

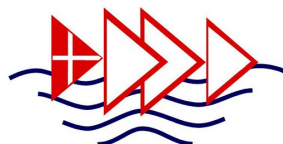
The Muppu^{▶▶▶}ler

SUMMER 2018



In this issue:

- 2017 Classic Yacht Association Australia Regatta
- Member updates
- 2018 Inverloch Wooden Boat Festival
- Mirror class revival
- Club notices, important upcoming events and much more!



Albert Sailing Club Inc.

EDITORIAL

I'm excited about this edition because it features awesome articles about wooden dinghy sailing events around the state and also has a lot of awesome news about our club. One of the things I love reading and seeing on the lake is the different boat names that reflect so many different personalities and life stories. I'm looking for suggestions of unique boat, funny boat names or names with a story behind them—please email them to me or tell Jack and he'll tell me. If I can get enough, I'll publish a list of the best names on the lake in the next Mudpuddler.!

As always, I want to say a huge thanks to everyone who's contributed to the Mudpuddler, both this and every single time. This is a really huge team effort and I appreciate it every time someone takes the time to write up and send 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

You can also follow the Club on Facebook, through our website, and receive weekly updates from our Snippets email.

The Albert Sailing Club Inc
03) 9690 2374
www.albertsc.org.au

1 Aquatic Drive,
Albert Park Lake,
South Melbourne, 3205

2017—2018 ASC COMMITTEE

Office	Name	Phone	Portfolio
Commodore	John Whelan	0414 251 669	Governance & insurance/lease
Vice Commodore	Rod Thomas	9459 5327	Comms, databases, IT & strategy, juniors
Rear Commodore	Steve Dunn	0408 594 636	Sailing committee, program & regatta
Secretary	Jack Woods	0419 541 802	Members, minutes & records
Assist. Secretary	Dawn Summers	0491 218 991	Hall hire/keys/social support
Treasurer	Edwige Kozinski	0434 271 865	Finance
Club Captain	Ron Fergusson	0410 492 091	Sailing committee
Committee	Don McKenzie	0412 333 743	Training principal & wisdom
	Geoff Saliba	0409 668 418	Chief instructor
	Jaemie Wilson	0420 362 573	Emergency management
	David Bock	0414 372 175	Sponsorship
	Paul Farrell	0429 020 597	Assistant to Rear Commodore
	Philip Coombs	0468 460 837	Grants, social, mentoring
	Richard Rawlins	0412 472 684	Galley & bar, snippets

The Committee meets on the 2nd Tuesday of each month. Members welcome to attend on a non voting basis.

Membership numbers

Over the past 18 months our total membership numbers have been holding steady. Although there has been a drop in family and senior membership numbers, there has been an increase in junior memberships. The number of members regularly sailing has also been steady. We are around 240 members, a number that has been consistent for some time.

What I am beginning to discern is the growth in newer members and the willingness of those members to become involved in the club's activities. This is welcome and a very positive sign for the club.

I have never accurately counted the number of members who are involved in some measure with the club's operations. But between general committee, sailing committee, training, marketing, galley, tower and race management, junior sailing, building maintenance, boat maintenance, racking, rostering, publications, strategic planning, meetings with APYC and Parks Victoria, grant applications, database maintenance, purchases, child safety, website and social media, banking and financial reporting and general secretarial functions I would expect that number to exceed 30.

Add to that the fact that every member is a great salesperson for our club, then every member contributes to our success. If you would like further information on the club's activities, or want to know how you might further contribute, then please speak with any of the flag officers or general committee members. There are great opportunities to contribute and learn new skills and your involvement would be most welcome

Marketing

The club is working on a number of initiatives to increase membership and retain existing members. This work is primarily being done by newer club members, Andrew Cousins, Graeme Blunt and Claire Straw. Some of the matters being considered are:

- Further green fleet type racing for newer sailors prior to the main club race;
- Power boat handling course;
- Picnic/launch party for the RS Zests;
- Club ambassadors to speak with passers-by on Saturdays;
- Changes to joining fees;
- Increasing volunteers for non-sailing activities;
- Relationships with other bay clubs, particularly for juniors;

- Family and friends membership campaign.

Albert Park Master Plan

Thank you to everyone that provided feedback on the draft Albert Park masterplan website. The comments that I read might be summarised as:

- Spend more to improve the lake itself and reduce aquatic vegetation; and
- Don't waste money building the proposed bridge across the narrows.

The master plan website states that they have had a strong response and are now collating and analysing the feedback. A report summarising the feedback stage will be posted on its website in the coming months. They hope to finalise and release the Albert Park Master Plan later in 2018.

Upgrades

A new CCTV system has been installed in the clubrooms and boatyard. Paul Farrell sourced and arranged for this to be implemented. It has a number of improvements over our old system including remote login and higher quality images.

Don McKenzie and Steve Lincoln have arranged a new winch system for the committee boat anchor. It is expected that the new system will be easier to operate with less maintenance issues.

70th Birthday

The club turns 70 in September. A dinner event will be organised at the club, probably on the same date that is currently set aside for the presentation on 15 September. So take this as advance notice to set aside the date and watch for more information.

Model Boat Association

The committee has considered and agreed to provide storage of equipment to members of the Task Force 72 Model Boat Association. You may have seen members of that association with model warships and other boats when they sail these monthly at the lake. There are about 15 members. Please make them welcome.

Members family and friends picnic sailing day

Following on from the suggestions of the marketing committee, tentatively a picnic day has been set for Sunday 22 April 2018. This will combine with the official launch and naming ceremony for the new RS Zests. Further information will be circulated soon. In the meantime, please keep the day free and let friends and family know that this is a great opportunity for them to come to the club, sail, have a picnic and be entertained.

Welcome back to season 2018 and I trust everyone had a great Christmas and an enjoyable and relaxing festive season.

Commodore's Series 2018

The ASC Commodore's Series for 2018 was held in January over two Saturdays and concurrently as a combined event with APYC. Three short course races were achieved each day in ideal breezes. There was an on water finish when ASC was start club and a finish outside APYC when APYC was start club. Feedback from the majority of sailors was the event ran smoothly and with 44 entrants across both days of racing, the event was a success.

Most of the sailors were unaware that behind the scenes results processing proved to be a tricky task. With separate Tower crews operating on each day, results were processed in each club's Top Yacht application requiring later exchange of data between clubs. APYC have a cut down version of Top Yacht meaning that a number of features were missing, necessitating a lot of additional manual input during and after racing. What all this means is that Top Yacht operators possessing dodgy eyesight and point and peck keyboard skills enjoy an experience fraught with errors! Hopefully this can be sorted out with simplification of the process for future combined events.

I'm considering running Top Yacht training tailored to sailing on our lake, so please let me know if interested.

Duty Crew rostering

With our new system of rostering continuing into 2018 where we've moved from nine crew per fortnight to eight, the number of experienced members available for duty remains fairly tight. As a reminder, it is difficult to remember your duty day when the roster is produced far in advance so please take some time to mark it on your calendar, mobile phone, email calendar etc. If you

are unable to perform duty as rostered please try to arrange a swap well in advance of the day.

If you have that big overseas trip coming up or a future known absence planned please make Ron aware in advance so that he doesn't inadvertently roster you on. Last minute emergencies are always unavoidable so please try and advise a flag officer or Ron at the earliest opportunity. For these situations we are trying to establish a rotating list of members who would be prepared to help out and step in when we become desperate for duty crew due to unforeseen circumstances. If you don't mind being included on such a list please contact Ron.

ASC Notice of Race, Sailing Instructions

A significantly updated Notice of Race and Sailing Instructions have now been provided in your 2018 Members Handbook. Please take some time out to read and become familiar with them as there have been a number of changes.



Annual General Meeting

Jack Woods

Our 2018 AGM will be held on **Saturday 12th May** commencing at 6pm, and followed by a dinner that evening. There will also be the trophy presentation prior to the AGM.

The Annual AGM notice, and Committee Members Nomination Form, will be emailed out this year, and also included on our website, rather than including separate loose-leaf notices in the Mudpuddler. Copies will be mailed to those who are not on email.

We hope you can attend this meeting, and also consider nominating as committee members, to help in the crucial areas needed to run our great club.

Your ASC committee has established a small team of three relatively new members to search out ideas and develop strategies to grow membership at Albert Sailing Club across all groups within the community plus having a strong linkage to retention of existing members.

The current team members are Andrew Cousins, Claire Straw and Graeme Blunt. The team is known as the Membership Engagement Team [MET].

The team's initial focus is to:

- Create/search out new members; and
- Retain and advance new members and enhance member engagement around ASC.

So What's In The Current Pipeline?

- Create member ambassadors [seniors and juniors] to communicate with new potential members from the public who walk by/visit on sailing days seeking information on ASC, sailing, learn to sail programs and membership.
- Expanding the role of duty crew members to assist member ambassadors in the short term and provide duty crew team with a higher visual profile to members and public on sailing days.
- Encourage all members to purchase and wear ASC merchandise to promote the club to the public at every opportunity.
- Conduct training sessions to teach and enhance new/existing members how to handle RIBs in all conditions. Provide a transition and or stepping stone into obtaining a power boat licence. Don McKenzie will run a power boat handling course. The course is for anyone who would like to improve skills and also learn how to position and manoeuvre the RIB for safe rescues and assisting people into the RIB from the water. **The course is arranged for Sunday 18 March 2018**, but if there is demand for another date, that can be arranged. We need early feedback so that we can ensure there will be sufficient instructors available. Contact Don, or John Whelan or Graeme Blunt.

- Conduct Saturday morning training/coaching races for new members/sailors to give them a full and complete understanding on what is involved with racing and make the transition into club racing more relaxing and enjoyable. The race format might be a stern chaser (i.e handicapped style race with each boat starting separately) or some other less intimidating style of race. It is anticipated that this will occur on Saturdays at about 12 noon and last for about an hour. The emphasis is on fun and a less intimidating format to allow skills to develop. Please speak with Graeme Blunt or John Whelan.
- Develop and introduce a training session to give new members/sailors a complete understanding of start procedures, course setting and starting flag system.

NOW FOR THE BIG ONE:

Mark this date in your Diary - Sunday 22nd April 2018 - All Day Event.

"Members, Family and Friends Picnic Sailing Day"

The objective of this day is to introduce your family and friends to ASC and give them the opportunity to have a social day, sail on Albert Park Lake, a ride on a RIB around the lake and socialise within a BYO picnic atmosphere with other members/friends. This will also be the official launch and naming day for the RS Zests.

Just maybe, your guests (with your support and encouragement) will be our members of the future.

More Information will be coming shortly.

A critical issue for this special day is getting volunteers to support the day and make it all happen before, during and after the day has ended.

If you are prepared to step forward and Volunteer to assist and make this event happen, please register your name, contact number and email address with Graeme Blunt or by email to commodore@albertsc.org.au.

2018 is going to bring about many new and exciting adventures as the MET gets into full swing. As a member of Albert Sailing Club your commitment and positive involvement is



Speak to Don about purchasing some awesome merch!

Since relocating my 1967 International Dragon Siena to Melbourne, I have been sailing with the Classic Yacht Association of Australia (CYAA). The CYAA runs a winter and summer series with racing alternated between Hobsons Bay Yacht Club, Royal Yacht Club of Victoria and Royal Melbourne Yacht Squadron. However, the marquee event for the CYAA is the Cup Regatta, which, not surprisingly, is run over the Melbourne Cup Weekend. The Cup Regatta attracts entrants from as far afield as Doncaster East and even New Zealand.

The yachts themselves are a mixture of classic day racing yacht such as Tumblaren (Ettrick, Dingo, Snow Goose and Zephyr) International 8 Metre (Frances), my International Dragon (Siena), cuta boats, legendary Ocean Racers, such as Mercedes III and gaff rigged yachts such as "Sayonara". So, there was a real mixed bag of yachts from the 1890s to the early 1970s, varying from 24 feet up to 57 foot (Sayonara, without Bow sprit!), which makes for interesting starts (but a bit more on this latter!).

The program for the weekend started with a match race series on the Friday afternoon called the Guineas Cup (Siena vs Ettrick, Pastime II vs Frances and Mercedes III vs Kingurra). The Guineas Cup consisted of 3 heats, on a small course with a beat and then run to the finish.

I arrived around lunch time with my long time crew James and we went out to the mooring. I donned the wetsuit and gave the hull a quick clean below the waterline to remove a thin layer of speed-killing slime.

As there was no wind, we decided to move Siena over to the RYCV marina using our 6 foot inflatable zodiac, known as "the Leaf" due to its lack of steerability at any hull speed above 3 knots, with a 2hp outboard. Once we got a bit of momentum (I must have done a decent job on the hull cleaning!), we moved along pretty well with the zodiac tied to the side of "Siena", using the yacht's rudder to steer! Our 3rd crew of the day Rod Thomas arrived on his bike shortly later and we rigged Siena for the afternoon races.

It was a downwind run under main to the start line off Sandridge beach between Web dock and Station Pier. Great sea breeze conditions for Dragon racing, with some nice waves on the left of the course and wind shifts on the right due to the structures on shore.

We did a couple of runs along the line and at this stage the wind was a pretty solid 20 knots, but with regular gusts over 25 knots. We seemed to have pretty good



speed on the wind, so I elected to keep the Genoa furled for the start (not too much argument from my crew on this decision) and see how we were going against the Ettrick. We could always unfurl if we were not competitive, or the breeze eased.

We got a reasonable start at the boat end, a little late (always interesting doing the time on distance calculation when you have been sailing the Mirror recently and not the Dragon!) but to windward of the Ettrick. We accelerated well under main only. Ettrick was well heeled with their main and small jib. We were sailing flatter and pointing high, with more speed, so not a bad combination. We climbed over them to windward, they then tacked and we continued for 50 meters before tacking over to cover match race style.

We were then lucky enough to get a nice lift to the mark. The wind had moderated as we came into the lee of the land at the top mark, so we unfurled the Genoa and lead around with a healthy margin of 200 or 300 meters. We extended our lead to the finish with the Genoa poled out. There were no spinnakers allowed in the Guineas Cup.

The wind had moderated slightly for the second heat, however the furling line for the Genoa snapped just before the start so we were a little delayed in unfurling. Once we sorted this we managed again to drive over the top of Ettrick and tack. Unfortunately we both got an even larger lift on port tack this time and we overstood the mark, whilst Ettrick managed to lay the mark from under us.

We rounded 3 or 4 boat lengths in hot pursuit, Genoa poled out, backstay and runners released and mast rammed forward. We went for the boat end at the finish, which was a little closer and also slightly to the lee, which suits the Dragon when running downwind.

We drew level with Ettrick, but just fell short by 2 seconds of taking the lead, so heat 3 would be crunch time.

At this stage I was channelling John Bertrand and Australia II, and we got a nice start on the boat, with the Genoa unfurling perfectly as we crossed the start line. We powered along with the breeze holding strong at the 20 knot mark and crossed the finish line with a good 500 to 600 meter margin to take out the Guineas Cup, a great shake-down for the main event.

The program for Saturday was a morning heat with a lunch break, followed by an afternoon heat. The courses were around fixed marks with a flag flown on the start boat identifying which course was in use. You then had to refer to the sailing instructions booklet to try and workout where you needed to go after the start. The hardest part was trying to keep this booklet dry enough to read for an entire race, which is very challenging on a wet boat like a Dragon (We failed on this count and ended up needing a new booklet each day!).

Saturday's crew consisted of my eldest son Alex, James back again for more punishment on the Genoa sheets and Anthony Berger, an ASC Sabre sailor, who had sailed in the CYAA winter series with me. It was challenging getting Alex up for the 10am start as he continues to do a very convincing impersonation of a 17-year-old (he is only 11). Once on Siena he climbed into the cabin and had a snooze. Apparently he doesn't do mornings...

Saturday's crew relaxing on the way to the start of the first heat

There was a nice 10 to 13 knot breeze and we had a nice spinnaker run down to the line, where 17 classic yachts were milling around for the start. I elected to have a conservative start around the centre of the line, so we had options of going to the left or right on the beat after the start. We came across the bow of Frances, which was head to wind.

We were a little early so I drove down the line slightly and then headed up as the gun fired with Snow Goose slightly to weather and ahead. I could not quite get enough height to go over the top, so went a bit lower to get some speed. The line was very biased and I could not from this position lay the line on starboard.

Towards the pin it was looking pretty messy as yachts tacked onto port to clear the line. As we got into Snow Goose's wind shadow, we went lower and slower and as I looked behind the other yachts further up the line, Frances had tacked onto port, therefore opening an opportunity for us to do likewise.

Looking to windward we had Snow Goose about a boat and a half lengths to windward, looked like enough room, to tack over and duck their transom (well, stern post I guess as Tumlarens are double enders). Unfortunately the gap narrowed, I think due to the breeze softening and further knocking "Snow Goose" down on top of us.

Unfortunately we did not clear them and our bow ran over their cockpit coaming, taking out a Dragon bow shaped chunk of said coaming. It gets a bit blurry after this, but I think there was a discussion on my parentage as we untangled ourselves.

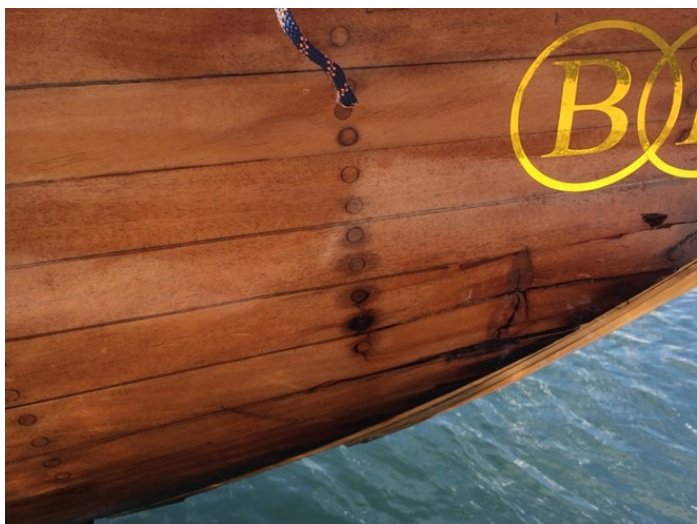
The extent of the damage was not that clear at this stage, so after doing our penalties, we decided to continue.

By this stage we were pretty much last and had a lot of chasing to do. We managed to pass all the Tumlarens, and the boats around our size, with only the larger Ocean Racers and Frances ahead. Unfortunately the course was shortened and the finish boat was anchored so that you had to pass the last mark on the wrong side. This did not look right to us so we passed the correct side and were counted as DNF along with another 3 yachts. Interesting start to the regatta.....

After this heat there was a slight break for lunch before the next heat, and we took the opportunity to tie up to the outside of the RYCV marina and inspect the damage.

This unfortunately revealed pretty extensive damage to our bow, with the stem below the bow fitting completely torn off and two planks near the bow broken. This explained the electric bilge pump running continually, as the damaged bow section was driven into waves when going up wind.





We looked at our options and decided that with a change of the battery, the manual bilge pump and buckets we would go out for the second heat and just see how much water we would take in.

By the time we had sorted this we were a bit late, so run out to the start under spinnaker, dropping just before the start boat and crossing the line around a minute late.

The breeze was now up around the 15 knot mark and "Siena" was actually loving it in spite of the damage. We carved our way through the fleet and when the results came through we finished in 3rd, around a minute off the win, so not a bad end to the day after all. We then got to work with a roll of duct tape for a makeshift repair to try to reduce the ingress of water.

Always good to get to the marina in the morning and see your mast is still visible and upright, so ok start to Sundays racing. Jack Woods was out guest ASC crew for today with James again coming back for more punishment!

Again today was a two race day with the morning race starting in around 15 -18 knots from the south. I again went for a mid line start with Mercedes III to windward and Fairwinds II below us. So we were sandwiched between a 40 footer and a 43 footer, with no idea where the line was.

Mercedes III to windward was definitely over and returned, but I felt we were probably close but just the right side of the line.

Unfortunately at the end of the day we saw the results OCS. I guess if you don't occasionally get an OCS you are not trying hard enough....

In the next heat the wind was in the 15-18 range with 1 meter waves and we got a reasonable start down near the pin and managed to get some clear air. We were really moving upwind just behind the bigger yachts, with a big gap back to the similar sized Tumlarens. At the finish we were fifth or sixth across the line, just behind Sayonara, which was good enough for a second in the heat

The final race on Monday was a pursuit race with the

slower yachts starting first and the faster yacht last. We had 8 yachts in front of us and 5 chasing us. Jack was back as our ASC guest crew and again James was up for more of the same.

We were out a bit early for our start so to use up some time I went a little exploring, up past the Mine Sweeper Castlemaine and Blunts Boat Yard. I had just cleared the moored yacht near Blunts when our progress was suddenly stopped.... We had run around, a quick check revealed tourists were thin on the ground, so we might get away with this.

We quickly backwinded the mainsail, unfortunately this did not dislodge us, next we tried using the spinnaker pole to push off the bow, still no luck. Now 9 out of 10 times the above would have been sufficient to release us from the clutches of the Williamstown mud, but not this time....

We then dropped the mainsail and James got out on the end of the boom, unfortunately he lost his grip and fell straight into the water in his wet weather gear, he was totally soaked. We got him back onboard and tried some more pushing and healing the yacht, still nothing.

As he was already wet James volunteered (well that's my story anyway!) to swim a line ashore and try to pull us free. Again this didn't work, so he swam back and pushed the side of the boat whilst we heeled her over. This worked and as we drifted out we pulled him onboard.

Well that was one way to waste some time before our start!

We crossed the line in our allotted time and reached along to the first mark, there was a fair sea running, somewhere between 1 to 1.5 meters. We were surfing along nicely just under main and jib, no one had elected to run a spinnaker in front of us.

We made steady progress on the windward legs, this was ideal Dragon weather and Siena was flying along as we steadily passed the earlier yachts.

On the last reach we still had two Tumlarens, two yachts and a large Couta Boat in front of us.

Well nothing for it then, we better hoist the spinnaker. This was like engaging the turbo, we really got up and surfed flat out down the waves, very much like a big dinghy at this stage. The 2 Tumlarens were just in front of us

and we caught another gust and a large following wave, this allowed us to jump forward as we surfed down the wave between the two Tumlarens wallowing under main-sails and small jibs.

We made a conservative drop and everything was going as normal until the spinnaker was 2/3rds into the chute. James had to go forward and help push the sail into the chute whilst Jack pulled on the retrieval line. We finally got this sorted as we sailed slowly upwind, but not losing that much time thanks to the quick work of the crew.

We then had a superb beat up towards the last mark, which the yacht ahead was approaching along the starboard lay line parallel with the channel. I had elected to go a little to the left to get a bit more breeze, so we were approaching on port 400 meters from the last mark.

At this point the other yacht was yelling starboard from what seemed like miles away, to try to put me off and get me to tack. This was not going to work, we are used to close action in our dinghy sailing.

I sailed right up close to his bow and pulled off a perfect lee-bow and then managed to climb up above him with a truckload of speed. Within a few minutes he was 10 boat lengths behind and down to leeward, so no longer an issue for us.

We tacked onto port to round the last mark and had the final reach down to the finish. Unfortunately we ran out of runway and finished just under one minute after the first finisher and thirty two seconds behind the second finisher for third in the heat.



Not a bad effort catching all but 2 boats in front and not being caught by the larger Ocean Racers in these conditions.

Overall we finish with a DNF, 3, OCS, 2 and 3 for overall 6th in our First outing at the CYAA Cup Regatta.

Considering all the dramas I am pretty happy with our performance, and hoping for a little more consistency in the 2018 Cup Regatta.

I would like to thank my crew for the weekend, James, Rod, Jack, Anthony and Alex for their hard work.

Overall I think a good time had by all.

Siena is currently getting repaired and I am hoping that my next event will be the Geelong Wooden Boat Festival over the March Long Weekend.

Always looking for keen crew looking to try something different, so if you are interested in some Bay sailing in a Classic Dragon please feel free to have a chat with me



2018 INVERLOCH WOODEN DINGHY FESTIVAL

Steve Dunn

It was on the last day of the Impulse Nationals in Adelaide that two sailors from the South Gippsland Yacht Club (SGYC) persuaded me to enter Impulse "Grumpy Boy" in the 2018 Wooden Dinghy festival. The event was being hosted by their club in conjunction with the Wooden Boat Association in Inverloch over the Australia Day weekend.

I was advised that Impulse "Grumpy Boy" although of timber construction still required some 'adjustments' to meet the strict entry criteria. A few small carbon fittings had to go and the use of a Mylar sail was strictly off limits. In fact, the older everything was the better. Thanks to Paul Farrell I soon had an old mast to make into a boom to suit an old green Impulse sail from the boat that won first State championship back in 1978. It was then just a simple matter of building a new rudder and mast plate to replace the existing carbon bits, and make up a boom to suit the sail. Simple enough maybe but very time consuming as it turned out!

The event was also focused on celebrating the 90th year of the Moth class with Inverloch being historically significant as the club where the first Moth was built by Len Morris in 1928 – life member at APYC. The original boat 'Olive' was specially brought out of storage from APYC and on display in the Basketball centre in town demonstrating the progression of the Moth design over the past 90 years.

After eventually making the Impulse 'festival' ready it quickly became apparent that the boat although designed in the mid 70's was really only just in the "Classic" category. There were many much older beautifully restored timber sailing dinghies from Australia's past. Besides the Moth, many classes from the 40's, 50's and 60's were represented such as Rainbows, Sailfish, Heavyweight Sharpies, Gwen 12's, 16 foot skiff, Cherubs, Mirrors, Herons, and even the short lived Aquanaught class, you name it they were there. Newly built clinker type sailing dinghies were also on display.

There is a growing resurgence of interest in the classes of yesteryear with many being rescued from a trip to the tip

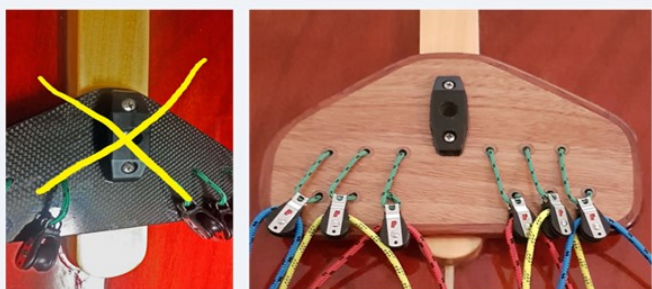


Racing for the Inverloch Classic Wooden Boat regatta well underway on Anderson's Inlet. The Boat with the green sail could be easily spotted amongst the other wooden dinghies!

and never to be seen again. The popularity is such that besides Victoria, there were entrants from South Australia, New South Wales and Tasmania. Most have been rescued after years of being under houses or hanging up in the shed down the back. In total 68 boats had entered the event which has been slowly growing in number since it first began five years ago.

The agenda consisted of primarily all the dinghies being lined up on the beach for public display in the morning followed by a race in the afternoon. The strong tidal influence in Anderson's Inlet meant sailing was limited to a deep channel along the shore, and with many viewing points in and around Inverloch it provided a terrific spectacle for the public. The Moths always took precedence with a sail past and short race to kick things off known as the "Cavalcade of Moths", with strong representation from APYC in their scow Moths. On the Saturday evening a very impressive presentation dinner was held at the Inverloch RACV resort.

As part of the proceedings awards were presented for boats under various categories, with Impulse "Grumpy Boy" managing to get an award for "Best Presented Sailing Dinghy". The festival was well organised by a strong team of volunteers from SGYC and combined with perfect weather conditions and ideal breezes; the event was a resounding success.



Carbon fittings were out so the carbon mast plate on the left was replaced by the timber one on the right. Initially starting out as a single piece of ply, the edge grain looked dodgy so edge capping was added. Then it appeared to be a bit bendy so an aluminium stiffening plate was set in underneath using a router. A quick and easy job that turned into a time consuming one!



A busy scene and not much space in the SGYC boat yard, note Sailfish in right hand picture in the foreground, with bows of scow Moths on the right. The white foiling scow Moth in centre of right hand picture was there for promotional purposes only.



Rigging for another day's racing

Albert Sailing Club has a strong tradition in Mirror Dinghy sailing with a number of current and past members being active competitors in the class. In the past two years, two fibreglass Mirrors have joined the racing at Albert Sailing Club. Both are Vasco Mirrors manufactured in Perth, AUS 70065 "No Chance" a Mark 2 Mirror which has a strong pedigree at world Championships with a 2nd Place in 2001 and a 3rd in 2003, along with Victorian and Western Australian State Championships wins. AUS 70611 "Maglia Rosa" is a much newer boat, being a Mark 3 mirror constructed for the 2011 world Championships in Albany Western Australia.

The hull shape of the Mark 2 and 3 Vasco Mirrors are very similar, however the deck mould of the Mark 3 has been simplified and modernised to update the look of the dinghy. Both "No Chance" and "Maglia Rosa" sport the modernised Bermuda rig which was introduced in 2005.

A further two Bermudian rigged Mirrors sail out of Blairgowrie Yacht Squadron, one being a timber boat around the same vintage as "No Chance" and one being a new fibreglass Mark 3 Mirror. Although the numbers are modest, it is hoped the class in Victoria can built up like South Australia has done in the last couple of seasons with around 20 boats sailing. The fleet is still strong in Western Australia and in Sydney, which will host the



AU 70065 "No Chance" revelling in some winter breeze

World Championships in 20018/2019. A Sydney sailor won the 2017 Mirror World Championship. Incidentally, the previous Australian winner of the Mirror World Championship was Albert Sailing Club's Tom King in 1991.

In state and national championships, the older Gunter rigged mirrors compete in the classic Mirror division.

Six boats took part in the 2017 Victorian Mirror State Championship, which were held at Sorrento Sailing and Couta Boat Club over the Queen's Birthday Long Weekend. Four Boats in the Bermuda division and two in the classic Gunter rigged Mirror division.

The Mirror tradition continues as a great boat for family sailing. This capability has been further enhanced with the modern rig and controls making the boat easy to sail by parent/child or grandparent/grandchild combinations. The Mirror is a great boat to teach children the skills required for bigger boats as it has the full suite of sails (Main, Jib and Spinnaker).

As the Mirror suits a wide range of sailor and abilities, there is really no excuse for not dusting off your Mirror, buying a new one (available from Dinghy sports in Sydney) or second hand Mirror and getting out on the lake!



Mark 2 Fibreglass Mirror AUS 70065 "No Chance"



Mark 3 Fibreglass Mirror AUS 70611 "Maglia Rosa"



Let's bring the trophy back home.

Mirror Dinghy World Championships
Sydney, 31st December 2018 - 6th January 2019

Mirror Nationals 26th - 30th December 2018

Sail from the Olympic 2000 sailing venue to compete on Sydney Harbour for the prestigious Mirror World titles.

 Woolahra Sailing Club

Australia last won the title 25 years ago. It's time.

Register your interest today
imcansw.org

Any questions?
Contact: Stan Bland
President, International Mirror Class Association of New South Wales (IMCANSW)
M +61 414 246 514
E stanbland@iprimus.com.au

New Deck

Thanks to Don McKenzie for re-oiling the deck at the clubhouse. Looks as good as new!



Hire a Club Training Boat

Did you know that members can hire one of the club's training boats (Pacer, Laser, Sabre or Ozi Opti) on a programmed sailing day (when not in use for a club training program)? The objective of this is to help newer members develop their sailing skills, and also to provide a service to members who may have boat repairs in progress or be considering a move from one class of boat to another. You can hire a club boat for a Saturday afternoon to participate in a club race or a social sail for only \$20 for adult skippers or \$10 for junior skippers. Priority for boat use and rental is for new members and graduates from the Learn to Sail program.

To hire out a boat you need to seek out the ASC Officer of the Day (Race Officer) or one of our senior Instructors - Don McKenzie, Geoff Saliba or Rod Thomas. The OOD or instructor needs to be satisfied that you can competently handle the boat in the weather conditions and that a boat is available. You then complete the appropriate form (on upstairs noticeboard or form holder), pay the fee, and collect the allocated boat. You rig and derig boat, and are responsible for putting boat and equipment away. Club life jackets can be used, with an expectation that members purchase and use their own life jacket.

A short sail in the late morning/lunch time on a programmed Saturday may be possible at no cost for new members. Training boats are also currently available at no cost for members on a monthly programmed Sunday social sailing day subject to approval by an attending flag officer or Instructor on the day.

The purchase and use of your own boat is the best for your enjoyment and development of your sailing skills. Hire of club boats should be seen as an arrangement to meet shorter-term needs.

Boats and equipment and Boatyard

It is important that your boat, trolley, masts and other equipment be labelled with identifying information, at the very least with the class of boat and its sail number using a permanent marker. Sometimes items are moved (for example, at a working bee or in order to move a boat into a nearby rack). This could create problems locating your gear when you come down for a sail if these steps are not taken.

Regattas, National and State Titles

Sailors from Albert Sailing Club sailed in a number of National titles over the late December/January period. There were a couple of ASC Impulses at their nationals in Adelaide, a couple of ASC juniors in a leased Mirror at the Mirror nationals in Hobart, and seven ASC juniors at the

Optimist class nationals in Queensland including Tess Rawlins who sailed in her first ever Regatta, in the Opti Green fleet division. Owen McMahon sailed his Laser Radial 'Like Shearing a Pig' to second overall in a fleet of nearly 100 Laser Radials in the Laser Masters national in Queensland in February, and was the winner of the Masters division (45-54-year-old) (Ed. - we need an explanation of origin and meaning of that boat's name!)

The state titles for most classes are scheduled in March. This includes: Impulses at Lake Boga over Easter, Lasers at Mordialloc mid-March and Optimists at Blairgowrie on the March long weekend. The Sabre titles were sailed at Safety Beach in February.

February has been the month for multi-class regattas. Four boats from ASC sailed in the Top of the Bay Regatta off Williamstown for sailing clubs at northern end of Port Phillip on the first Saturday of February. For the first time in a number of years there were perfect conditions with a 10 - 15 knot southerly and light seas. Ron Fergusson sailed at the front of the fleet in Division 3. Geoff Saliba and Anthony Berger were at the front of the Sabre class in Division 5, with Rod Thomas midfleet in the Laser Radial class. Numbers of competitors were down on past years and there is to be a meeting of clubs midyear to review Regatta timing and other aspects.

The Optimist class has been the most active class at Regattas on Port Phillip in February. Finn McMahon (Royal Brighton YC/Albert SC) sailed his Opti 'Shark Finn' to first in Open Optis in the two day regattas at Mornington and Brighton. Nigel Leishman from ASC had a good result with a second in the Green Fleet division at the Mornington regatta.

Upcoming is the two yearly Wooden Boats festival held every two years in Geelong on the March long weekend. Jaemie Wilson is hoping to get his wooden Dragon class boat out of the Repairs Shop to sail in the Classic Boats Division at Geelong.

Annual Verna Templeton Trophy event for juniors on Saturday 21 April

Junior members of all levels of are invited to sail this event. Sign on at 9.30am, briefing session at 10.00 am. The event will consist of a number of short races of 15 to 20 minutes in the northern half of the Lake. Juniors will be allocated to skipper or crew in ASC training boats.

Over January - March we have a busy period with training at Albert Sailing Club. From 22nd to 24th January we had the junior Summer school holiday program. This was the biggest held in recent years with 16 juniors from 8 to 11 years of age undertaking the 3 day program in ideal summer conditions (not too hot and not too windy). One of the juniors sailed their family's Minnow, the other 15 Ozi Optimist boats, with 9 ASC training boats and 6 from the Australian Sailing Boatshed next door. Instructing was provided by 3 Instructors from the Boatshed lead by Henry with Fraiser Leishman from ASC as an assistant Instructor and four of our more experienced juniors assisting on at least one day.

The 7-session Summer Learn to Sail program commenced on Sunday 4th February and continued with Saturday morning and Sunday sessions till 3rd March. Seven new members have participated in the adult program under the guidance of our most experienced instructor Don McKenzie and Richard Rawlins. Five new junior members have learnt to sail in club Ozi Optis, under instruction from Rod Thomas with assistance on a rotating basis from our junior Assistant Instructors in Training : Fraiser, Max, Prudence, Noah, Anna, Emmerson and Hamish. It has been pleasing to see the development of these two training groups and the involvement of our more experienced juniors who want to help in the development of an interest and passion for sailing in younger juniors.

We have a six week Term 1 junior Green Fleet program on Saturday afternoons from 1 to 4pm, which commenced on 10 February. This program is for new and continuing ASC junior members who have completed a Learn to Sail program or equivalent at ASC or a Tackers 3

level program, generally at the Boatshed. The emphasis is on development of sailing skills and enjoying sailing, with an introduction to short races later in the program. This is the fourth Term based Green Fleet program since early 2017 and its most popular with a record 15 enrolments. Henry and an Assistant Instructor from the Boatshed have been contracted in to run the program and have provided an ideal level of instruction and a great environment for the development of young sailors. To complement this program, ASC's Paul Farrell has initiated some late Saturday morning Introduction to Racing sessions for Green Fleet juniors.

Thanks to our volunteer Instructors and Assistants who have given of their time and experience for the Learn to Sail and holiday programs, and the contracted Instructors from the Boatshed used in a number of the programs. A big thank-you to our ASC treasurer Edwige Kozinski who has so ably setup and managed 4 school holiday and 4 Green Fleet programs over the last 12 months or so. Edwige has taken up full-time study this year and will need assistance to continue to provide these programs.

Upcoming programs include a school holiday program from Wednesday 4th to Friday 6th April and another Learn to Sail program scheduled to commence Sunday 15th April. We also seek to program some powerboat handling sessions in the next couple of months. Further sail training programs may be scheduled depending on level of interest and available resources. Speak to our senior Instructors Don McKenzie, Geoff Saliba and Rod Thomas about needs or assistance you could provide. Program dates and registration arrangements will be advised through our Weekly Thursday Snippets and on our club website www.albertsc.org.au.



The participants of the January Learn To Sail Program. They look like a jolly bunch, don't they?


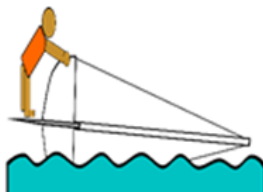


Autumn Duty Roster 2018



OOD & CREW: Please be at club on duty day by 11 a.m.

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

Albert Sailing Club

EASTER SATURDAY Saturday, March 31 No organised sailing at ASC 		APYC/ASC Short Races - May 26 OOD Steve Dunn (pbl) Crew Jack Woods (pbl) Mark Snell (pbl) Ian Coleman Bill Rehill	APYC Start 0408 594 636 0419 541 802 0407 569 083 0417 744 456 9443 0089
SUMMER SERIES 6 - April 7 OOD Rob Clark (pbl) Crew Arthur Misson (pbl) Ken Brain (pbl) Margarete Lee Max Beaton	APYC Start 9337 9637 9877 4732 9592 6140 9877 7973 9857 7454	WINTER SERIES 4 - June 2 OOD Gary Todd (pbl) Crew Colin Wright (Start Boat/Flags) Doug Andrewartha (pbl) Graeme Blunt (pbl)	ASC Start 9726 9783 0422 001 097 9850 1705 0417 211 295
SUMMER SERIES 7 - April 14 OOD Paul Farrell (pbl) Crew Walter Green (pbl) Colin Wright, (Start Boat/Flags) Edwige Kozsinski (pbl) Max Commeynes	ASC Start 0429 020 597 9819 1386 0422 001 097 0434 271 865 0434 271 865	QUEEN'S BIRTHDAY LONG WEEKEND Saturday, June 9 No organised sailing at ASC 	
SUMMER SERIES 8 - April 21 OOD John Whelan (pbl) Crew Chris Shields (pbl) Philip Coombe (pbl) Dawn Summers (pbl)	APYC Start 0414 251 669 0411 246 353 0435 494 893 0491 218 991	WINTER SERIES 5 - June 16 OOD Keith Staitte (pbl) Crew Gary Craig (pbl) Anne Kaczorowski (pbl) Margarete Lee Max Beaton	APYC Start 0354 241 815 9886 1075 0427 877 964 9877 7973 9857 7454
ROWING REGATTA Saturday, April 28 WORKING BEE No Sailing at ASC 		ASC ANNUAL REGATTA Saturday/Sunday June 23, 24 OOD and Crews to be announced	Volunteers Welcome Enquiries to any Flag Officer
WINTER SERIES 1 - May 5 OOD Cindy Tilbrook (pbl) Crew Richard Rawlins (pbl - Flags) Andrew Gillman (pbl) Naomi Burchett	ASC Start 0438 988 772 0421 472 684 0408 359 952 0458 940 019	WINTER SERIES 6 - June 30 OOD Ian Skinner (pbl) Crew James Catton (pbl) David Bock (pbl) Jaemie Wilson	APYC Start 0499 605 108 0435 494 893 0414 372 175 0420 362 573
WINTER SERIES 2 - May 12 OOD Charles Bagossy (pbl) Crew Jim Glover (pbl) Roger Flynn (pbl) Les Swallow	APYC Start 9555 5967 5255 4230 0419 876 018 0427 397 289	WINTER SERIES 7 - July 7 OOD Ron Fergusson (pbl) Crew Geoff Saliba (pbl - Flags) David Schrapel (pbl) Michael Black	ASC Start 0410 492 091 9807 8560 0419 877 457 0405 794 516
WINTER SERIES 3 - May 19 OOD Ron Lackington (pbl) Crew Colin Wright (Start Boat/Flags) Anthony Berger (pbl) Andrew Halse	ASC Start 0421 788 145 0422 001 097 0413 651 345 0411 111 213	APYC WINTER SAIL July 13/14 WORKING BEE at ASC NO RACING at ASC 	

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

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

The Muddler
Naomi Burchett 0458 940 019 (Editor)
THE MUDDLER is the magazine of the Albert Sailing Club Inc. (A00-262-84R). Issues come out in June, September, November, and March. Article deadlines are approximately the second Saturday of those months. If you wish to submit an article, please email the article in "TEXT" or "WORD" format, to: naomiburchett@gmail.com
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.



If unable to deliver, return to:

**ALBERT SAILING CLUB, INC.
AQUATIC DRIVE
ALBERT PARK LAKE
SOUTH MELBOURNE, 3205
A00-262-84R**

**PRINT
POST**

PP 100000280

**POSTAGE
PAID
AUSTRALIA**

The
Mu  pu  ler