

THE MUDPUDDLER

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

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1992-Before the new club rooms

FROM THE EDITOR

The dumb jokes, Sudoku, sailing quote and member profile are back!

Ralph and Sue Schoene, with assistance from a collection of others, provided the member profile for this edition. It was a lot of fun speaking with them and hearing about the club's development over the past 30 years.

Part two of Steve Dunn's article on making an Impulse centreboard and rudder is included. I had held this over from the Autumn 2016 edition due to lack of space.

There are reports to the AGM from Don McKenzie, now our immediate past commodore, and from Steve Dunn, our rear commodore.

Also, our acting commodore has provided a run down on the AGM and his plans for the new committee. I for one wish him well in his endeavours.

Philip Cripsey provided a report on his Lidgett Cup success, and we have a few photos from the very successful working bee on 23 April 2016.

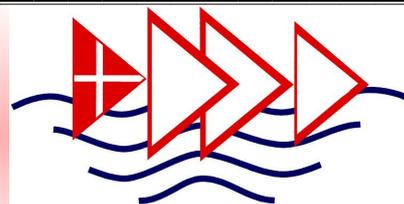
Sue Schoene kindly provided a bunch of photos from around the club back in the 80's and 90's. It's great to have these and if members can search their records and provide more of these, it would be great to publish them and show some of the history of our club.

Enjoy,

John Whelan

The Albert Sailing Club Inc.

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South Melbourne, 3205
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www.albertsc.org.au



Albert Sailing Club Inc.

FLAG OFFICERS & COMMITTEE 2014/15

OFFICE	NAME	PHONE	MOBILE	PORTFOLIO
Flag officers				
Commodore:	Vacant			Governance
Vice Commodore:	John Whelan	9347 4464	0414 251 669	Contracts & insurance
Rear Commodore	Steve Dunn			Sailing program
Officers				
Secretary :	Jack Woods	9596-4815		Members & records
Assistant Secretary:	Bill Avallone		0404 818 048	Minutes
Treasurer:	David Bock			Finances
Club Captain:	Ron Fergusson			Sailing committee
Immediate Past Commodore	Don McKenzie	9583-9878	0412 333 743	Training principal and wisdom
Committee:				
	Rod Thomas	9459 5327		Process improvement
	Geoff Saliba			Chief Instructor
	Jaemie Wilson			Emergency services
	Noelle Howitt			Galley & bar
	Arthur Misson			Property maintenance
	Naomi Burchett			Social events
	Edwige Kozinski			IT Support

**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 TO THE AGM

Don McKenzie

With the end of the 2015 – 2016 year I will not be nominating as commodore for the coming year. I have been on the committee in varying roles for a long time and now plan to concentrate on sailing.

I would like to extend my appreciation of those who have served on the club committee over that time.

Currently by the nominations received we do not have a commodore. We have sufficient nominations to fill the general committee positions.

Work is progressing on developing a strategic plan for the future. This should define the direction the club should head to ensure sustainability.

Sailing in general is being affected by changes in community expectations.

Generally, there is a move away from activities involving substantial commitment in time and efforts. People want to sail but do not want to commit to the time and effort involved in owning and maintaining boats.

These are growing challenges for sailing clubs, changes are needed to maintain a viable number of members and provide the services they desire, this will ensure the finances and future of the club.

The club finances have been maintained at a healthy level by control of expenditures and efforts of members. To ensure this continues, new activities need to be found that will generate income streams and ensure the viability of the club's future.

Internet problems in the last few months have consumed a large amount of time but are now fixed. Moves are being made to improve the system by which we record race results, this is aimed at reducing the amount of time members need to spend at the computer. As part of this program a new laptop has been purchased.

We are experiencing an ongoing reduction in the number of participants in our racing events. The combining of racing starts and to some extent courses with APYC has led to better fleets on the lake. There are increasing difficulties with rostering of members for duty to run our events.

Junior training has received a boost with Rod Thomas organising green fleet on Saturday mornings and Owen McMahon's coaching of Optis on Sunday afternoons. Sorrento also has their junior training at the club on Saturdays.

Parks Victoria in late 2015 released a draft Master Plan for the future of the lake. A combined response from ASC, APYC and Yachting Victoria is in the final stages of drafting.

2015 saw a change in the structure of sailing organisation in Australia. Yachting Australia became Australian Sailing and moved to encompass the individual state associations as branches, with managers to oversee activities in each state. To date NSW, Tasmania and South Australia are operating on that format. A four stage implementation plan is being processed, with Victoria to be incorporated within the coming year.

Yachting Victoria is undergoing major changes. For a number of years they have been discussing having a Victorian Sailing Centre with increased facilities for training. They have been lobbying for a Government grant to build such a facility. Current plans are for extensions to the Boatshed in the form of building a second level over the yard that will provide offices and areas for training and toilet facilities. How these changes will impact on ASC and its activities is as yet unknown. We can expect a major change in the number of staff and services supplied by YV. with all services coming from One Yachting.

John Whelan started looking at a strategic plan for the club. This has been slow to progress and needs to be continued. The involvement of members in this process is crucial to ensure our future direction provides the facilities desired and financial viability over the next few years.

Finally, a big thank you to all the members who have contributed their time and efforts across all areas of the club during the past two years. □

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 (Part 2)

Steve Dunn

In this part, I will describe the process I use for sheathing fibreglass. But first, to recap the first part of this article, which appeared in the Autumn 2016 edition, I described how to select the timber. My choice of timber is either Western Red Cedar or Paulownia or a combination thereof. To reduce warping and chipping, I use a reinforced trailing edge by laminating a length of carbon fibre in the edge board that eventually becomes the trailing edge.

I then described shaping the board. 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. It is then 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.

Photo below shows a Centreboard with carbon fibre stiffening and layer of glass sheathing – note jig used to hold shape and prevent warping while glue sets.



Centreboard sheathing process underway showing 100mm carbon fibre stiffening strip.

There are two methods I use for sheathing the fibreglass. First is with board laid flat and each side done one at a time, and the other is to suspend board and drape over both sides and lay in glue on both sides at the same time. Either way the front edge is wrapped with the glass cloth to protect against dings. The flat method is used on Centreboards mainly as the Impulse board is longer than the standard woven glass cloth width enabling the glass to be cut more efficiently with a resultant saving in cost. Photo below shows the drape method on a couple of rudder blades. A cheap tile grouting tool is used as a squeegee for gluing and the rubber edge prevents pulling and catching on the cloth while spreading (top left in photo).



Sheathing Rudders using the 'drape over front edge' method.

Once the boards are sheathed the glass is given further coat of epoxy glue (fill coat) sufficient to hide the weave. I apply what is known as 'peel ply' (this is actually a shiny linen cloth) after the fill coat is applied to reduce sanding later on. Once the glue has set the 'peel ply' is removed revealing a smooth surface that requires little or no sanding.

Boards are then either painted white or clear finish with single pack polyurethane clear. A nicely finished board is not easily achieved. For the painted version, a minimum of three coats of two pack undercoat are applied with a cheap 50mm brush, sanding flat with 240 grit using a random orbital sander between coats. The undercoat provides good adherence and hiding properties for the top coat, and fills any minor sanding scratches and marks. Sufficient coats are applied until the substrate is completely hidden. The brush is left to stand in a tin of methylated spirits in between coats to save throwing away the brush after each coat.

This is followed by three coats of two pack gloss white applied with the board flat to assist the paint to flow out, once again sanding lightly using 400 grit between coats. A cheap throw away foam roller is used for each top coat and quickly tipped off with a quality brush. Once again the brush is left standing in a tin of methylated spirits between coats and a new roller used for each coat. After the final coat the board is sanded smooth with 1500/2000 grit wet and dry then buff polished. I have discovered that for minimal brush marks working fast doing a small section at a time and waiting for a day where the temperature is in the range of 18-25 degrees is the secret. Spraying is possible and quicker but one needs expensive facilities and safety equipment to perform this safely with two pack. With clear coated Centreboards the carbon fibre is omitted and sheathing is done with three layers of fibreglass instead to provide extra stiffness. □



Finished products – Note external carbon fibre stiffening used on Centreboard trailing edge.

Member Alerts

Membership Dues

The treasurer and secretary ask that members pay dues on-line or by going to bank and making a direct transfer to the ASC account (BSB 083 419 Account No 029929075). As the reference, use the invoice number and your surname. This will help ease the workload for the treasurer and other committee members.

Power Boat Licences

Ensure that your licence is current if operating our powerboats. Also, the club will reimburse you for the cost of the licence. The more members with licences will ease rostering difficulties for Ron Lackington.

Working With Children Check

New members who have a WWCC with other organisations need to ensure they notify Department of Justice that they are now at ASC. (This also ensures that we are notified of any changes in status).□

First Aid and Responsible Serving of Alcohol

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. A reminder that RSA certificates need to be updated every 3 years. Courses are occasionally provided by the City of Port Phillip. Details will be provided in Thursday Snippets and the web-site when available.

Rear Commodore's Report 2015/16

Steve Dunn

First year in the job has been a bit of a learning curve.

Commenced with the issue of the rowing club's plans to install permanent rowing lanes the length of the lake. There were numerous meetings with Parks Vic, APYC, and the rowing club to negotiate on the matter. The position of both sailing clubs is not to have them at all. Besides being an impediment to sailing, more importantly their proposed method of installation was a significant safety hazard. At our last meeting back in July 2015, the rowing club agreed to remove the lanes every Saturday. To date their lanes plan doesn't appear to have materialised. Maybe the realisation of the work to remove them every Saturday proved too onerous. I suspect it won't be the last we hear from them on the idea.

I'd especially like to thank Don McKenzie and Rod Thomas for easing me into the role of Rear Commodore, especially with assistance running the regatta last June. From competitor feedback I received, it ran well although from the race committee viewpoint it seemed at times to be rather hectic. With Cindy Tilbrook as Course Race Officer (aka CRO) for this year's regatta, and the significant amount of planning so far completed, we're hopefully on track for another successful regatta.

I'd also like to recognise the great effort Ron Lackington puts in producing the weekly race crew roster. This is a tricky task with an ever increasing shortage of members with power boat licenses and those with skills to run the racing on the day. It involves maintaining a very dynamic skills set register and using this to come up with a good skill mix each race day – something that cannot be simply automated.

In January a weakness in running our races was exposed when Dot McKenzie became unavailable to assist in the Tower. Our reliance on Dot can never be underestimated and I'd like to commend Dot for her years in doing the job. The loss of Dot's Top Yacht expertise for a couple of Saturdays resulted in our inability to produce any results except by tedious manual calculation using pencil and paper. Clearly this was not going to work long term so a big thanks to Lesley who provided some Top Yacht training. From that some cheat notes were put together and the knowledge further passed onto a few other club members.

Armed with this new found Top Yacht knowledge was the realisation of a Top Yacht feature to simplify timing and finish recording. After installing Top Yacht on a lap top a couple of trophy races provided an opportunity for on water finishing trials using the feature. Essentially it worked well except for the need of a box to run the lap top in to remove glare from the screen. Thankfully life jackets are not only useful as padding to protect ones boat hull on the beach but also are useful as a lap top sun visor. It is planned to use the club's recently purchase lap top on the finish boat for this year regatta with results available on line by the time sailors hit the showers at the end of racing.

The use of the lap top for driving Top Yacht and recording finishers can easily be adapted for use in the Tower. Top Yacht operation is fairly straight forward for anyone with basic computer skills. We still require a base of members able to operate Top Yacht and perform tower duties as a backup contingency. Please consider volunteering so that the club is covered for the odd time we run short in the tower.

Pretty much sums up the report and in closing would like to say am looking forward to another year in the job.□

Club Member of the Year

At the AGM, the flag officers may wish to recognise someone for outstanding contribution to the work of the club during the previous year. Usually, that person has contributed to the club over a much longer period than just one year. This year, the flag officers wished to recognise Stephen Lincoln for his contribution to the club in the prior 12 months and for the period well before that.

Steve volunteered a few years ago to take charge of repairs and maintenance of the club's building and facilities. This was an onerous task, particularly as Steve works full time in a senior position with Coates Hire and often has to fly interstate and sometimes overseas.

Aside from working bees, some of the things Steve has done include purchasing and installing new refrigerators, the BBQ, repairing air conditioning, replacing the electrical circuit board, repairing the hot water service, arranging cleaning, investigating solar panel issues, investigating broadband problems. All of these things require many hours of research, supervision and labour. Thanks Steve.

Albert Sailing Club Spring 2015 - Summer 2016 Results

Bill Hooper Series 2015

1st Place overall Aero - No Name Ron Ferguson
2nd Place Impulse - Seas the day Walter Green
3rd Place Impulse - Twilight Zone Don McKenzie

Spring Series 2015

Laser
1st Line Honours, 1st Handicap - Watermelon Rod Thomas

Impulse

1st Line Honours - Yellow Paul Farrell
1st Handicap - Norma Jean Gary Todd

Sabre

1st Line Honours, 1st Handicap - Cee Bee Charles Bagossy

Commodore Series 2016

1st Place overall Laser - Watermelon Rod Thomas
2nd Place Sabre - Haywire Geoff Saliba
3rd Place Impulse - Seas the Day Walter Green

Summer Series 2016

Division 1 Miscellaneous

1st Handicap Laser - Watermelon Rod Thomas
2nd Handicap Laser Radial - Plane Sailing Keith Staite

Div 2 Impulse

1st Line Honours, 1st Handicap - Seas The Day Walter Green
2nd Line Honours, 2nd Handicap - Magic Lady Paul Farrell

Div 3 Sabre

1st Line Honours - Haywire Geoff Saliba
1st Handicap - Cee Bee Charles Bagossy

Div 5 Miscellaneous

1st line Honours Mirror - No Chance Jaemie Wilson

2015-16 Class and Club Champions

Optimist Class & Club Junior - Phillip Cripsey
Over 45 Champion - Geoff Saliba
Laser Class Champion - Rod Thomas
Sabre Class Champion - Geoff Saliba
Impulse Champion - Walter Green
Overall Club Champion - Line Honours and Handicap Rod Thomas



FOR SALE

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

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



Annual General Meeting and New Committee for 2016-2017

John Whelan

The Annual General Meeting of Albert Sailing Club Inc was held at the club rooms on Saturday 14 May 2016. Whilst I didn't take a count of the number in attendance, I think there were approximately 25, which I think is a reduction on previous years.

As always, our secretary Bill Avallone got the meeting underway. Elsewhere in this edition of the Mudpud- dler you will read the addresses of the commodore, Don McKenzie, and the rear commodore, Steve Dunn, to the meeting. Formal motions were passed accepting the reports, and also thanking them for their considerable efforts. As Bill was stepping down as secretary, Cindy Tilbrook moved a vote of thanks to Bill for his work on behalf of the club, which motion was passed by acclamation.

The treasurer's report was circulated and accepted by resolution. However, we became aware after the meet- ing of an error with respect to rental that was reported as paid in the 12 month reporting period. Don McKen- zie reported to the meeting that 6 quarterly rental payments had been made in the year ended 31 March 2016. After checking with Parks Victoria, it was determined that only 5 quarterly payments had been made in the period, and that was because the March 2015 quarter payment was made on 7 April 2015 which caused a slight timing anomaly. So in fact the club's expenses for the year ended 31 March 2016 were approximately \$2,100 less than reported. This corrected figure was reported to the Registrar of Incorporated Associations, and will need to be addressed by motion at the next AGM.

The final item of formal business was the election of flag officers, officers and committee members. Inside the front cover you will find a list of those elected and their roles.

First I wish to thank all those who stood for election. All were elected unopposed. I also wish to thank all those who were on the outgoing committee and did not seek re-election. All were valuable contributors to the running of the club.

Of the committee members elected, there is a mix of newer club members, and some experienced members returning to the committee or joining for the first time. As well the club is fortunate that experienced hands have returned for a further stint. I believe that there is a great blend of talent and experience which I hope will ensure the club meets head on the challenges of the next 12 months.

At the first committee meeting, which was held on the Tuesday following the AGM, Ron Fergusson was elect- ed as Club Captain. As a commodore had not been elected at the AGM, I advised the committee that I was prepared to act as commodore for 6 months, and that another person will be required to fill that position for the following 6 months. The committee accepted that offer and so I am now acting commodore.

In my caretaker role, I don't want to just do the bare minimum; we can't afford to just tread water whilst there is much to be done. First, I am an optimist by nature; some may say I am a hopeless optimist. I recognise there are significant issues confronting the club, but I firmly believe that we have the ability to overcome those challenges. It doesn't happen just by wishing it to be so. So to that end, I asked all committee members to accept responsibility for a role or roles. Everyone did this. I ask members to seek out those committee mem- bers to ask if there is some way they can assist.

Next, I have asked Steve Dunn and Ron Fergusson to reform the sailing committee. I believe that this should be the club's pre-eminent committee as after all, we are about SAILING. Our focus must be on sailing and ensuring as many people as possible sail. It is also my view that the sailing committee is to be free to make its own decisions without interference from the general committee. Now of course there will be occasions where the general committee should have input. I firmly believe we can trust the sailing committee to make the call on when to involve the general committee. A strong and active sailing committee is a vital piece of the club's structure.

Third, I want to see a better planned approach to training. Don McKenzie is our training principal and Geoff Saliba has agreed to be the chief instructor. I have asked Geoff to identify persons who are prepared to under- take instructor training, so that the load can be shared more widely. At present, the only trained instructors available are Don, Geoff and Rod Thomas. I have also asked him to consider the type of training the club should provide, not just for new members, but for members who wish to improve skills. Sunday training should also be considered, perhaps in place of Saturdays for juniors. Intensive weekend courses or the usual 8 week courses also need to be considered, both for new members and those who wish to improve skills. I have

asked Geoff to assign mentors to new members, to assist new members with integration to the club.

Fourth, social media is to become a more integrated platform for communicating with members and the community. Ideally, I would like someone within the club who has skills in this area to take charge. But I believe the club will still require assistance from paid consultants to manage this. I firmly believe that we need to embrace social media to grow the club and attract families and juniors.

Fifth, our new secretary, Jack Woods, is reviewing the operations of the secretariat. This requires constant review, and builds upon the work done by our previous secretary, Bill Avallone, as well as the many hours of work and improvements implemented by Cindy Tilbrook and Rod Thomas. Jack with Rod, David Bock and Edwige Kozinski, as well as Ingo Mueller, are actively working on these process improvements.

Finally, please support Naomi Burchett with the social functions she will organise. The next will be the presentation and trivia night, currently set for 3 September 2016. Naomi may have a completely different approach to social functions from prior years. I look forward to seeing what she comes up with.

I think it will be an exciting time ahead for the club. Let's see if my optimism is well founded, because I don't want to be hopeless, even as an optimist.□



Saturday 18 and Sunday 19 June 2016

ASC Annual Regatta. Free entry for members and winter season members. Enter on-line on the club website or by copying into your browser the following: <http://albertsc.org.au/index.php/racing/2016-asc-winter-regatta/>

The website also contains the notice of race and sailing instructions.

Saturday 3 September 2016

Presentation night and Trivia night. Gather friends and family to make a team, or just join a table on the night. Catering will be provided and drinks from the bar. Watch Thursday Snippets and the web-site for more information.

September school holidays Junior training program

For juniors sailing Optimist, Minnow and club Optis and Laser 4.7 boats, there is likely to be a midweek training program over 3 days. Dates and details will be confirmed in August so watch Thursday Snippets and the web-site.

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. □

Member Profile Sue Schoene and Ralph Schoene

As told to the Editor

It was a lot of fun sitting down with Sue and Ralph to hear about their involvement in the club. Where memories failed, there was no shortage of assistance from Lesley Scott, Rob Clarke, Steve Lincoln, Rod Thomas



and others who would wander past the table where we were speaking. Sue also had with her, completely fortuitously as she did not know that she was to be interviewed for this profile, photographs from earlier times at the club. I will include as many of these as I can in this article and perhaps in future editions.

Sue and Ralph joined the club in the mid 1980's at the end of Rob Clark's time as commodore. The club had lots of members. The boats that were sailed were Mirrors, Ants, Sabres, Minnows, OK's, Impulses and 125's amongst others. They recall that there would be well over 100 boats sailing in winter and over 50 in summer.

watch the sailing. Ralph said that their boys were involved in the scouts in Rosanna, which had 2 Mirrors. The boys joined Hoopers, which was then located on the lake where the boatshed is now located, to learn to sail.

Sue recalls that the water level in the lake got quite low so that their son Adam said to Robyn Hooper that there were worms following his boat. Robyn told him to lift his centreboard!

They then tried sailing at Williamstown and took an old Mirror. Ralph said that when the wind filled the sails, it blew the fittings off the boat.

Ed and Jean Farrell convinced Sue and Ralph to



Sue said that she and Ralph used to come and



join the club. In those days there were lots of families and children sailing and the kids could do their own thing together, whilst the adults mixed. The club rooms, which no longer exist, were single storey and a more picnic type atmosphere existed on the grass under the trees at the front of the old building.

Adam and Ralph used to sail together in a Mirror. But as is often the case, skipper and crew have different ideas, so a second Mirror was purchased. The family travelled to national titles taking both boats. Ralph and Sue remember going to Harvey Bay, Qld for their first nationals. They drove up and camped as no other



accommodation was available.

Adam was becoming quite a good sailor, at the time when the club had a large contingent of talented juniors, including Tom King who would become a world champion and Olympian.

At the old clubhouse, it was Ralph that initially got involved in the galley. But as Ralph says, Sue usually takes over when he starts something. (Is this because Sue wants it done properly, Ralph?). Ralph then joined the committee. The galley at one point was located in the current boatyard whilst the old clubrooms were demolished and the new ones were being built. There used to be BBQ's outside on the lawn, and even the change-rooms were outside for a short time until the current ones were built.

In about 1992, members did a lot of work refurbishing and improving the old club rooms. In particular, Ralph and Steve Haintz did a lot of the skilled work. But with the coming of the Grand Prix, the club accepted the offer of the GP corporation to build new rooms in place of the old ones. The members had already built new change rooms and toilets, which still exist today and over which the current rooms are built.

The lake was drained in about 1992-1994, so there was no sailing. But the members kept active with trips to the snow, sailing at Williamstown and Altona, and other excursions and social activities. Peo-

ple still at the club from those days include Lesley Scott, John Smith, Peter Wright, Rod Thomas, Rob Clarke and Luke Tupper.

With the first Grand Prix, the club held a sailing regatta. Some large motor cruisers were transported to the lake and used as spectator craft whilst sitting in the mud. That only happened for another year or so. At that first GP event, there were water police on the lake. The water police told off those in rescue boats for not carrying flares.

Sue continued as a committee member for about 17 years, and served a stint as vice-commodore. Ralph did the racking, which again Sue took over before handing it to Colin Wright. Sue has been club member of the year in 1991, Ralph in 1993 and 2006.



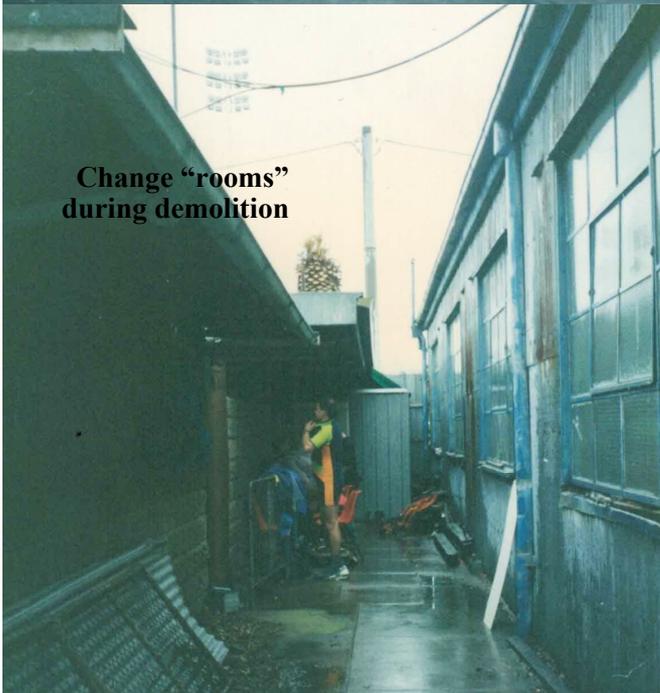


Ed Farrell and Ralph Schoene

Ralph swapped to sailing an Impulse until giving it away a few years ago. Ralph says that Sue wanted him to do some renovations on their house.



The original Doug's Bar



Change "rooms" during demolition

Sue and Ralph are now both retired. Sue retired from work as an early childhood teacher and Ralph as a plasterer. When I asked Sue what her interests are, she replied enigmatically "I can't tell you that one". (Sue, what is "that one"?). Ralph said his interests are bike riding and walking around the lake.

Sue and Ralph are heading overseas in September on holiday. They will be missed around the club, but the editor of the Muddy hopes for an article for publication in the Summer 2016 edition. □



September 1992, when the lake was drained

The change rooms and toilets which we still have today



Working Bee 23 April 2016



My Favourite Regatta

Philip Cripsey

On 20-21 February 2016, I sailed in my favourite regatta, the Lidgett Cup for junior classes at Davey's Bay Yacht Club. It was the second time I have done the Lidgett and I had such a fun time last time - I couldn't wait for the 2016 edition!

There were several members from Albert Sailing Club, including my sister Anna, Hamish, Noah, Finn and Claudia.

The weather was pretty windy and it was really shifty so you had to be concentrating or you would go into the wind. There were four Optimist class fleets, and I was in intermediate fleet. You had to be concentrating till the last second in each race because anything could happen to the results. I was really excited after the first day's racing because I was coming 2nd. I was really nervous. On the last day it was really close. The results changed every race so I was coming 2nd, 1st, 3rd, and 1st so in the end I won but only by 4 points from Noah.

All of the Albert sailing club members did really well. We can't wait for next year. □



Sudoku

3	9		6	4			5	
4			1					3
	1	7	5				4	
	4	1		7				
8								4
				8		5	2	
		4			2	1	7	
	7				4			8
	8			1	6		4	5

Dumb Jokes

What happened when the butcher backed into his meat grinder?

HE GOT A LITTLE BEHIND IN HIS WORK

What game would you play with a wombat?

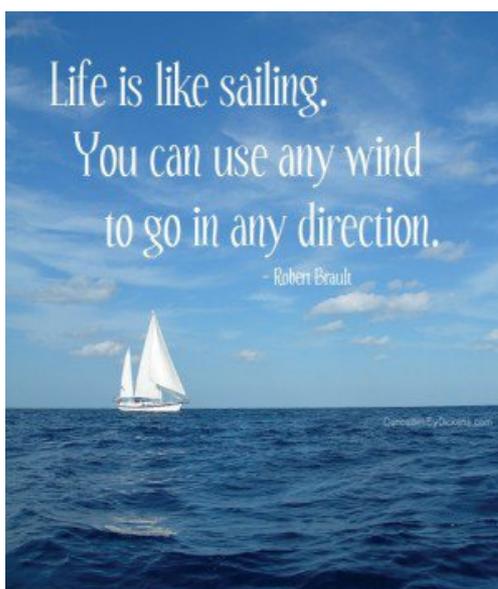
WOM.

Why did the cookie go to the hospital?

Because he felt crummy.

A magician was driving down the road..then he turned into a drive way.

□



Winter Duty Roster 2016



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

<p>QUEEN'S B'DAY LONG WEEKEND</p> <p>Saturday, June 11</p> <p>NO ORGANISED RACING AT ASC</p>		<p>WINTER SERIES 5 - August 6, 2016</p> <p>OOD Ron Lackington (pbl)</p> <p>Crew Rob Clark (pbl) Edwige Kozinski</p>	<p>APYC Start</p> <p>9338 4819 9337 9637 0434 271 865</p>
<p>ASC ANNUAL REGATTA</p> <p>Saturday/Sunday June 18, 19</p> <p>OOD and Crews to be announced</p>		<p>WINTER SERIES 6 - August 13, 2016</p> <p>OOD John Whelan (pbl)</p> <p>Crew Richard Rawlins (pbl) Andrew Gillman (pbl) Mark Cripsey (pbl) Yuliya Cripsey Andrew Goodsell</p>	<p>ASC Start</p> <p>9347 4464 0412 472 684 9699 5468 0427 222 090 0428 118 292</p>
<p>WINTER SERIES 2 - June 25, 2016</p> <p>OOD Ian Skinner (pbl)</p> <p>Crew Anne Kaczorowski (pbl) Chris Shields (pbl) Naomi Burchett</p>	<p>APYC Start</p> <p>9337 7007 9587 7964 9354 1193 0458 940 019</p>	<p>WINTER SERIES 7 - August 20, 2016</p> <p>OOD Charles Bagossy (pbl)</p> <p>Crew Mark Snell (pbl) Stephen Tillman</p> <p>Training: Ingo Mueller</p>	<p>APYC Start</p> <p>9555 5967 9842 3623 0418 536 5757 0403 220 128</p>
<p>SOCIAL SAILING DAY</p> <p>Saturday, July 2, 2016</p> <p>Social Sailing, Race Training, Tune/Fix Boats</p>		<p>SEA SCOUTS REGATTA</p> <p>Saturday, August 27</p> <p>WORKING BEE NO SAILING AT ASC</p>	
<p>YV/APYC WINTERSAIL</p> <p>Saturday/Sunday, July 9/10</p> <p>NO CLUB SAILING AT ASC</p>		<p>BILL HOOPER 1 - Sept. 3, 2016</p> <p>OOD Steve Dunn (pbl)</p> <p>Crew David Schrapel (pbl) Walter Green (pbl) Jack Woods (pbl) Lyn Staunton Naomi Burchett</p>	<p>ASC Start</p> <p>9800 5650 9530 6241 9819 1386 0419 541 802 0439 012 488 0458 940 019</p>
<p>WINTER SERIES 3 - July 16, 2016</p> <p>OOD Paul Farrell (pbl)</p> <p>Crew Steve Lincoln (pbl) Gary Craig (pbl) James Catton (pbl) Nils Kvalheim (pbl)</p> <p>Training: Douglas Kvalheim</p>	<p>ASC Start</p> <p>9749 6747 9305 2162 9886 1075 0435 494 893 9308 9894</p>	<p>BILL HOOPER 2 - Sept. 10, 2016</p> <p>OOD Keith Staite (pbl)</p> <p>Crew Ken Brain (pbl) Michael Black</p> <p>Training: Phillip Iacano</p>	<p>APYC Start</p> <p>9690 7907 9592 6140 0405 794 516 9557 8493</p>
<p>SOCIAL SAILING DAY</p> <p>Saturday, July 23, 2016</p> <p>Social Sailing, Race Training, Tune/Fix Boats</p>		<p>BILL HOOPER 3 - Sept. 17, 2016</p> <p>OOD Tim Falkiner (pbl)</p> <p>Crew Colin Wright (pbl) Arthur Misson (pbl) Phillip Humphries (pbl) Margarete Lee Max Beaton</p>	<p>ASC Start</p> <p>9888 6214 9898 5056 9877 4732 0438 611 684 9877 7973 9857 7454</p>
<p>WINTER SERIES 4 - July 30, 2016</p> <p>OOD Don McKenzie (pbl)</p> <p>Crew David Bock (pbl) Paul Leitinger (pbl) Tim Finn (pbl) Andrew Halse Paul Galea</p>	<p>ASC Start</p> <p>9583 9878 0414 372 175 9696 1056 0408 103 399 9599 9931 9857 7454</p>	<p>TROPHY DAY - Sept. 24, 2016</p> <p>OOD Lesley Scott (pbl)</p> <p>Crew John Smith (pbl) Bill Rehill Ian Coleman</p>	<p>APYC Start</p> <p>9682 2909 9876 3603 9443 0089 0417 744 456</p>

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

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.
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The Muddler
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If unable to deliver, return to:

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AQUATIC DRIVE
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