



THE MUDPUDDLER

**The Magazine of The Albert Sailing Club
Autumn 2016 Edition**

INSIDE THIS ISSUE

From the editor	2
Commodore's Report	3
Making an Impulse Centreboard & Rudder	4
Special Meeting	5
Fiz IV Cruising North and South Summer 2015/2016	6
Upcoming events	8
Grand Prix Sailing Regatta	9
Impulse 2015/16 Aus- tralian Championships	10
Siena and The Paynes- ville Classic Boat Rally	11
Nautical terms	14
Duty Roster	15

WINTER SEASON 2016

May to September : Saturdays @ 2pm



FROM THE EDITOR

After short-changing you with an abbreviated Summer 2015 magazine, this one has a great range of articles. Many of our members have been involved in various championships and regattas around the country and I have been keen for them to tell us about these events.

As an addition to Peter and Gigi Wright's article, and which they were too modest to mention, in February they finished first in their Division in the Round French Island race in Westernport. In March Peter, with Rod Thomas as crew, finished 3rd of 35 boats in the Division for trailer-sailor boats under 22 feet in the Marley Point Overnight race from Lake Wellington to Paynesville in the Gippsland lakes. This was the 48th running of Australia's biggest trailables event, with 104 boats competing. Peter will be back sailing his Laser at Albert in the Autumn and Winter series, whilst in summer sails the Explorer in club races at Williamstown Sailing Club and Victorian Trailables events.

Jaemie Wilson merited the full publication of his article. Not just because it is excellent, but because he proved he actually reads the Muddy. Steve Dunn, who also reads the Muddy, unfortunately had his article split in two as we ran out of space. You will need to hang out for the Winter edition for the rest of Steve's helpful instructions.

Steve also vied with Rod Thomas as the most prolific contributor. Rod always prepares the upcoming events as well as other articles, some of which may be uncredited, but this time Steve must have got the writing bug and gave us reports on the Top of the Bay and the Inpulse Nationals.

Lynette Staunton reports on the Laser Masters Nationals and calls for more women to sail Lasers and attend the championships.

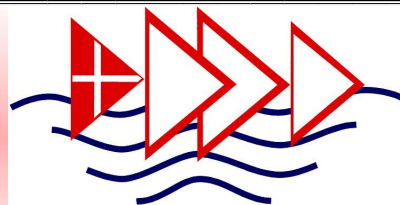
Unfortunately I couldn't squeeze in the dumb jokes, Sudoku and sailing quote, or a member profile. For those hanging out for these as the reason that they read the Muddy, I apologise and will try to make up for it.

Enjoy,

John Whelan

The Albert Sailing Club Inc.

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Albert Sailing Club Inc.

FLAG OFFICERS & COMMITTEE 2014/15

OFFICE	NAME	PHONE	MOBILE	PORTFOLIO
Commodore:	Don McKenzie	9583-9878	0412 333 743	
Vice Commodore:	Vacant			
Rear Commodore	Steve Dunn			Sailing program
Secretary :	Bill Avallone	9596-4815		Membership & Meetings
Assistant Secretary:	Matt Leishman		0404 818 048	Minutes
Treasurer:	Qin-Wei He			Finances
Club Captain:	Vacant			
Committee:	Rod Thomas	9459 5327		
	John Whelan	9347 4464	0414 251 669	
	Mark Cripsey			
	Bruce Ricketts			
	Victoria Whatmore			Junior and Youth Training
	Andrew Freadman			

Club Committee meets at 7.30 pm on the first Tuesday of each month (none in January).
Club members are welcome to attend and participate on a non-voting basis.

THE COMMODORE'S REPORT

Don McKenzie

We need to look at what is going to be the position for the new year. We do not have anyone to consistently look after the bar, Sue is going to be away in September and October, so no canteen.

For the annual general meeting someone will have to take over as Commodore, we need a Vice Commodore and Secretary. A number of other persons have been fulfilling roles supporting the running of the club and would like to do less.

Without people to fill these roles you do not have a club.

There are options, paid employees, joining in with another club and winding up. Members must face up to the situation, things need to change.

We have a good club that introduces persons to the sport and provides opportunities for persons to enjoy sailing, a learning and development environment, possibly the best among dinghy clubs.

Water in the lake is at a level that if it reduces further we will not be able to sail. The climatic conditions also indicate that there is a possibility of harmful algae stopping use of the lake.

The February beginners' course was run on a trial of 4 full days each of 6 hours. The course has finished with a number of participants continuing to come down and gain experience sailing on Saturdays. The scheduling of the next beginners course is dependent on there being sufficient water.

Members who have completed previous courses, continue to come down and rent training boats it is proposed that for the new year hire fees will be increased.

Green fleet training is being held on Saturday mornings with about 8 opties and 3 or 4 senior boats.

Mark Cripsey is working to have two courses of advanced opti training on Sunday afternoons during school terms 2 & 3.

The Sorrento Sailing Club will have their green fleet training at ASC during May. Club juniors are welcome to join in.

Consideration has been given to improving our race management. Steve Dunn has been following up on options on Top Yacht. We can improve the operation by the use of a laptop and combining it with the auto start timer. Results could be instantly directed to our web site and the club building. This would allow greater use of on water finishes and use less human resources. This will eventually result in the club needing to purchase an additional laptop.

March was a difficult month for lake sailing. There was no organised sailing on the weekends of 12th and 26th March and the 19th was the weekend of the Grand Prix so the club was unavailable to members.

The start boat needs to be anti-fouled and the use of a special trailer is required. If you know where we can get the use of such a trailer, please let us know.

The Tohatsu outboard still has a fuel shortage problem. This requires it to be delivered to the agent in Carrum Downs for repairs and assistance is needed.

Maintenance of club boats is ongoing with members not understanding the rigging of controls on the boats, in particular the lasers. Experienced members need to look when other members are using club boats to see if assistance is needed to understand the method of rigging.

Recently it was noticed we have an opti full rig including rudder and centre board missing. This has caused substantial problems to replace at a reasonable cost. An opti training rig costs approximately \$500.00, foils are similarly priced.

We all need to consider control of these club assets without limiting members access to club boats.

I renew my frequently made call for more members to obtain power boat licences and training qualifications. This would limit the number of times a member is rostered for duty and reduce the load on others allowing them to sail.

People with First Aid and Responsible Serving of Alcohol accreditations are also required. Speak to the Club Secretary or a Flag Officer if you have such an accreditation or are interested in obtaining such. □

PUBLICATIONS

THURSDAY SNIPPETS Our weekly email update is released each Thursday. It covers current and future club activities and is the best way to keep up to date. To receive it you need to subscribe through www.albertsc.org.au (Select The Club - Weekly Snippets Email, then provide your email details).

2016 MEMBER'S HANDBOOK contains the sailing instructions, notice of race, sailing calendar as well as helpful information. Extra copies are available from the Club Tower.

ASC WEBSITE is www.albertsc.org.au, and we have a **FACEBOOK** page. Contribute your photos and comments and don't forget to "like" us.

Making an Impulse Centreboard and Rudder

Steve Dunn

Every time you take out the boat for a sail never a second thought is usually given to the Centreboard and Rudder except to remember to make sure you have them before leaving the shore!

Maybe when sailing you're reminded if the centreboard starts humming at speed. So in this article I will attempt to bring these 'oft taken for granted' items into the limelight by describing the steps that go into making them. Like everything, nothing is as simple as it may first appear with many ways of tackling the job and this is only one of those many ways.

First thing is selection of timber – most are made of wood although carbon fibre/foam is also another manufacturing method but somewhat more costly. I try to make the boards as light as possible but one has to also remember that when immersed they have positive buoyancy so weight is perhaps a moot point. On the other hand the Centreboard is often raised downwind and while reaching so I believe lightness is preferred. In addition the board is easier to insert into the case enabling it to be done with one hand while the other is free to hang onto the boat! My choice of timber is either Western Red Cedar or Paulownia or a combination thereof. Paulownia is a very light native of Japan and often used in surfboard construction. Usually I purchase the timber undressed (cheaper) so then it has to then be machined to size. It is important that boards are machined very accurately to only 40-50mm wide then laminated to assist in the prevention of warping. The following photo shows the end result after machining and laminating to form a perfectly flat board (important) prior to shaping. Note the opposing end grain of each board to further prevent warping.



Flat centreboard section prior to shaping – note opposing end grain to prevent warping

The other thing to reduce warping and chipping is a reinforced trailing edge. To achieve this I usually laminate a length of carbon fibre in the edge board that eventually becomes the trailing edge. This can be seen in the right hand end edge board in the photo.

Once the flat board is ready, the board is then shaped to an aerofoil section. I shape it to what's known as a 'NACA' section. The edge reinforcing allows for a knife thin trailing edge which together with an accurately shaped NACA section is the secret to preventing hum at speed. As the principle of the flow of water over a section is the same as air, this shape is described by a mathematical formula that mimics the shape of a Spitfire wing. To obtain the correct shape a plot is made from an Excel spreadsheet from which a template is made to be used as a guide for a router. The guide is then mounted on a board with guide rails for the flat laminated board to be held to enable routing. The following photo illustrates this better than I could do with a thousand words. Note that a rudder section has been shown partially shaped (Centreboard is similar). The photo on the right attempts to illustrate how the router is run back and forwards over the template to create the shaping. The board is moved along as each section is shaped and the whole process takes about 40 minutes to complete both sides.



Shaping a flat board for a rudder section to a NACA shape using a router.

Once shaping has been completed the section is smoothed off with a sander. For Centreboards to add extra stiffness a couple of layers of 100mm wide carbon are added to each side, prior to final glass sheathing. The glass further prevents warping, adds stiffness and protects from denting.

Once shaping has been completed the section is smoothed off with a sander. For Centreboards to add extra stiffness a couple of layers of 100mm wide carbon are added to each side, prior to final glass sheathing. The glass further prevents warping, adds stiffness and protects from denting.

In the next edition of the Muddy, I will explain how I sheath the fibreglass.□

Special Meeting

On Saturday 9 April 2016 there will be a special meeting of members. The meeting will run from 11.30am until 12.30pm in ASC clubrooms.

The purpose of the meeting is to inform members of issues facing the club and some preliminary thoughts of the committee in dealing with these issues.

These include:

- Unwillingness of members to stand for committee and flag officer positions. If this continues, obviously the club will be unable to function.
- Our lease ends in November 2017. Whilst we believe that Parks Victoria will renew the lease, this is not a certainty and we need to justify to PV why we should obtain a new lease.
- Significantly increasing racking fees.
- Merger with Albert Park Yacht Club.

The meeting will be asked to form a strategic planning group to be chaired by a flag officer or experienced committee member, which will report to the general committee.

Please make sure you are able to attend this most important meeting.□

Fiz IV Cruising North and South Summer 2015/2016

Peter and Gigi Wright

At the end of September 2015 we towed our Explorer 16 trailable yacht to the Whitsunday Islands. We took six days to get to Airlie beach, travelling 600-650 kms per day. A feature of the 2015 winter and continuing into September was the strong SE trades. We were on the water for 12 days, and were fortunate that the day we had scheduled to cross Whitsunday Passage to Whitsunday Island, and our day of return to Airlie Beach were both light days. Most other days had strong E and SE winds, but we were in protected positions. Our overnight anchoring spots were Dugong Inlet, Dugong Beach, Gulnare Inlet, Nara Inlet, day anchoring at Henning Island, Beach 25, Chance Bay, and two nights in Hamilton Island Harbour (booked two days in advance). We had provisioned on the assumption that the latter may not happen. Since it did, we were well-washed and enjoyed some restaurant meals.

We did not see anyone cruising in boats as small as, or smaller than ours. Our movements were very much determined by wind and tide. There appeared to be some overrun of the tide through narrow gaps, and even though we did our best to avoid wind over tide, we had slow and bumpy trips past the southern end of Cid Island and through Fitzalan Passage. Given the strong winds, we avoided Solway Passage and Hook Passage. We climbed Whitsunday Peak from Sawmill Bay, Passage Peak on Hamilton Island and walked from Chance Bay to Whitehaven Beach. There was no rain and every day was 20-25C. We have a two-person inflatable plastic boat. This was convenient for rowing ashore. When anchored in the Explorer, we tied it tightly abeam and used it to climb back into the Explorer after swims. When moving it was deflated and tied to the cabin top. Overall we had a great time. However, the small size of the Explorer limited what we could do once the tides raced, and/or the wind was over 15 knots and the waves built. Planning and caution were essential.



Fiz IV at Chance Bay QLD

For Christmas 2015 and New Year 2016 we transported our Explorer to Tasmania once again on the Spirit of Tasmania. We have done this several times to visit family. The so-labelled 'New' Spirit of Tasmania I and II have remodelled common public areas which are very nice, but the cabins remain the same.

Part of the time we spent in Hobart, and the remainder in the north at Low Head, on the Tamar River. In Hobart we motor-sailed around the dock area and the Hobart/Sydney race finish line prior to the race boats arriving, and stopped for fish and chips at the public jetty in Bellerive. One night was spent in the Duck Pond, near Barnes Bay Bruny Island, followed by a pleasant family day sail south down the Channel from Trial Bay. We were also on the Derwent January 2nd for the start of the next leg of the round-the-world Clipper Race. There were very few spectator boats, so we tagged onto their pre-race procession and were very close to the start at 11 am.



Bellerive for refreshments

Our rented house at Low Head was on the beach at Lagoon Bay. European settlement



Lagoon Bay Tamar River Low Head

in this area predates Melbourne, which after all, is just a northern suburb of Launceston. For those interested in history, particularly maritime, visits to the Queen Victoria Museum in Launceston (Sydney Cove shipwreck story), the Bass and Flinders Centre in George Town (replica of the Norfolk), and the Low Head Pilot Station Museum are imperative. At Bell Bay there are special attractions displaying sea horses and echidnas. The Tamar River is wide at its mouth with very strong tidal flows. A local group has races on Saturday and Sunday in January at high tide. We joined in a mixed fleet of classic wooden boats and off-the-beach classes. Lots of fun in a new location.

At the end of January we travelled north to Canberra for the Australia Day celebrations. The Canberra Yacht Club ran the Chief Minister's

Regatta on Australia Day. Approximately sixty boats entered including nine trailable yachts. Fiz IV was crewed by Peter, Jeff and George (6 yrs) Wright. It was George's first race. Winds were generally light, but we came 2nd with the aid of skills acquired on Albert Park Lake and a CBH of 0.580.

There was a great picnic and party atmosphere at the club all day with live music and food. In the evening, we checked the radar for the absence of thunderstorms and motor-sailed out again from the CYC to anchor about 150 m from Commonwealth Avenue Bridge for the fireworks at 9 pm. There were only two other anchored boats and some kayaks. Our three-year-old granddaughter found the noise a bit overwhelming and retreated to the cabin. A great night without the crowds.□



Fiz IV berthed at Hamilton Island

FOR SALE

ASC Status 19 trailer sailor. Mid 1990's vintage. Option of 4hp outboard. Best as lake or estuary class boat.

Contact our Commodore Don McKenzie if you are interested or know someone interested in purchasing.□





Saturday 2 April

Summer season club races re-commences with Summer Series 6 race at 2.30pm

Sunday 3 April

Sunday Social Sailing Day 10am to 3pm. Green fleet session 10am to 12 noon, for junior group and adults. Instructor support and advice.

Saturday 9 April

- 9.30 - 11.30 "Green Fleet" sailing for Junior group and adults in own boat or club training boat. Meet near bench in front of clubhouse
- 11.30am - 12.30pm Members meeting in ASC clubrooms
- 2pm start for Summer Series 7. **Saturday races now at 2pm at with reversion to AEST.**

Saturday 16 April

- am Annual Verna Templeton Junior trophy event. Junior members, at all levels of experience from Learn to Sail to club and class association level are invited to sail. Sign on at 9.30am. Briefing session at 10.00 am. Format is short races of 15 to 20 minutes in the northern half of the Lake. Juniors will be allocated to skipper or crew in ASC Pacer class boats.
- 2pm Autumn Trophy Race This will incorporate a Pacer class Trophy race where newer members can sail with more experienced in club Pacers. Details of how to signup in Thursday Snippets preceding week.

Saturday 23 April Anzac Day weekend.

Working Bee from 9.30am followed by Social Sailing on Lake, with family and friends welcome.

Saturday 7th May

Winter Sailing season commences with Autumn Series 1 at 2pm.

Saturday 14th May

- Autumn Series 2 at 2pm
- Following club racing - Annual Trophy Presentation for 2015/16 at 5.30pm
- AGM at 6pm/ followed by meal at a local Restaurant. Everyone invited and encouraged to come and participate and enjoy.

Full details of events will be provided on www.albertsc.org.au and in our weekly Thursday Snippets emails.

YV Training

Yachting Victoria conduct a range of training courses for Volunteers over the autumn and winter months. They vary in duration from two evenings or one day for Race Management and Assistant Instructor course to longer periods for Instructor and Patrol Boat powerboat handling, with many of the courses at the YV Boatshed at Albert Park Lake. Albert Sailing Club needs to increase the number of members with training and accreditations in these areas. The club committee is looking to provide funding and support for people prepared to undertake a relevant course. Details of courses are on the Yachting Victoria website. Contact the Rear Commodore or Commodore if you are interested in a specific course and/or accreditation.

Separately, we need people with Recreational Powerboat licences which with some practical experience provide the basis for operating a club RIB powerboat. To acquire a licence you need to familiarise yourself with the Victorian Marine regulations, pass the multiple choice Marine licence test, and then take out a licence with the appropriate multi year fee. The process is outlined on the VicRoads Marine Licence website, with the content in the Victorian Recreational Boating Safety Handbook available from the Transport Safety Victoria website or from VicRoads offices. On application to the Treasurer, the club will reimburse the test fee and annual Marine Licence fee. Don McKenzie can provide licence holders with practical on water instruction on how to use our RIB's. □

Grand Prix Sailing Regatta

Rod Thomas

ASC had 20 boats sail in the Grand Prix Sailing Regatta on Sunday 20 March 2016. ASC had class winners in Laser, Aero, Pacer, and Mirror classes. Ron Fergusson was awarded overall winner medallion. Jaraj, one of our improving junior sailors, was awarded the Runner-up best performance medallion and also won the Laser 4.7 class winner medallion.□



Ron Fergusson



Jaraj and Paul Taig, Commodore APYC



ASC juniors Anna, Claudia and Emese Pacer class winners.

Impulse 2015/16 Australian Championships

Steve Dunn

Once again a few of the regular Albert Sailing Club members – Paul Farrell, Gary Todd and Steve Dunn – headed off to the Australian Impulse class championships, this year in Paynesville and hosted by the Gippsland Lakes Yacht Club (GLYC). Right from the initial briefing it was clear everyone was in for a great series with the race and organising committee comprising a mix of 20 or so friendly GLYC members. Six days of racing on the pristine waters of Lake Victoria on the Gippsland lakes commencing with a couple of practice races in 15 or so knots ended up being perhaps the lightest breezes seen for most of the event.

A fleet of 46 Impulses then competed in a series of 10 races for the overall Championship during the next five days in breezes averaging

around 15-18 knots. The last two days of racing saw it build to 22 knots average with some fairly hefty gusts to keep us on our toes. Steve Dunn managed four capsizes in the first race for these last days of racing until dispensing with any thoughts of trying to go as fast as possible and rather simply sailing to survive. Gary Todd handled the heavy conditions well and made the task look easy remaining upright for the entire series.

Paul Farrell, with a first place in race six, ended up finishing a credible 8th overall and was usually way off in the distance,

too far in front to see him cross the line from my vantage point. My normal placing being in the 'teens', saw this year as a tough one with a 27th place overall. A number of newer Impulse sailors were in the mix this year with the eventual top 10 place getters having all been past National or International champions in either the Impulse or other classes. First place and Australian Champion went to Mick Brown (NSW), second to Glen Collings (Vic) and third place to John Gibson (Vic).□



Just before start of Race 7 – Paul Farrell (yellow hull on right) goes for pin end, Gary and Steve buried somewhere in the fleet.



Paul leading the fleet on the reach in Race 7



Steve (594) buried in the congestion after rounding the leeward mark in Race 7

Siena and The Paynesville Classic Boat Rally – March 5 & 6 2016

Jaemie Wilson

During my time in Perth, my 1967 Borrensens Dragon Siena was in storage on her road trailer. Siena was re-stored and relaunched just before I competed at the 2011 Dragon world Championships, representing Albert Sailing Club with Michael Horvarth and Paul Farrell.

I was looking forward to getting Siena in the water again after crewing on other Dragons with the 20 boat strong Royal Freshwater Bay Yacht Club Fleet on the Swan River (they have about the same number of Mirrors at the Club!). It had been good crewing and getting on the water, but there is still something special about sailing your own boat, apart from all the bills! Another reason we needed Siena seaworthy again is that I had entered her in the inaugural Paynesville Classic Boat Rally in March. The organisers were so impressed with Siena that they had her as one of their feature boats, so no pressure to get her floating again!

Over the 4 years of storage the Mahogany hull planking had shrunk as it dried out, leaving some fairly large gaps between the planks. Borrensens Dragons are closed seam carvel construction without any caulking material between planks, so they need time in the water when launched for the planks to take up water.

There are a number of ye olde boat builder methods for assisting with floating timber boats after drying out like rowing a small dinghy around your boat throwing saw dust in the water around your boat and letting it get sucked into the gaps in your hull using water pressure!

I opted for a slightly more modern alternative and did a deal with the Paynesville Shipyard so that they would launch using the travel lift on the afternoon of Friday 9th of October 2015. Siena was lowered into the water down to her waterline, but left supported on the slings. This allowed water to come in through the gaps and give her a drink and a good soak on the weekend, without actually sinking her. The plan was then to pump her out late on Sunday and see if the pump could hold back the water enough to get her into a shallow berth. Unfortunately on Sunday, when we tried pumping for 40 minutes, no difference in water level was achieved. We then lifted her out on Monday to rethink the strategy.



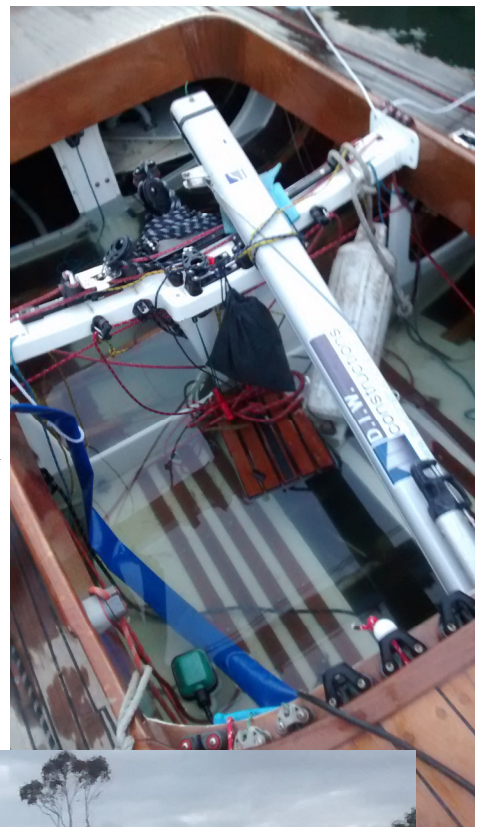
**First attempt to relaunch,
looked ok from here**

After pumping with a high flow pump, the news was not so good.

It wasn't a complete waste of time.

Over the next few weeks, water had got into the timber and had narrowed the gaps between the planks to some extent. So a second attempt was locked in for Monday 23rd of November 2015. For this attempt my latest theory was a modern one, in that I taped all of the gaps up with ducting tape and used a launching trolley. The plan was that once we had the boat in the water, we could more easily put it back onto the launching trolley if she started to sink. We just needed enough time to get from the ramp in Paynesville over to a shallow water jetty berth on Raymond Island.

The launching went well. The duct tape was holding, so we decided to make a run for Raymond Island and some shallow water.



**On the Trolley Duct tape in place, ready to
launch.**



Not taking much water, the Zodiac was doing a great job as a tugboat. We made it across to Raymond Island without a hitch. The Duct tape looked to be working. Now all we had to do was let nature take its course, for the timber to soak up the water and expand, closing the gaps and either let the duct tape fall off or rip it off after the gaps had closed.

The next job was getting the mast into the Dragon. Bit of a tricky job without a crane! I organised to get a tow over to Metung and use the Yacht Club crane. I waited until the 9th of January to do this as I had some work commitments, Mirror sailing with the boys at the lake and I wanted to allow time for the hull to tighten up before applying stress on the hull from rig tension. We had smooth conditions on the tow over to Metung and back to Raymond Island.

We looked to be making some progress: boat floating, check; mast in, check. What could go wrong?

I made the trip home to Melbourne, but unfortunately I got a call from my dad a couple of days later that she was taking water fast! The electric pump was keeping up with the water, but we needed to pull the boat out and see what the cause of the leak was. I organised for a lift out with the travel lift the next day.

The offending plank under the traveller was quickly identified. The next step was fixing the gap, which would need a spline to make the hull watertight. To do this, the gap between the planks was routed out and a thin piece of mahogany was glued into place. After drying, the area was sanded faired, and as it was below the waterline, primed, undercoated and anti-fouled. We also took the opportunity of anti-fouling the bottom of the hull and under the keel before launching again.

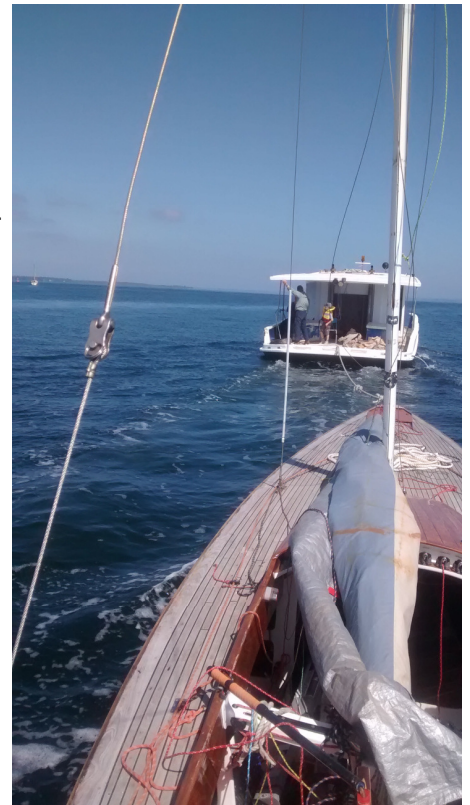
Siena was relaunched again on the 12th of February and tied up at the shipyard ready for me to sail her back to her jetty. Alex and my dad motored over in my dad's Folkboat. I sailed back to the jetty under Genoa after a short sail up and down the McMillan Straits. Incidentally, I saw Mike and Betty Chapman, former ASC members, out in there timber motor launch.

This time it looked like we had fixed the leaks once and for all.

The weekend of the 5th and 6th of March 2016 was the date for the Paynesville Classic Boat Rally. Siena and Ghost AUS 82, also a timber Dragon, had prime position on display in the marina at Gippsland Lakes Yacht club. The Rally had an impressive number of classic boat entries, around 140 boats made up of cruisers, lakes fishing boats, cuta boats, rowing skiffs, classic yachts and dinghies. It was an amazing sight to see them all on display.

The first event on the program was the sail past of all the entries down the McMillan Straits. The atmosphere as we all milled around waiting for the start was really amazing. I even spotted Manny Zammit and his timber cruising boat, along with his dinghy featured in the previous Mudpuddler out on the water waiting to start.

We all paraded down the straits more or less in the order assigned, we were boat 32. There was a massive crowd of spectators onshore, so it made for a spectacular sight. My crew and I had dressed in 1930s period sailing clothes, as the Dragon design dates back to 1929. We won the prize for best dressed crew.



The tow over to Metung went without a hitch.





After the sail past all the boats were on display and open for the general public to come onboard and ask questions. The events on the second day of the Rally included a classic yacht race and a fishing boat race.

We entered the classic yacht race which had a bit of a different starting procedure than the standard ISAF one. Back in the old days, the fishing boat sailing races started from the Raymond Island Ferry. At an allotted time the ferry moves into the middle of the straits and a flare is let off to signify the start. The conditions, you could say, were pretty light and the Ferry had a pretty big wind shadow, a bit like everyone's favourite fig tree on the narrows at Albert Park! Once past the ferry obstacle, we managed to make the most of the wind and had Siena powered up as we entered Lake Victoria and rounded the buoy set out in the lake. We then hoisted the Spinnaker, a bit like the mirror only about 10 times bigger! A quick shy reach back to the yacht club and we took out line honours.

For anyone who is interested in seeing more photos of the Rally, you can see a collection of our photos at <http://www.smugmug.com/gallery/n-7fLVpd>.

A quick sail back to our berth and it was time to pack up the family and head back to Melbourne after a great weekend on the water. The next Paynesville Classic Rally is on the 3rd and 4th March 2018 and I would recommend it to any other wooden boat enthusiasts out there.□

Laser Masters National Championships 2016

Lynette Staunton

On Friday 12th February the waters of Port Stephens were invaded by 200 of Australia's older, and not so old, laser sailors (aged 35 to 75) to compete in the 2015 Laser Masters National Championships. That many laser sailors could be a handful to manage so competitors were divided into four fleets of 50 boats, two fleets of radials and two of standard rigs.

As if to prove that it was a good idea to have smaller fleets, one of the radial fleets (not mine!) had a difficult second start. By the time they started, they'd endured five black flag general recalls and a rapidly diminishing fleet. Meanwhile, the first radial fleet was showered and watching the rest of the fleets from ashore.

Conditions were brilliant throughout the regatta with winds of 10-15 knots and sunshine every day. Sadly, by the time the wind settled on a direction on Monday, there was only time for one race.

During the closing presentation, it was noted that there was a distinct lack of female sailors (only 10) and a call was sent out to encourage more women for future regattas. At ASC the radial fleet has been growing slowly (partly because the full riggers are starting to see the light) and any new faces are always welcome.□



Top of the Bay – Albert Gets 3rd Place!

Steve Dunn

Once again the annual top of the bay race was held on the 6th February on what was a magnificent sunny day with a 10-12 knot South Easterly breeze. This event is basically an annual competition between clubs involving the six 'Top of the Bay' clubs of Altona, Albert Park Yacht Club, Albert Sailing Club, Williamstown Sailing Club, Port Melbourne Yacht Club, and Elwood Sailing Club.

A total of 78 boats competed and this year our club managed 10 entries which is the minimum requirement for a result and a placing. The course was basically multiple laps of a windward/return with a gate at the leeward end. This type of course tends to favour Catamarans, with no reaching leg to equalise things a little for the mono hull classes. Parking and launching at Altona is easy and the host club put on what could only be described as a fantastic event.

Considering the course favoured the Cats, our club achieved a great result of 3rd place which was made possible thanks to participants, P. Farrell, S. Dunn, W. Green, D. Kerr, S. Tillman, P. Wright, D. Coleman, P. Hessler, J. Clark, & R. Thomas.

Final placings were :

- 1st Williamstown SC 32.34 points
- 2nd Port Melbourne YC 32.64 points
- 3rd Albert SC 32.91 points
- 4th Altona YC 33.49 points
- 5th Albert Park YC 33.55 points
- 6th Elwood SC (insufficient entrants - no team).□

**Stephen Lincoln assists ASC
entrant Impulse 594 'Astro Boy'
at Altona Top of the Bay 2016**



Nautical Terms

Continuing from the Summer 2015 edition with some hopefully confusing explanations of nautical terms.

Grounding - Embarrassing situation in which a sailor returns to shore without leaving his boat.

Gybe - A common way to get unruly guests off your boat.

Hatch - An opening in a deck leading to the cabin below with a cover designed to let water in while keeping fresh air out.

Hull speed - The maximum theoretical velocity of a given boat through the water, which is 1.5 times the square root of its waterline length in feet, divided by the distance to port in miles, minus the time in hours to sunset cubed.

Jibe - Course change which causes the boom to sweep rapidly across the cockpit; also, frequent type of comment made by observers of this manoeuvre.

Lanyard - A light line attached to a small article so that it can be secured somewhere well out of reach.

Leeward - The direction in which objects, liquids and other matter may be thrown without risk of re encountering them in the immediate future.

Life jacket - Any personal floatation device that will keep an individual who has fallen off a vessel, above water long enough to be run over by it or another rescue craft.

Mizzen - The shorter aft mast on a yawl or ketch. Any mast that is no longer there.

Moon - Earth's natural satellite. During periods when it displays a vivid blue colour, sailing conditions are generally favourable.□

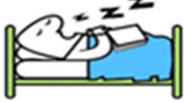




Autumn Duty Roster 2016



OOD & CREW: Please be at club on duty day by 11.00 a.m.

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

Albert Sailing Club

EASTER SATURDAY		AUTUMN SERIES 3 May 21, 2016	
Saturday, March 26, 2016		APYC Start	
NO ORGANISED RACING AT ASC			
		OOD Tim Falkiner (pbl) Crew Pam Webster (pbl) Stephen Tillman Training: Andrew Goodsell	
		9888 4214 9336 9637 0418 556 5757 0428 118 292 1234 1234	
SUMMER SERIES 6 April 2, 2016		AUTUMN SERIES 4 May 28, 2016	
APYC Start		ASC Start	
OOD Charles Bagossy (pbl) Crew Gary Craig (pbl) Andrew Gillman (pbl) Training: Phillip Iacano Training: Ingo Mueller		OOD Ron Fergusson (pbl) Crew Arthur Misson (pbl) David Schrapel (pbl) Phillip Humphries (pbl) Michael Black Lyn Staunton	
		9555 5967 9886 1075 9699 5468 9557 8493 0403 220 128	
SUMMER SERIES 7 April 9, 2016		WINTER SERIES 1 June 4, 2016	
ASC Start		APYC Start	
OOD Gary Todd (pbl) Crew Colin Wright (pbl) Paul Leitinger (pbl) Colin Webb (pbl) Matt Leishman Training: Paul Galea		OOD Tony Schalken (pbl) Crew Jim Glover (pbl) Andrew Grocholski Training: Sanjay @ Jairaj Bajaj	
		9726 9783 9898 5056 9696 1056 0412 472 684 0419 378 146	
AUTUMN TROPHY April 16, 2016		QUEEN'S B'DAY LONG WEEKEND	
APYC Start		NO ORGANISED RACING AT ASC	
OOD Keith Staite (pbl) Crew Richard Rawlins (pbl) Darcy Simpson Training: Qinwei He		Saturday, June 11 NO ORGANISED RACING AT ASC	
			
ANZAC WEEKEND		ASC ANNUAL REGATTA	
Saturday, April 23, 2016		Saturday/Sunday June 18, 19	
WORKING BEE		OOD and Crews to be announced	
No club racing at ASC		Volunteers Welcome	
		Enquiries to any Flag Officer	
ASC&WOMEN'S REGATTA April 30, 2016		WINTER SERIES 2 June 25, 2016	
ASC Start		APYC Start	
OOD Steve Dunn (pbl) Crew Ron Lackington (pbl) Doug Andrewartha (pbl) Mark Snell (pbl) Cameron Simpson Training: Ian Coleman		OOD Ian Skinner (pbl) Crew Anne Kaczorowski (pbl) Chris Shields (pbl) Training: Naomi Burchett	
		9800 5650 9338 4819 9850 1705 9842 3623 9395 5414 8589 4922	
AUTUMN SERIES 1 May 7, 2016		SOCIAL SAILING DAY	
APYC Start		Saturday, July 2, 2016	
OOD John Whelan (pbl) Crew Jack Woods (pbl) Ken Brain (pbl) Training: Naomi Burchett Training: Edwige Kozinski		Social Sailing, Race Training, Tune/Fix Boat	
			
AUTUMN SERIES 2 May 14, 2016		YV/APYC WINTERSAIL	
ASC Start		Saturday/Sunday, July 9/10	
OOD Paul Farrell (pbl) Crew Walter Green (pbl) Mark Cripsey (pbl) John Smith (pbl) Margaret Lee Max Beaton (pbl)		NO CLUB RACING AT ASC	
			
		9749 6747 9819 1386 0427 222 090 9876 3603 9877 7973 9857 7454	

Training will continue through winter. Green Fleet sailors are encouraged to compete in races
Any changes will be notified in Thursday Snippets and Saturday Club Briefings

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

THE MUDPUDDLER 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: mudpuddler@albertsc.org.au
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.

John Whelan 0414 251 669 (Editor)

The Muddler

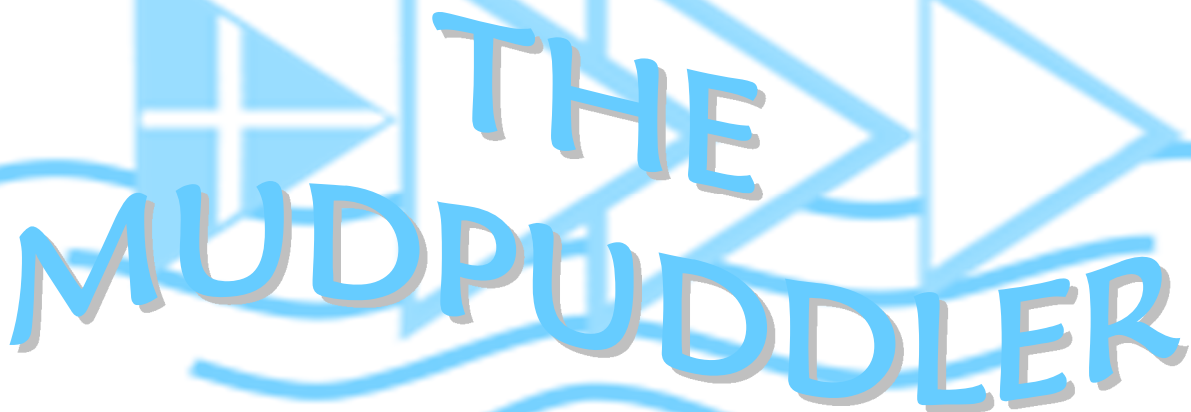
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