



THE MUDPUDDLER

The Magazine of The Albert Sailing Club
Spring 2015 Edition

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Pre start club racing

FROM THE EDITOR

Welcome to the Spring 2015 edition of the Mudpuddler. It is a little later than I would have liked, but sometimes your editor gets caught up with the annoying things of life and business.

But we are fortunate that there are two exceptional feature articles. Steve Dunn has continued with his helpful series concerning repair and maintenance of wooden boats. Steve has built and repaired many boats over the years and is happy to pass on his skills and knowledge. As well, since retiring from paid employment earlier this year, Steve has now commenced building foils for dinghies. I am sure he would be happy to speak with you about this.

Ron Fergusson is the subject of this edition's member profile. I asked Ron to provide the profile in his own words. I was delighted to receive an article that not only gave a bit of background, but showed Ron's development in sailing, some tips and encouragement, and a real passion for the sport.

Rod Thomas has written about the women and girls lake challenge. Paul Farrell has information concerning the next Impulse nationals in Paynesville. Steve Dunn has reported on the Yachting Victoria club conference and has some suggestions for changes the club might consider for growth and Green Fleet.

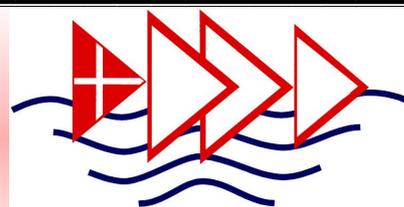
As well, we have the usual commodore's column, upcoming events, duty roster and Sudoku/dumb jokes.

Enjoy,

John Whelan

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Albert Sailing Club Inc.

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	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

One Sailing

During July, Yachting Victoria called a meeting of club commodores to discuss a proposed change of the structure of the yachting organisation in Australia.

YV took this course to secure its position in being able to gain grants for elite sports performance from the Australian Sports Commission.

The proposal was to centralise control, most activities and all financial arrangements with area representatives for the various states. A workshop was held with clubs in Queensland and New South Wales. The outcome of the workshop was support for Yachting Australia's proposal.

Presidents of all State Associations were informed of the proposal.

Initially Yachting Victoria posted an objection, stating it would not support the proposal. A meeting of commodores of Victorian clubs was arranged.

In the intervening time prior to that meeting Yachting Australia representatives met with Yachting Victoria representatives and convinced them to support the proposal.

Prior to the meeting of club commodores, Yachting Victoria advised clubs of its change of position.

The meeting of commodores was held at A S C. At that meeting both Yachting Australia and Yachting Victoria representatives were present. Yachting Australia outlined its proposal and the CEO of Yachting Victoria commented on the safeguards that had been agreed to maintain the basis of operations of Yachting Victoria.

Whilst there is some merit in the proposal from the view of administration of the sport, and an Ernst & Young report based on the information provided to them supported the approach, experience has shown Yachting Australia and its representatives have a history of poor performance in addressing club concerns and indeed understanding basic club operations and restrictions relating to volunteer run organisations.

Yachting Australia's introduction of the new data base system run by Fox Sports has not yet operated to any level of satisfaction. It was a system set up for small sports clubs and refers to members as players. The MY CLUB and MY CENTRE sections still do not relate to one another in any way.

We may not be happy with Yachting Victoria's attitude to small sailing clubs but I am sure it is better than what we will get under the new arrangement.

The introduction of the new organisational set up is subject to a review on a regular basis. Only time will tell if the agreed arrangements will survive.

This article is based on that meeting and my opinions of the information.

Robert Grey

A long term member, Robert Grey, died in the recent past. Robert may not have been well known to many members as he was rarely at the Club on Saturdays. But he sailed regularly when he was able, mid-week. He had purchased an OK that belonged to Jock Scriviner. Rob's son has offered the dinghy to the Club to pass on to someone who would sail it at the Club.

If you would be interested please contact Rod. Thomas or me. □

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).

2015 MEMBER'S HANDBOOK has been completely revised. Extra copies are available from the Club Tower. A copy of the Club Calendar is in the Handbook and on our club website

ASC WEBSITE is www.albertsc.org.au, and we have a **FACEBOOK** page. Contribute your photos and comments. The more contributors the more visitors and the more activity there is perceived to be.

Timber deck - Winter makeover

Steve Dunn

With Gary Todd taking a well earned break over Winter, and with his Impulse off the water, it provided an ideal opportunity to revarnish the deck and above waterline areas.

Initially the plan was for a simple light sanding and a couple of coats of varnish. There is a long held belief that timber boats are high maintenance but if the task is done every couple of years, overall maintenance is minimised requiring very little time or effort. With our club sailing year round many of our members' boats get a much harder work out than the average. Coupled with a number of years having passed since last seeing a brush, the result with Gary's boat would have been patchy and consequently it was deemed necessary to take it back to bare timber.

This can be achieved by either sanding, using paint stripper, or hot air gun. In this case the hot air gun option was chosen. Sanding brings with it a dust problem and pure hard work. Paint stripper whilst effective requires a lot of product and a few passes to get through the old layers of varnish which can end up being quite expensive. Paint stripper is also not environmentally friendly.



The above photo attempts to demonstrate the technique. To reduce the chance of digging into the wood the two sharp corners of the scraper are first rounded off with a file. Then waiting a few seconds until the gun heats up, heat is applied to the old varnish. Soon as the varnish starts to bubble, immediately scrape it off whilst moving the gun forward onto the new area. Avoid leaving the gun too long in one spot to prevent scorching as it won't be hidden by the varnish afterwards. To make the job less arduous the job was broken up into an hour or so a day with the entire job reaching completion in just over a week. Sanding using a random orbital sander with 240 grit paper was required to remove a fine layer of the sun discoloured surface to reveal fresh timber, at which point the boat was ready for sealing and varnishing refer pictures below.



The epoxy sealer previously used on the deck was tinted with a stain. All gunwales and capping were masked off first and this time a Cedar tinted stain was applied directly to the bare ply deck with a rag. Only a spirit (alcohol) based stain was used as most of the spirit (alcohol) evaporates with any leftover residue not affecting the subsequent epoxy sealer coats. The stain was left for 24 hours to dry before removing masking tape ready for sealing.

The side decks were next sheathed with 85gm woven fibreglass cloth for extra durability. This step is not really necessary but over time helps prevent surface fatigue cracking of the deck ply. The cloth is cut slightly oversize and laid over the area to be sheathed. The mixed epoxy is then spread over it at the same time as the remainder of the entire deck surface for sealing using a squeegee. Note as the deck was to be clear coated a non-yellowing epoxy hardener was used – and not polyester resin which does not really stick well to timber. The picture below shows bulkhead, stained decks and fibreglass sheathing with first coat of epoxy sealer. Note the heater on the left to aid curing in order to cope with our coldest winter in 20 years!



The edges of the glass cloth were trimmed when epoxy cured and feathered off by sanding which ended up almost invisible. Two further epoxy coats were applied over the entire deck area in order to hide the cloth weave and create a level surface. Finally the epoxy was sanded flat with the random orbital sander starting with 120 grit paper and working up to 240 grit.

Even that well known ASC Impulse transom was stained! Before and after shots below...



Finally three coats of single pack polyurethane clear gloss varnish were applied. There are a number of tricks I've discovered when applying varnish that make for a good finish:

1. Use a fresh can of varnish.
2. Vacuum up any dust in the work area. Wipe down the surface and avoid using thinners and instead use soapy water and wipe off using lots of paper towels. A tack rag may be used but the tendency is to end up spreading contaminants from one area to another.
3. Decant the varnish into a separate container for each coat and add 15-20% thinners to help it flow out. Even better, use Marine Penetrol as a substitute for thinners.
4. Work in good light and angle your view of the job as you work so that no spots are missed.
5. On flat surfaces brush with the grain using a wide soft brush, and avoid brushing back and forth too much.
6. On vertical surfaces apply with a 'throw away' small foam roller. Working in a small area each time, tip off quickly with a 50mm brush to remove any bubbles. The roller applies the varnish far more evenly than a brush preventing runs and curtains. Avoid using the roller on flat surfaces except near edges which helps prevent runs down onto the vertically meeting surface.
7. Throw away foam rollers after use as cleaning them is not cost effective.
8. Avoid going beyond 36 hours between coats, otherwise sand flat with 300 – 400 grit paper.
9. Apply on days when temperature is around 20 degrees, and if colder warm up the can of varnish in a bucket of hot water and warm the room with a heater.

And finally if you're not happy with the final coat, sand back flat and apply one more. It's only the final coat that everyone sees. If all else fails check how it looks from 10 metres away, if it passes the 10 metre test then that's all that matters! □

The 32nd Impulse National Championship 2015/16 Paynesville Victoria

Victoria has the privilege of hosting this years Impulse National Championship.

The regatta will run from 28th Dec 2015 to 3rd Jan 2016 and will be hosted by Gippsland Lakes Yacht Club Paynesville. GLYC is a fully-volunteer club located on the foreshore of McMillan Straits and Lake Victoria, Paynesville in East Gippsland. The club was founded in 1937 and has been sailing for over 75 years.

Racing is conducted on Lake Victoria, one of several which form the salt water Gippsland Lakes. With relatively shallow water and with only sand dunes between the lake and Bass Strait, the conditions are characterised by a short chop and shifty breeze from most directions, a combination sure to provide a tactical challenge to competitors.

Club Facilities

With the clubhouse located on the shore of the lake the deck and grass areas offer excellent spectator positions, with racing conducted in close proximity to the club. The clubrooms are modern, with excellent change room facilities and an upstairs function area with bar.

Launching and rigging

Located beside the club is a grassed rigging area and small sandy beach for access to the water, with ample trailer parking at the rear of the club.

Weather

As is typical in December/January, the weather can be very hot, with the average temperature in the low 30s. It is not unheard of to have major rainfall events and cool temperatures even at the height of summer.

Travel

Paynesville is approximately 3.5 hours east of Melbourne, or alternatively a scenic 4.5 hours south of Albury through the Great Dividing Range. A train service from Melbourne is also available to Bairnsdale, approximately 15 minutes drive from the sailing club.

The Victorian Impulse Association looks forward to hosting the 32nd National Championship and hope to see a record number of boats attending! Visitors and spectator are also most welcome throughout the regatta.

For more details please visit the Aus Impulse Web site, <http://www.ausimpulse.com.au/>

Paul Farrell

Australian Impulse Association president □

Women And Girls Lake Challenge

In early September ASC hosted a Women and Girls Lake Challenge event which was contested by boats sailed by female skippers. The event was promoted through Yachting Victoria's Women's and Girls group, on which Ann Elmslie is our club representative. We had a nice light southerly breeze for the afternoon race.

Susannah Gillam from Black Rock YC in her Sabre "Purple Haze" was the winner on class yardstick adjusted results. The Women's encouragement trophy winner was Margaret Lee in her Mirror "Pequod". Junior encouragement awards were presented to Prue Halse and Jemima Halse who each sailed solo in their first club race in Ozi Optis. Well sailed girls!



Susannah Gillam and winner's trophy with Rosie Colahan (YV W&G group)



ASC juniors Prue and Jemima, junior encouragement award winners

The numbers in the 2015 Ladies Challenge were fewer than planned and expected. The timing and format will be reviewed, with the intention to build it into a bigger event in 2016 with larger numbers of participants from Albert and visiting clubs.

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.





'What's On' - Albert Park October 2015

From the 'What's On' flyer for events occurring at Albert Park during October 2015, a reminder:

- APS Sport – Athletics Finals at Lakeside Stadium on **Saturday 17th October** from **8.30am until 5.00pm**.
- A full park road closure is occurring in Albert Park on **Sunday 18th October** for the Melbourne Marathon event. Road closures will commence from **5.30am until 10.00am**.
- A road closure is occurring in Albert Park on **Saturday 24th October** for the Ride to Conquer Cancer event. Road closures will commence from **7:30am until 8:30am**.

Trivia Night

On Saturday 10 October 2015, the “Tilbrook Trophy” is again on the line in the annual battle of wits, skill, and guesswork. Gather a team together, or just come on your own and join a table. The evening will commence at 6.00pm for 6.30pm with catering again provided by our friends at Red Pillar Café. They look after us by not only providing great food, but also setting up, serving and clearing up.

Cost for members is a subsidised \$15 per head per adult, \$20 per head for non-members. Children pay \$5.00. Drinks are available from the bar at the usual.

Come along and have a great fun night.

Discover Sailing Day

The annual discover sailing day will be held on Sunday 8 November 2015 from 10am to 3.00pm. This has been a great success for the club so we need lots of help with shore based as well as water based support. Please let Don, Rod or Steve Dunn know if you are able to assist.

Xmas Function

The Christmas function will be held after sailing on Saturday 12 December 2015. We will follow the usual format of bring your own food and a dessert or salad to share, with drinks available for purchase from the bar.

PROFILING ASC MEMBERS

This edition features Ron Fergusson
In his own words

I joined ASC in mid-2005. So yes, 10 years already! I'll say this up-front: I love this club, and I love the people who make up this club. I have never found another club, social sporting or otherwise, where I have felt so at home.

So how did it start? Well, I was visiting a friend at the Alfred Hospital, and took a lunch break down at the local lake, eating a pie on a bench, watching the boats, when John Kubale asked if I wanted to go out with him on one of the ducks. (Little did I know that he was probably short of duty crew, or that I would need a windproof jacket!). From there, I signed up for a sailing course (thank you Geoff Saliba, Ron Parish, and everyone else putting in the time and effort training new members, both then and now). By the time the course had finished, I had bought my first sailing dinghy, Sabre 1009 "Hun", from a nice chap down Hampton way, who I now know as one Charles Bagossy. A lucky purchase, and a lovely boat that stood me in good stead for several years.



I was obsessed with sailing, read everything I could, sailed every chance possible, and each Monday was checking the weather forecasts for the coming week. My main aim every time I went out was to catch the person in front of me, and eventually that was Geoff Saliba. Everyone around the club was always very helpful and encouraging, both on and off the water. I could start on a list of names, but it would turn into a membership roll! For now, I will just single out Geoff Saliba, Noelle and Jack Howitt, both as to sailing, setup, maintenance of a wooden boat, and just general examples of good character and participation in a sail-



ing club. If I can return their examples to other club members, new and old, then I hope I am doing well. Well, regular sailing paid off, and in 2007 while still a newbie, I had almost a clean sweep of trophies, including Club Champion. And yes, I was very, very happy on that presentation evening, I don't think I've ever felt so lucky.

Lucky? Oh, yes, I worked at sailing well, and sailing every week helped both my sailing and my aggregate, but that work was really always just play, experimentation and trying for the sake of trying. What came out the other end was just a happy by-product. If you have the good fortune to find something where you do well at play, yes, well how lucky are you? Even a bad day sailing is a lovely day. And what's the most exciting? When the racing is really close, and time really just disappears into the moment.

Well yes, I am competitive when sailing, I always want to catch the boat in front, or stay in front of the boat behind. I think the secret there is don't set your sights too high. Don't sail to win. Sail to catch the boat in front, stay in front of the boat behind. Respect everyone. Try to be that little bit better than last week. Enjoy the sailing. One day you might win, the next you might come last. Did you enjoy being out sailing? Yes, well fantastic. If you win, well that's a bonus. Share it round. Help your companion sailors to be the best they can, and they will do the same for you.

What's the most beautiful? When you find that sweet spot. Then the water and the boat start talking to you. I'll just nominate a light evening twilight sail, crouched down forward in the cockpit of my sabre, trying to minimise wind drag (!), just enough of a zephyr to balance the boat without sitting on the centre board, and listening to the water ripples "talking" against the hull, gliding forward where the boat seems to be making it's own wind. Or was that just a dream?

What advice would I give to a new sailor? Talk to the boat, and let the boat talk to you. You are a team, don't fight each other. If the boat wants to round up in a gust, don't fight it. Either, you listen to the boat, let it round up until it's happy on the new course, or you "talk" to the boat until it wants to go down. If something doesn't move easily, find a way to make it easy. Ask other people for their ideas on how to set up the boat. When sailing, talk to the boat gently, do not force. How many times have we had a gust and instead of talking to the boat, have we frozen on the sheet and the tiller, or positively fought the boat, trying to turn the boat down and just making the situation worse as the rudder stalls etc? If it's light breezes, hold the sheet lightly in your finger tips and feel the weight on the sheet, let the sheet in and out. Maybe even let the ratchet off. Hold the tiller lightly, finger tips again, feel the



weight of the tiller, steer gently. Don't "lock" either arm, neither sheet nor tiller. As the boat heels to leeward, sheet out if you want to turn down. Maybe even start to heel the boat to windward. That way, you not "forcing" the boat to turn down, instead you are helping the boat "want" to turn down. In light

winds, heel the boat to leeward and sit where the boat is a bit "tippy". If you get a puff, or a lift, the boat will tip further to leeward. That tip to leeward is the boat "talking" to you. How you bring the boat back towards normal heel, either by letting the sheet out, or by letting or encouraging the boat to steer up, is you talking to the boat. Do it gently. As the wind gets stronger, the conversation gets a bit more vigorous, can even be a fight of sorts, but it should be a fight with rules and respect. Really, the fight is with yourself, you are fighting to keep that special conversation with the boat. That is the sweet spot.

My next boat was a "holiday boat" to take to Malacoota in 2006. I bought an old family Mirror (2693??) from a certain Murray Shaw (Impulses – little did I know this at the time), "The Jenara". Travelled well on the top of the car up to Malacoota, but it blew 30+ knots the entire week. On the last morning there I went out in the relatively sheltered inlet right in the lee of the town, mainsail no jib. I sailed around quite happily until I looked down to see that one of the saddles holding a side stay had twisted up almost to a right angle. An old brass bolt through the gunnel had given way, the remaining bolt was still holding, but bent. Was lucky enough to ease onto the opposite tack and get to shore without dropping the rig. Another lesson learned! And I still have the boat trailer that came with the Jenara, so very happy with that too.

Dropped into Paynesville on the way home, sailed a little bit there with the jib as well (different set of saddle), with my wife Sandy and dog Bailey all aboard. Let's say supportive, but not enthusiastic sailors. And yes, they weren't what you would call champagne conditions either, first time in a little cramped boat. Since then, the mirror has a been sailed a few times on the lake, when the water levels were down, once in the estuary at Barwon Heads, and now resides in the roof of the shed, loaded up with old sails and bits and bobs. Maybe a restoration project on that day when I have run out of projects!

But all my competitive sailing was in the sabre, Top of the Bay at Port Melbourne was my first introduction to sailing on the Bay, and a great way to start, with other supportive sailors from ASC there to ask for help and guidance, and helped to feel a bit more at home. Beaches and waves are a whole different ball game after sailing on the lake, and I'm still working on that one. From there, I sailed at Sabre States at Blairgowrie and Elwood, and the 2007/2008 Nationals in Adelaide. Best result a was a 3rd in the invitation race (light wind drifter just like the lake, plus I got lucky when I headed inshore and was benefited by the tide I think, luck and more luck there, I had no idea about the tide). Once the serious racing started, my best result was 12th place when only 20/70 or so started the second race of the day, and only 15 or so finished that race. Everyone else had packed it in after the first race, it was really blowing. By that time I was really only just sailing around the course to stay up – gotta be in it! The top guys were of course still "talking" to their boats, I am sure.



My most spectacular photo from launching off the beach at the Elwood State Titles in February 2008, captured by the brother of Wayne Bates. Yes, the cockpit is absolutely full of water, and it was a matter of either sail through it, or bottle it on the shore. I remember that I was better, the older I get (wink).

Somewhere along the line, someone gave me an OK Dinghy, gratis, nada. An old yellow Snark hull I think. KA 237, nick-named the Yellow Peril. Soft spots, cracks, butchered rudder blade delaminating and warping like a spoon, oversized tiller that might have come off a trailer sailer, bits of 4x2 bolted under the side decks to hold them together. No matter how much work I might do, I would never trust her on the bay. No, a boat is never free, not really. But enough to pique my interest, and around June 2008, I found a nice OK AUS 698 "...Needs careful looking after to keep competitive. Ready to sail..." which I purchased via Tom Pearce (more of him later). Nick-named 'the Beast', a Delf hull I think, I was still a bit apprehensive of the OK, so I called her 'Lorelei'. Meanwhile, I stripped the Yellow Peril for parts, then cut up the hull in December 2008.



Very sad, even sacrilegious, but she lives on in various parts applied to boats over the years, and I have just grabbed the old traveller fittings out of the shed, perhaps to be adapted for the impending restoration of 'Magic Lady' (Impulse 129).

Then I found another OK for sale down in Ocean Grove, AUS 618 'de ja vu', a Pot & Pie hull, great for the lake, complete with trailer, lifting rudder etc ... too good to pass up ... hmmm, bit of a fleet I'm building up now. Had a bit of trouble deciding which one to keep, or to mix and match. Eventually sold Lorelei to another sailor, Glenn, but then ended up selling Lorelei again (this time on Glenn's behalf), to a sailor up in NSW, who was looking to return to the class. And the sabre (Hun) now belongs to Colin Wright, I still look at her occasionally, just to make sure she's being looked after.

So then I was sailing 'de ja vu', lovely boat on the Lake, chasing Bruce Ashton whenever I could, taking every bit of advice I can find, and getting to grips with the OK. Also did a couple of State Titles, Sail Melbourne's, Nationals, one of which was an Interdominions, and the 2014/2015 International OK World Championship here on the Bay at Black Rock Yacht Club. Moderately successful on lakes and in light conditions with flat water, but not really competitive above 10-12 knots.



Won one race at Green Lake (Horsham) once, light conditions and got lucky with the shifts, finally beat Bruce on the last beat. That is still special to me. Lost count of the races where it's been on the other foot. Yes, Bruce's wife did point out to me that he is over 70. So? That doesn't make him any easier to get past, I know from experience. Sailing at States, Nationals, even World Champion-

ships is a fantastic experience. You learn so much from the other sailors, support crew and race organisers, they are consistently lovely and friendly people, even if occasionally very busy and stressed. All for the sake of a sport that we love. Even if not up the front of the fleet, I always found someone around my level to race against. Often it's the same people every regatta, but you're always trying to move up the fleet that little bit further. That's the game, moving up the fleet, or not moving down the fleet. First or last doesn't come into it. Hey, and just sailing the best you can in the conditions. Another thing about sailing in big fleets, is everyone is trying a bit harder, the race committee and crew are more senior, and the sailing conditions can be a bit more challenging. I do particularly remember the final race at the BRYC Nationals/Interdominions (2013/14). I'd already capsized several times downwind, and had given up any idea of completing that race, was just trying to stay upright until the wind abated. Had the awe inspiring pleasure of watching Andrew Nossiter surfing downwind handling the conditions like he had a toy sail to play with. It was him and daylight I think. Truly remarkable.

Sometime in 2014 I went along to an RS100 day at RBYC. Conditions were a bit brisk for me in a new boat and I went in at least once, and had a few issues. Interesting, but not for me, not when I love sailing at the lake so much. But Tom Pearce was there and mentioned (in passing!) about some new boat, RS Aero. So onto the internet, liked the concept, couldn't wait to see it in the flesh. Eventually put down the deposit (up to that point the most I've ever spent on any one boat and trailer combined had been between \$500 and \$1,800, and I haven't lost much on re-sale, nothing when the pleasure is factored in). Borrowed a demo Aero 7 from Tom for the Yarrowonga Australia Day Regatta, it made a nice unit on top of the camper trailer, another plus to great sailing, ease of rigging and manoeuvrability ashore. Easy for my wife and I to lift up and tie down.



A great boat to sail, went well in the light, and terrific once the breeze gets up. Also nice, after the OK, not to say three hail Marys every time I gybe downwind. Not a very big regatta, but lovely people, great camping on the edge of Lake Mulwala, and I came away with Regatta Champion. Took

delivery of my own Aero (1189) in March, and haven't looked back, just need to get a name on her. So now I'm back at ASC sailing an Aero and hoping that the Aero fleet builds. So if anyone wants to try one, get in touch with Tom Pearce, or ask for a quick sail of mine before or after racing, moderate experience and conditions permitting. Meanwhile, I'm still trying to catch Bruce, and otherwise trying to catch or stay in front of the various Lasers, particularly Paul, James and Peter, but everyone has their moments, particularly in the race to that first mark. Plus there's those Impulses that are so difficult to beat on yardstick, and sometimes outright.

So now September is upon us. Soon I'll have the boat back on the trailer, maybe join in the OK plus others Regatta up at Horsham, be trying to come to grips with waves at BRYC, SYC etc, and looking forward to our first State and National Championship. But I'll be back for regular duty at ASC, social events, getting my Lake fix especially when the Bay is blown out, or likely to be. And then when I come back to ASC for the winter season, it's like coming home all over again.

And in closing, two more pictures. One from 1965, my very early childhood, holidays spent water-skiing on the Murray River in South Australia, or fishing on the Eyre Peninsula. The other picture from my later childhood, early 2004, trying to get a sail on a kayak. I can see now why that attempt at a bedsheet sprit sail wouldn't go up wind, especially with those leeboards and paddle dragging along as a rudder. And that was after reading a lengthy tome on sail making! I didn't even put any round in the sail, no panelling, and the sprit is way too stiff! It's a wonder I didn't get discouraged there and then. And no, I am not cured, I still flick through the occasional set of plans, looking for a small skiff that can be car-topped, rows and sails and fits two people and a dog. Maybe a retirement project (ha ha).

Cheers, fair winds and see you around the club or down the Bay!
Ron F.□



YV Conference summary

Steve Dunn

On 8th August 2015, Rod Thomas and I attended Yachting Victoria's annual club conference at Royal Brighton YC. There were a number of items presented and two which I attended I believe may have a worthwhile benefit for our club.

Increasing Member retention and growth

This session was presented by the Royal Geelong Yacht Club. It provided an insight into what their club had done since 2012 to retain and grow membership. What they started with was a clear vision and strategic plan – something our club initiated earlier this year. Their results so far have been positive with the highest membership ever achieved in the club's history in 2015, along with a 90% retention rate.

Some of their strategies were :

- Many member forums, focus groups and member surveys
- Documenting and development of Member processes - Membership renewal, welcome letter etc
- Campaigns such as Member get member, Birthday recognition, etc.
- Active Social media and activities such as car rallies, whisky night, fund raising events
- Not listening to a minority but understanding what's not working and acting on it.
- Development of a marketing plan – Connecting with local community, Membership restructure, Social Interaction Manager, Twilight sailing.
- Collection of data to measure effectiveness of strategies.
- Improved Customer Service (Club restaurant and bar).

One major point of note was that to achieve the above and make it happen required a lot of work and commitment. When questioned it was discovered more than 90% of people who made the above happen were paid staff. A luxury our club does not have.

Greenfleet - retaining youth from learn to sail into club life

Purpose of Greenfleet was discussed which is basically:

- Pathway from learning to club participation
- Building on water sailing skills and confidence
- Introduction to club racing
- Not just for Juniors

Tips on running a Greenfleet program were presented :

- Gradual Introduction – not straight into racing.
- Not just about racing, is about having fun .
- Have a planned program structure
- First week - Sail to a destination – ie not a race
- Second week - Starting procedure
- Third week - Race a simple Windward/Leeward return course
- Always run it from a RIB and keep duration to no more than 40 minutes
- Not necessary to be a trained coach to run it.

I have come away thinking ASC has been approaching Greenfleet incorrectly and going forward I propose that the Sailing Committee review our approach and endeavour to incorporate learnings into our own Greenfleet program. □

SUDOKU

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

DUMB JOKES

What did the fish say when he hit a concrete wall?
"Dam".

What do Eskimos get from sitting on the ice too long?
Polaroids.

What do prisoners use to call each other?
Cell phones.

What do you call Santa's helpers?
Subordinate Clauses.

What do you get from a pampered cow?
spoiled milk. □



Juniors at the start line



Happy Panda



Don with Nigel Leishman

SAILING QUOTE

"don't just sit there,
sail something!"
— Chery Fee □

Spring Duty Roster 2015



Albert Sailing Club Inc.

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

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

HOOPER SERIES 1		Phone	SPRING SERIES 4		Phone
Saturday, September 5, 2015		APYC Start	Saturday, October 31, 2015		APYC Start
OOD	Ron Fergusson (pbl)	0410 492 091	OOD	Tim Falkiner (pbl)	9888 4214
Crew	Andrew Gillman (pbl) Stephen Tillman	9699 5468 9338 4819	Crew	Anthony Berger (pbl) Andrew Freadman	0413 651 345 0439 048 741
HOOPER SERIES 2			SPRING SERIES 5		
Saturday, September 12, 2015		ASC Start	Saturday, November 7, 2015		ASC Start
OOD	Ian Skinner (pbl)	9337 7007	OOD	Rod Thomas (pbl)	9459 5327
Crew	James Canton (pbl) Robert McIntyre (pbl) Ken Brain (pbl) Nils & Douglas Kvalheim (pbl)	0435 494 893 9853 1980 9562 6140 9308 9894	Crew	Geoff Saliba (pbl) Gary Craig (pbl) Mark Snell (pbl) Paul Galea	9807 8560 9886 1975 9842 3623 0419 378 146
HOOPER SERIES 3			SPRING SERIES 6		
Saturday, September 19, 2015		APYC Start	Saturday, November 14, 2015		APYC Start
OOD	Tony Schalken (pbl)	9570 2867	OOD	Charles Bagossy (pbl)	9555 5967
Crew	Jim Glover (pbl) Margarete Lee (pbl) Max Beaton (pbl)	5255 4230 9877 7973 9857 7454	Crew	Phillip Humphries (pbl) Darcy Simpson	0436 611 684 0412 322 826
TROPHY RACE			COMMODORE'S SERIES 1		
Saturday, September 26, 2015		APYC Start	Saturday, November 21, 2015		ASC Start
OOD	Ron Lackington (pbl)	9338 4819	OOD	Gary Todd (pbl)	9726 9783
Crew	Mike Simpson (pbl) Cameron Simpson Bajaj & Jairaj Sanjay	9889 7101 9395 5414 0409 296 147	Crew	John Smith (pbl) Tim Finn (pbl) Anne Kaczorowski (pbl) Noelle Howitt	9876 3603 9754 4223 9587 7964 9772 7535
GRAND FINAL DAY			COMMODORE'S SERIES 2		
Saturday, October 3, 2015			Saturday, November 28, 2015		APYC Start
11am TROPHY RACE			OOD	Keith Staite (pbl)	9690 7907
OOD	Don McKenzie (pbl)		Crew	Chris Shields (pbl) Bill Rehill	9354 1193 9443 0089
Crew	Colin Wright (pbl) Ron Lackington (pbl)				
SPRING SERIES 1		2.30pm	MEMORIAL DAY		
Saturday, October 10, 2015		ASC Start	Saturday, December 5, 2015		ASC Start
OOD	Paul Farrell (pbl)	9749 6747	OOD	John Whelan (pbl)	9347 4464
Crew	Walter Green (pbl) David Tenby (pbl) Doug Andrewartha (pbl) Michael Black	9819 1386 9699 9099 9850 1705 0405 794 516	Crew	Mark Cripsley (pbl) Andrew Gillman (pbl) Richard Rawlins (pbl) Ann Elmslie	0427 222 090 9699 5468 0412 472 684 0404 472 684
SPRING SERIES 2			LIFE MEMBER'S DAY		
Saturday, October 17, 2015		APYC Start	Saturday, December 12, 2015		APYC Start
OOD	Ron Lackington (pbl)	9338-4819	OOD	Rob Clark (pbl)	9337 9637
Crew	Arthur Misson (pbl) Bruce Bullied	9877 4732 0400 095 620	Crew	Pam Webster (pbl) Stephen Tillman Lynette Staunton	9336 9637 0418 556 575 0439 012 488
SPRING SERIES 3			ALBERT SAILING CLUB WISHES ALL MEMBERS A HAPPY CHRISTMAS AND GREAT 2016		
Saturday, October 24, 2015		ASC Start	Racing recommences Saturday, January 9, 2016		
OOD	Steve Dunn (pbl)	9800 5650			
Crew	Colin Wright (pbl) Paul Leitinger Andrew Grocholski (pbl) Andrew Halse	9898 5056 9696 1056 0417 150 068 9599 9931			

TWILIGHT MIDWEEK SAILING COMMENCES October 20/21, 2015

Tuesday or Wednesday evenings to be decided. Approx. starting time 6 pm

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.
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@albertsclub.org.au

John Whelan 0414 251 669 (Editor)

The Muddler

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