

CYC starts the Tackers learn to sail program

The CYC is the first club outside Victoria to commence the Yachting Australia and Australian Sports Commission's funded "Tackers" learn to sail program.

The national participation manager of Yachting Australia Dr Daisy Brook and two of their presenters conducted an Instructor training program over two days during the school holidays to CYC staff to up skill them to the new scheme.



The Tackers program is aimed to attract young kids from the ages of 6 to 9 years old into a fun based non-competitive learn to sail program on specially designed Optimist Dinghies. The CYC with the support of the Canberra Southern Cross Club has acquired ten of these Optimists in a major commitment to the ASC funded initiative. The CYC has always had a sailing avenue for young sailors to get into the sport but the Tackers program is a major boost to the marketing/promotion at a national level. The CYC Committee is committed to get more younger sailors into the club in a sustainable pathway into our current Optimist Green (non-competitive) fleet activities. This will also provide the CYC and the ACT with more Opti sailors like Chris Phillips who is now taking on the world regattas flying the CYC flag.

The CYC is proud to be at the forefront of this Tackers National rollout and is looking to put 200 kids through the program this year. The CYC Sailing School will be conducting courses through the Christmas and April



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2011-12 Sailing Season — 9th October



Commodore's Column

The start of the summer series has certainly seen a mixture of events and conditions. The HMAS Harman and ADFA Community Regatta was a great day with the inclusion of the trailables this year. It also highlighted that the lake conditions should never be underestimated with the rescue of a kayaker by Cam Tannock and his crew. So a gentle reminder about the impacts of the weather and particularly the cold temperatures of our lake.

The following week as we geared up for the 1st Pointscore the lake was closed due to the fire in Mitchell. So not quite the start we were looking for. However, the lake was open and wind was certainly with us for the first of the Dinghy Short Course and Big Boat long distance races. In discussing with sailors who took part I have heard that a great time was had by all. This change in format has given us a chance to experience differences to the courses and style of racing. Then on the weekend just past Rory managed to give us a trapezoid course – talk about variety.

This should certainly sharpen the skills of our growing dinghy fleet ready for the ACT Dinghy titles over the weekend of 29-30 October. This is shaping up as a major event with several classes treating it as either a championship or part of a travellers series. If you are not racing, come down and support or just come and watch what is bound to be very close racing with large fleets.

Before moving away from the racing I can't but admire the "magnificent 7" who participated in the ACT Flying Fifteen titles. It was certainly a cold weekend with snow on the mountains. John Tracey took out the title after Peter Forster was leading after the first day. Congratulations to all those who participated.

You may have also noticed that the street lighting has been improved across the road from the trailable wharf. The type of lighting structure was heavily influenced through the direct engagement of Matt Owen in the requirement, in having no or very small lighting booms. This has resulted in a good outcome for the community and sailors.

The recent results by several of our junior sailors again highlights the strength of the individuals and also the programs that the club has been running. It is a very exciting year for the club with the introduction of the Tackers program. This program is endorsed by YA as the national junior sailing program.. As part of the program the club has purchased 10 Ozi Optimists. This is a great opportunity for the club to expose young people to the sport and recreation we enjoy.

I am sure you will all be supporting Matt Owen at the YA Awards this Friday in the category of Sport Professional. All the best Matt.

Howard Faulks

From the Office

New Season

The Canberra Yacht Club started its sailing with a bang with the ADFA /HMAS HAMAN community regatta held on the Sunday 11th September in very cold and windy conditions. Over \$1,500 of funds were raised for the Queanbeyan Legacy and the Podmore Foundation on the day. The CYC Committee would like to thank Bruce Eddes for his huge amount of work in organising the regatta which was a great success.

Sponsors

With another year of racing the CYC is happy to once again have a very healthy group of sponsors to support sailing here at the club. These members are very happy to commit to the club funds that are all put back into prizes that our members have the ability to win at each of our Championship heats.

If you have the ability to support these sponsors please do, their details are on the front page of the CYC web site.

Regattas

The CYC has a number of regattas planned for this year, our major regatta for the year will be the *Capital Insurance Brokers ACT Dinghy Titles* to be held over the weekend of 29th and 30th October. We are hoping to beat last years record of 130 boats and this year will be incorporating some coaching for the fleet.

Traks Gordon will be presenting a *Tactics Lecture* at the CYC on the *Friday night 28th from 6 - 8pm* to start the weekend and will be continuing with coaching for the Laser Class during the regatta.

Tom Brewer will also continue his work from last year with his coaching of the Optimist Class over the weekend. We are still in need of some volunteers so if you are available please sign up on the roster.

Sailing School

With the Tackers program starting and the two weeks of school holiday courses already under our belt the Sailing School is well into its planned program for this season.

Rory will be conducting the Adults and School programs and overall head instructor of the Sailing School.

Craig Davidson will be on the water coaching our High Performance Laser Program on Tuesday nights.

The CYC Sailing School has also employed **Georgi Ridler** from the UK to assist Rory on the many program's we will conduct this season. Please make Georgi welcome if you see her at the CYC.

Happy Sailing, Matt

Resurgence of the Elliott 7 Class Continues

The technical refresh program, which started in 2008 with introduction of the option of carbon fibre for booms and spinnaker poles, has culminated in the adoption of a square top mainsail as an alternative to the "pin top" mainsail.

This continues the tradition of careful evolution in the Elliott 7 Class from the time the boats were introduced into Australia in the early 1990s when the sail area and mast height were increased from the original New Zealand design and the Class adopted the Elliott 780 rudder blade. Subsequently, the widespread adoption of the "Sailing Scene layout" of controls for the running rigging brought a new level of ergonomic efficiency to the Class.

Much care has been taken to ensure that the adoption of the square top main will not disadvantage owners who elect to stay with the pin top main. Separate class ratings have been negotiated for the new sail under CBH and SMS to ensure that Elliott 7s using the square top main can compete equitably with Elliott 7s using the pin top main and in with other classes of trailable yachts and sports boats in mixed fleets. Consultations have been held with sailmakers about the option to re-cut existing sails to the new configuration.

The new square top mainsail has been designed to have exactly the same sail area as the present design. Sail area has been taken out of the roach and added to the square top. The foot is slightly shorter, but the sail still fits existing hardware perfectly well.

Trials last season show consistently that the new design gives superior gust response in 10 knots and up to 25+ knots. The square top helps the sail to self regulate - de-powering to a greater extent than the present design - and the straight leech means the sail doesn't flog like the present design does in the stronger wind range. There is a clear improvement in controllability and, together with provision to allow full length battens, we expect enhanced longevity of the sail.

The Designer, Greg Elliott strongly supports the introduction of the square top mainsail. The Class has been growing strongly in Queensland over recent years and has been re-established in Western Australia, with four boats sailing at Nedlands. The class is regenerating at Mornington in Victoria and on Lake Macquarie in NSW.

The program of events for the Grand Prix Series for the 2011 – 2012 Season is:

- 5-6 November Jervis Bay Challenge - NSW States
- 3-4 December City of Canberra Regatta - ACT States
- 21-29 January Audi Week Geelong - Victorian States
- 9-12 March Audi Regatta Sydney Harbour
- 16-22 April Port Stephens - National Championship
- August Airlie Beach Regatta - Queensland State

The Class web site is in the process of reconstruction with a new "look" and provision for interactive sections; including on the techniques of rigging and sailing the boats, and the leadership skills needed to recruit and manage a crew of five people. It will include a special section for women sailors, lots more current photos and ads for chartering boats for away regattas as well as boats and gear for sail, plus lots more.

The Committee for the 2011 / 2012 Season has been expanded by the provision of two new positions to handle the workload created by the resurgence of the Class. The new Committee is:

- President Neil Primrose
- Secretary..... Cam Tannock
- Treasurer.....Peter Barter
- Measurer.....Mike Green
- Director, Media and Liaison..... Jim Walsh
- Director, WebsiteMark Ward
- Director, Womens' Development Simone Deane
- Director, Northern Development Andrew Barney
- Director, Southern Development Tim Roberts
- Director, Western Development.....Greg Hill



Huntress with the square top main. 20+ knots of breeze on LBG doing close on 7 kts to windward. The new main is proving to be a significant improvement on the old design in terms of controllability and ease of sailing.

The E7 Class has always had women crewing and helming the boats. It's been a feature of the Class since its inception in Australia. Now, the Strategic Directions give even greater priority to attracting and supporting women as they enjoy themselves and excel at the forefront of top competition. Watch this space.

The Strategic Directions also give high priority to support of E7 sailors in their local areas. The Committee has been expanded to include 3 Directors for regional development and to provide closer support by the Association for sailors in their clubs. This includes closer liaison between the Association and clubs where E7s are sailed.

The E7 Class occupies a "sweet spot" in theailable and sports boat community. The symmetrical spinnaker remains a decided advantage in the popular windward/leeward configuration for top-level competition; ready

accommodation for four adults makes the boat uniquely family-friendly; the rolling technology refresh keeps the Class at the forefront of serious developments; the strong Class Association and Australia-wide clusters of local boats provide strong support and competition; the presence in the class of renown sailors keeps it at the leading edge of national competition; support for women reinforces the inclusive nature of the E7 community; and the strong one-design nature of the Class means that older boats can win national championships.

The attractiveness of the Class is also ensured by the availability of good boats for sale at attractive prices. Why would you pay for a gold mine, when good Elliott 7s are available for \$ 25 to \$30 k ? It's a "no brainer" !

Neil Primrose, Canberra September 2011

Canberra Yacht Club Sailing Season 2011-12

SEPTEMBER 2011

Sunday 11 **Navy/ADFA Community Regatta 2pm**
 Sunday 18 Pointscore 1, Season Opening
 Sunday 25 Pointscore 2, **Championship 1**
 Sponsored by **Hydraulink Canberra**

OCTOBER 2011

Weekend 1-2 **ACT Flying Fifteen Championships / Jervis Bay Dinghy Regatta**
 Sunday 9 **Distance Race 1 and Short Races 1-2**
 Sunday 16 Pointscore 3, **Championship 2**
 Sponsored by **Maritex Electrical Services**
 Weekend 22-23 **ACT Multi-Hull Championships YMCA**
 Sunday 23 Pointscore 4
 Wednesday 26 Twilight 1
 Weekend 29-30 **ACT Dinghy Championships** Sponsored by **Capital Insurance Brokers**

NOVEMBER 2011

Wednesday 2 Twilight 2
 Sunday 6 Try Sailing Day
Distance Race 2 and Short Races 3-4
 Wednesday 9 Twilight 3
 Sunday 13 Pointscore 5, **Championship 3**
 Sponsored by **Onward Landscaping**
 Wednesday 16 Twilight 4
 Sunday 20 Pointscore 6
 Wednesday 23 Twilight 5
 Sunday 27 Pointscore 7, **Championship 4** Sponsored by **Commerce Management Services**
 Wednesday 30 Twilight 6

DECEMBER 2011

Weekend 3-4 **City of Canberra Regatta**
 Wednesday 7 Twilight 7
 Sunday 11 **Distance Race 3 and Short Race 5-6**
 Wednesday 14 Twilight 8
 Sunday 18 Pointscore 8, **Championship 5**
 Sponsored by **Goodyear**
 Wednesday 21 Twilight 9

JANUARY 2012

Sunday 8 **Distance Race 4 and Short Race 7-8**
 Wednesday 11 Twilight 10
 Sunday 15 Pointscore 9, **Championship 6**
 Sponsored by **CYC Boat Shop**
 Wednesday 18 Twilight 11
 Sunday 22 Pointscore 10
 Wednesday 25 Twilight 12
 Thursday 26 **ACT Chief Ministers Regatta 2pm**
 Sunday 29 Woollahra Trophies

FEBRUARY 2012

Wednesday 1 Twilight 13
 Sunday 5 **Distance Race 5 and Short Race 9-10**
 Wednesday 8 SCCC Race 1
 Sunday 12 Pointscore 11, **Championship 7**
 Sponsored by **Paul Cohen Rigging and Boat**
 Wednesday 15 SCCC Race 2
 Weekend 18-19 **Twofold Bay Regatta Eden**
 Sunday 19 Pointscore 12
 Wednesday 22 SCCC Race 3
 Sunday 26 Pointscore 13
 Wednesday 29 Twilight 14

MARCH 2012

Sunday 4 **Distance Race 6 and Short Race 11-12**
 Wednesday 7 Twilight 15
 Sunday 11 Long Distance Race
 Wednesday 14 Twilight 16
 Sunday 18 Pointscore 14, **Championship 8**
 Sponsored by **Tradelink**
 Wednesday 21 Twilight 17
 Sunday 25 **Distance Race 7 and Short Race 13-14**
 Wednesday 28 Twilight Presentation Dinner

APRIL 2012

Sunday 1 Pointscore 15, **Championship 9**
 Sponsored by **Diplomat Hotel**
 Sunday 8 Pointscore 16
 Sunday 15 **Americas Mug Regatta**
 Weekend 21-22 **Batemans Bay ANZAC Day Regatta**

On the Turtle's Back

On a sunny Saturday morning, Saturday 10 September 2011 to be precise, I struck out for the Royal Bali Yacht Club, not knowing precisely where it was, how to get there or what would be there when I arrived.

Astride my trusty 125cc battle scooter – the type that happily carries the big western bloke up a steep hill at break-neck speeds of fifteen, occasionally sixteen kilometres an hour – I arrived to find a small group of people, mostly foreigners, gathered around a small office and storeroom squeezed between two water sports businesses. One of these water sports mobs was having their grand opening, so there was even tacky, badly sung Indonesian music to boot!

Why were they gathered, you ask? The punters were gathered for the annual Royal Bali Yacht Club Turtle Island Regatta. This regatta constitutes the majority of the club's sailing calendar...in fact, the club sails very regularly at approximately once a year.

The class of boat I found myself in (a borrowed boat from the club) was a 'Blaser'. After being allocated a vessel and locating its requisite bits, I set to rigging it only to find that I was inadvertently relieving one of the boat boys of his duties! I stood back and made the necessary appreciative noises while my vessel for the weekend was, for the most part, assembled in front of me.

The briefing was short and to the point, delivered by a lilting Irish accent emanating from a man called Gillian, the Office-of-the-Day. Monohulls this course before lunch, that one after lunch; cats that course before lunch, this one after lunch. "Questions?" None were forthcoming.

Out on the waters of the Bali Sea was a fleet of eight



these 'Blasers' (Bali Lasers...slightly different in design to your traditional Laser, mainly in that they weigh a lot), two actual Lasers, and about three cats.

Another characterising feature of the 'Blaser' was that nearly all fixtures on the boat were of relatively weak construction, and that they were in a bit of disrepair. The first of the weekend's damage was done before the first start, when one of the Blaser sailor's boom broke after applying the vang. Yes, applying the vang.

On to the sailing. I got off to a good start in the first race and was with the top four boats around the whole course. On the very last leg, after some close sailing in the penultimate leg, Commodore John got stuck at the bottom mark due to a tack that was slowed by the current and resulted in him sitting in irons for a couple of minutes. Seeing this I kept power and took the mark wide to make sure I didn't end up in the same predicament. I crossed the line second, having moved up from fourth.

The second race was the same course. Another satisfactory start and another satisfactory standing in the fleet. Though in this race everyone had learnt their lessons and there were no slip ups from those in the lead. Except for me of course: I threw in a tack halfway up to the windward mark with the intention of finding the lay line, but which put me beam-on to the current. It lost me ground and the advantage of a decent start. I finished fourth.

After lunch the breeze had picked up considerably and everyone, full of good sandwiches and a beer or two, headed out with gusto. The monohulls this time round would be sailing the longer course. I had a cracking start and I was feeling very proud of myself. Then I tacked and it all started going wrong. First, I got stuck in irons (and





it wasn't just me, others in the fleet commented on the propensity of the Blaser to get into irons). After getting out of that and losing two places, I got to the top mark. This is where I hit a coral bommie that was a lot closer to the surface than I had bargained. A pin on my rudder broke off. I didn't realise this till I was trying to steer around the mark, which I found awfully difficult with a near-horizontal rudder. Around the mark I went, and capsized. As it was quite shallow and Blasers also like turtling, my mast hit the reef and after righting the boat I noticed the top section had come back up with a healthy, 50° bend from vertical. So much for my good start, I thought, while I moved off the shallow bit, turtled once more and stood waving for a rescue. Not much else I could do at that point.

And to prove that it wasn't just me (which I know you're all thinking!) the next boat round did exactly the same thing! The difference was that there were two kids sailing that one so at least they had someone to hold the bow.

As the rescue boat came, I waved them past to deal with the kids first. All the while I was drifting closer to the moored boats, a mixture of nice yachts and large Indonesian vessels. Because I wasn't in a great hurry to run into any of the aforementioned moored beauties, as I got closer I decided it was time to right the boat and see if I could put into practice my training from when I was younger where I learnt to steer a Mirror by only using the sails. I discovered that it is a lot harder with a single-sailed boat, what with it having no jib to balance it out and all.

After several zig-zags and near misses I was past the first line of moored boats. The rescue boat then came along and kindly towed me ashore to join the other casualties.

A beer in hand, I waited out the rest of the race on the shore chatting to the other unfortunates. At the end of the race, six (yes, six of the eight) Blasers had some sort of damage.

The evening was a chance to chat further over a great dinner attended by all of the sailors (about 18 all up, give or take), their families, social members of the club and guests. Some great door and raffle prizes were on offer, a great many in fact, and nearly everyone walked away with something – much like a Canberra Yacht Club Twilight Dinner!

Day two saw the casualties emerge and make assessments of viable racing in the raw early

morning light. Enough boats were cobbled together to make a fleet and off we went. The wind was ideal, strong and constant, and the sun was out.

I approached the start line to wait for the warning signal, in a boat kindly offered up by a guy called Jim – an American who was having his first Laser experience this weekend and was in eighth place... he graciously chose to sit on his Schoning Catamaran in the bay and allow me the chance to vie to improve my third-place standing. While undertaking said milling activities, I placed a nice, slow practice jibe in the stiff breeze. Unfortunately I came out the other side of that with a broken boom! The wooden block in the end of the boom into which the gooseneck was inserted had decided to pursue its further existence in three pieces instead of one.

Luckily, I knew of another boom on the beach. So, over came the rescue boat, I removed the flapping boom and was towed into shore to replace it.

Missing out on the first race of the day I was certain my hopes of staying in the top three were all but dashed. Nonetheless I returned to the course to await the second race.

As the first race finished and the fleet gathered around the committee boat to await the next warning gun, a quick show of hands was taken and the majority ruled that beer was preferable to another race. Hence, the regatta continued whilst relaxing in chairs outside the club house.

All in all, and breakages aside, the regatta was a social and fun event in which to take part. The other sailors were all very warm and welcoming and happy to share a story and a tip or two. And for me, a chance to sail another boat, in another ocean, in

Vale Bill Bodger

This will be the third successive issue of *Sailing News* where I have written about a deceased member/former member of the CYC. Writing obituaries is not something I particularly enjoy doing, especially when friends are involved but I am prepared to do so in order to put on record the achievements and contributions of our members over the years.

The most recent death is that of yet another former Commodore, Bill (William Robert Thomas) Bodger. Bill passed away on 24 July 2011, aged 83; I attended his funeral on 28 July and was pleased to meet up again with former CYC members, Loraine and Ron Reid and Noreen and Paul Cohen, and their son, Paul, a current member of the club. Bill spent 27 years in the Army from 1946 as a Telecommunications Engineer, retiring in 1973 with the rank of Lieutenant Colonel., after which he worked for some years in the security business.

Bill was Commodore for the year 1982-83, having been a member of the General Committee for a year before that. His wife, Nan, who survives Bill, was President of the Associate's Committee for that year also. During his year as Commodore, the committee decided that the Club would benefit from the appointment of a Secretary/Manager. Price Waterhouse was hired to independently advertise and select the most suitable person and Bill himself was offered and accepted the position. He made it clear that in accepting the position, he would make no financial gain and that his prime motivation was the viability of the Club.

At that time, the Club had a debt of some \$200,000 as a result of borrowings a couple of years earlier to finance major renovations/extensions to the clubhouse. To give some idea of the size of that debt, in the year ended May 1982, the net profit on the bar was \$14,800 and on the poker machines, \$10,700; but, there was a net loss for the year of \$18,600.

One of the main efforts during the year was to broaden the membership base, taking advantage of the February 1982 decision that men as well as women could be Associate members, giving men the right of social i.e. non sailing, membership at a lower fee. During 1982-83, Associate members increased from 262 to 610 (compared with 582 and 479 sailing members), with a consequential change in the nature of the club, albeit with increased usage of club facilities.

Bill was Secretary/Manager for 12 months from August 1983. The 1984 annual report notes that we 'somewhat naively thought that he (Bill Bodger, in his role as Secretary/Manager) would solve all our problems. In the event his signal contribution was to quantify the extent of our problems and propose means of remedying them. In this regard he rendered us a great service'.

Bill was essentially a recreational sailor although the records show that he raced regularly with the club in two seasons, first in 1976-77 in his Flying Fifteen, Valencia 11 and then in 1982-83 in a Windrush Wildfire (trailable yacht) named *Just Magic*. (Dr) Ron Reid, and Loraine, told me that they and Eileen and John White had quite a number of sailing holidays with the Bodgers. And the Reids and the Bodgers competed in at least one Marley Point Race, in 1980, when 607 boats started and 529 finished, including the Reids and the Bodgers, in a strong wind race. Their cruises included the Whitsundays and from Broken Bay to the Myall Lakes.

Ron tells me that there was always drama involved when Bill was sailing. He was a great fixer of things, including boat trailers. He lost a wheel off the trailer on the way to the Whitsundays one year. And Bill's anchor was always dragging – his anchor was too small and he had insufficient chain. On one occasion in the Whitsundays the wind came up during the night and Bill's boat ended up alongside a large charter vessel. The Windrush Wildfire had a peculiar layout, with the galley in the bow and berths aft, with special doors that could be seen through. At the time that he found himself alongside the charter boat, Bill was caught very much with his pants down, sitting on the toilet in full view of a bevy of beauties on the other boat!

Bill introduced his family to sailing through the YMCA Sailing Club in Canberra. The *Y* magazine, Mains' I of December 1976 records Ross as sailing an MJ, *Catch Me* and Glenn sailing a 12 foot skiff, *Sugar and Spice*. Glenn tells me that Bill 'was probably at best a committed average sailor. He loved sailing, both racing and recreational, and it was a big part of his life for many years, more often than not accompanied by his wife and first mate, Nan'.

Son Glenn has continued to enjoy sailing in the same mould as Bill, where he has sailed a Jolly Boat, with little competitive success, at the French Bay Yacht Club. The other son, Ross, was the 'real' sailor of the family. He had a real flair and competed in the Cherub Australian titles in the 1980s while living in Victoria. He and his wife now sail recreationally in north Queensland. Sadly, Bill's wife, Nan, passed away on 12 October.

Peter Forster

ACT Flying Fifteen Championship– “The Magnificent Seven”

The weather gods served up a sometimes mean and bleak mix for the 43rd ACT Flying Fifteen Championships held over Saturday 1st and Sunday 2nd October 2011. A soggy and windless Saturday morning saw a temperature hovering at only 6 degrees with a good covering of overnight snow on the nearby mountains. Race Officer Alan Green made a popular decision to defer racing until the afternoon. The defending ACT and National Champions Matt Owen and Andrew Reed were unfortunately unable to compete on this occasion.

With the possibility of continuing bad weather over the weekend, Race 1 was sailed in light and variable winds of 4-6 knots swinging from SE to SW. On the tight and technical course John Tracey and Tom Scully in Wings (3662) were first across the line in 44 mins 13 secs from John Baird and Phil Weber in Effeffex(3836), followed by Peter Forster and Craig Murphy in Relienceffeighteen(3594).

Particularly light airs in Race 2 were very testing and the result was critical for the closely contested series. The sagacious crew on Relienceffeighteen engaged the field by 3/4 of a lap when they alone took a left hand side option on the second beat and found one of those famous lifts that we all seek. Foxy Forster and Craig Murphy then sniffed out every zephyr to build upon their good lead. Wings was left stranded in second last place and with much to do. Relienceffeighteen finally took the gun in a time of 69 mins 8 secs. The remainder flashed home in a flurry with the arrival of the long awaited fresh easterly wind change. Those light weather experts Robin and Keir Malpas in Euffamism(2250) hung on to take second in front of Wings. Race results guru Jenn Nielsen gave competitors regular up-dates of the scores from the AFL Grand Final as they rounded the leeward mark, especially if the Pies were leading at the time.



John Tracey and Tom Scully



Peter Forster and Craig Murphy



John Baird and Phil Weber

Our Race Officer quickly reset the course for the excellent 15 knots of easterly breeze and we all looked forward to sailing in the almost perfect racing conditions. Race 3 was quickly under way with a few whoops of delight despite the now very apparent wind chill factor. RelienceFfeighteen again jumped into the lead and defended it with vigour, taking line honours in 45 mins 48 secs. Wings and Effeffect were inseparable as they crossed at opposite ends of the finish line, taking equal second place. The series was very much alive.

After the first day's sailing, RelienceFfeighteen was leading on 5.0 points, followed by Wings 6.5 points and Effeffect 9.5 points, setting up a potentially exciting second day of racing. Unfortunately only the crew on the Committee Boat Crusader witnessed John Tracey joining the Lake Burley Griffin Iceberg Club, having not hooked into his hobbles before hiking out to the max. While those on Crusader saw John struggling to the max to get back on board, it was left to Tom to take control and grab him by the scruff of the collar and deposit him back on deck in a manner unbefitting John's rank. Race Officer and crew aboard Crusader failed to record this event on film but warmly applauded the lively entertainment for the final race of the day.

The final two races of the Championship were held on Sunday morning in very good sailing conditions albeit still very cool. With a S to SE wind ranging up to 15 knots, Race 4 was underway soon after the scheduled time of 10 am. Wings was back again into the groove to regain the series lead, victorious in a time of 39 mins 17 secs from Leigh Nielsen and Celia Cramer in a fine result in Seraffim(3620) and Rory and Matt Gleeson enjoying a good result in ffunnilyenuff(3616). RelienceFfeighteen finished in 4th place and needed to soundly beat Wings in the final race to win the silverware.

The series deciding Race 5 started in a 6-10 knot mainly S wind which, as the race progressed, started to diminish and tested competitors with some significant oscillations. The choice of tactics for the work was not easy and this uncertainty made it difficult to cover rivals. The excellent breeze for tactical racing was indicating South East at the bottom end but tending more to the South West at the top end. Wings took an early lead closely followed by RelienceFfeighteen and Effeffect. On the second windward leg, Wings went left while RelienceFfeighteen went right. At one stage RelienceFfeighteen crossed ahead of its championship challenger when approaching the top mark but soon afterwards Wings led the fleet down to the committee boat. Wings increased the lead in lap 3 but RelienceFfeighteen refused to concede victory and recovered lost ground on lap 4 to finish 55 secs in arrears but with no cigar.

John Tracey therefore successfully gained his third ACT Flying Fifteen Championship title, well supported by his crew Tom Scully. This follows John's prior successes in 2004-05 (Wings, 3492) and 2006-07 (Wings, 3620). Second place went to RelienceFfeighteen and third place to Effeffect.

Euffamism won the prize for the first Classic category yacht while team Gleeson in ffunnilyenuff took out the handicap prize. Prizes were presented by CYC Commodore Howard Faulks.

While the conditions for the ACT Championship may have been difficult to predict, they were challenging for the participants ("The Magnificent Seven") and resulted in some competitive and exciting sailing. For a variety of reasons several ACT locals were unable to compete in this regatta and we look forward to their return in much larger numbers for the summer racing series.

Unfortunately this year there were no interstate entrants, which to a large extent was due to the delayed clearance in Melbourne of the shipping containers bringing back the yachts from the World Flying Fifteen Championship held at Hayling Island, UK in July.

When advising that he would not be attending this year's ACT Championship, Victorian skipper Dale Collings commented "There were occasions during the Worlds where the unpredictable and changing conditions were very similar to Canberra and in reflection the Nationals at Canberra was a very appropriate Selection trials regatta."

Results 43rd ACT Flying Fifteen Championship 2011

1	3662	Wings	John Tracey/ Tom Scully	(1,(3),2.5,1,1)	5.5 points
2	3594	Relience	Peter Forster/ Craig Murphy	(3,1,1,(4),2)	7.0 points
3	3836	Effeffect	John Baird/ Phil Weber	(2,(5),2.5,5,3)	12.5 points
4	3616	ffunnilyenuff	Rory Gleeson/ Matt Gleeson	(4,6,4,3,(7))	17.0 points
5	3620	Seraffim	Leigh Nielsen/ Celia Cramer	(6,4,(8),2,6)	18.0 points
6	2250	Euffamism	Robin Malpas/ Keir Malpas	((7),2,6,6,4,5)	18.5 points
7	3687	Final Fling	Neil Garvey/ Finley Morrison	(5,(7),5,7,4,5)	21.5 points

2011 ACT F15 Championship



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

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Weekends: 9.30am – 12.30pm

PHONE: 6273 4777

CYC Executive Members



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



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



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



Rear Commodore Operations
Sue Hart
(m) 0419 995 724
(h) 6285 2888



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

Rear Commodore Member Services
Sara Kennedy
(m) 0431 840925
sarake@bigpond.com

Rear Commodore Communications
Mary Tulip
(m) 0434 220124
metulip@bigpond.net.au

Rear Commodore Sailing
Ian Brokenshire
(m) 0417 241186
ianbrok@tpg.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,
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