



Capital Insurance Brokers
**ACT Dinghy
 Championships**
CANBERRA YACHT CLUB



ACT Dinghy Champs attracts record numbers

The Capital Insurance Brokers ACT Dinghy Championships attracted 130 boats to Canberra Yacht Club. Racing was held on the West and Central basins of Lake Burley Griffin, with two separate race management teams.

The Canberra Yacht Club did a fantastic job of hosting the numerous classes, which ranged from Optimists to Flying Fifteens and Sailability classes. Ian Brokenshire acted as Principal Race Officer, and Howard Faulks was the Regatta Manager, with many volunteers as always in Canberra, thanks to all who made the event possible.

The NS14's, Opti's, and Spirals used the regatta as their ACT State Championship. The Spirals had the greatest numbers of the weekend with 23 boats. The NS14 fleet was hotly contested, Peter V took the title in his new boat. Now the clear favourite for the Over the Moon Promotions, NS14 National Championship being held on Lake Burley Griffin from the 27 December 2010 to the 2 January 2011.

The new hardstand and crane at the club which was opened in recent weeks was well utilised by the great turn out of Flying Fifteens. A great practice run for the Over the Moon Promotions Flying Fifteen Nationals that will be held from the club from the 3 – 7 January 2011.

Congratulations to all winners and participants of the ten divisions.

Canberra Yacht Club members showed their class on their home waters. The Flying Fifteens were won by local favourites Matthew Owen and Andrew Reed, and the Tasars by the semi local Douglass team. The Spirals showed off the great success of the Canberra Yacht Club youth, with Canberra youth sailors taking out a clean sweep of the junior division, Cass Schlimbach in first, followed by Kelsey Hanrahan and Cameron Moon. Cass also took out the open women division. Chris Eddes, a CYC youth squad graduate took out the open title. For the full results, go to www.canberrayachtclub.com.au

Contents

Capital Insurance Brokers ACT Dinghy Champs
Commodore's Column
Capital Insurance Brokers ACT Dinghy Champs
CYC Optimist sailor heads to New Zealand
E7s Gear up for a Big Season

Elliott 7s have a ball at Jervis Bay	7
1 Local CYC sailor involved in a MOB	8
3 From the CEO	10
4	
5	
6	



ACT Sailing Inc
Mariner No. Yarralumla, PO Box 7169 Yarralumla ACT 2600
The Canberra Yacht Club acknowledges the generous assistance of the Canberra Southern Cross Club



Commodore's Column



We've just seen an extraordinarily busy and challenging Christmas season with a substantial Lake closure, two national championship events at the CYC – both of which were at risk of having to be relocated if the Lake didn't reopen in time. It's a resounding testimony to the very hard working and talented teams that organised these major events, to the army of

volunteers who turned out at a time of year when so many people are away from Canberra on holidays and to Matt, Craig, Christina, Rory and all the CYC staff that the NS14 and Flying Fifteen nationals ran so well.

A feature of the both Nationals was the fact that people came out and volunteered to do the work that needs to be done if these events are going to be a success. Its not possible to mention everyone but in the member services area Trish Gleeson, Ailsa Forster, Di Stafford, Finley Morrison, who stepped up to the plate during the NS14 nationals, Hugh Taylor, Ian Cornwall and many other very hard working people ensured that the CYC put on the sort of catering and services which should be expected at a national championship event.

On the water we saw great racing provided by two outstanding race officers and their teams, with people like Jenn Nielson, as usual, going the extra mile to deliver a flawless service in the starting procedures and the scoring. Over the two regattas, people like Gordon Davidson and Ron James, and a number of others put in a great effort in the race support boats over a number of days.

I don't know when Rory Gleeson drew breath or slept over the time of the two regattas. He seemed to be everywhere, doing everything and keeping everything covered – and it was pretty much the same for Christina. Matt looked after the event, his normal role – and everything else that came up, while Craig sailed in the NS14 nationals and Craig did the same while Matt was consistently dominating the F15 nationals. Great results, because of a lot of very hard work by a lot – far more than I've been able to mention here – of very hard working people. That's what makes this Yacht Club so great, the people who contribute so much to it, both staff and volunteers.

When we developed the new CYC Strategic Plan early in 2010, building and valuing a volunteer culture was central to the priorities we identified. An essential first step was to rebuild the Member Services Group, give it a new and more meaningful and substantial charter, covering off-water service to members as well as developing, enabling and fostering the volunteer culture which underpins so much of what the CYC does and, particularly our successful conduct of major events such as national championships.

Its been particularly rewarding to see the MSG team emerge, take up an increasingly significant role in supporting our activities, including an increasing role in the planning and execution of our major events. There are lessons to be learned and more progress to be made, but everything points to very sound and improving development, which we must actively support. The willingness, talent and effort that MSG members, as well as other CYC members, are showing consistently points to increasing success.

I found it particularly satisfying to see Ros Ransome, new to the MSG, take on the organising of the recent 'Try Sailing' day and, even better, start talking straight away about what to do for 2010. Mark Webb organised an extremely successful orientation session for new CYC members, we'll be repeating that experience on a regular basis.

Ian Hawke has worked with Matt to deliver significant improvements in our facilities: the new bar fridges, new chairs and improvements to the bathrooms stand out. The Club needs a short to long term plan for its infrastructure, facilities and equipment and the MSG is leading the development of that for consideration by the CYC Committee – and it will guide our planning, budgeting and investment in improvements that will increasingly benefit our sailing and our services to members.

So, the MSG is rebuilding – I'm incredibly grateful to those who have taken up roles on the MSG, and I'm looking forward to the MSG's increasingly successful contributions to the CYC in 2011 and beyond. I encourage anyone with an interest in contributing to better services to CYC members to let Ian Hawke know about your areas of interest.

Best wishes to all CYC members for a great 2011 and congratulations to Matt and Andrew for such a great start to the year with his great win in the F15 nationals.

Paddy Hodgman



Capital Insurance Brokers ACT Dinghy Championships 30-31 October 2010

21 Optimist sailors –including teams from MHYC, NSC, RPAYC and DAC made the trip to the capital making up over 130 dinghy entries spread across 10 divisions.

Day 1 saw a light- medium NW with 21 Optimists on Central Basin, with plenty of variation in speed and direction to test the visitors and locals alike. Race 1 went to James Griffin from Middle Harbour who made the most of the shifts, with Alec Brodie and local hero Chris Phillips hot on his heels!

Race 2 saw Zac Bevan absolutely blitz the fleet with a great start and boat speed to round the top mark in first place leaving all the 'guns' in his wake. Jim Colley and Alec Brodie had to work hard to haul him in with Zac managing to hold on to a very hard earned 3rd place! Alec and Jim also led the race home sailing through the huge fountain – something that most of the fleet couldn't resist either! – "Mum, I've already washed my sailing gear!"

Sunday dawned with dark rain clouds and the loud "flutter" of sails in the

boatpark, signaling that day 2 was going to be very different from the previous "L & V" affair!

Race 3 started in quite fresh conditions with a few of the greener sailors bailing frantically prior to the start! –James Farquhardson showed that all his hard work in the ETS training is paying off and led the fleet early. But it was Jim Colley with superior up wind technique who took 1st from James Griffin and James Farquhardson finishing in 3rd. The mid fleet had some great battles too with many of these sailors finding a new level of confidence in these conditions thanks to some excellent coaching during the event by Tom Brewer and Sam Webster.

Race 4 was sailed in just as fresh conditions. With only 4 races and no drops it was "on" in the last race! Jim Colley was as fast as ever and led

them out but in his wake "new boy" James Griffin, and ETS sailors Alec Brodie, Stuart Plenderleith, Connor Cambell and Chris Phillips were all mixing it up for the podium places. Parents and siblings lining the nearby shore line were close to spilling their latte's as the booms slammed across at the very nearby gybe mark! The run to the finish saw Chris Phillips going in for a spectacular capsized costing him a certain 3rd, but he showed considerable skill getting the boat across the line albeit ½ full of water. Jim, James Griffin and Alec survived to fill the podium in race 3 and the series. Sarah Bevan sailed a very consistent regatta to claim the 1st girl prize. NSWIODA would like to thank Canberra Yacht Club for hosting the Optimists and running a very successful regatta.

Results at canberrayachtclub.com.au

Hugh Brodie



CYC Optimist sailor heads to New Zealand for the 2010 North Island Optimist Championships

Last Wednesday we flew to Auckland and then drove four hours south to sail in the three day 2010 North Island Optimist Championships. The event was being held at Lake Taupo in the middle of the north island of New Zealand. Lake Taupo is the largest freshwater lake in New Zealand about 40 km wide and was formed when a volcanic eruption happened about 26,000 years ago.

Six Australian sailors had entered, including Jack Felsenthal, Sam Hannah, Anna and Sarah Philip and Chris Phillips from Canberra and I was really looking forward to sailing on a lake with crystal clear water that you can drink!

The results from this event forms 20% the New Zealand national optimist team selection process and it had attracted a total of 220 entries, with 137 in Open, 63 in Green fleet and 20 in 'Rainbow Fleet', which is set up for the youngest sailors.

On Thursday Jack Felsenthal and I collected our Far East charter boats from Keith Elliott at SailOne and went for a beautiful afternoon sail in the sunshine to tune up and get used to our new surroundings. It was pretty cool being able to look upwind and see mountains with snow on them!

On the first morning of the regatta (Friday) the carpark and beach was full of boats, ribs and people from all over New Zealand and it was interesting to start getting used to hearing the New Zealand accents. The other sailors were really friendly and said it was great to have some Australian sailors over for the event.

The wind forecast for the three days was for 5-10, 10-15 and 15-20 knots and that is pretty close to what we actually had, but on the last day it was 25 knots with gusts over 30 knots! I will never forget the long reach back into the beach on the last day in gusts over 30 knots – it was awesome!

We had really close racing in two flights (groups) of about 65 sailors each. One of the interesting things I noticed was that at the starts it was really quiet. There was no shouting at all and the other sailors were really good at holding their position on the line.

Overall, the racing was very close and it was great to get some more experience in a big fleet. My best result was a 9th in Race 1. In the end I finished 45th overall. Jack Felsenthal finished 7th overall (including two wins and a second). Anna was 28th overall and won the last race, which was really great because it was hard to sail in the strong wind. Sam was 33rd with a 2nd place in race 6. Chris finished 44th (including a great 2nd place in race 1) and Sarah was 93rd.

It was so much fun to go over and sail in a New Zealand regatta.

James Grogan



E7s Gear up for a Big Season

The Elliott 7 Class Association is preparing for a big season again this year.



The first two Regattas of the Grand Prix Circuit have been held at Port Stephens (6 boats) and Jervis Bay (6 boats). The next is the City of Canberra Regatta on 4/5 December where we expect 10 boats for the ACT State Championship.

Coming regattas are at Cronulla on 12/13 February, Coffs harbour on 12/13 March, the National Championships in Brisbane on 22 – 25 April and the Bay to Bay Race in May

There are forty five E7s sailing in various locations around Australia, as well as in Korea and Thailand. A fleet of boats now growing in Perth, new boats are continuing to be built and there are usually a couple for sale. One of the long-term strategies of the Class is to facilitate the market for E7s so that we keep good boats on the water.

The new Committee appointed recently comprises:

Neil Primrose	President
Cam Tannock	Secretary
Peter Barter	Treasurer
Mike Green	Measurer
Jim Walsh	Event Liaison Director

Antonia Kaucz

Grand Prix Circuit Director

Kate Brimble

Communications Directors

Aaron Terry

Communications Directors

The number of women on the Committee reflects the growing number of women who are actively sailing in the Class and enjoying being part of the E7 community.

Consultations are taking place with the Australian Sports Boat Association to have an SMS rating allocated to the Class to facilitate E7s sailing in mixed fleets of sports boats, in the same way as the Class already has a CBH rating to sail in mixed fleets of trailable yachts. This will facilitate the already keen competition at club and championship level.

In preparation to the next phase of growth in the Class, the Constitution is being reviewed and the strategic directions for the next five years consulted among the Members of the Class. One of the early tasks of the new Committee is to consult on whether any changes should be made to the Technical Specifications and Restrictions to keep the Class current with design developments in the sportsboat world.

Neil P

Elliott 7s have a ball at Jervis Bay

Six E7s enjoyed a great weekend of racing in the Jervis Bay Challenge as part of their Grand Prix Series on the weekend of 6-7 November.

The "Round the Bay" Race on the Saturday sailed in a light and fluky easterly saw the usual battle between Matthew Owen, back on his former E 57 for the regatta, and Mike Green's Evergreen. As ever, they traded comments and advice around the length of the course. Three seconds separated the two boats at the last mark, Green then exhibited the rashness of youth and gybed away, to what he thought to be new breeze. As always cream rose to the top and Owen (the current national champion) finished a well deserved 5:36 minutes ahead after over five hours of racing, in a dying breeze.

Three quick, sharp "round the buoys" heats for the E7s on Sunday were sailed in a 15 knot nor'easter that built to 20 knots by the last heat. Nail biting stuff - the fleet finishing within boat lengths in each heat. The very best of close racing.

Mike Green, after bullets in the first two heats, decided to entertain the fleet by performing a most intricate impersonation of a whale's flipper slap by whipping out backwards while gyding on the full plane. Not content with that, he promptly had to perform a regulation circle after running over the last mark. Needless to say he was rewarded with a well deserved last place in that heat.

Aaron Terry in P Plater was always at the front of the fleet and revelled in the stronger breeze. Jim Walsh in Woof improved progressively through the regatta.

Neil Primrose showed that Huntress really can match it with the best by being leading around the first lap and ending up with two thirds. Might have made it three, but for a fouled spinnaker drop in the fresh breeze. You can't give this fleet that sort of a chance.

Peter Barter in Escapade was a bit underballasted, sailing only four up. They were strong upwind but got outfoxed on the downwind legs. It was only the second time they had to test their new adjustable jib cars, which a number of E7s have adopted. The Escapade guys found they were an advantage but more experience will add to the benefit they provide.

Placings for the regatta were:

Evergreen;	2,	1,	1,	5
P Plater;	3,	2,	3,	1
Woof;	4,	4,	2,	2
Huntress;	6,	3,	5,	3
Escapade;	5,	5,	4,	4
In Spades;	1,	DNS,	DNS,	DNS

The next event on the Grand Prix circuit is the City of Canberra Regatta with a good fleet of E7s lining up to sail that one.



Man Overboard!

On Saturday 30th October 2010, a crew member from the yacht First Light competing in the RPAYC's Bird Island race was swept overboard. Mark Rutherford co-owner of First Light shares his experience of every sailor's worst nightmare ...



Local CYC sailor involved in a MOB

To those of us who go to sea in boats "Man Overboard!" are the two words we never want to hear, the two words we train and drill to cope with and the two words that we never want to write about after it has happened.

Let me set the scene. First Light is a Beneteau First 36.7 regularly crewed by four mates and others who have sailed together forever. If I mentioned our cumulative years of offshore racing experience you would place us on Mount Ararat. We were competing in the first of the 2010 RPAYC Blue Water series – a 50-miler to Bird Island and back in a building nor'easter. As is our custom we conducted a pre-race briefing, rigged for Cat 3 safety and ran through MOB drills. Mike assembled and rigged the danbuoy – his future best friend.

The race was good. Not much breeze to get started but in no time 10-12 knots and a lovely sail. Bird Island looked a long way off into the wind but the romp home looked like fun. By the time we came to the final tack to lay Bird Island we had 20 -25 knots, gusting above, and were sailing under main and No 3.

We tacked, perhaps the 15th for the day, First Light took the breeze on the new tack, put her shoulder down and Mike lost his footing, rolled from the high side to the low side, slipped through the guardrails and in disbelief I yelled those dreaded two words: "Man Overboard!"

Remaining on board we had five, four who have completed the Safety and Survival at Sea Course (SSSC), two first aid qualified people, three qualified radio operators and not to mention a few years under the keel for all of us.

All five did what we had trained to do. Locked our eyes on Mike and pointed. Looked a bit like an ABBA concert. On the helm Derek threw us into a tack and hove to. So far so good. Mike was 10 metres away downwind. That's when we started to get it wrong.

Derek called for sheets to be released. We were all too busy watching and pointing. Ma Ma Mia! The main took charge and the boat took the wind and headed back towards Bird Island. Too late, sheets were eased and I took the helm as skipper. First Assessment. First reactions were good, so good in fact that over confidence lead us to believe that Mike would be back on board in seconds and the race resumed. Instead of one person taking the duty of watching the man in the water we all took it – and neglected any other duty both MOB or controlling the boat.

I turned the boat downwind to get in a position to round up for a pick up leading to our first beam to beam jibe as we rounded up. The approach was good. Mike looked cool with hat back on his head and sunglasses in place and we luffed within metres of him. In that breeze the luff lasted seconds, we payed off and departed the scene yet again.

Finally training was kicking in and Chris released the Danbuoy and strobe, landing it about five metres from

Mike who swam to it and entered the horseshoe float. I was much encouraged that he was buoyant and marked.

Second Assessment. Still overconfident. We believed that we could recover Mike and had made no attempt to deploy the recovery float, start the motor, reduce sail or rig for recovery.

Once again I turned downwind, once again a hard jibe, once again a failed recovery. In the jibe, main sheets must have caught the steering pedestal and the wheel became stiff.

Third Assessment. Not so confident. We had got more wrong than right. Crew work improved. One man now locked onto Mike, the rest working the boat.

We started the engine, checked for lines and motored head to wind, dropped the main and returned to Mike. Sounds easy but the crew worked hard to achieve this in minutes in strong wind and heightened stress.

Mike's comment later was that he felt some discomfort when he saw us motoring away with one man on the stern waving goodbye. In fact that was Chris pointing the man.

And so we returned to Mike under control but in choppy seas and strong winds. And missed him again

Fourth Assessment. Where had our training gone? No heaving line on deck, the MOB recovery system still safely in its bag. Steering compromised. Nobody standing by on the radio for a PANPAN or MAYDAY.

Final attempt. Heaving line on deck, good approach, some heroics by men who found strength they did not know they possessed and Mike was deposited into the cockpit, hustled below with a first aid operative and

we recovered the boat, tidied up, retired and headed home with dodgy steering, headsail only and making a good 8-9 knots.

Conclusions

- Training is the beginning not the end. First Light crew take safety seriously but despite training and drills, we were found wanting.
- Practise MOB, don't just talk about it. When you practise it will probably be in the harbour and still water. Remember, if it happens it is much harder in open water and strong winds.
- Allocate key roles, each to two people. Everyone has a secondary duty. Look and point, radio, GPS MOB, sail handlers. Why two? One of the two might be in the water.
- Have one person call the shots at the beginning. Either helm or skipper remembering that offshore, the skipper may not be on the helm. That person is to make sure that people lock into their jobs and avoid the desire to look and point as the primary duty of all on board.
- Avoid unnecessary jibes. A 'granny' would have done the job for us and we would not have damaged the steering.
- Regardless of the circumstances, follow the drill. Deploy the Danbuoy and retriever float immediately. Ready the heaving line and recovery tackle. Make a precautionary or emergency radio call.

Twenty minutes after being recovered Mike came on deck, warm, dry and in good humour. He contributed to our wash up and was well enough to share a warming rum as we entered the calm waters of Pittwater.



Story and photos from
December 2010
AFloat Magazine
www.afloat.com.au

From the CEO

The November and December periods are always very busy at the CYC, after recovering from the very successful Capital Insurance Brokers ACT Dingy Titles we look ahead to the two national titles we will host in December/ January.

The CYC was dealt a cruel blow with the storms and subsequent closure of the lake due to pollution upstream of LBG. This resulted in the postponement of the City of Canberra Regatta to February, but one Elliott 7 made it all the way from Brisbane. Andrew and Carmen Barney with their three kids made it to the Nationals Capital on the Friday four hours before the lake was closed. We hosted them for a dinner on the Saturday after they spent the day at the ACT attractions night at our Sponsors Diplomat Hotel. Barney was very philosophical about the trip, last year he and the family drove 1900ks to participate in the Lake Eyre regatta in their small cat... these guys are travellers.

I want to pass on my personal thanks to those that provided their support during the closing of the lake and the subsequent loss of holiday courses and CYC races. I would also especially like to thank Craig, Christina and Rory for the massive effort in rescheduling our whole operation of the Canberra Yacht Club over those two weeks.

Happy sailing Matt



POINTSCORE RACE 5 - Sunday 24 October



Major Supporter



Major Sponsors



**HOMEBUYERS
INSPECTIONS**



Sponsors



Tradelink

**ONWARD
LANDSCAPES
0417686784**

**CAPITAL INSURANCE BROKERS PTY LTD
CAPITAL FINANCE BROKERS PTY LTD**

General Insurance, Life Insurance + Finance Brokers ABN: 47 001 768 190 AFS License: 244526



CANBERRA YACHT CLUB

BOAT SHOP

For all your boat repair bits and pieces, or simply because you can't help yourself, come and check out the new shop.

Weekdays: 9.30am – 4.30pm
Weekends: 9.30am – 12.30pm

PHONE: 6273 4777

CYC Executive Members



Commodore
Paddy Hodgman
(m) 0401929018
(h) 62853694
lpmge_h@bigpond.net.au



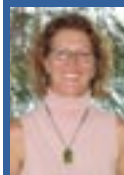
Vice Commodore
Stuart Allan
(m) 0410582799
(h) 62582797
allanone@goldweb.com.au



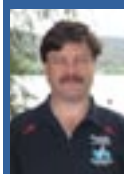
Rear Commodore Finance
Ron Ashpole
(m) 0414265190
(h) 62629518
ronashpole@iimetro.com.au



Rear Commodore Member Services
Ian Hawke
(m) 0438318301
(h) 62813181
ian_hawke@bigpond.com



Rear Commodore Communications
Angela Cumming
(m) 0412 11 23 23
(h) 6288 1678
angela.cumming@act.gov.au



Rear Commodore Sailing
Howard Faulks
(m) 0438 216 130
howard.faulks@dha.gov.au



Rear Commodore Operations
Sue Hart
(m) 0419 995 724
(h) 6285 2888
sue_hart@iinet.net.au



CYC Chief Executive Officer
Matthew Owen
(w) 6273 4777
matt.owen@
canberrayachtclub.com.au

Please forward articles for future newsletters to matt.owen@canberrayachtclub.com.au or angela.cumming@act.gov.au

Designed by Angela Cumming

For advertising contact:
matt.owen@canberrayachtclub.com.au
If undeliverable return to
Canberra Yacht Club,
PO Box 7169,
Yarralumla ACT 2600.