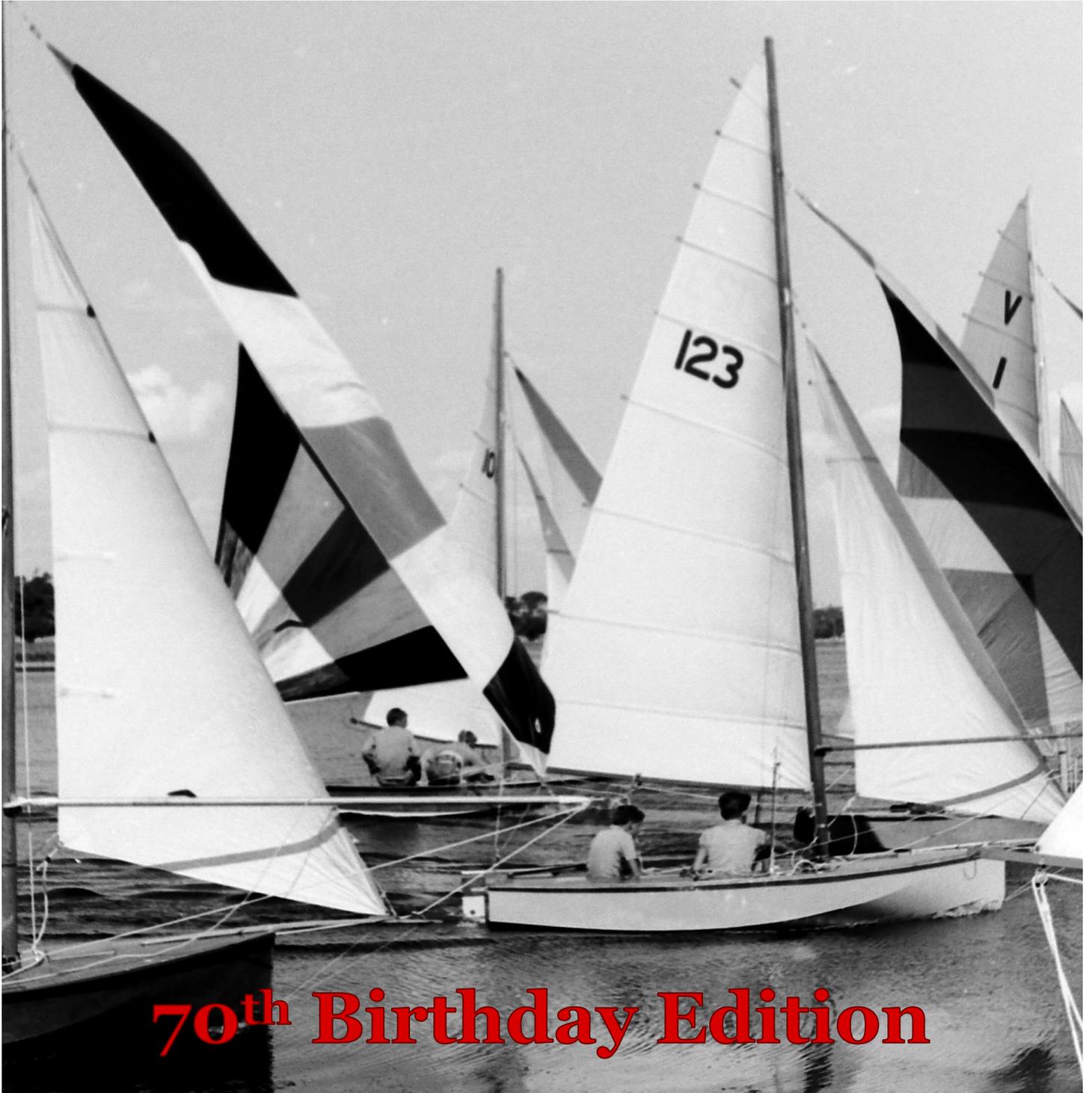


The Muppler

Winter 2018



70th Birthday Edition



Albert Sailing Club Inc.

EDITORIAL

Naomi Burchett

I don't think I can even begin to summarise this edition. Alongside regular content, we have an array of articles covering various aspects of the first 70 years of Albert Sailing Club and its surrounds. The variety of funny anecdotes, reflections on the Club and commiserations about the water and the weed all speak to a different, and equally important, parts of our history; a history that has led to the welcoming nature of the Club today.

I want to particularly recognise the efforts of Cindy and Jack in researching and compiling a large and extremely interesting set of materials for the 70th edition. I also want to say a huge thank you to everyone who has contributed to the Mudpuddler. It is a team effort and I appreciate it every time someone writes up and sends through an article. If you have ideas about articles, content, pictures or feedback that you would like to share, I'd love to hear from you—naomiburmika@gmail.com

Until next time, happy reading!

CLUB COMMUNICATIONS

Albert Sailing Club, Inc

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For updates from the Club, follow us on Facebook or register on our website for our weekly Snippets e-mail.

Did you know the Mudpuddler is also available by e-mail? If you'd prefer to receive your copy electronically, send your name and e-mail address to naomiburmika@gmail.com.

2018-2019 ASC COMMITTEE

Office	Name	Phone	Portfolio
Commodore	John Whelan	0414 251 669	Governance & insurance/lease
Vice Commodore	Cindy Tilbrook	0438 988 772	Club databases, social
Rear Commodore	Steve Dunn	0408 594 636	Sailing and racing
Secretary	Jack Woods	0419 541 802	Members, minutes & records
Assist. Secretary	Vacant		
Treasurer	Edwige Kozinski	0434 271 865	Finance & juniors program
Club Captain	Paul Farrell	0429 020 597	Sailing committee
Committee	Don McKenzie	0412 333 743	Training principal & wisdom
	Jaemie Wilson	0420 362 573	Emergency management
	Rod Thomas	9459 5327	Strategy, juniors & IT

The Committee meets at 7:30pm in the Club rooms on the second Tuesday of each month.

Members are welcome to attend on a non voting basis.

COMMODORE'S REPORT

John Whelan

70th Birthday

The club turns 70 on 15 September 2018. Elsewhere in this Mudpuddler you will find lots of information concerning the event.

The committee has heavily subsidised the cost so that as many as possible will be able to make it. The emphasis will be on fun, and not speeches. I do hope that you will be able to attend.

Upcoming events and activities

Rod Thomas has developed a listing of events over next few months aimed at focusing on both attraction and retention, including a September focus, as part of our 70th birthday activities, on members who have signed up over last 6 to 12 months, to ensure their full engagement with the club before their renewal comes up. This will involve highlighting the Bill Hooper series and involve the new members in races or other sailing activities, including allowing all club boats with no fees in September. Experienced members will help with rigging and/or crewing of boats.

Rear Commodore

Steve Dunn has agreed to accept appointment to fill the vacant rear commodore position. I think this will be Steve's third year in that role. The committee was delighted that Steve accepted the appointment and he has wasted no time in re-establishing the sailing committee and working on our sailing activities. I anticipate that his report in this edition will provide further detail.

Junior sailors

The club has worked hard to develop junior sailing. This has happened through working closely with the Victorian International Optimist Dingy Association (VIODA), through school holiday programs and green fleet programs.



We hope that this might lead to increasing numbers of juniors sailing with the club fleet on race days.

The juniors very much enjoy the social interaction on the water. This often means that they will gather together, sometimes in awkward positions before the start of a race. Also, some juniors appear to be quite worried when coming close to the bigger boats during a race. I'd ask that we bear in mind how daunting this might be for some juniors and that we always show courtesy, even when the junior sailors make a mistake that frustrates a more experienced adult. After all, our reputation as a friendly and welcoming club is deserved and has been hard won. We want the juniors to learn from that as they progress with their sailing at the club and elsewhere.

Australian Sailing

Rod Thomas and I attended a special general meeting of Australian Sailing. The purpose of the meeting was to consider changes to the way that club affiliation fees are determined. Whilst there will be no increase in the ASC fees paid to AS for the next three years, we believe that there may be some benefit in seeking a review of the amount we pay.

Victorian Club Conference

The conference on 11 August 2018 at Sandringham YC provided a lot of information and suggestions for club operations. The committee is currently working through some proposals which arose from the conference. Whilst it is premature for me to discuss these now, save to say that I think they have the ability to be transformative.

Premises lease

We are still waiting for Parks Victoria to inform us of its revised offer for our premises lease. The initial offer sought a very substantial increase in our rent. The committee has been working to negotiate better terms and is hopeful of a better revised offer.

Mike Simpson

It is with sadness that I inform members that Mike Simpson died on 3 August 2018. Cameron, his son and past member of the club, informed me that Mike declined rapidly.

Mike was a former commodore of the club and well known as an OK and Sabre sailor. Our condolences and best wishes go to Mike's family and friends.

Mudpuddler

A big thank you to our editor, Naomi Burchett. I love the redesigned masthead and layout. A lot of work goes into obtain articles, laying out and editing them, incorporating photographs, printing and posting the newsletter. So feel free to drop her a line at mudpuddler@albertsc.org.au.

REAR COMMODORE'S RAMBLINGS

Steve Dunn

Sailing Committee

With the establishment of a brand new Sailing Committee for this year, I'd like to thank Stephen Lincoln, Ron Lackington, Ron Ferguson, Gary Todd, Tim Falkiner, Cindy Tilbrook, and John Whelan for stepping up. It's great to have such a wealth of knowledge and experience on board.

Combined Sailing with APYC

In the year of the club's 70th Birthday it's perhaps of some significance that we have reached an agreement for combined sailing with APYC. The Sailing Committee believes that combined sailing is highly desirable to provide for a larger fleet and consequently a much better sailing experience for sailors.

Our sailing program has been aligned closer to that of APYC's, however one major difference remains and that is APYC separate their Championship and Handicap races sailing them on alternate weeks.

To this end, it has therefore been decided to adopt a new combined ASC/APYC series known as the "ASC/APYC Challenge". This will run *every alternate week*, aligning with APYC's Championship days. *This first race of the "ASC/APYC Challenge" is scheduled for October 13th and will run in parallel with our Summer Series 2.*

The following outlines the plan :

1. ASC's and APYC's existing Sailing Program's retained. APYC invited to participate in ASC special events such as the Commodore's and Bill

Hooper Series.

2. Every alternate week *when ASC is the start club, there will be a combined finish at ASC's Tower.*
3. *On ASC start days the combined "ASC/APYC Challenge" series will be run in parallel with the applicable ASC and APYC scheduled series.*
4. *On every other week when APYC is the start club, all boats will finish at APYC's tower. The applicable series event as shown on each club's Sailing Program only will apply.*
5. *Sign on and briefing to be at the start club each week, with sign off at the sailor's home club.*
6. Tower crew at the start club to record all finish times for fleets from both clubs.
7. Tower crew for non-start club required for safety reasons, communications, mark rounding tick off, managing sign off, Top Yacht, etc.
8. Duty roster procedures and crew numbers remain unchanged.
9. Updated Sailing Instructions and Notice of race to be drawn up common to both clubs.

The Sailing Committee has put in a lot of thought and planning into this and hopefully it will provide a better experience for the sailors. Any thoughts, questions or concerns please don't hesitate to raise it with a Sailing Committee member or flag officer.

KEY INSURANCE GROUP

Rod Thomas

Key Insurance provided sponsorship for ASC's 2018 Winter Regatta. They are Melbourne based Insurance Brokers providing access to a wide range of Insurance Products.

Albert Sailing Club has used Key Insurance for our public liability and club assets insurance since 2016. Check out the Key Insurance website and speak to Keith for a quote or further information, mentioning Albert Sailing Club of course.



70TH ANNIVERSARY SPECIAL 50 YEARS OF ALBERT

Rod Thomas & Don McKenzie (original article by Terry O'Donnell and Bob Coate)

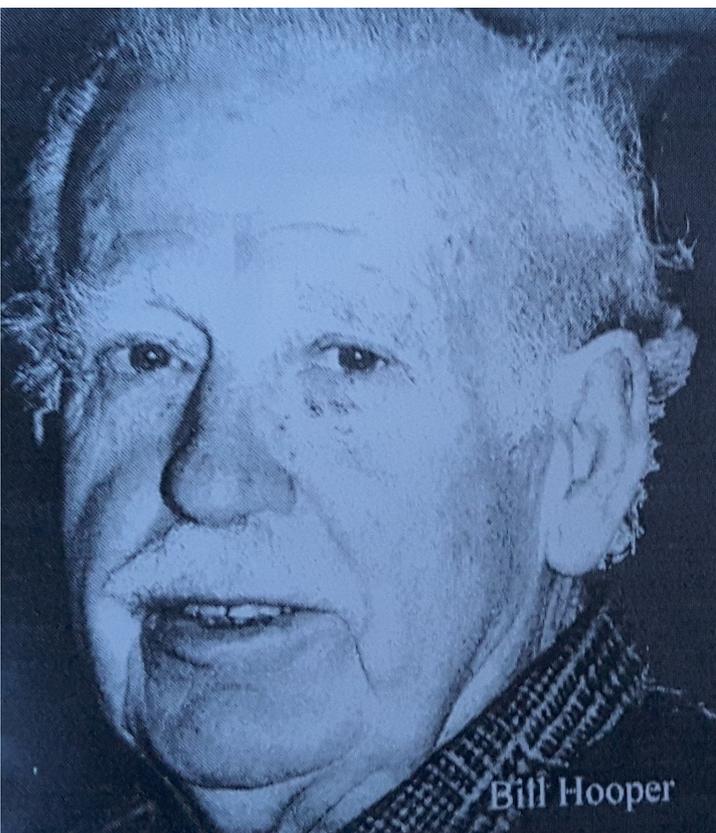
"The opening of the boating season (in October) was celebrated with a piece of chicken and a glass of bubbly." - Don McKenzie

Melbourne's first yacht clubs

The first two yacht clubs in Melbourne were formed in 1872. The Victoria Yacht Club was established at Williamstown in early 1872 and a few years later renamed the Royal Yacht Club Victoria. Later in 1872 the Albert Park Yacht Club (APYC) was formed, the first permanent inland-waters yacht club in Australia. In the latter part of the 19th century a permanent clubhouse for APYC was built around the corner and to the south of the current clubhouse and a number of commercial Boatsheds with sailboats and rowing boats were established.

Born in a Loft

After WWII, the return to social sailing was slow, but steady. Active racing re-established itself on the lake. There were a number of issues of discontent between a group of APYC members and those in charge of the club at that time. On September 15, 1948 seven of these malcontents assembled with the intention of formally establishing their own sailing club on Albert



William "Bill" Hooper

Park Lake. This breakaway group from APYC was the beginning of our Club.

The earliest Club records list the seven gentlemen present at this historic meeting as: Ramon Horsfield (Club Captain), Harry Miller (Club Secretary), Bill Hooper, Jack Zantuck, Peter Casdorf, Nev Argaet, and Kevin Thompson. This group had for some time been sailing Moths, VJs, Beavers, Sabots and other small craft on the lake.

The First Race

September 25, 1948 saw the first ASC race. The entry fee was £1, winner take all. Race prizes included a 2lb box of chocolates, 100 cigarettes and a bottle of gin.

The First Year

The Club adapted its own Class Boat ("The Albert"), which was a Beaver hull built by Benson & Shaw, with rigging from the VJ Class. Trophy donations began from various members with Club Pennants awarded to 1st, 2nd and 3rd place. VYC Racing Rules were adopted from 16/11/1948.

1949

The year commenced with an increase in membership fees (up to £10 p.a.) March saw the election of Bill Hooper as 1st Commodore with Dern Langlands as 1st President.

The first female Sailing Members were Jill Langlands, Louise Neeson and Marjorie Drew. Sue Hooper placed 2nd in the first Ladies' Race held on Easter Sunday '49.

At the first AGM, held on September 27, the ASC Constitution and Rules were adopted. Although much amended since then, they are still recognisable in our current rules. They were certified by Bill Hooper and John Hodgson (secretary).

Sailing in the 1950s

Whilst records are scarce (research revealed many a 'fiery' meeting was held), membership strengthened to regular classes of Gwen 12s, Sabots, Moths, VJ, Beavers and Alberts. Minutes from the 10 January 1951 state: "there was considerable discussion regarding the possibility of holding a combined dance and BBQ to raise club funds. While it was generally agreed that liquor would be necessary to make the affair a financial success. Many members expressed

50 YEARS OF ALBERT

doubts as to the capacity of other members to conduct themselves decently. On these grounds, the idea was abandoned". The Club DID, however, install a 'swear-box'.

The developmental success of the early 50s continued with valuable support from Club friends Mr Drew of the Albert Park Trust (patron 12/7/49) and Pat Kennelly of The MCC (patron 18/10/49).

Electricity and running water were connected to the club shed in 1951 with volunteer-erected boat racking inside a newly fenced-off storage area.

In 1954 works commenced on the original brick clubhouse. The bulk of the work was carried out by the members themselves. In 1959, the old wooden MGS Rowing Shed had been taken over and was used as ASC's No 2 Clubhouse.

In spite of membership decline at other clubs, ASC grew to 83 members, with most weekends supporting 20 race starters.

The Inland Waters Regatta became an established event with the ex Olympic Finn Class featuring strongly.

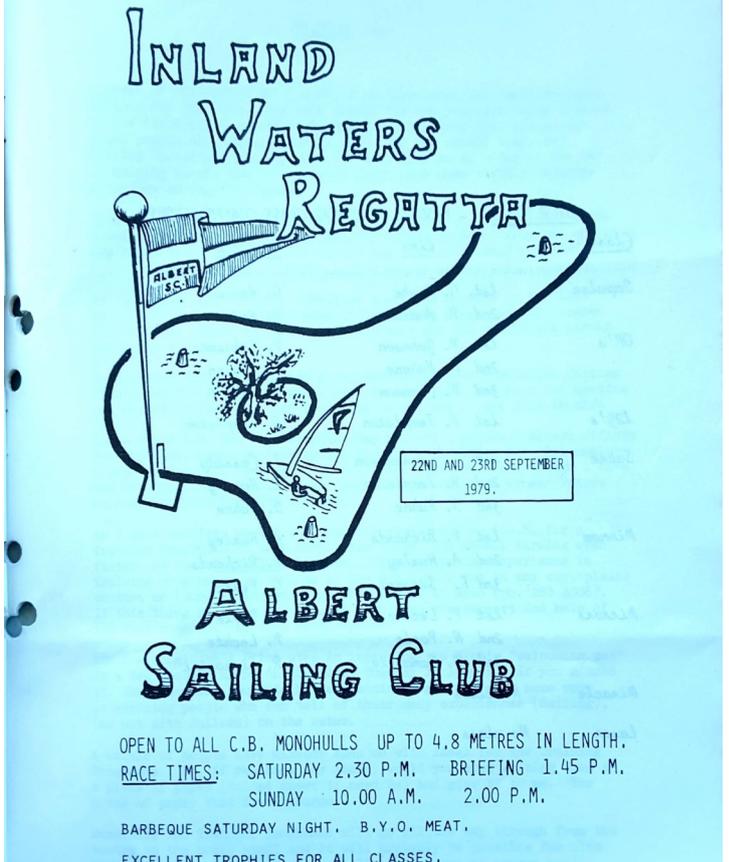
The Sixties at ASC

In May 1960, the ASC adopted the OK Class. "The OK stood out a mile, maybe it was the roach of the sail. But it looked much more masculine than any of the others ... A bloke's boat. So that was the one..." Walter Chapman May 1961.

During 1961, the dreaded weed strangled the Lake, forcing our 100 sailors off the water. The Sandringham YC became host to our fleet of Gwens, Moths, Oks and Sabots. Back at the club house, a motion was put forward (and rejected) to obtain a sheep to keep the grass down. During the year the Club yard was finally concreted and the BBQ area completed.

Weed growth forced Lake closure again in Jan '63. The water level dropped 18 inches and heavy poison was laid in April to combat the problem. Fortunately, Dern Langlands, now Commodore of Port Melbourne YC, extended an invitation for ASC to operate from PMYC's old building. APYC and ASC combined operations from these premises for the remainder of the season.

The Winter Membership Sailing program for sailors of other clubs was proposed by Vice Commodore Charlie Cass in 1964, with membership entry of £1 for



the season and storage for £1/10.

In February 1964 the weekly Duty Officer roster was instituted.

The '70s and '80s

The '70s saw the introduction of some popular new single handers: the Sabre and the Impulse. Each class had characteristics that were 'taken to' very enthusiastically by ASC members. The Impulse fleet raced successfully in coming State and National championships.

However, for ASC, the 70s and 80s were the years of the Mirror. Regularly, Albert sailors dominated state and national titles. This domination culminated with Tom King winning the world Mirror titles in 1991.

ASC battled weed problems once again, causing fluctuating membership. Although weed problems and drought continued to cause difficulty into the '80s, membership peaked at 350 sailors in 1981. The membership growth and Club activity was recognised by the VYC issuing Creditation for Boating Proficiency (27/5/1981). About the same time, our Racing Certification was recognised by the AYC.

In 1982, a great new construction program was commenced to build larger change rooms and a new Race Control Tower, at a cost of \$81,000. It was completed

50 YEARS OF ALBERT



in 1983.

The two clubs on the lake from the late 1980s were non cooperative, with each club having its own start (usually half hour apart) and their own buoys. On one occasion I remember them sailing around a course on opposite hands.

During the late 70's and early 80's juniors from Albert Sailing club were dominant in Sabre state and national title events.

The '90s.

The 90s proved to be one of the most dramatic decades in the Club's history. By 1998 the Club had experienced:

- The threat of demolition and relocation as part of the 1996 Olympics bid
- The complete restructuring of park management
- The draining of the lake (1992 – 1993)
- The introduction of the total park renovation program
- The building of the new parking lot behind the Club
- The conversion of the S.Melb. Football grounds to the Hellas Soccer Ground.
- The clearing of the debt on the change rooms
- The Formula 1 Grand Prix
- The planning and construction of the new ASC building, and boat yard
- Demolition of the old buildings

- Getting possession of our new building 1 week before the 1996 Grand Prix
- Co-organising the Grand Prix Regatta

And now: 1998 – 2018

Club races have continued on Saturdays throughout the year. Since the late 1990's, the move from two-handed dinghy classes to single-handed has been a continuing trend. Many of the adults who sailed classes like Mirrors in the 1980's and 1990's moved on to sail single-handed Impulses, Sabres, and Lasers.

The support provided by members for management of club racing on and off the water has featured prominently. Ron Lackington has worked with successive Rear Commodores on a weekly duty roster, which nominates a Race Officer and duty crew each week. The Tower crew, which until 2016 was lead by Dot McKenzie, has monitored boats on the water, recorded finishers and compiled race results. Sue Schoene has lead the small band of ladies in the Galley that have ensured sailors are kept fed and hydrated.

ASC has continued to hold regattas each year. The Winter Regatta is held in late June, with 60 - 90 boats entered on average. From 1996 - 2000 Grand Prix sailing regattas were conducted jointly by ASC and



Mirror Junior sailors mid-late 1980s

50 YEARS OF ALBERT

APYC on the Lake during the Formula 1 Grand Prix weekend in March. Fleets of between 100 and 200 boats sailed in these events, including many visitors from Melbourne bayside clubs. Smaller Grand Prix regattas for club members were sailed in 2014 to 2016.

In the early 2010's the club conducted two Victorian Schools Championship Regattas, and in 2012 the Australian Schools Team Championship. The Australian Schools team event involved a record (at that stage) 28 schools, and relied on 80 volunteers across the 4 days of the event. We are indebted to the successive Rear Commodores and members who have organised and conducted our regattas.

Albert members continued to travel to club regattas in Victoria, and to class State and National championships. In the Open events, Paul Farrell sailed a succession of Impulses to State and National Championship wins, and Cameron Simpson won a State Impulse Championship. In the junior classes, Ted Zammit was 2003/04 Minnow Australian Champion and Finn McMahon Victorian Optimist class champion in 2017 and 2018.

Training programs have continued to be another important part of sailing at Albert. Each year between 20 and 40 adults and juniors participate in Learn to Sail programs at our club. Earlier in the decade, Ed Farrell and Geoff Saliba lead most of these programs. Since 2007 Don McKenzie, Geoff Saliba and Rod Thomas have been lead instructors, with assistance from other club members.

Since 2015 we have seen junior programs 'ramped up' at ASC. Each year there have been 2 or 3 three day junior school holiday programs which have used coaches from the Yachting Victoria Boatshed or other sailing clubs. In the latter part of 2016 Saturday afternoon "Green Fleet" programs have been held in school terms 4, 1 and 2. Eight to twelve juniors who have completed a Learn to Sail or Tackers course have participated in the Green Fleet programs. In 2017 and 2018 between June and September, the club has hosted the Victorian Optimist Class Association winter training program on Sunday afternoons with up to 45 junior sailors, from ASC and other Melbourne and nearby sailing clubs.

Each year the club has hosted a variety of community events, including an annual public Open Day, usually in October/November. The public are invited to come for a sail on Albert Park Lake and to find out about

Albert Sailing Club. Up until 2016 the club used its two Status trailable boats, and our training Pacer, Sabre, and Minnow/Ozi Opti class boats. Following the sale of the Status boats in early 2017, we have used the club training boats and a loaned RS Quest. On an ad-hoc basis the club has also hosted sailing days for a number of community groups.

Social sailing has been encouraged and supported for members and friends, with monthly social sailing days held in the months between spring and autumn. Yachting Victoria has awarded and recognised ASC's programs and activities. ASC was awarded 'Yacht Club of the Year' in 2010 and 2016. In 2013 the club was awarded "Discover Sailing Program of the Year", and in 2009 Don McKenzie was joint winner of Club Instructor of the Year.

Albert Sailing Club has helped a broad range of people discover and revel in the enjoyment of sailing over the last 20 years, and we look forward to more years of good sailing ahead.



1961 W Cass, OK Jinx KA17 Vic champion 61-62.

70TH ANNIVERSARY SPECIAL A FLEET OF COMMODORES

Compiled by Cindy Tilbrook & Naomi Burchett

Abridged excerpts from the 50th Birthday edition of the Mudpuddler, September 1998.

Steve Haintz (2003 - 2005)

As far as my time as Commodore, it all seems like a blur, time has gone so fast. Some of the things that I remember fondly.

Square dancing in the club rooms. I asked the caller "how are we going?" His reply: "like a herd of wildebeests".

Our wonderful sojourns to Marlay Point in the club Statuses. What cured me of that event was a secret on the boat I shall not reveal.

Sailing at Altona, drought conditions.

Sailing at Lysterfield Lake, again, drought conditions.

Gary Todd in his Impulse and myself in an OK chasing the last mark that headed to the horizon. When we finally reached it, there was no one else as far as the eye could see.

At the 2003 AGM I asked Brian Finlayson if he could be guest speaker and recount the total bottling of the Status in Hobson Bay, whilst training to be ready to go to Marlay Point, because, you guessed it, there was no water in the lake. His speech had us all in stitches:



after the capsizes, one member swam to shore and went home. The police were trying to find him. The rest got towed to shore by the police. Helicopters everywhere. All good fun.

In the end, what I do miss is the friendship, the members who have left us and the workers around the club. So many memories in a small space of time.

John Smith (2000 - 2003)

The club had a real vibrancy about it, lots of friendships developed and kids around the place.

Doug's Bar, with the dynamic duo of Doug Hunter and the late Cliff Scott was always popular after sailing, and pizza deliveries or a trip to the pub were regular occurrences. Who could forget the ever enthusiastic Terry O'Donnell spruiking upcoming events and generally encouraging all members to enjoy themselves.

Work that needed doing around the place seemed to magically happen. The magician, quite often I suspect, was Ralph Schoene

There was concern about the waning turnout for the club annual regatta, previously called 'The Mudpuddler'. Geoff Saliba led the club members through an exercise that resulted in a set of changes which achieved positive results.

Tuesday night sailing over summer was introduced by Steve Haintz. The turnout for these was really terrific.

On the downside, though, are the two 'W's: Weed & Water.

We had issues with weed infestation and a declining water level. Parks Vic remained mute and indifferent to our problem. Brian Finlayson jumped at the opportunity to use his experience as a hydrologist to present an extensive proposal for a solution, but was rejected by Parks management and we felt a brick wall had been built and we weren't going to breach it.

In frustration, some members actually trialled their own method of weed control which turned out to be very comical and cannot be committed to paper.

After obtaining the email address of the CEO of Parks Vic and sending a letter outlining our concerns, the local manager was on the phone quick smart.

Although this was a frustrating time there were good things that came out of it. Former club secretary, the

A FLEET OF COMMODORES

late Dick Tupper, suggested that while the water level was low we should clean up the rubbish from the lake bed. After much cajoling and persuading, Parks agreed and it was promoted as a community project, with local folk turning up to help. Overall the day was a great success.

Robert Caulfield 1997-2000

The Grand Prix, first held in 1996, became the cornerstone of a rather sneaky campaign. We came up with the concept of setting the club up as a “corporate box” for racing enthusiasts. We were given some four day passes by the GP authority and we bought numerous other four day passes for \$120 and offered various companies the full treatment including meals, live tv, viewing from our deck and travel around part of the course via the lake using our ducks, all in exchange for goodies. The kitchen, bar, tower, heating, cooling, carpets, tables and chairs, television, barbeque and new rubber ducks were all secured under this package, which we managed to convince ourselves was not a form of scalping, despite receiving some cash payments too.

We also came up with some other creative ideas. The “Try and Buy” day being perhaps the most successful; people who wanted to sell dinghies would bring them down on an allocated weekend and we encouraged anyone wanting to buy a dinghy and learn to sail to come down too. We managed to get plenty of tv, radio and newspaper coverage to promote this event. Boats were sold with a commission to us and we signed up many of the buyers as members.

Membership boomed to about 600 individuals.

We had plenty of success in the state, national and world titles too. Two of our former junior members, Tom King and Melanie Dennison qualified for the Sydney 2000 Olympic sailing squad and Tom took out an Olympic Gold.

Peter Wright (1994-97)

Ed Farrell was the Commodore with no water (temporarily); I was the Commodore with an old clubhouse, no clubhouse and then a new clubhouse.

Originally, Park management proposed that our ‘new’ clubhouse was to be a modification of existing build-



The Bottling of the Status

A FLEET OF COMMODORES

ings. In the next plan, everything was to be razed and started from scratch. I remember going to a Park management meeting with Robert Caulfield and looking at a master plan which showed our clubhouse well to the north, up around the barbeques. This seemed less than ideal for finishing races at the clubhouse. I remember arguing that our change rooms and toilets were really quite new and should be utilized in the new building to save money. The overall floor plan for the club and racking space was penned rather rapidly one night at the Caulfield premises as a strong suggestion to the official park-appointed architect.

My most enduring memories are of working bees as we progressively moved boats between buildings and the park depot as the old buildings were demolished. Two working bees in particular stand out. One was the weekend that the old brick clubhouse was gutted on the Saturday by us, and finished off by some scouts early on Sunday morning. Forty odd years of accumulated history, toil and love gone in a dusty 24 hour flash. We all adored its informality, accessibility (ground zero floor level), gritty floor, ants and old beach house pong – but I have not heard anyone pin-

ing for it. The second notable working bee was in 1996, when the new racking was constructed in a tremendous co-operative effort. The next weekend, races resumed.

In February there was no clubhouse. The food supply and race control was under an awning in the corner of the boat yard. But good humour, goodwill, and fortunately good weather were in abundance.

Ed Farrell (1992-94)

Sailing at the start of 1992 was difficult. The condition of the Lake was very poor, Albert Park Lake Advisory Committee, had many meetings, mostly full of topics such as the level of the water and the impending re-occurrence of the growth of the appalling weed.

Dredging started in June of 1992, Port Melbourne Sailing Club offered their facilities and many really keen sailors sailed on the Bay.

While the water was lowered the jetty was reinforced and Melbourne Water removed two concrete landing areas, which were like a layered cake with all the additional concrete. Many people walked over to Gunn



The new clubhouse being built

A FLEET OF COMMODORES

Island, and those juniors who weren't careful may still have the rashes that suddenly appeared.

The slurry was eventually pumped into gigantic pits at the southeast hockey fields. A berm was built across the narrows, about where the Grand Prix put the floating bridge and the north end of the lake was being filled – eight months later we could sail with the promise of no more weed.

Sue Schoene had not only bottled the lake water before dredging but had collected samples of the weed. So, many club championship winners collected a bottle of lake water with a piece of weed inside and a gold embossed leather label with Albert Park Lake Water 1992 on it.

Mick Ralph (1987-90)

Training was/is obviously my main concern and ASC has always provided good sound training for all comers. It is the lifeline of the club and over the years the club has produced some excellent sailors and results, including two 1996 Olympians.

The thought that keeps springing into mind is that being Commodore of ASC is an honour, but it is an honour that is shared by all those who share the workload – the committees and helpers who make the whole thing function.



The 'outdoor tower'

Rob Clark (1985-87)

During my tenure the Club became incorporated, protecting the individual members from any legal action that might arise whilst engaged in Club work.

The 24-hour Sailathon was held to raise money for the Royal Children's Hospital. Entrants obtained sponsorship for each lap sailed around the lake between 2pm on Saturday and 2 pm on Sunday, taking essential stops and sleeping in the club room. Some boats used crews in rotation. The chatter from boat to boat was incredible, but this added to the atmosphere, together with many flood-lights set up to shine across the lake. At night all boats sailed with a white light to the rear, until some decided to turn their lights upward onto their sails, making a spectacular sight against the black sky.

Bernie Paul (1982-83)

When my son Julian and I joined the club, he was in year 6 and the main object was to have him learn the skills and thrills of sailing. At no time could it be said that sailing the Lake didn't need skill or that there were no thrills. The general consensus was that if you mastered the vagaries of sailing the Lake, you could safely sail anywhere.

Bruce Perry (1980-82)

My time as Commodore was a difficult period for the club. We had decided that to help the club gain a stronger membership base we should undertake a building project aimed at providing toilets, showers, change rooms and a control tower complex. The old facilities had to be seen to be believed: they were bad! This meant the formation of a committee to investigate prospective designs, with another committee looking at how the project could be financed.

Bernie Paul, who was the Vice Commodore at the time, took on the massive task of coordinating these activities, along with other club stalwarts; Mike Simpson who assisted with the building planning, and Peter Leche who headed the finance committee investigating methods of financing the project. I can remember chairing many stormy meetings called to discuss plans and methods of financing the project. The result was the formation of a cooperative, and our new complex was built. The change rooms have been retained, when the present clubhouse was built over the top of them.

A FLEET OF COMMODORES



Open Day circa 1950s

Peter Tudor (1976-78)

The weed then was a bit of a nuisance, but it got progressively worse. By 1970, the weed was so thick that sailing had become impossible and racing had to be abandoned altogether. The lake looked like you could just about walk across it.

There were lots of flies and bottles, and it was a real grotty place. Just before the sailing stopped we had a big working bee to try to clear it ourselves. We worked all day. The old crash boat was towing around about 5 or 6 sabots. We were out there in another boat working to fill up the sabots with the weed. Then they would take it back to the shore. We had a huge heap of 'blooming' weed there. It was longer than a cricket pitch, 5 feet high, and very wide at the bottom. All that we cleared was an area about the size of a tennis court for the start. It was hopeless.

After a while, they decided to spray the lake with poison to clear the weeds. It worked: The lake was cleared, but we didn't have very many members left. Soon however they started coming back. As they came back, lots and lots of Mirrors arrived just like a red rash. With the Mirrors we introduced family memberships.

Mike Simpson (1974-76)

The OKs were then the premier class at the club. We had a lot of Mirrors, a few Herons and a few Moths. If I recollect correctly, the Sabre was designed in about 1973, and the first fleet came to Albert one winter, leading to the class becoming very popular at Albert in ensuing years.

One thing I particularly recall is that the commodore of those days had it easy. Our biggest worry was that the membership would grow so large as to make sailing impossible through overcrowding.

The Club was run by weekly general meetings that could generally be contained to about half to one hour, following which the bar opened for three or four hours – a proper balance of priorities I must observe.

Winter racing was much less organized than now, and we always had a full month break in September to get our boats tarted up for the new season.

Presentation nights were grand affairs; held in large venues such as South or Port Melbourne Town Halls, fully catered with a band for dancing. Some members wore evening dress, and lounge suits or Club blazers were common.

Bruce Wilson (1959-60)

The area was (and probably still is) controlled by the Albert Park Trust. There was a strict control on alcohol and the club wasn't licensed. It was a bit inconvenient but we never had any problems getting a cold one or two. We certainly had some great parties in the old club. I remember one night after a committee meeting I mentioned that I liked rum. Brian Thomas was an old member of the club and an expert amateur barman. The next week he brought this bottle of rum for me to try. It blew my head off. Apparently it had been given to his mother in the 1930's by a director of Beenleigh Distilleries and had not been diluted. However, it was great when we got the mixture right: one teaspoon of rum to a glass of coke.

After I started sailing on the lake I became curious as to why at certain strategic areas around the lake there were no poplars. When I asked the question there was a roar of laughter. Apparently some years before a few of the members realized the problems the trees would create for sailors when they matured (the trees, that is!) so they visited the area with a hammer and some very large copper nails. After the trees died the sailing was much improved.

70TH ANNIVERSARY SPECIAL SWAMP TO SWAN

Rod Thomas & Don McKenzie (original article by Peter Davidson and Lara Caulfield)

Reproduced and updated from the Mudpuddler, September 1998 edition celebrating the club's 50th birthday.

The 19th Century

Strolling through Albert Park now, it is hard to believe that less than 200 years ago this was the site of an large, unwanted swamp.

According to Jill Barnard and Jenny Keating, authors of the book 'People's Playground: A History of the Albert Park', the site of Albert Park, or South Park as it was originally known, was one of the first areas in Melbourne reserved as a 'home park'. This idea originated in England, where historically, members of the aristocracy had owned most parks. As more and more poverty-stricken workers moved into English cities during the early 1800s, 'home parks' were created in order to give the working class some space to pursue recreational activities.

In Melbourne, 1844, a petition was drawn up requesting two portions of land, one in North Melbourne and one in South Melbourne, to be reserved as public parks. Approval was denied, although the Council agreed that a park in South Melbourne would be beneficial and would be likely in the future.



Swamp, lake or lagoon?

Nothing came of this until the 1850s, when once again, petitions and campaigns for a public park were presented to the Melbourne Town Council. The area of land we now call Albert Park was given tentative parkland status in 1853, but was not officially proclaimed until 1864.

Throughout Albert Park's history, it has struggled to attract funding from both Governments and Councils. The 1850s and '60s saw very little change in the park. In fact, much of it was reserved for the grazing of cattle.

One of the few changes that did occur during the 1860s was the renaming of the park. The decision to change South Park's name came shortly after the death of Queen Victoria's Consort, Prince Albert.

By the 1880s, the park presented a much more pleasing picture, and sporting groups and clubs began to move in. The first organised sport played was cricket, with the first three cricket grounds in the park home to the South Melbourne Cricket Club, St Kilda Cricket Club and the Warehouseman's Cricket Club. A variety of other sports soon followed, including bowling, football and lacrosse.

The Lake

The feature that made Albert Park popular with the public, though, was its lake. Water sports like rowing and sailing became popular, and with them rose many new businesses and buildings along the banks of the lake: boatsheds, boat hirers and boatbuilders. The first regattas were held at the park during the 1880s, where clubs and boatshed owners often worked together to sustain their livelihoods.

The popularity of water sports was one of the reasons the Lake, which was at the time still a lagoon, was transformed into the body of water we know today. The depth of the water in the lagoon was insufficient for sailing all year round, with levels only high enough in winter and spring.

The first sailing club to establish itself on the shores of Albert Park Lake was the Albert Park Yacht Club during the mid-1870s. Albert Park Yacht Club encouraged subscriptions from wealthy, nearby residents. They obtained a new clubhouse, complete with a veranda from which ladies could watch the races; important, as Albert Park Yacht Club did not allow female members. It was because of this that the Albert Sailing Club eventually came into being.

SWAMP TO SWAN

The 20th Century

In later years, areas of the park were used for the 'tipping' of rubbish. Residents often complained about the stench that constantly polluted the air. Cows, which still grazed in the park, were observed among the waste, much to the concern of residents who relied on them for their milk supply.

Despite protests year after year, the South Melbourne Council continued to use areas of Albert Park for the disposal of waste until 1950.

Richard Burke, Parks Manager for Albert Park between 1961 and 1991, explains that the park's previous use as a waste dump has had serious implications on later landscaping projects. Newly planted trees would blow over in high winds due to unsettled ground. Areas of the park, particularly some of the sporting grounds, are still sinking.

The dumping and drowning of animals in the lake was also a common occurrence. Two boys out yabbing once found some ribs from what they thought was from a piece of discarded butcher's meat. It was later discovered that these were the ribs from a human

body that had been dumped in the lake (not to alarm any of our members who take the occasional dip in high winds).

Bits Nibbled Away

Throughout Albert Park's history, parts of the land have been sold off or claimed by other organisations. MacRobertson Girls' High School acquired a piece of land at the north-eastern corner of the park in 1933.

Large portions of Albert Park were taken over during the Second World War for military purposes. The Defence Department constructed temporary buildings for accommodation and storage of equipment, which should have been removed after the war. However, as early members may remember, some of these buildings were retained by the park for use as sporting facilities and were only demolished in the mid-1990s.

After the war, The Commonwealth proved reluctant to relinquish the land and buildings they had temporarily acquired and occupied. In an attempt to reclaim the land, the Committee began to ratchet up the Defence Department's rent until they finally moved out in



The Jolly Roger, 1956

SWAMP TO SWAN

1979.

After the War

The golf course, which had previously operated as a private club, re-opened in 1947 as a public course. In 1960 a new golf clubhouse and restaurant was opened. This venture was partially funded by Rob's Catering Company and was a symbolic turning point for the park's development.

The next and most famous restaurant, the Carousel, opened in 1963 and offered spectacular 360-degree views of the park and its surrounds as the entire restaurant rotated while you enjoyed your meal.

By 1950, 450 women played sport in the park every Saturday afternoon. However, they were not provided with change facilities and were forced to change out in the open or in cars. In 1958 plans were drawn up for a women's pavilion, but years later it was still referred to as the 'projected new women's sport area'.

Bill Hooper, the founder of Albert Sailing Club, also ran the Jolly Roger hire-boat business he took over from his father after World War II. On the gravel area



The original ASC clubhouse

at the northern end of the existing club, there was a building for the Police Boys Club. Boys were often assigned to be at Hooper's after school. They were fed, and sent home in the evening.

The original ASC facilities are worthy of note, a cubicle in a corner of the small yard, no tiles or fancy showers, no bar, a window to a room considered the kitchen. Drinks were served from a fridge, barman was whoever could be conscripted. Fleets at this time were large, sabots, minnows, sabres, OKs and a variety of other boats such as Gwen 12s. Dare I say, though, no impulses or lasers!

Many club houses and businesses were situated on the lakeside during the 1950s. Of the earlier clubs and businesses, only Albert Park Yacht Club, the 1st Victorian Sea Scouts and Albert Sailing Club still exist on the lakeside today.

Weeds, Weeds, Weeds!

Weeds in the lake have been a problem since the park's earliest use. Various methods to eradicate the weeds have been attempted over the years. Committees have brought machines to cut the weeds, which often proved useless as the constant cutting encouraged the weeds to grow even denser.

Chemicals were proved effective in killing the weeds, but ecological means were also attempted. During Richard Burke's time as Parks Manager, 500 crabs were brought in from Bairnsdale with the assumption that 'crabs from Bairnsdale would eat almost anything'. The crabs were deposited in the lake, only to be found dead the next morning.

Through the 1950s Albert Park was used for charity carnivals. In 1954, 70,000 people watched Hopalong Cassidy make a circuit of the Lake in a Land Rover.

In the 1970s and 1980s other large events held in the park included Disney on Parade, Family Fun Days and The Sun Tour. The Committee rejected bungee jumping and paragliding on the lake.

The Big Changes

For over a century, Albert Park Lake was under independent control. However, in 1992, Melbourne Water took complete legal responsibility for the park and the Committee of Management was dissolved in an attempt to secure the future of the park and increase financial viability.

Motor racing in the Park had been contemplated as

SWAMP TO SWAN

early as the 1930s. Three Grand Prixes were held at Albert Park in the 1950s, amidst much controversy and protest. After the 1953 Grand Prix, the government amended the regulations, halting car racing for 40 years.

In 1993 Premier Jeff Kennett announced that the Australian Formula One Grand Prix would be held in Melbourne for a ten-year period at Albert Park. Huge injections of funding have since transformed the Park, the Lake and its ramshackle buildings.

In 1994 the planning group produced a “Master Plan” for Albert Park which incorporated the Grand Prix and proposed a major new tree-planting program, as well as the reorganisation of the sports ovals and an extension of the Golf Course. The next ten years also saw the development of the Melbourne Sports and Aquatic Centre.

Filling the lake

Originally, the lake was connected to the Yarra River by a wooden pipe. Eventually, a network of tunnels was dug under the lake and in this process, the pipe

was destroyed. For a while after that, the lake was topped up from the Melbourne water supply. When the Park was told they would have to pay for water used in this way, the practice was discontinued and effort was made to harvest drainage instead.

Since then, other plans have been made to harvest water for the Lake, including a scheme to connect all the street drainage from the Yarra back to the lake. This never eventuated. For a few years after the construction of the Aquatic Centre, all the water off its huge roof area was drained into the Lake, but this practice was discontinued in order to save water for the pools. In the APLAC era, a levy of \$2.00 was collected from sailors and used to purchase copper sulphate to poison the weeds in the lake.

Changing with the Lake

Over the last 70 years, Albert Park and its Lake have continued to change. While at times, it's felt like the weed has grown faster than improvements have been delivered, the club has continued to adapt and thrive through it all.



The first Grand Prix Regatta

LIGHT WINDS REGATTA ON ALBERT PARK LAKE

Luke Tupper

Article originally published on the Australian Sailing website: <https://www.sailing.org.au/news/11333/>

Albert Sailing Club's annual winter regatta for mono-hull dinghy classes was sailed on Melbourne's Albert Park Lake over the 23th and 24th June weekend.

70 boats sailed a series of six short course races across the three sailing sessions. Jonathon Pulham from Albert Park Yacht Club in his Impulse Red Hot Chilli was the overall Regatta champion with top three finishes on Yachting Victoria yardstick in all six races. Ron Fergusson from Albert Sailing Club brought his OK dinghy de ja vu out of retirement to finish second overall. In the junior classes the overall yardstick winner was the Open Bic Popeye sailed by Hamish Cowell from Blairgowrie Yacht Squadron with Matty Goss in the Optimist Assassin second junior overall.

This was a regatta where light wind skills and patience were required. The first 3 races were sailed in 2 - 5 knot breezes, and the last three races late Sunday morning and Sunday afternoon in 5 to 10 knots. The host club's race management and duty crew did well to fit in six races, with only 3 short postponements waiting for a breeze to arrive.

The largest fleet among the adult sailors was the Sabre class fleet, where there were a number of heat

winner. The lake sailors finished on top in the Sabre class with Peter Ellis from Sugarloaf Sailing Club in the northern Dandenongs first overall with Geoff Saliba from Albert Sailing Club second overall and Geoff Dresser from Black Rock third.

The Division 6 grouping of 23 juniors in the Optimist class and 8 juniors in the Open Bic class boats made for the most hectic starts across the weekend. There were recalls in a number of the races, and for the final race a "U" flag start had to be deployed after 2 general recalls. The junior Optimist sailors performed well, demonstrating the value of the weekly VIODA (Victorian Optimist class) training sessions being held across winter on Sunday afternoons from Albert Sailing Club. Matty Goss from Sandringham/Royal Brighton was the clear Optimist class winner with four firsts and two seconds. Callum Simmons from Indented Head Yacht Club on the Bellarine Peninsula finished second Optimist, Frank Cantwell from Royal Geelong third, and Haylee Archer fourth overall.

The Regatta is sailed as part of Albert Sailing Club's winter sailing season which continues with club races on Saturday afternoon's till late September. Full Regatta results and details of the winter program can be found on www.albertsc.org.au

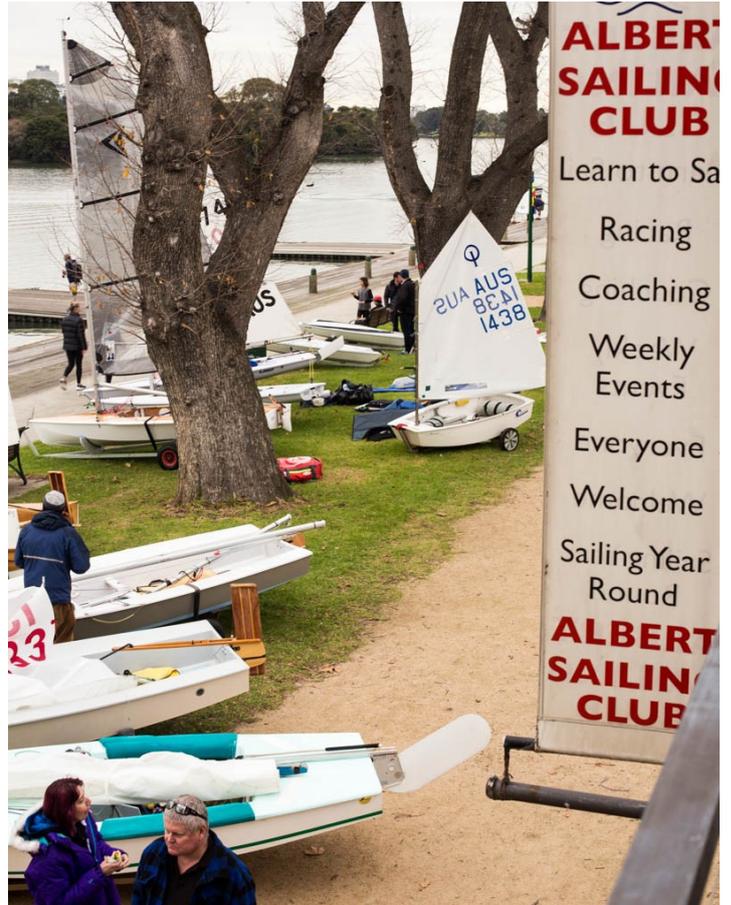


Sabres at the Winter Regatta (Andrew Cousins)

ASC WINTER REGATTA - PHOTOS



Jack found the wind! (Andrew Cousins)



Ready for a regatta (Andrew Cousins)



Sailors waiting for the wind (Robert McQuade)



Optis lined up (Andrew Cousins)

UPCOMING ASC EVENTS AND ACTIVITIES

Rod Thomas

Saturday 1st, 15th and 22nd September - Albert Sailing Club's 70th Anniversary Bill Hooper Series

Casual sailing in morning. Club training boats available to members both morning and afternoon, with booking advisable. Division starts in club races from 2pm, with information session at 1.15. Members and visitors welcome to sail one, two or three weeks. Details on www.albertsc.org.au.

Saturday 15 September - ASC 70th Anniversary Dinner Function in ASC clubrooms.

6pm pre-dinner savouries and drinks, followed by buffet dinner, entertainment and more. Smart casual in the ASC tradition. Makeup a table or be allocated to one. Bookings by 9 September via <https://albertsailingclub.wildapricot.org/> or contact Cindy Tilbrook our ASC Vice Commodore.

Saturday 6 October - Spring Season commences

Club races start at 2.30pm until the daylight savings period ends at the end of April 2019.

Sunday 21 October - Discover Sailing Public Open Day

Our annual Discover Sailing Open Day for ASC

families and friends and the general public. The clubhouse will be open and club boats rigged and used to take people sailing. BBQ at lunchtime. We will need members to assist with Registration, BBQ and sailing activities 9.15am to 4pm. Details on Registration for DS day and how to volunteer for 1/2 or full day will be on www.albertsc.org.au. mid September.

Sunday 29 October - Spring Learn to Sail program commences

Seven session program on two Sundays (am, pm) and three Saturdays (am) over a five week period. For juniors, youth and adults. Details including course signup on www.albertsc.org.au. Speak to Geoff Saliba, course Lead Instructor, if you can help out with running the course.

Saturday 8 December - Christmas Trophy Race & Annual Christmas Breakup

For all the family, with informal meal following afternoon's sailing.

Full Sailing Schedule is in the Members Handbook. Additional activities in weekly Thursday Snippets emails and on www.albertsc.org.au.

Annual Trivia Night is being programmed for a Saturday in mid-November.

UPCOMING FOR JUNIORS @ ASC

Rod Thomas

Spring Holiday Sailing Programme

On Monday 24th, Tuesday 25th and Wednesday 26th September, 9:30 am to 3 pm. For juniors aged 8 to 16 years old, beginner with some experience to experienced levels. Participants use their own boat or hire an ASC Ozi Opti (8/13 years) or Lasers 4.7 (13/16 years with some sailing experience).

Spring Junior Green Fleet Programme

1 pm to 4 pm on Saturdays October 13th, 20th and 27th and November 10th, 17th, 24th and 1st December.

For juniors aged 8 to 12 years old who have completed the Tackers Programmes (at least level 2) or a learn to sail or equivalent programme. Again, sail own boat or

use club provided Ozi Opti.

Further details and Registration for junior programs on www.albertsc.org.au



VALE MIKE SIMPSON

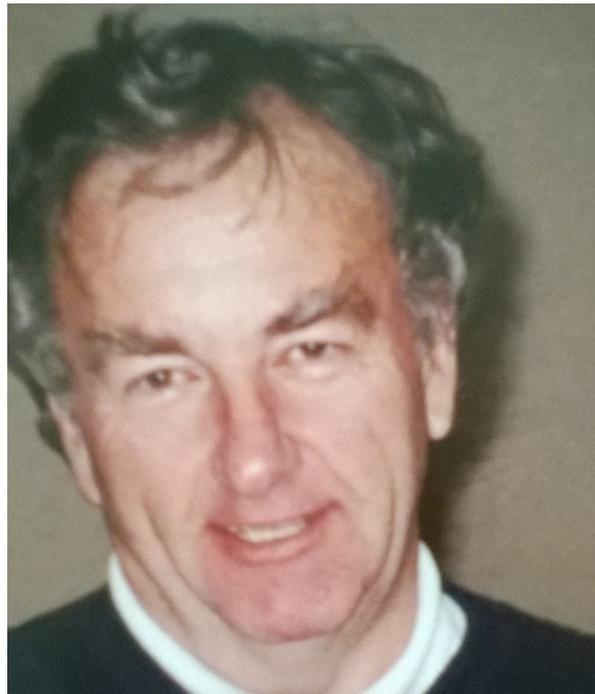
Rod Thomas

On 5th August our commodore, John Whelan, was notified of the death of Mike Simpson earlier that day, one of our ASC life members. Mike was 77 years of age and had a week or so earlier been moved into palliative care at Box Hill hospital. Our longer-term club members have good memories of sailing with Mike, and interactions with him at Albert Sailing Club and other sailing locations.

He was a person who enjoyed sailing for 70 of the 77 years of his life. He was born in Paynesville in 1941, where he lived until his mid-teens. He started sailing as a four-year-old on the Gippsland Lakes, to which he often returned during his life. He moved to Melbourne for studies in Engineering when he was 16, and in his late teens periodically sailed at Albert Sailing Club, crewing for other people.

In the 1960's he built a couple of scow moths which he sailed at ASC. In 1977 he purchased a wooden class Heron boat that he sailed with his young son Cameron in the large Division 5 fleet at ASC which regularly saw 30+ Mirrors and up to 10 Herons in club races. After seven or so years sailing what Cameron testifies was a leaky heron, Mike and Cameron moved on to spend a number of years sailing Sabre class boats. In the late 1980's Mike moved on to sail an OK class boat, Porcupine Pie, and a few years later his son Cameron moved into the Impulse class where he won a Victorian Impulse championship. After many successful races in the OK on Albert Park Lake, Mike purchased another wooden Sabre, then around 2010 a new fiberglass Sabre which he sailed at Albert Sailing Club until he retired from sailing in 2015.

Mike will be remembered as a good sailor, who was always well respected and appreciated for the advice and assistance he provided to others. He made signifi-



Michael Simpson, 20 January 1941 - 4 August 2018

cant contributions in committee and non-committee roles at Albert Sailing Club and a number of class associations, in particular the Sabre Association. He was Albert Sailing Club Commodore in 1974/75 and 1975/76 and served on club committees over quite a few years. He was also one of our experienced Officers of the Day for Saturday club races. He regularly attended club working bees and for twenty years or so was the key person for maintenance of our club patrol boats.

Six of our club members attended Mike's funeral a week after his death. A card expressing the sympathies of AC club members and best wishes has been sent to Margaret, Mike's wife of 53 years, and his children Cath, Andrew and Cameron.





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i:COOKFOODS



Spring Duty Roster 2018



OOD & CREW: Please be at club on duty day by 10.30 a.m.

If your date is not convenient please arrange a swap with another member

Albert Sailing Club

HOOPER SERIES 1 - September 1 RO John Whelan (pbl) Crew Richard Rawlins (pbl) Jamie Wilson Bill Rehill	ASC Start 0414 251 669 0421 472 684 0420 362 573 9443 0089	SUMMER SERIES 4 - October 27 ASC/APYC CHALLENGE 2 RO Gary Todd (pbl) Crew Colin Wright (Flags) Ron Lackington (Cttee Boat) Arthur Misson (pbl) Keith Staite (pbl)	ASC Start 9726 9783 0422 001 097 0421 788 145 9877 4732 0354 241 815
CITY SAIL REGATTA WOMEN & GIRLS IN SAILING Saturday, September 8 NO SAILING AT ASC		MELBOURNE CUP Long Weekend November 3, 2018 SOCIAL SAILING AT ASC	
HOOPER SERIES 2 - September 15 RO Paul Farrell (pbl) Crew Andrew Gillman (pbl) Graeme Blunt (pbl) Ian Coleman James Beckford-Saunders	ASC Start 0429 020 597 0408 359 952 0417 311 295 0417 744 456 0422 076 414	SUMMER SERIES 5 - November 10 RO Charles Bagossy (pbl) Crew David Schrapel (pbl) Edwige Kozsinski (pbl) Max Commeignes (pbl) Cameron Deyell	APYC Start 9555 5967 0419 877 457 0434 271 865 0434 271 865 0423 879 233
HOOPER SERIES 3 - September 22 RO Don McKenzie (pbl) Crew Jack Woods (pbl) Anthony Berger (pbl) Margarete Lee Max Beaton	APYC Start 0421 333 743 0419 541 802 0413 651 345 9877 7973 9857 7454	SUMMER SERIES 6 - November 17 ASC/APYC CHALLENGE 3 RO Tony Schalken (pbl) Crew Jim Glover (pbl) Naomi Burchett Michael Vigilante	ASC Start 9570 2867 0468 354 997 0458 940 019 0421 125 962
GRAND FINAL DAY September 29, 2018 WORKING BEE 9am - 2pm AFTERNOON SOCIAL SAILING		SUMMER SERIES 7 - November 24 RO Ian Skinner (pbl) Crew Geoff Saliba (pbl) Roger Flynn (pbl) Andrew Halse Brenton Barnes	APYC Start 0499 605 108 9807 8560 0419 876 018 0411 111 213 0418 304 223
SUMMER SERIES 1 - October 6 RO Rob Clark (pbl) Crew Gary Craig (pbl) Mark Snell (pbl) Les Swallow Geoff Faulder	APYC Start 9337 9637 9886 1075 0407 569 083 0427 397 289 0422 175 288	SUMMER SERIES 8 - December 1 ASC/APYC CHALLENGE 4 RO Cindy Tilbrook (pbl) Crew Colin Wright (Flags) Richard Rawlins (pbl) David Scammell	ASC Start 0438 988 772 0422 001 097 0421 472 684 0408 003 166
SUMMER SERIES 2 - October 13 ASC/APYC CHALLENGE 1 RO Cindy Tilbrook (pbl) Crew Colin Wright (Flags) Walter Green (pbl) Ron Lackington (Cttee Boat) Michael Black	ASC Start Opening Day 0438 988 772 0422 001 097 0433 082 505 0421 788 145 0405 794 516	SUMMER SERIES 9 - December 8 RO John Whelan (pbl) Crew Jack Woods (pbl) Graeme Blunt (pbl) Margarete Lee Max Beaton	APYC Start 0414 251 669 0414 541 802 0417 211 295 9877 7973 9857 7454
SUMMER SERIES 3 - October 20 RO Tim Falkiner (pbl) Crew Anne Kaczorowski (pbl) Paul Galea (pbl) Chris Shields (pbl) Stephen Tilman	APYC Start 0417 107 440 0427 877 964 0419 378 146 0411 246 353 0418 536 575		HAPPY CHRISTMAS AND GOOD SAILING FOR 2019

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Our Motto: "The Truth Is Not Always Paramount!"

discretion of the editor.

High resolution photos are preferred, as they give editor more flexibility. Articles may be edited, and will only be printed at the discretion of the editor.
the article in "TEXT" or "WORD" format, to: naomiburnmika@gmail.com
and March. Article deadlines are approximately the second Saturday of those months. If you wish to submit an article, please email THE MUDPUDDLER is the magazine of the Albert Sailing Club Inc. (A00-262-84R). Issues come out in June, September, November, Naomi Burchett 0458 940 019 (Editor)

The Muddler

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