On Monday 4 September CYC members had the opportunity to learn how to safely set off Distress Flares, as well as to get rid of any out of date flares. Participating, were from left to right, John Gallagher, Kim Elliott, Neil Davis and Instructor David Kent.

If you missed out, watch out for this event next season.

Contents

◆ 2006/07 CYC Committee and Management Team
◆ Results Consulting Winter Series Winners
◆ Wintersun Regatta 2006
◆ Media Day 2006
I feel both privileged and challenged in assuming the role of Commodore for this year; privileged to be entrusted to join the long list of people who have led the club with great dedication and energy through thick and thin over the years, to leave us so well placed at present, and challenged to maintain the strong growth and development that we have been experiencing. However, I feel sure that the Committee members that you have elected have the capability and commitment to address this, and I thank each of them for accepting their roles.

Retiring Committee members, Commodore Peter Dalton, and Rear Commodores Peter Fullagar, Ian Hawk and Nick Hildyard deserve our great thanks for the important contributions they have made to our Club and its good health.

Peter Dalton has served on the Committee for the last seven years, three in the Member Services role, one as Vice Commodore, and the last three as Commodore. Over this period he has contributed in massive measure to providing services to members, to the development of the Club, and in leading the Committee. Peter very much deserves a well earned rest, with the opportunity to concentrate on enjoying his sailing. However, I know that I will be calling on his experience from time to time.

Peter Fullagar has served on the Committee for the last six years, in the vital Rear Commodore Sailing role. With his energy, very broad experience and practical and down to earth approach Peter has been the sailing heart of the Club, and leaves us with a very sound basis for our operations, and for further development. Peter too very well deserves the opportunity to enjoy his sailing, and particularly without the overhead of making it happen.

Ian Hawk, in filling the Rear Commodore Member Services role for two years, has led a team that has worked hard and most successfully to provide top level formal Club events, as well as performing the functions required to meet the day to day member requirements. Our thanks are due to both Ian and his Member Services Group.

Nick Hildyard has carried out the Communications role for the last three years, quietly and perhaps almost invisible to most Club members, but he deserves our very visible thanks. He has most capably managed the smooth production of our great newsletter, redesigned our website and managed its content to a standard we should all be proud of (including the acquisition and integration of the very popular weather station), and has provided a very effective and important liaison with the media.

All will be missed for their capability, effort, experience and enthusiasm. I wish them all fair sailing in all of their endeavours.

Some of the challenges of the year that stand out are:

• maintaining the strong growth in the fleet and in participation rates. This is of course a high priority, and the recently revived Sailing Committee offers opportunities for all members to contribute to this through their Division representatives. Ensuring the continued success of our Youth Sail Academy and Youth Racing Squad, and both adult and junior sailing training operations will also be key factors in this. All members have the opportunity to play a part in this through assisting in these programs where possible, and particularly in helping the transition of sail training graduates into regular sailing.

• ensuring that services to members both ashore and on the water are provided at the best practicable standard.

• managing proposed changes to the Club facilities and boat parking arrangements in cooperation with the CSCC and the NCA.

• ensuring the Club maintains a sound financial basis, providing appropriate services and capabilities, while constraining costs to members to the extent possible.

I and I am sure the whole Committee, look forward to the year with optimism. I wish all members a very successful and enjoyable year on the water and in the Club.

Graham Giles
The Committee elected at the August AGM are, from the left:

- **Peter Harvey, Vice Commodore.** Has sailed at the Club since it began operations on Lake Burley Griffin in 1964, and presently sails a Flying Fifteen. He is a previous Commodore and Vice Commodore.

- **Anita Faulks, Rear Commodore Member Services.** Enthusiastic Elliott 7 sailor; has been a club member for ten years and has served as Rear Commodore Member Services twice before.

- **Trevor Hippisley, Rear Commodore Finance.** Now in his fifth year in the treasury position, campaigns an Elliott 7, has been a club member since 1979 and has sailed ‘seriously’ for the last fourteen years. He has previously served in the Rear Commodore Sailing Position for three years.

- **Graham Giles, Commodore.** Has been a member of the Club since the mid-’60’s (when resident in Canberra), is presently in the Flying Fifteen fleet, and previously has been Club Captain for two years and Vice Commodore for three.

- **John Tracey, Rear Commodore Sailing.** Has been a Club member since 1973, has very wide sailing experience up to international level, presently races a Flying Fifteen, and has previously served as Rear Commodore Member Services.

- **Peter Barter, Rear Commodore Communications.** A Club member for four years, another enthusiastic Elliott 7 sailor, in his first role on the Club committee.

- **Sue Hart, Rear Commodore Operations.** Yet another Elliott 7 sailor; a club member for nine years, and in her second year in the Operations role.

This might look like a lot of Elliott 7 and Flying Fifteen presence. However, the team can claim very extensive experience in a wide range of dinghies and other trailers, with only the catamaran fraternity perhaps being under-represented in person (but not forgotten in committee considerations).”

This might look like a lot of Elliott 7 and Flying Fifteen presence. However, the team can claim very extensive experience in a wide range of dinghies and other trailers, with only the catamaran fraternity perhaps being under-represented in person (but not forgotten in committee considerations).”

**Committee Members**

**CYC 06-07 Management Team**

**The Club management team, still smiling in spite of us all:**

- **Matthew Owen, Club Manager.** Club member for ‘about 30 years’, extensive national and international level skiff experience, presently in the Elliott 7 fleet and is in his fifth year as Club Manager.

- **Carolin Dasey, Office Manager.** Club member for 2 years, and another Elliott 7 sailor.”
New Australian Trailable Yacht & Sportsboat Policy Committee

In April, Yachting Australia established a new committee to take a truly national approach to the continued development of trailable yacht and sportsboat sailing in Australia.

The Committee recognises the various levels of administration already engaged in support of trailable yacht and sportsboat sailors (clubs, class associations, Trailable Yacht Associations and Member Yachting Associations). Its objective is to complement, strengthen and give national authority to the existing work.

The Committee provides the basis for:

- Nationally recognised categories of trailable yachts and sportsboats, a rating system based on long experience, a nationally accredited mechanism for assessment of new classes or modifications to individual boats for rating purposes and a national process for reviewing those ratings on a regular basis.
- A national championship directly under the aegis of Yachting Australia.
- A coherent national input into triennial review of the safety regulations.
- Collection of data on the numbers and types of boats presently racing, relevant class associations, the design trends under consideration and the kind of organised competition that is sought by people sailing in this sector of the yachting community.
- The research to be done will help in developing a closer relationship with designers, builders and the rest of the industry. It will also set the scene for a more active approach by clubs and class associations to marketing trailable yacht and sportsboat sailing.
- Formation of the Committee has been largely the work of John Burgess within Yachting Australia over the past three years. It also achieves the objectives to which Ray Jones and the TYA of NSW and the ACT have worked since the late 1990s for the establishment of a national approach.

The Committee will:

- Be the custodian of the national trailable yacht and sportsboat rule. The start point for this is to be the Australian Trailable Yacht and Sportsboat rule that was concluded by the TYA of NSW and the ACT in conjunction with TYAs from Queensland and South Australia.
- Be the custodian of the national rating system based on the performance orientation of the existing Class Basic Handicap, with consultation among NSW, ACT, Victorian and South Australian members to meld the specific numbers used by each into a single agreed set of ratings.
- Establish a national handicapping committee to accept the melded numbers and administer the allocations of ratings in the future to new or modified boats.
- Undertake annual review of the CBH ratings and respond at other times to significant concerns about the ratings, as required.

Neil Primrose
Alan Green ‘Blue & Me’ the CYCs most consistent competitor and a worthy winner of Division 3. Presentations of prizes for the Winter Series were made after the first race of the new season on 17th September.

The Canberra Yacht Club extends our sincere thanks to Chris Morley at ‘Results Consulting’ for his support during the Winter Series. Chris can be contacted on cmorley@results.com.au

The placings of the Results Consulting Winter Series have been decided and it was a closely contested series. The winners of the various divisions are as follows:

**Division 1**
1st  Robin Malpas on ‘Euffanism’
2nd  Peter Harvey on ‘Final Fling’
3rd  John Tracy on ‘Wings’

**Division 2**
1st  Jampal Dawa on ‘Rusty’
2nd  Charlie Bellwood on ‘854’
3rd  Andrea Garvey on ‘Billabong’

**Division 3**
1st  Alan Green on ‘Blue & Me’
2nd  Anita Faulks on ‘Casper’
3rd  Jon Symmonds on ‘Nauti’

**Division 4**
1st  Bill Hurst on ‘Catch 22’
2nd  Richard Wood on ‘Just Magic’
3rd  Dave Denahy on ‘Gemini’

**Division 5**
1st  Daryl Riding on ‘Silk’
2nd  Robert Redfern on ‘Hanky Panky’
3rd  Paul Stapleton on ‘Black and White’
This race is conducted by the Royal Queensland Yacht Squadron over about 30 nautical miles. The course runs from Runaway Bay at the north end of the Gold Coast through the channels and islands and into Morton Bay with an overnight stop about half way. The intention is to provide a regatta in the middle of winter and to catch the southerly winds which are usual at this time of the year. It has been on the racing calendar for over 20 years.

We planned to make a good break based on this event with a few days cruising around the Myall Lakes on the way to the event. I consulted Martin Van Der Hoek who is the expert on the Myall Lakes. Following his explicit instructions Rosemarie and I found a very pleasant spot to launch. But the weather gods were against us. It was blowing your socks off with more wild weather and much rain forecast. So we did not launch but kept driving north. And it kept blowing and raining all the way to Runaway Bay. We launched at the Runaway Bay marina (which was undergoing a major renovation to accommodate even bigger (mostly power) boats) and loafed around for a couple of days until the weather abated. We spent one day motoring around the Broadwater which was useful in reminding us about channel markers and tides and such hazards that LBG sailors tend to forget. And with a full moon we experienced considerable tidal ranges and flows.

On the Friday Mo Kalnins arrived to crew for the race and Rosemarie went on to friends in Brisbane. The Squadron put on a good barbeque at Runaway Bay on the Friday evening and the marina was chock a block with trailer sailors all rafted up and tied up wherever they could. Peter Taylor snuck Pathfinder in between two large houseboats snug as a bug in a rug.

Saturday was fine, but a drifter. There were 47 boats entered in the race with three divisions of monohulls and one division of multihulls. Windsong got caught on the wrong side of the start line and was carried even further by the flooding tide. We took what seemed like ages to get back to the start line by which time the fleet had ridden the flood tide and were well away. We drifted slowly up the channel after them and were tossed about by the wake of the bloomin great power boats that were roaring up and down the channel. A big wake is bad news at any time but when you are trying to keep up the momentum
in a very light heading breeze power boats are a major annoyance, to put it mildly. But by the afternoon the breeze had built a bit and the power boats were less frequent and we started to gather way, keeping a careful eye on the channel markers and the depth sounder. Mostly we were surrounded by mangrove swamps interspersed with luxury housing estates. Many of the houses were built with more money than style, that seemed to apply to the power boats also. Late afternoon we moored near the Squadron’s outpost on Canaipa Island. The Squadron’s rubber ducks provided a friendly efficient taxi service to the island for a BYO barbeque and well stocked bar. Somehow they had “XXXXX” as a sponsor which was handy. At this stage we caught up with the Pathfinder and Ethel May mob, Mark Sheather has moved to Brisbane but had Jim Lamb from Wild Bird and Bob Micallef from El Barco on board. Over a few cleansing ales we all agreed that stink boats were detestable but otherwise it had been a good day.

We were ferried back to our boats for a quiet night. There is no accommodation at Caniepa so everyone slept on board, except for a few who camped ashore. But the quiet night plan was interrupted by bumps in the night. Two trimarans rafted up together, had put down a single, just enough, anchor line. So when the tide rose they came adrift and bumped us. And they were a bit shirty to wake up and find us fending them off, “What’s going on?” they groused sleepily. Soon sorted.

Sunday had a slow drifting start again. But this time we were close to the line and got off well. Pathfinder fell into a hole at this stage but came good after a while. The day settled into pretty well a long starboard work to the northwest with a few short port tacks to stay in the channel. The breeze built to a light but very consistent nor’easter. I do not remember such a long day’s sailing with such a steady wind. Mo got to the stage that there were no more rig/sail adjustments to make – which is something of a mild frustration for an inveterate tweak-er/adjuster.

We finished and motored into the marina, which has pens for about 1500 boats so finding your way to the ramp is a challenge in the various lanes of boats.

At the presentation that afternoon Pathfinder won Division 1 for which Peter received a handsome glass vase. Windsong came second and received a nice clock and barometer set. Come the various sponsor’s prizes and Peter got a “retro” metal esxy in “XXXX” colours. I got a folding stool with a built in cooler bag. Not too shabby for two boats out of a division of 14. But the best was yet to come. The lucky draw prize was drawn but it was a “no show”. On the redraw Windsong was called, and it was worth $1000.00. The Pathfinder and Windsong crews had a very nice meal at the Squadron and called it a very satisfactory regatta.

We could not get away early on the Monday. We had to wait until about 9.30 am for the Squadron to put a mixture of $100 and $50 notes into my hand. Overall, and looking past the dollars, it was a great event. The CYC outcome goes a way to overshadowing the previous year when Pathfinder hit a navigation mark just after the start and brought the rig down. Great hospitality, warm weather, different sailing conditions and a different fleet of boats made for a nice change from a Canberra winter.

We plan to go again next year, in the meantime the 24 hour “Heaven Can Wait” race on Lake Macquarie beckons.

Ian Hawke Windsong
From the Manager 'Game on'

Sailing is once again in full swing after an ever shortening winter break, our CYC members have been very active and successful over the winter months here and away.

With the new sailing season comes a new Executive Committee to the club and I would like to welcome them all to what looks like another action packed year.

I would like to personally thank the outgoing Commodore Peter Dalton with whom I have worked very closely for over four years. Peter's drive and commitment for building a successful organization with great facilities for CYC sailors and for bringing the club spirit back to its members, Peter excelled on all fronts with these challenges.

To Nick Hilyard, Peter Fullagar and Ian Hawke, who did not stand for re-election, I thank you for all the hard work over the years for your tireless contribution to the CYC.

The CYC sailing season has started with a fantastic 58 boats taking part in the opening race, I looked around at the fleet during the race and was gratified to see a number of CYC members who are back on the water after taking a few years off. I am confident that we will get around 80 boats consistently racing on a Sunday at the club once the water warms up and the dinghies and the junior programs are back out on the race course.

A major change to the CYC has been the reforming of the Sailing Committee headed by the new rear Commodore Racing John Tracey, each racing division has a representative that will provide sailing policy direction for the CYC. The meetings so far have been a great success and if you have any questions or suggestions please contact your division representative in the following contact list.

**CYC Sailing Committee 2006/07**

<table>
<thead>
<tr>
<th>Chairman</th>
<th>Rear Commodore Sailing</th>
<th>John Tracey</th>
<th><a href="mailto:jandet@grapevine.com.au">jandet@grapevine.com.au</a></th>
<th>0411 750 069</th>
</tr>
</thead>
<tbody>
<tr>
<td>Division 1</td>
<td>International Flying Fifteen</td>
<td>Robin Malpas</td>
<td><a href="mailto:kangaruth@homemail.com.au">kangaruth@homemail.com.au</a></td>
<td>0415 422 937</td>
</tr>
<tr>
<td>Division 2</td>
<td>Elliott 7 Class</td>
<td>Howard Faulks</td>
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<td>0438 216 130</td>
</tr>
<tr>
<td>Division 3</td>
<td>Yachts (CBH 675 and above)</td>
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<td><a href="mailto:ian.brokenshire@atsb.gov.au">ian.brokenshire@atsb.gov.au</a></td>
<td>0417 421 186</td>
</tr>
<tr>
<td>Division 4 - Yachts (CBH below 675)</td>
<td>Graham Wykes</td>
<td><a href="mailto:graeme.wykes@optusnet.com.au">graeme.wykes@optusnet.com.au</a></td>
<td>0412 829 617</td>
<td></td>
</tr>
<tr>
<td>Division 5</td>
<td>Off the beach Multi-hulls</td>
<td>Robert Redfern</td>
<td><a href="mailto:robertredfern_76@hotmail.com">robertredfern_76@hotmail.com</a></td>
<td>0421 286 727</td>
</tr>
<tr>
<td>Division 6/Lasers Dinghies (YVC yardstick 116 and below)</td>
<td>Phil Hextell</td>
<td><a href="mailto:Phil.Hextell@act.gov.au">Phil.Hextell@act.gov.au</a></td>
<td>6207 5760 wk</td>
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</tr>
<tr>
<td>Division 7/Dinghies Youth Sailing Academy &amp; Dinghies</td>
<td>Andy Weiss</td>
<td><a href="mailto:andy.weiss@accesseconomics.com.au">andy.weiss@accesseconomics.com.au</a></td>
<td>6273 1222 wk</td>
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</tr>
<tr>
<td>CYC Manager</td>
<td>Matt Owen</td>
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<td>6273 4777 wk</td>
<td></td>
</tr>
<tr>
<td>Race Results</td>
<td>Jenn Neilsen</td>
<td><a href="mailto:jenny.nielsen@canberra.edu.au">jenny.nielsen@canberra.edu.au</a></td>
<td>6201 5344 wk</td>
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</table>
The big news at the Sailing School is the employment of Craig Davidson as the Assistant Manager of the Sailing School for this coming season. Craig is a two time Spiral National Champion and now sails a very red Cherub with his wife Mel. Craig comes from a very famous sailing family in Canberra and we look forward to him managing the youth and adult training programs. Please say hello if you see him around the club.

We are well into planning this season’s big regattas with the sailing committee and will be asking for volunteers for these events, please help if you can.

The regattas are:

- ACT Flying Fifteen Championships October long weekend.
- SYFA Solutions Elliott 7 Spring Cup 21st & 22nd October
- Capital Insurance Brokers ACT Dinghy Titles 25th & 26th November
- Compass Pools City of Canberra Regatta 2nd & 3rd December

I wish all of you a very safe and successful season at the Canberra Yacht Club.

Cheers

Matt

Matthew Owen
Canberra Yacht Club Manager
Director -
Canberra Yacht Club Sailing School
Phone: 6273 4777
Fax: 6273 7177
email matty.owen@canberrayachtclub.com.au
Tuning Tips - What is 'feel'? 

Having recently bought a new boat, I was reflecting on how each boat I have owned has had a different ‘feel’. It prompted me to wonder how many sailors understand what ‘feel’ is.

Boats ‘feel’ different because of the relationship between the Centre of Effort in the mainsail and jib and the Centre of Lateral Resistance (keel or centreboard). Does this sound complicated? If so, here is my simple interpretation.

‘Feel’ starts with the pressure on the tiller. For example, does the boat round up going to windward and need the tiller pulled towards the windward side to keep it straight? If the answer is yes, then that’s weather helm.

Alternatively, does the bow fall off the close hauled course and need continuous rudder pressure towards the leeward side to keep the nose pointing into the wind? If the answer is yes – then that’s lee helm.

I like to have a boat set up which has a little bit of weather helm when the wind starts to freshen so that it automatically points up into the wind going to windward when slightly heeled.

I have, however, seen many boats with the skipper holding both hands on the tiller to keep it going straight – clearly such boats are out of trim and I would suggest going slowly because of the drag being developed by the rudder.

How do you fix it you ask? Weather helm and lee helm can usually be addressed in several ways. Firstly, one can change mast rake. Less mast rake reduces weather helm - more rake increases weather helm.

In extreme cases, the mast base can be moved for or aft. Move the mast forward to reduce weather helm – aft to increase it.

In addition, ‘feel’ can be significantly influenced by sail choice. For example, in a one design boat, a flat jib with a full main can induce weather helm. To reduce weather helm – put up a fuller jib. If that doesn’t solve the problem you can replace a full mainsail with a flatter one.

‘Feel’ in trailer sailers can be addressed by changing headsails (or reefing mainsails). In my Castle 650 Solitaire, I rarely reef the mainsail. Consequently, I have lee helm in light conditions with a big number 1 headsail – the boat is beautifully trimmed in 10 knots with a smaller number 2 headsail and remains in trim with a smaller no three above 15 knots.

Keep in mind that even one design boats such as the Flying Fifteen are built within tolerances. For example, the keel can be located in a range of (18cm or 7 inches) fore and aft and the rudder location can vary too. That’s why each boat has a different ‘feel’ not to mention the different keel and rudder profiles – but that’s another subject.

These rules apply to dinghies too. Dinghies such as 470’s which have a swinging centreboard, can reduce weather helm in heavy weather by raking the centreboard back so that the boat is not rounding up and tripping over the centreboard going to windward.

Having a boat which ‘feels’ good makes your sailing experience more rewarding and gives you the pleasure of having a boat that is properly trimmed. Usually, it is also fast! Give it a try.

A more technical account relating to the interaction between the Centre of Effort and the Centre of Lateral Resistance can be found at page 194, ‘Sailing Theory and Practice’, C.A. Marchaj, 1971.

Peter Harvey ‘Final Fling’ AUS3687
Canberra Yacht Club Sailing School have released their 2006/07 learn to sail program dates. The courses are Yachting Australia's Get Into Small Boat Sailing Scheme basic sailing courses were you will learn:
- Personal Preparation
- Yacht Preparation
- Water Safety
- Rigging
- Personal Flotation Devices
- Terminology
- Sun Protection
- Points of Sail
- Cold Weather Protection
- Knots
- Marine Safety
- Capsize Recovery
- Nautical Terminology
- Helming Technique

Matt Owen  
Canberra Yacht Club, Sailing School  
6273 4777

Please check the CYC website www.canberrayachtclub.com.au for all bookings and details.

Media Day 2006

The LBG Mug is up for grabs again on the 22nd of November 2006. Representatives of various media establishments in Canberra are invited to Race aboard Elliott 7s with the assistance of two regular crew members on each boat.

The Inaugural LBG Mug was fiercely contested last season. The winning team featured Tim Gavel of ABC Radio on Walter & Turnbull. Tim demonstrated the skills he learned at the CYC Adult Sail Training Course.

All participants were keen to line up again this year.

2005 LBG Mug Contestants
2006 Compass Pools City of Canberra Regatta
December 2nd & 3rd
ACT State Level Trailable Championship
Four Races on Lake Burley Griffin
Incorporating the Elliott 7 2006 ACT Championship and
Heat 3 of the TYA of NSW and ACT Travelers Trophy

All details and entries on www.canberrayachtclub.com.au
Three 10 year anniversaries might be of interest to current members:

First, on 26 June 1996, one of our most esteemed & successful members, Rod Dalgleish was admitted to the ACT Sport Hall of Fame – the only sailing related person to be admitted to date. Fortunately, Rod & his wife Elaine, & children, Rohan & Trudi, were able to be present at the Induction Luncheon at Old Parliament House, together with a number of Rod’s sailing colleagues. Rod had an enviable record of participation in sailing events, at State, National & International levels, especially in the Gwen 12, 505 & Flying 15 Classes, & in his latter years, in ocean racing with George Snow & Teki Dalton. For those who might be interested, a full record of his achievements was published in The Canberra Yachtsman of August 1996. Rod passed away in November 1997.

Second, on 13 October 1996, we celebrated the Grand Opening of the ACTON SPORTS DECK at the CYC, with a brunch, some model yacht racing, & the first Club pointscore for the season. For those who aren’t aware, the Acton Sports Deck is that (now) enclosed area on the eastern end of the Clubhouse, immediately above the Sailing School area. The addition of the deck was made possible by a donation of $18,000 from the former Acton Football & Sports Club. The AF & SC had sold its former premises in Barton & a number of its members used the CYC as a place to have a quiet beer. The members needed to dispose of the proceeds of the sale to like minded organisations & luckily for us, we were one of the recipients. The outdoor ambience was great on some days but, given the vagaries of the weather, was an unreliable place for eating.........which reminds me of a third 10 year anniversary!

In July 1996 the CYC Executive met for the first time with a developer to start the process of exploring options to ensure the future, long term viability of our site. That process resulted in our on going relationship with the CSCC which was eventually signed, sealed & delivered on 7 July 1997. The particular relevance here is that the CSCC soon realised that the Acton Sports Deck needed to be enclosed & that was done within the first 12 months or so.

Good sailing
Peter Forster
Groups of Canberra Ocean Racing Club members are escaping Canberra's cold weather by boarding their Bavaria 44 Namadgi to explore Vanuatu's islands and enjoy its balmy ‘winter’ climate.

Just before the current cruise, her second to this part of the Pacific, Namadgi was fitted with a new eutectic refrigerator better able to meet tropical demands than the German original, a laptop computer to receive detailed weather forecasts and to communicate by email, and —luxury of luxuries—a water maker.

The result has been almost daily reports circulated to envious members shivering in Canberra about delightful swimming and diving, seafood feasts and many other delights of tropical cruising. Sail Mail, the email system, works through the HF radio and is relatively simple to use. It has enabled quick advice in response to initial fine-tuning of the fridge and water maker as well as arranging for new crews to bring various items of equipment always needed on a cruising yacht and unobtainable on a remote Pacific island.

Email reports say the fridge is proving its worth, keeping cryovaced meat for up to three weeks and meeting the cold-beer and wine requirements of those aboard. The Bavaria 44 is a large yacht that can sleep eight people comfortably and has three hot-and-cold showers, including one on the stern for swimmers. But only 360 litres of fresh water can be stored. With a watchful eye on consumption, this is enough for any passages Namadgi is likely to undertake. But the ability to have a shower basically when you want one has added a luxurious new dimension for sailors trained to bathe in about the same amount of water a sparrow would use. The water maker can produce 60 litres an hour.

Everyone is delighted with the detail and accuracy of the weather information which is downloaded onto electronic charts in the laptop. Operators can even animate synoptic forecasts for several days ahead and so visualise the likely movement of weather systems.

Namadgi left Pittwater on 14 May skipped by Paul Jones. She entered New Caledonia’s great lagoon seven days and three hours later, a remarkably good passage. After a week or so of genteel cruising in the Isle des Pins area they returned to Noumea to hand over to another crew skipped by CORC President Garth Brice and including Canberra YC members Susan Alexander and Rick Scott-Murphy.

The new crew returned to Isle des Pins before setting off for Vanuatu via the less-visited Loyalty Islands. Their passage from Mare in the Loyalties to Tanna in Vanuatu was “exhilarating for sailors and a bit tiresome for non-sailors,” Rick reported by email.

They close-reached the 168nm in a little less than 24 hours under three reefs and the small jib in 25-30kts. A highlight was watching eruptions of Tanna’s volcano at dusk.

This crew left the boat at Port Vila, capital of Vanuatu for the next crew, skippered by CYC member Bettina Hiscock. Her first email report concerned catching a giant barracuda which was cooked on the beach in a charming anchorage. All crews have reported warm welcomes by local villagers, dancing and even kava drinking. Bettina was to hand over to Mike Dunn for more cruising to nearby islands. The last crew will include yet another CYC member, David Townsend and wife Jill. With three other couples they will cruise northwards to the large island of Espiritu Santo. There, the ladies will leave to fly home and the boys will be joined by another CORC member, John Rowling, for a trade winds passage to Mackay. Namadgi will cruise the Whitsundays until the end of October when she will begin the passage home, arriving at Pittwater towards the end of November.

David Townsend
Sue will be remembered, among other things, as being the last person to sail a Seafly dinghy regularly in Club races on Lake Burley Griffin — but not just any Seafly dinghy; it was a 1964 vintage dinghy, one from the second batch built by Harold Lang in Victoria for Canberra owners. Sue sailed the boat, still with its original Oregon mast, until a few years ago. Sadly, Sue passed away on 6 August. But, Seafly no. 80 will still be seen on the lake from time to time, in the hands of Lake Burley Griffin Sea Scouts, to whom Sue gave the boat 3 or 4 years ago.

Richard Hargrave, Sue’s brother, told me that he was taught to sail by Joan & Gurth Kimber in 1963/64. Gurth was the Deputy British High Commissioner at the time & was the driving force behind bringing the Seafly into the Club (& Australia) as the 14 foot dinghy that the fledgling CYC was seeking in those early days. Richard was then passed over to Captain George Fowle, an original Seafly owner (sail no. 73), for further instruction, before the family took delivery of its own boat, named ANYWAY, sail no.80. Sue was named CYC Yachtswoman of the Year in 1978/79. The ‘citation’ in the Canberra Yachtsman records that ‘Sue crewed for her father & her brother. When neither was able to sail again the family made moves to sell the boat but Sue decided that she would like to take it over & helm the boat herself. This she has done with increasing success over the past 10 years. She has always had a member of the fairer sex as crew & at present Rosemary Bell is her for’d hand.’

The Seafly continued to race as a Class at the CYC up to the 1988/89 season. From then on, Sue competed in one of the General Divisions where she won the annual championship & pointscore events on a couple of occasions. Rosemary continued to sail with Sue until they ‘retired’ about 5 years ago.

The Yachtsman of June/July 1979 tells us that Sue ‘lived in Canberra for almost all of her life, originally training as a Librarian & working at the ANU Law Library. She has recently completed an Arts degree at the ANU, majoring in Italian Civilization. Sue is a keen traveller, having journeyed to Europe overland through India & Iran. More recently she has been to South America & China.’

The accompanying photos show Sue’s boat, ANYWAY, with the wooden mast clearly visible, & Sue, with Mo Kalnins as crew, sailing a Mottle 33 in the Whitsundays in 1979. Others on the week long charter were Eileen & John White – the photo taken by the latter.

Sue will be sadly missed by her family & friends including those of us who sailed with her over the years.
This and future addition of Sailing News for this season will be edited by Peter Barter trying to fill the shoes of the very capable Nick Hildyard. Please forward articles for future newsletters to pbarter@netspeed.com.au

Lay-out design by Monique Wilding

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