week and it was wonderful to be able to introduce our club to many new people who would never normally come there.

I also was able to give the club a big plug at a radio interview on 3RRR due to this event being hosted by us and as you know any mass media feed can be of great benefit to our club. The club members who attended seemed quite surprised that I managed 1 hour with-out one swear word and they laughed in all the right places! So I thank you all Commodore, committee and club members for your marvellous support of this event.

The lecture was well received and I hope to be able to put some snippets up on my website soon. The address is

www.ankhantiquarianbooks.com.au



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Welcoming the Tenacious to Melbourne

The tall ship Tenacious a fully disabled friendly wooden sailing vessel built in 2000 arrived in Melbourne from England on the 14th August. As part of a “Alma Doepel supporters club” function the “Lady Cutler” (former Sydney ferry and now Melbourne Showboat) took us out to meet her and put on a lovely packed lunch for the over 200 members who were able to come. Tenacious is offering some short cruises around the bay and longer passages to Adelaide, Tasmania and Sydney in the coming month and into next year.

I know many of our members are interested in Tall Ships and I encourage you to have a go on the “Big Green Sea”, as the ancient Egyptians called it and stretch your sea legs. The Alma Doepel restoration is in its second phase with the interior almost finished and the port side planks about to be fitted. The aft section has had to have a full rebuild to reconnect many sheered timbers. Please consider joining the “Supporters Club”, to maintain your interest. The ship is located on a barge currently at North Wharf docklands and is open for viewing Thurs-Sat.



Cup Day this Year

Plans are afoot for a lunch, sweep, tips and fancy hats again this year and hopefully Acrospire will be out on the lake (weather permitting) Our current idea is a gourmet Pizza lunch but this may change depending on availability of cooks and enthusiasm. The races will be on the big screen and definitely French champers will be on sale. This event will be free but still bring some money as we will be having a raffle instead to cover costs. So stay posted on your weekly email newsletter for further information.

Galley

10-11 September	Citysail Regatta	Pam, Annette, Michael V., John D, Grant
17 September	Race Day	Terri, Jackie
24 September	Race Day	Pam, Carol
1 October	WORKING BEE/ Grand Final	
8 October	Race Day	Annette, Chloe
15 October	Race Day	Michael, Jackie
22 October	Race Day	Terri, Annette
29 October	NO SAILING	
5 November	Race Day	John, Jackie
12 November	Race Day	Carol, Terri
19 November	Race Day	Michael, Annette
26 November	Race Day	Chloe, Jackie

Many thanks to all the volunteers for the Galley. For any changes or any requests to take part, please contact Jackie on 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 10 Sept	Women in Sailing Regatta CitySail - 09:00		Robyn Primrose	Keith Ives, Les Wood, Peter Game	Brian Jones	Volunteer	Philip Cook	Rufus Black
Sun 11 Sept	Women in Sailing Regatta CitySail - 09:00		Jenny Dixon	Volunteers required				
Sat 17 June	Winter Handicap Heat 9 - 14:00		John Dixon	Les Wood, Norma Watt	Graeme Cox	Liza Taylor	David Emery	David McMillan
Sat 24 June	Commodore's Team Racing 14:00		Paul Taig	Geoff Kirkham, Keith Ives	Mike Howell	Harry Cox	Graeme Silver	Darryl Larcombe

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

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

Date	Event	Start	Race Off.	Duty Off.	Resc. 1	Crew	Resc. 2	Crew
Sun 25 Sept	Sunday Social Sailing		SUNDAY SOCIAL SAILING					
Sat 1 Oct	Grand Final Working Bee No APYC Racing		WORKING BEE					
Sat 8 Oct	Summer Handicap Heat 1 - 14:30 APYC OPENING DAY		Colin Randall	Keith Ives, Les Wood	Mark Ashkanasy	Glen Currie	Rob Pulham	Marion Green
Sat 15 Oct	Summer Championship Heat 1 - 14:30		Robyn Primrose	Rob Allen Gerd Beier	Patrick Meehan	Alex Dowman	Jennifer Jaeger	Philip Dowman
Sat 22 Oct	Summer Handicap Heat 2 - 14:30		Danny Marrinon	Geoff Kirkham, Les Wood, Peter Game	Graeme Silver	Ross Metherall	William Cook	Richard Malysiak
Sun 23 Oct	Sunday Social Sailing		SUNDAY SOCIAL SAILING					
Sat 29 Oct	Melb Cup Weekend		Melb Cup Weekend					
Sat 5 Nov	Summer Championship Heat 2 - 14:30		Ron Parker	Joan & Roy Williams, Norma Watt	Ross Mulcahy	Peter Jensen	Carol Milligan	Leanne Abriani
Sat 12 Nov	Summer Handicap Heat 3 - 14:30		Chris Davey	Keith Ives, TBA	Michael Cook	Anne Wells	Patrick Meehan	Anne- Maree Meehan
Sun 13 Nov	Discover Sailing Sunday Social Sailing		SUNDAY SOCIAL SAILING					
Sat 19 Nov	Summer Championship Heat 3 - 14:30		Phil Johnson	Keith Ives, Les Wood	Ray Wines	Julian Wong	Graeme Silver	Richard Darby
Wed 23 Nov	Wednesday Twilight Race 1		Wednesday Twilight Sailing 6:30pm					

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-