



## International Flying Fifteen Class 49th Australian National Championships

The 2011 Over The Moon Promotions Championship for the Coweslip Trophy was hosted by the Canberra Yacht Club over the period of the 3rd to the 7th of January. Sailed in variable light easterly winds the 42 entrants also were competing for selection to join the Australian squad to sail in the 2011 World Championships which will be held in England in July at the Hayling Island Yacht Club. Grant Alderson from WA is the current World Champion of this class, having won in Melbourne in 2009. It is hoped Grant will defend his title in the original waters of the birthplace of this classic class of keelboat.

The fleet for the Over the Moon series included a strong contingent from WA led by the defending National

Champion of 2010 David Tucker and the class National President Peter Rooke. The Victorian challenge was headed by the highly rated helmsman Adam Hawkins and by the Rainey brothers from Gippsland Lakes Yacht Club. In very good recent form was the super competitive ACT combination of Matt Owen and Andrew Reed as well as the experienced Canberran John Tracey. Class veteran both the Victorian Bill Shand and Ian Cleaver, our regular international competitor from the Scottish Highlands, were both a chance for a podium finish.

Following the success of WA crews in the Invitation race, the breeze the next day enabled three races to be sailed. The 12 Knot nor-easterly breeze in Race 1 suited Craig and Ian Rainey

in "Where the bloody hell are you", winning by a healthy four minutes. Owen in "Form 3020" and Hawkins with crew Ben Jones sailing "I'd swap this for a Bundy" filled the minor placings. The Rainey brothers then dominated Race 2 and fellow Victorians Brian Carroll and crew Craig Ginnivan led the local Owen Reed combination home by a mere one second. Locals Peter Forster and Craig Murphy achieved their highest finish in fourth place.

Stronger breezes in Race 3 included the sort of big shifts and place changes for which inland waters are well known. Mark roundings were vigorously contested and these resulted in three hearings for the protest committee.

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The Canberra Yacht Club acknowledges the generous assistance of the Canberra Southern Cross Club

International Flying Fifteen Class 49th Australian National Championships



# Commodore's Column



We're now heading up towards the end of an extraordinarily busy and challenging season after Lake closures, national championships and the commissioning of our new hardstand and wharf. These and the ongoing activities of the CYC and the Sailing school are the product of a huge amount of work from a very large number of volunteers and the Club's very hard working professional staff and instructors.

We're now catching our breath after this hugely busy period, but the season's not over yet. Now is a good time, though, to pause a moment and think, briefly, about the things we might want to fix or improve before this season ends, lessons we might want to make sure we've learned and understood and options we might want to explore and prepare over the winter break so we can try them out next season. This is the time for ideas – from all of us. If you've got feedback, thoughts or ideas, now's the time to raise them. Talk to me, to any of the CYC Committee Members or to Matt but give us your thoughts, because this club belongs to all of us.

This is also the time to pause and 'smell the roses' to make sure we bring the 2010-11 season to a close on an enjoyable note as well as a successful one. We've got the Twilight Series dinner coming up at the end of March, and the CYC Presentation dinner in May. These are a chance to celebrate and mark our enjoyment of the sport we share and to enjoy each other's company. We're always open to suggestions as to more ways of doing that, too, so if you have ideas in that regard, talk to Ian Hawke or any of the MSG members.

Since the last newsletter, two quite significant activities have come to fruition. Firstly, we have now finalised, signed and exchanged copies of our updated Memorandum of Agreement with the Canberra Southern Cross Club. This process has taken a little time to complete but it has been characterised by genuine mutual goodwill and the great generosity of spirit which continues to characterise the way in which the Southern Cross Club deals with us and supports our activities. Reaching agreement was always going to be a positive and easy exercise because, as the Canberra Southern Cross Club President, Jack Rice said recently: "We know how well we work together".

I place on record my deep appreciation for the very generous support provided to the CYC by the Canberra Southern Cross Club, which enables us to do such valuable work, particularly through our very strong youth programs. The CYC also reaffirms its commitment to contribute to the relationship, supporting, wherever we can, the priorities and objectives of the Southern Cross Club.

Secondly, at the February CYC Committee Meeting, Ian Hawke, Rear Commodore Member Services, presented the CYC Infrastructure and Equipment Plan. This plan lays out the options and priorities for improvement in our facilities and equipment and for where we can best invest to deliver better support to CYC members – ensuring we bring benefits to all classes over time. Among its major options are relocation of the boat hoist to the trailables park. There are a number of reasons for needing to do that fairly soon. As part that, of I'm hoping we can take the opportunity to remove or reduce the need for people

to have to move their boats in order to get to electric power to work on them. The plan also includes options for significantly improved storage for the off-the-beach fleet boats that are not using the new hardstand and crane. The plan is in the process of being populated with best available costing information and will provide a basis for our business planning and budgeting. The results so far are a significant achievement and I am very grateful for the hard work of the MSG, particularly John Jacobi, in developing it.

There are a number of people in a number of areas of our activities who always seem ready to contribute. Two such individuals have recently left Canberra, we hope not forever. Finlay Morrison has been an enthusiastic member of the Member Services Group since mid last year. He's gone off to the mid-North coast of NSW for work. Andrew Portman, whose handiwork can be seen in our vastly improved kitchen and bathroom fitouts has moved away to Victoria to embark on a University degree. I value the contributions these two members and I hope we see them back here regularly.

We're all aware of the existence of a new award this year to recognise volunteer support for the Club's activities. Stepping up to the plate when we're unexpectedly short handed is one of the ways in which we can all accrue points towards the award. There are some outstanding contributors in that regard, to whom we should all be very grateful because without them, and their willingness to help out, there'd be times when we'd have been at risk of having to delay or cancel Club activities.

Over the last month or two, there's been rather too many opportunities for people to step in at short notice, because there have been too many instances of people rostered for their fair share of race support activities either not turning up and not having organised a stand-in, or turning up late. We're looking at how to improve our management of the rostering arrangements. At the moment its involving too much demand on our hard working CYC office team, on the Duty CYC Committee Members (who keep significantly more rostered duties each season than the general roster) and on the other people rostered on for that event.

Every CYC member needs to regard rostered race day duty as an integral part of their participation in Club activities and personally ensure their obligations are covered. If you haven't yet kept a rostered duty, please get in touch with Christina [soon](#) and volunteer.

Friday 25 March will see a fundraising dinner in the CSCC Marquee to support Matt Owen and Andrew Reed towards their campaign for the Flying Fifteen World Championships in the UK later this year. These two aren't the first of our members to tread the world stage and nor is this their first endeavour at that sort of level. To compete in the UK for this event is, however, a big undertaking and I'm sure we'll all feel that Matt and Andrew will be representing us all, and wishing them every success.

I hope we'll all do whatever we can to support Matt and Andrew. The dinner on the 25<sup>th</sup> sounds like it'll be great fun and, from what I've heard, the items that'll be auctioned as part of the fundraising are quite exceptional. A small group of us will be away with some of the kids competing at the NSW Opti Championships at that time, so we'll be very disappointed at missing the dinner and we'll be finding other ways to contribute but, if you can, please attend, enjoy and support Matt and Andrew.

**Paddy Hodgman**



## International Flying Fifteen Class 49th Australian National Championships

Despite a poor start Matt Owen and Andrew Reed found the lead and a victory ahead of Hawkins, the Rainey brothers and local sailor John Tracey. The leader board after 3 races was now very congested.

A full days racing was lost in the dead calm of Day 3. On Day 4 the morning race was unfortunately abandoned when the water glassed out while the defending champion was leading and closing on the finishing line. Racing finally recommenced in the afternoon and "Form 3020" cleared out to win Race 4 from the very competitive David Meldrum and crew Trevor Williams. David Tucker finished fourth in this resailed race behind Bill Shand and David Parish. Race 5 saw another clean start by Owen and Reed they lead throughout. "Final Fling" helmed by ACT local Neil Garvey in his best ever performance in this class was OVER THE MOON with his second placing. Ian Cleaver had an improved result in gaining third place. The Queensland sisters Nicole and Tracey Maygar finished in a creditable fourth place.

Series contenders Adam Hawkins and Ben Jones proved that local knowledge in the changing conditions was not a critical factor by winning Race 6. Experienced WA lady skipper Philippa Packer in "Absolutely Fabulous" thought her second placing was quite so. WA completed the podium with National President Peter Rooke in "Flashpoint" third. Series leader Matt Owen had his worst result for the series at 9th place when caught far out on the left side of a major right hand shift and so the Over the Moon series victory remained still up for grabs with two races now remaining to be sailed on the final day.

The winner of the Coweslip Trophy was decided in Race 7 when Matthew Owen and Andrew Reed in "Form 3020" won the race convincingly by almost three minutes from Craig and Ian Rainey. Locals Glen Seeley and John Tracey completed the major placings in this race by finishing in front of John Tracey and Adam Hawkins. WA Defending National Champion crew David Tucker and Matthew Summers in "16" grabbed a win in the final race and in doing so finished overall in third place for the

series behind Adam Hawkins and Ben Jones in "I'd swap this for a Bundy" and displacing the Rainey brothers to fourth place by a mere point. Second and third placing in this final race went to the Philippa Packer and to Ian Cleaver, now ensuring their top ten final results.

The Classic Division prize for vintage Mark 1 Flying Fifteens was won by WA crew of John Midolo and Gordon Cook sailing Gazelle 111. The 2011 National Champions in the open class were also awarded the trophy for the Silver Division, gaining their well deserved dual awards sailing in a 19 year old hull.

**TOP 10 OPEN CLASS:** Owen ACT 9, Hawkins VIC 15, Tucker WA 23, Rainey VIC 24, Carroll VIC 38, Cleaver UK 39, Tracey ACT 42, Rooke WA 47, Packer WA 50, Meldrum VIC 55.5.

**SILVER DIVISION:** Matt Owen ACT 9, Derek Milligan ACT 70, Glen Seeley ACT 86.

**Classic Division:** John Midolo WA 151, Chris Hall VIC 200, James Frecheville VIC 214

**Peter Dalton President FFI ACT**

# OVER-THE-MOON PROMOTIONS

## 42nd NS14 National Championship

Peter Vaiciurgis won his 9th national NS14 title from 45 other entrants from Queensland, NSW, SA and the ACT. He teamed up for the first time with Tina Babbage as crew in "2031".

Sailed on Lake Burley Griffin under the professional management of the Canberra Yacht Club and Peter Smith as PRO, the 8 race series ran from 28th December to 2nd January 2011.

Conditions ranged from a 5-8 knot ENE in the first race, through to 8-15 knot W or NW winds on race days two to four, with the final race day sailed in a 5-10 knot NNW. Races ranged in length from 45 minutes to just over 11/2 hours for the leaders.

Peter and Tina made the title safe with 3 wins / 3 seconds in the first 6 races. However, there was an exciting tussle to fill the runner-up placings between Sean Edmiston/Anna Lashko in "Merlin" who won the first and last races of the series; Rohan Nosworthy/Sophie Holt in "Aqua Rodent" who placed consistently in the top six; and Hugh Tait/Taylor Hodgkinson in "Carbon Neutral" and Kylie Vaiciurgis/Rebecca Wiley sailing "Knot Again", who each one a race. In the end it was "Knot Again" taking second and "Carbon Neutral" placing third. All these sailors are from NSW.



A strong attraction of the NS14 class is the range of categories that competitors can enter within the regatta. These categories are run as separate series, and the \$4,500 in prizes were spread around the fleet as follows:

- The **Handicap Series** was equally tight with "Jolly Roger" Steve and Callum Cartwright snatching the title in the last race; 2nd "Shiraz" Chris Eddes/Cassandra Schlimback; and 3rd "Twisted Sister" Sandra Donovan/Laura Glynn
- James and Paddy Macken led all the way in the **Classic Boat**

**Series** (boats older than the Aero 9 design) in "Crosstown Traffic" ; 2nd "Rhapsody" David Cox/Leo O'Keefe; and 3rd "Abelia Botox" Jim Reeder/Andrew Hunt

- **National Female Skipper** was Kylie Vaiciurgis/Rebecca Wiley in "Knot Again"
- **National Junior Champion** was Kanya Raj/Alice Fraser in "Purple Patch"
- **National Heavyweight Champion** was Adam Cause/Jeremy Dodds in "Talk to Hand"
- **National Veteran Champion** was Michael Hitchens/Mary Tulip in "Battlestar"
- **National Jack and Jill Champions** were Rohan Nosworthy/Sophie Holt in "Aqua Rodent"
- **National Family Champions** were David and Henry Stabback in "The Hairy Lemon"
- The **51st Percentile** finisher was "Bandit" sailed by Philip and Georgina Scott
- The first boat with non-carbon boom was "Merlin" sailed by Sean Edmiston/Anna Lashko

The series' success was underpinned by principal sponsor Over-the-Moon Promotions and by Barracouta Sails; Brewer Sails; CST Composites; C-Tech; Landenberger Sails; YAACT; and Zhik.



## 38th Tasar Nationals, Woollahra Sailing Club, NSW



### Fifth title to Rob and Nicole Douglass in Coolit

Heat 1, 'AA Team' led from mark one until the finish of the three lap windward-leeward course, sailed in 8-17 knots of southerly. The Olsens on 'Unleashed' and Ridgways on 'Ridgididge', fought with Nev Wittey and J-C Strong in 'Stunner' on the first lap, with Harley Kruse on 'Cookie Monster' and the Douglass's getting into the mix by the second lap after a slow start. 'Unleashed' managed to hold out on 'Ridgididge' who finished third, with 'Cookie Monster' in fourth and 'Coolit' closing in fifth.

Heat 2, the start occurred just as a storm cloud was rolling through Sydney bringing wind speeds of up to 24 knots from the SSW. The 'AA Team' took the lead from the 'Coolit' at the very end of the first work, as the breeze died off and were never headed on the two-lap windward leeward course. This gave them boat of the day and the preliminary regatta lead on just two points. 'Coolit' remained in second place for the remaining legs. A blinder on the second work put CYC sailors Martin Linsley and Bruce Eddes of the Australian Defence Force on 'Seasparrow' into third with 'Ridgididge' finishing in fourth and Craig McPhee and Gill Berry on 'Roll Your Own' in fifth.

The 73 boat fleet was again a sight on Rose Bay, completing two windward-leeward heats and one triangular course, around Shark Island on Sydney Harbour on day 2 of racing.

Heat 3 was sailed in a SSE at 12-15 knots with the start line just west of Shark Island, were it was placed for the entire day. The shifty conditions resulted in boats cascading on the top mark all at once. The tussle for positions was between 'Roll Your Own', 'Stunner' and 'Ridgididge'. The 'AA Team' were hot on their heels. The variable conditions made it difficult on all legs of the course, and there were many changes in the lead. 'Coolit' and Michael Quirk and Maurise Hannaford on 'Trouble' used their downwind speed advantage to be in contention at the bottom mark along with 'Magic Pye' sailed by Peter and Gillian Wilson.

'Ridgididge' and 'Coolit' rounded the right hand gate mark, with the leaders while the 'AA Team' opted for the left hand gate. Racing past Shark and back up to the top mark

'Ridgididge' pulled ahead to lead around the top with 'Coolit' close behind. 'Coolit' passed 'Ridgididge' midway down the run to narrowly take the win. 'Magic Pye' finished in third, 'AA Team' were close behind in fourth with 'Trouble' taking fifth.

After one general recall heat four got away in a similar unsteady breeze from the S and SE. 'Roll Your Own' lead around the top and pulled away to have quite a margin by the first mark. The fleet pegged them back over the course of the race, but they were never headed. 'Stunner' sailed a great race to keep second ahead of 'Trouble'. 'Coolit' recovered well after a slow start to pass 'Ridgididge' on the final run to take fourth.

For the first time in the regatta 70 boats managed to finish in the time limit, which was great for the daily Ronstan awards where prizes are given to first, 10th, 20th, 30th, 40th, 50th, 60th, and 70th as well as a number of 'fun' awards. Thanks to Ronstan for their long standing support to the Tasar class.

Race 5 was started in an easing breeze which only decreased in predictability. Stu Templeton and Nicole Kidman on 'Oogy Wawa' were the pace setters on the first work leading the way around mark one for the first triangular course of the series, from 'Stunner' and CYC sailor Rick Longbottom (a former Tasar World Champion) and Candice Cushway on 'Navy Sailing'. Bern Streater and John Cull on '2Sheepstations' sailed a great work to round in fourth narrowly





from 'Coollit'. By the bottom mark it was all about 'Navy Sailing' with 'Stunner' right on their stern. 'Coollit' closed ground over the reaches after passing 'Oogy Wawa' who rounded in fourth. By the second bottom mark, 'Stunner' were able to get the inside from 'Navy Sailing' rounding together. 'Coollit' stole the race from 'Navy Sailing' midway up the last work to win by 18 seconds. 'Stunner' finished in third just holding out on 'Oogy Wawa' and 'AA Team' finish in the fifth.

Race 6 was sailed in a fickle easterly after a 1 1/2 hour postponement. In 4-9 knots, and racing through the channel between Shark Island and Point Piper, crews learned or re-learned that Sydney Harbour is a challenging place to sail.

The fleet finally got away on a black flag after four false starts. David Chapman and James Dann on 'Sea Ferret' got away to an early lead on lap one as the fleet worked through the yachts who were finishing the Royal Prince Edward Wednesday afternoon race. 'Sea Ferret's' lead on the fleet was eaten into on the run as all boats converged coming back through the channel. 'Stunner' were out for the win making up ground on the second work after coming out of the moorings to take the lead, with Derek and Gwen Warne on 'Oki Doki' close behind.

There were many place changes on all legs of the course, with the second work proving to be most critical. 'Stunner' won the heat, with 'Oki Doki' taking second, Chapman and James Dann held on for third, 'Navy Sailing' finished fourth and Scott and Julie Olsen finished in fifth.

Sailing Club did well to get one race sailed in the tricky conditions, however, sent the fleet home with the hope of completing the rest of the series on Friday and Saturday.

Heat 7, which was the most difficult race of the regatta so far, was started in a 4-8 knot north-easterly gradient breeze. The dacron jib boat 'Flembuoyant' with Paul Robertson and daughter Jade was off to a flying start, rounding the top mark in first with 'Ridgididge' in second and 'Coollit' in third. 'Ridgididge' and 'Coollit' were soon fighting it out for the lead, until the lower third of the run, when the breeze died in the middle of the course. The fleet caught the leaders from either side, with 'AA Team' passing the leaders and leading around starboard gate.

A raining cloud approached the course from the east that heated things up yet again. Those who went hard right early, and who chose to take the port gate had the biggest gains, reaching into the top mark with a lot more pressure in an a fifty degree shift. Even with the massive changes in positions, 'Flembuoyant' again rounded the top mark in first the second time and were never headed to take their first National Title heat win. 'Magic Pye' rounded second which they held to the finish, 'Coollit' took third from Chris Darby and Darryl Bentley sailing 'Pigs Can Fly' on the fast reach into the finish pushing them back to fourth.

On the second last day of the Tasar Nationals yesterday it was all about persistence, and a little luck on the side. You could never say die, and even when you did everything right, sometimes it did just not go your

way. Two more heats of the ten race series were sailed in variable easterly conditions, with the occasional raining cloud.

Heat 8 got away in a 4-15 knot easterly after one false start with the fleet slow to recognise the outgoing tide. The race committee was quick to fly the black flag after the four false starts in heat six. Not surprisingly, the fleet behaved themselves in round two, with most opting to tack just pre-start or post-start onto port. Racing up through Shark and Point Piper again, 'Coollit' lead from Kevin and Yvonne Wadham on 'Yes Darling' and 'AA Team' around the top mark. 'Roll Your Own' rounded in fourth. Just after the top mark 'Yes Darling' fell back to fourth after gybing into a dying puff.

The places did not change significantly in the top four until the top third of the second work. After many tacks interweaving with each other the 'AA Team' got on the inside of a nice left hander and took the lead from 'Coollit'. These places remained the same until the finish, 'AA Team' took the gun, 'Coollit' second after a tidy day in tricky conditions. 'Roll Your Own' finished third, 'Yes Darling' holding fourth and 'Ridgididge' sailed a great race to sail through the fleet to fifth.

So after the 10 heats, with competitors dropping their two worst results. There were seven different heat winners over the regatta, with only Rob and Nicole Douglass on Coollit and Aaron Linton and Jamie Jocheim on AA Team, who were the runners up, winning multiple heats in a fleet of 73 boats from all mainland states.

The husband and wife team of Paul and Bronwyn Ridgway finished third sailing Ridgididge, also taking the Grand Masters prize. Nev Wittey and J-C Strong sailing Stunner slid into fourth and Rick Longbottom and Candace Cushway on Navy Sailing took out the Masters finishing in fifth.

First junior was Chris Eddes sailing Hellfire, Lady Helm was won by Fiona McManus sailing Eagle Eye, and the Super Grand Masters division was won by Gwen and Derek Warne on Oki Doki. For more information and results visit [www.tasar.com.au](http://www.tasar.com.au)

## Olivia and Elizabeth at the Optimist Nationals

What excitement, we were in Sydney, going to Pittwater to sail in the Optimist National Dinghy Regatta. There were 159 sailors from around Australia and from overseas coming to compete. We are fairly new to Optimists so this was quite scary for us. Olivia was sailing in the Green Fleet and Elizabeth in the Open Fleet.

We arrived at the Royal Prince Alfred Yacht Club in Pittwater on the 9 of January. We unloaded the boats and found a spot together (they had made parking spots for us to make it easier). Then we had to register and Elizabeth had to have her new sail measured! This was quite a job and took about 4 hours altogether. We stayed our first night with friends. Then Elizabeth's family had chartered a Yacht to live on for the week. This meant we had a ready-made spectator boat as well. Olivia's Dad and Brother came down the next day. They stayed at a nearby hotel with a swimming pool. That was great it was a really hot week.

The next day was the practice race and was for the open fleet only so Olivia did not race. Elizabeth did pretty well considering she was still getting used to the water.

First day of racing. The green fleet was racing just out of the yacht club and the open fleet was out past Scotland Island. It was the best weather we had all week, it was not too windy and not too light. The green and the open fleets both did the maximum amount of races, 4. For the first race many in the open fleet seemed nervous and tense but happy to have a good sail and as we raced the tense feeling decreased. In the green fleet everything was relaxed they and got through 4 races easily.

Day 2: It was perfect wind in the morning but as we got out there and started to race it got very windy. This resulted in the green fleet going in after their first race, which Olivia raced very well. The open fleet however did three races but Elizabeth's main-sheet block broke just after the first start so she had to go in. Once she was in and got the main-sheet block fixed she tried going back out but the wind was so strong and it was so fresh that she couldn't get back out in time and had to come back in.

Day 3: Teams racing. Elizabeth was on a team from Royal Prince Alfred with Sarah Beaven, Zach Beaven, Jaime Swavelly and Flynn Rohr – they called it "Royal Prince



Elizabeth and Olivia

Canberra". In the first race Elizabeth sat out (you are only allowed 4 people to race at a time.) We tied with the other team. We won two more races which Elizabeth sailed in but we lost the 3rd and had to go in.

Day 4: Was a lay day so neither of us went out but went to the movies instead.

Day 5: There was very light wind. The green fleet got out there nice and early for 4 races, which was great because this was Olivia's lucky day she was in a good position all day. In the open fleet we only did one race but stayed out there for 3 hours waiting for a breeze.

Day 6: The weather was pretty much the same as the day before. The green fleet did 4 races again and Olivia came around the 35 to 45 area. The open fleet once again only did one race, which Elizabeth started horribly but finished well. That was the end of the sailing part of the regatta.

Presentation was fantastic. Olivia won the encouragement award and as a prize got a brand new Quantum radial cut SAIL! Elizabeth got an overall placement of 99th and Olivia got 50th. We said our good byes and left the next morning to come back home! We dreamt of salt water and sharks for the next week, it was a great regatta and we had a ball.

### Elizabeth Hodgman and Olivia Ransome Gilding



Elizabeth at the Opti Nationals



Olivia, back at the CYC with the Quantum Radial Sail she won as an encouragement award

# NOTES FROM THE HON. HISTORIAN

Unfortunately, on this occasion, I need to report on the deaths of three former, active members of the Canberra Yacht Club. First, **Rohan Edwin (Ted) LESH** passed away on 28 November 2010 at the age of 85. Very few current members will have known Ted but I remember him well as Hon Treasurer of the CYC from August 1969 until June 1973, during a time when I was a committee member and then Vice Commodore of the Club. This was at a time when the Club was still very young, with the clubhouse (the present building) having been opened only in March 1966. We operated on a shoe string, with minimal paid staff, lots of voluntary effort by members, much of it aimed at raising money to help pay our debts, and a large mortgage. The role of Treasurer was very important to us continuing as a viable club. Ted resigned as Treasurer effective 1 June 1973 'owing to his involvement in further studies' – reluctantly, he was forced to decline nomination as Treasurer for another year.

I don't recall Ted as an active sailor at the club but he had a Naval background (Commander, retired) and I am fairly sure that he helped out with the race support boats, in particular the start boat, the original Crusader. His son, Andrew, did sail with the club, in his Arafura Cadet Catamaran, named Coonawarra.

The second death, on 20 January 2011, two days short of his 78th birthday, was that of **James Howard (Jim) LOWE** who was well known at the CYC in the 1970s and 1980s, first for his involvement in the Seafly Dinghy Class, and second, for his work with the Race Support Unit. Jim owned and raced two Seafly Dinghies over a period of some 10 years from the early 1970s. He was the second owner of one of the first built Seaflys, sail no. 77, named Ariel, and then bought one of the new fibreglass boats in 1977, sail no. 707, named Clockwork Orange. Jim's lasting legacy to the Seafly Class is a comprehensive listing of all Seaflys registered in Australia from 1962 until the last boats were built in the early 1980s including details of the owners of each boat.

In the 1980s, Jim moved his focus to the Race Support Unit and was one of a number of regulars who drove the rescue boats for Club racing. Terri Ebrill remembers Jim from her early days with the RSU as the examiner who took her for her driving/rescue etc test and as a very supportive person whenever she sought advice about the rescue task. He is survived by his wife, Margaret and their two sons.

The CYC and the Seafly Class were represented at Jim's funeral by Terri Ebrill, Peter Fullagar and Nath and John Gascoigne.

And last, but certainly not least, we have **Shirley MELDRUM O.A.M.** who passed away on 15 January 2011

at the age of nearly 87. Shirley's story was well covered in Jack Waterford's obituary in *The Canberra Times* of 22 January 2011 and certainly, I can't match that for writing skill or detail. But the initial report in *The Times* of 19 January summed up her involvement as follows:

'The woman known as the Queen of Canberra died on Saturday, leaving behind memories of an energetic woman. Mrs Meldrum juggled her family of late husband Alex, three children and seven grandchildren around a busy schedule of community involvement ranging from committee duties at the Canberra Yacht Club to Red Cross activities. She was awarded the Red Cross Service medal, the 50 years service medal and lifetime honorary status. Mrs Meldrum was also awarded the Medal of the Order of Australia in 1996 for services to the community. She was also a delegate to Iraq at the International Confederation of Iraqi Women Conference'. Waterford ended his obituary by referring to the fact that Shirley's sister collapsed and died at the wake for Shirley, which of course, put a pall on proceedings. But Jack added that 'Shirley would have disapproved. She hated being upstaged' – and I suppose I have added to that upstaging by including two other obits with the one about Shirley!

Shirley and husband Alex, were involved in the CYC from the early days. Alex passed away in October 1995. Their involvement in the Club is recorded in *Capital Sailing* (page 31). Alex is remembered as the builder of our current clubhouse and for being the owner of the first 'big boat', what we now call trailer sailers, on Lake Burley Griffin. He was Rear Commodore, in charge of 'house' matters, for two years from August 1968. Shirley was not into sailing but she was a very social person with great skills in fund raising matters. She was President of the Associates Committee in 1972-73 and a very active member of the committee for a number of other years. They were both Life Members of the CYC. They are survived by son, Ian, and daughters, Julie and Lisa.

Fortunately, Shirley was able to renew acquaintances with a number of the longer standing members/former members of the CYC at the launch functions for our two books recording the history of the CYC – *From Lake George to Lake Burley Griffin and Capital Sailing*. The CYC was represented at Shirley's funeral by Terri Ebrill.

## OTHER MATTERS

### Foundation President of the Associates Committee

In September last year, Ailsa and I went with Potters, of Queanbeyan, on a trip that involved flying over Lake Eyre. George Barlin and his wife Iris were fellow travellers and in chatting one day the name of

## NOTES FROM THE HON. HISTORIAN □□□□

Musa Pederson arose. Mrs Pederson was the foundation President of the CYC's Associates Committee in 1961-62. There is virtually no information about Mrs Pederson in the records we have but George told me that she was his personal secretary for a number of years when he was General Manager of CTC7, the first TV station in Canberra (which started its service in June 1962). For anyone who is interested, he has told the story of his involvement in first, radio 2CA, and then CTC7, from 1933 until his retirement in 1978, in his book, *A Quirk of Fate*.

### Award for Alan Foskett

In case you missed the announcement in The Canberra Times, Alan Foskett won the non fiction section of the ACT Writers Centre Award for his book, *Capital Sailing, The History of the CYC 1959-2009*. His previous book, *From Lake George to Lake Burley Griffin*, was 'highly commended' in the same category in the previous years awards and was beaten for first place by another one of Alan's books, detailing the 50 year history of the suburb of Campbell.

### Flying 15 Nationals and Pollution

The 49th Flying National championship that was conducted in Canberra in January was the seventh occasion on which the Nationals have been contested here. It was the second occasion on which an ACT crew has won the series and the second occasion on which serious pollution of the lake was an issue. Members will be well aware of the problems before Christmas this year, with a sewage overflow from Queanbeyan as well as lots of logs in the lake. But, in January 1974, the first occasion when the event was sailed in Canberra, there was also a major sewage overflow from Queanbeyan. The health authorities wanted us to call off the racing but we managed to convince them that there is minimal direct contact with the water when sailing a Flying 15, so the fleet was allowed to sail. Had they known that a 50 knot squall was going to decimate the fleet part way through the race, I'm sure their answer would have been different! Of the 47 boats that started in the race, only 12 continued, with most of the rest having filled with water and retired!

### Peter Forster



## From the CEO

January proved once again the capability of the Canberra Yacht Club to provide a first class venue for hosting Nationals Titles. The Over the Moon Promotions NS14 and FF15 Nationals were very successful with great fleets and great racing. Mike Hitchens and his team of NS14 organisers, Peter Dalton and Graham Giles and their team of planners provided a great event on the water and off for all participants and supporters. A big thanks to the CYC members who volunteered their time to assist in the running of the event, these regatta don't happen without members support so a big thank you for your effort.

After our cancellation of kids holiday courses due to the pollution in the lake in December, we are full steam ahead with our February courses which are, as normal booked out.

Once again our CYC Youth Race Squad and other CYC members have excelled in competition.

At the 29ers Nationals held at the Belmont 16ft Sailing Club, our own Andy Garvey and Josh Owen came 14th out of a field of 53 in Captain Starfish. Hugh Gallagher and Karl Schlimbach on Gazillion Dollar Bet came 17th.

In the Tasar Nationals held in Woollahra, Sydney, Nicole Douglass and Rob Douglass took out the top prize on Coolit. Quite a few ACT Sailors took part, including Rick Longbottom and Candice Cushway on Navy Sailing taking out 5th place.

Chris Phillips led a three boat Optimist Squad in their Nationals in Pittwater with Chris coming 32nd and Liz Hodgman 99th out of 110 boats, and Olivia Ransom-Gilding 50th in the Green Fleet. Well done to them all.

At the 29ers Nationals held at the Belmont 16ft Sailing Club, our own Andy Garvey and Josh Owen came 14th out of a field of 53 in Captain Starfish. Hugh Gallagher and Karl Schlimbach on Gazillion Dollar Bet came 17th out of a fleet of 53. Superb effort.

In the Tasar Nationals held in Woollahra, Sydney, Nicole Douglass and Rob Douglass took out the top prize on Coolit. Quite a few ACT Sailors took part, including Rick Longbottom and Candice Cushway on Navy Sailing taking out 5th place.

I would like to thank all the support and congratulations Andrew and I have had post FF15 Nationals, we very proud to have achieved our result and are now looking forward to the UK for the Worlds in Hayling Island in July

Happy sailing Matt

# Sunday 6 February - CHAMPIONSHIP 7



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