



# ON THE LAKE

05/24







**Magazine for the Albert Park Yacht Club**

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Articles and photos are welcome to be submitted for publication in *On The Lake*, please email to the above address. Some editing may be needed for length and accuracy reasons.

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# On The Lake

*Albert Park Yacht Club*

It has been a very busy year at our club so far and lots more to come. We hope you enjoy reflecting on some of the highlights..

We're always looking for fresh input, so have a chat to us about an article you'd like to contribute.

Enjoy your reading

Chris and Darryl



*Australian Sailing Victorian Club of the Year 2022  
Finalist of Australian Club of the year*



► Our cover shows  
*Ollie Rantala looking like Joe  
Cool on Acrospire*





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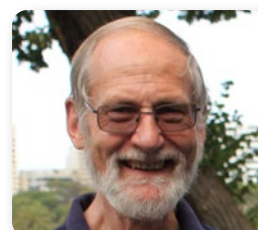
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## Get involved.

*There is always so much to do to keep our incredible club moving and evolving so we are looking for more people to be involved.*

*We are planning a training course to prepare new people to help out on rescue and start boats. As well as other areas like women's sailing development, social events and others. Please speak to any committee member to let them know if you're interested in helping out in any way and we will find an opportunity that suits you.*

**The APYC committee meets on the second Tuesday of every month.**

The committee works tirelessly to maintain and improve the club but is always happy to hear ideas or projects you would like to run. If you have any questions, or issues you would like raised at the next meeting, find one of the members around the club on a Saturday or email: secretary@apyc.org.au



# A word from the Commodore

*We are now well and truly into 2024, and through the summer sailing season. Many events have come and gone, seeing members travel across the countryside to compete in both state and national regattas. Most yacht clubs put on their own regattas for sailors from near and afar to compete in. Taking part in these types of events is essential if you want to improve your sailing.*



Graeme Cox.  
Commodore APYC



*Left: Graeme going above and beyond his job to plunge into cold water to retrieve a mooring line.  
Above: Despite the rumours, the above didn't appear on an official Crimestoppers poster. The three culprits were simply doing the huge task of cleaning Pilot up before she went in for a well needed service.*

Regattas are well represented, so you will usually be sailing with larger fleets and longer courses than what you sail in on the lake. They are a great opportunity to socialise with many other like-minded people, giving you the chance to spend time with front-of-the-fleet sailors who are more than happy to share their knowledge. The hospitality of other clubs in putting on a great event, both on and off the water, also provides an enjoyable experience and makes for a memorable regatta. I would urge all budding APYC members to take the plunge and try sailing in regattas around the country.

Speaking of travel; on 23 November last year, APYC members traveled to Cairn Curran Sailing Club for their Classic Dinghy Regatta, held over two days.

A great time was had, with many old classic sailing dinghies coming from as far as Sydney to sail. Camping on the water's edge, with many laughs had, made the weekend more of a holiday than a serious racing event.

I hope you all enjoyed the Christmas party held back in December. We were a little overwhelmed with late arrivals but managed to pull it off, with lots of noisy partygoers winning raffles and bidding on that amazing gingerbread house.

*Pictured (left to right): Jim French, Graeme Cox & John Fairfax*





In December we also put on a lunch for the end of the Learn to Sail course. Congratulations to all the new budding sailors who finished the course and have moved on to Green Fleet Sailing. I'm sure you will have learnt a lot from our amazing instructors.

The festive season saw some members heading off to compete in national championships. Paul Taig and Julia Du achieved a very impressive 2nd place in the Pacer Nationals held at Chelsea.

Pictured are the Albert Park crew who traveled over to Meningie in South Australia to compete in the Impulse Nationals.



You may have noticed that the aquatic vegetation has not been quite as bad as it has previously. The man with the aquatic ride-on lawn mower, spent a couple of weeks out on the water harvesting many tons of the stuff and removing it from the lake. The situation is still not perfect, but it is far better than it was.

The club has been fortunate in receiving a donation from the Elwood Community Bank (Bendigo Bank) of \$5,000. I would like to thank the bank for this kind donation, and a big thank you to Warwick Lloyd for the hard work in obtaining this donation for the club. The funds have been set aside to install an information screen in our front window, next to the entrance door, which will be very helpful in communicating information to our members and promoting the club to passers-by.

Our club is a busy place, with the club house being used almost every day. There are always things to do, such as:

- Maintenance on club boats or the building
- Training support
- Helping in the galley or bar
- Race management
- Club history
- Social event organising
- IT support
- Firing up the barbie or pizza oven post-race

So if you think you would like to contribute your talents in any way, then please put your hand up. It is always a lot of fun working together with other members.

Currently we have a vacancy on our committee for Club Captain. This role has traditionally been to facilitate the maintenance and repairs to our assets and building. The position enables a greater understanding of the club and its members. Whilst I was in this role, I found it to be extremely rewarding, as it requires you to meet and work with lots of other members and you are rewarded with the results of what you put into the role on a weekly basis. So if anyone would like to take the plunge and volunteer their time for this role, then please come and see me. I will of course provide continual support and training for any new Club Captain.

See you out on the Lake!



Graeme Cox.  
Commodore APYC



More firsts, Chloe Currie receives a club glass after completing her first Saturday afternoon race from Peter Naismith.



Graeme appears to be reconsidering putting Peter Naismith and Susie Falk on BBQ duty after CitySail. Looks like everything will be char-grilled!



Glen Currie presents Norma Watt with a well earned Distinguished Service Award.



A special mention to David Weston for his amazing work on creating the bracelet, a link at a time, for the Opening Day Bracelet Race.



Graeme holding the famous Jon Pulham Gingerbread house, the main prize of the Christmas party raffle with Danny Marrinon as the MC for the night.



# Trophy Donation.

*In mid-May 2023, Club Captain Graeme Cox received a call from Robert Burr who had three historic sailing trophies to donate to the Club. The trophies had been held by the Burr family and were passed to Robert by his father, Alexander Lorimer Burr (b 1935), but no-one in the family knew about their significance. When Graeme picked up the trophies, he found that they had been won by A.L. Burr jnr in the 1890s for races conducted by the Federal Yacht Club (FYC).*



Christopher J Davey

Robert had been seeking a home for the trophies and contacted the Fremantle Yacht Club, to be told that the trophies were older than that club. He then sought advice from the Australian National Maritime Museum in Sydney and was informed by a researcher that FYC was the Federal Yacht Club on Albert Park Lake. Armed with that information Robert contacted APYC. As described in APYC 150 Years on the Lake (pg. 46) the Federal Yacht Club began in late 1887 and ceased in about 1894. It was based at Smith's boathouse, which was where the Boathouse now stands, its commodore was, of course, Robert Heard and it had one of APYC's founders, William Buckhurst, amongst its patrons. It raced regularly on Saturday afternoons.

Robert Burr's father confirmed that he was the only son of Alexander Morris Burr (1904–1968) who in turn was the only son of Alexander Lorimer Burr jnr (1870–1911), the winner of the trophies. The reason why the family knew nothing about the trophies' history will become evident. Alexander jnr was the oldest son of Alexander Lorimer Burr (1838–1912) who was born in Midlothian Scotland and arrived in Victoria in 1857. He made his way to Castlemaine where he became a shopkeeper. He married, but in 1868, his wife died leaving three children. The following year he married Margaret Fraser, a minister's daughter, in St Kilda with whom he had a further eleven children, the first of whom was Alexander Lorimer Burr jnr. Their last was born in 1895. By 1888, the family was renting a house at 123 Albert Road, Emerald Hill, in sight of the Lake.

*Alexander jnr is first recorded to have raced an 18-foot yacht as a member of an APYC team of three yachts that competed successfully against a team from FYC on 17 March 1888.*

*Top: The Hewett Trophy engraved, 'FYC, Hewett Trophy, First Prize, Won by A.L. Burr Capt., Kelpie 17.5.90'. Photo: CJ Davey  
Right: The Blake Trophy inscribed, 'FYC, 2nd Highest Points, Blake Trophy, Won by A.L. Burr'. It was awarded at the same ceremony as the Allen Trophy. Photo: CJ Davey.*

The other skippers in the APYC team were Dave Tulloch and Jack Buchannan, both of whom became club stalwarts. They were all juniors who had learned to sail at the Trident Yacht Club; Duncan, Alexander's younger brother, had also raced regularly at the Trident YC. Buckhurst appears to have sponsored the APYC team. Interestingly, the Burr family moved at that time to 110 Victoria Avenue, Albert Park, to a house owned by Buckhurst.

Alexander and Duncan sailed regularly in FYC events from January 1889, and later that year at the age of twenty, Alexander was elected Secretary and Treasurer of FYC. In May 1889 he won a series of eight races run by the FYC, but no trophy is reported to have been awarded. That was not the case a year later when he repeated the accomplishment sailing the yacht Kelpie to win the Hewett Trophy, which was awarded on 17 May, 1890. It is the earliest of the trophies donated to the Club (Figure 1). That series contained only four races. People he raced against included Buckhurst and William Sinclair, who was soon to be elected President of APYC. Figure 2 may be a photograph of one of the heats of the Hewett Trophy series.

Two years later on Friday 15 July 1892 at the fourth FYC annual social evening and presentation of prizes, Alexander was awarded two more trophies, the Blake Trophy for accumulating the second highest number of points for the season (Figure 3) and the Allen Trophy (Figure 4). His younger brother, Robert, was in his crew.







became an accountant, he married and moved to Leslie Street Richmond, with one son, Alexander Morris Burr. Sadly, early on the morning of 4 May 1911 he left his bed and was later found by his wife, Ellen, hanging from the rafters in the washhouse. Brother Duncan identified the body and testified that his brother had no family, financial or mental worries, but the Coroner disagreed concluding that there was 'mental unsoundness'. At the time of his father's death, Alexander Morris was only seven years of age and had not been told about the trophies which he then inherited.

The three trophies are made from high quality silver, they were awarded for events that were reported at the time in the press and were competed for by sailors some of whom were APYC members. The trophies, with their story, are a valuable addition to the APYC trophy cabinet. This short history is written to recognise and thank the Burr family for their donation. The author also gratefully acknowledges the assistance of Robert Burr, and father, Alexander Lorimer Burr.

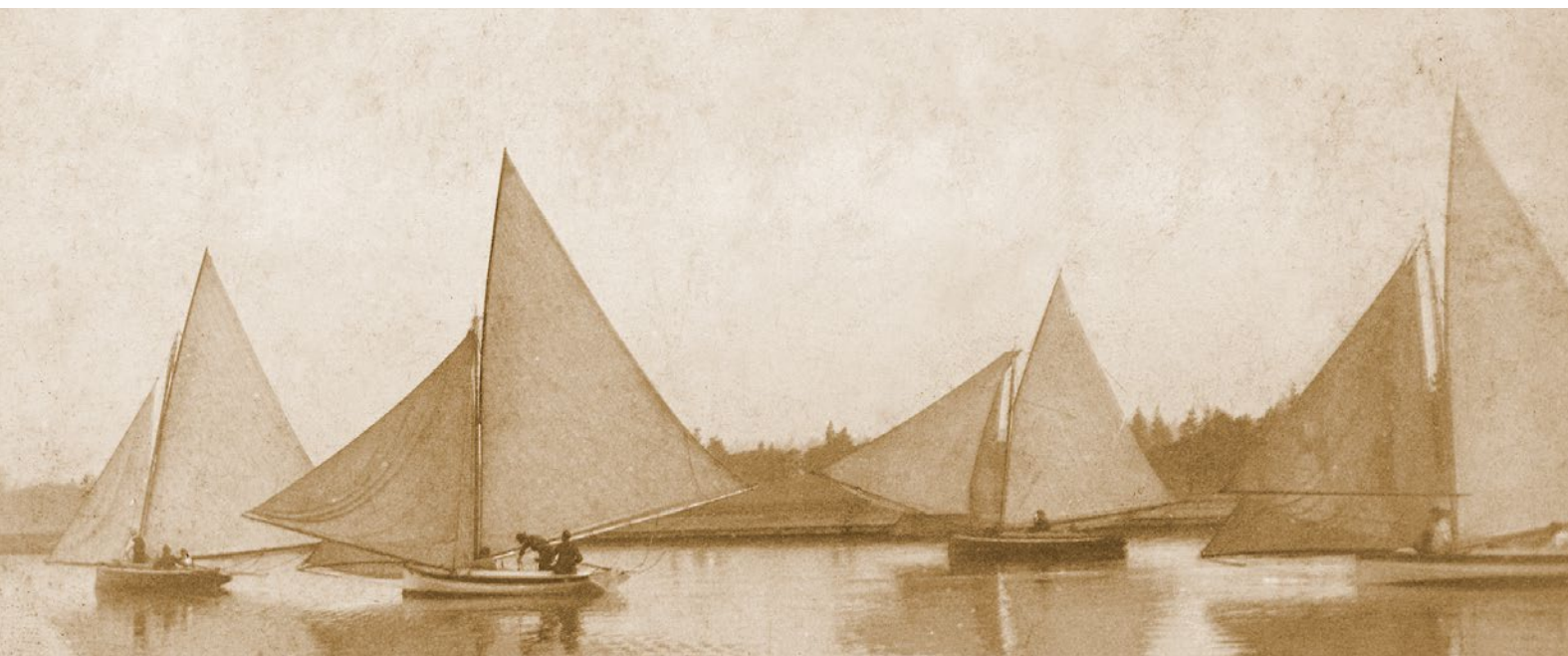
Christopher J Davey  
November 2023

The Allen Trophy is a butter cooler made by the largest silverware company in the world at that time, Meriden Britannia Company, Connecticut, USA, and was awarded for winning a series of six races, the last being sailed on 16 January 1892. The second placegetter was Morris Ehrenberg, who became the commodore of APYC in 1896.

Alexander's last recorded race was on 17 March 1894 when he sailed Kelpie into second place for the GD Smith trophy, and FYC's last recorded race was only a couple of months later. Alexander

Top: The Allen Trophy, a butter cooler. It was made by the Meriden Britannia Company, Connecticut, USA. Photo: C.J Davey  
Below: A fleet of 18-foot yachts on Albert Park Lake in about May 1890. The leading boat has the hull shape of Kelpie and four boats did race for the Hewett Cup. It is quite possible that this was a heat for the

Hewett Trophy series in which Alexander Lorimer Burr jnr competed against William Buckhurst and William Sinclair.  
Photo: Tuttle & Co., from APYC 150 Years on the Lake pg. 51, courtesy the State Library of Victoria.



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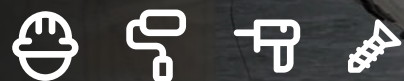
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# Tuesday Tool Time.

*The dedicated team who meet every Tuesday to move all the maintenance and repair projects around the club forward are looking for more recruits. Speak to Paul Taig if you would like to get involved.*



At **Rotary Port Phillip**, we seek out community projects in need of support. Through our own volunteer group using their professional skills we aim to provide a helping hand and bring a project to fruition.

For many of our members this is their way of "giving back".

We are therefore delighted to assist **Albert Park Yacht Club** in sponsoring the 2024 youth training program **WinterSail**.

[portphilliprotary.org.au](http://portphilliprotary.org.au)





# Around the Club

*A quick recap of some of the happenings around the club recently.*



1



6



7



2



3



8



9



4



5



10



11

1. One of the closest starts ever as the fleet bump together in virtually no wind. 2 & 3. Enthusiastic Australia Day celebrations on the lake by a local theatre group. 4. Robert Hart is recognised with the club Spirit Award on Opening Day. 5. It's clearly a tough job being Commodore, Graeme Cox out on the water during the Grand Prix.

6. Jen Jaeger captured an amazing moon rises over the lake. 7. Jon Pullham holds his Victorian State Impulse Championship trophy. 8. Eric McCann and Pauline Naismith model the new aprons for the galley team. 9. Jill Stow christened the two new rescue boats on Opening Day. 10. The legendary racebox team of Norma Watt, Ray Richards and Les Wood always have things under control. 11. All the VIP's relax after the official duties are done on Opening Day.





Rob Allen

## Training Day

*Practice makes perfect.*

**Nine keen sailors assembled at the lake for an Impulse Training Day at APYC, perhaps in the somewhat vain hope of seeing a whole lot less of Jonathan “coach” Pulham’s transom in the months ahead. Regular APYC sailors were joined by Russell Denholm and Matthew Farmington from Bendigo.**

It was a stunning morning. Initially there was very little wind - it was not ideal for an on-time start to sailing. Notwithstanding the lack of wind, you just had to absorb and appreciate one of those late winter mornings that only Melbourne, and Albert Park, can put on show. It was still, sunny, people were everywhere, the boat shed cafe was buzzing, with coffee and brekky aromas drifting in the air... and the jazz band echoed out across the glassy lake. Yep, if you were not there to sail... it was perfect.

OK, it wasn’t quite perfect... the ambiance was occasionally broken by the inevitable exchange of quips and banter between Danny M and our newly-invested Commodore Coxy on the virtues of this-n-that.

Being still, there was no hurry to get on the water - a light breeze was coming in, but we would not see it for an hour or so. The team spent some time rigging and much was made of walking around our yachts discussing the merits of various aspects of the rig. Considerable discussion was had around the tightness of the main stays.

As the breeze started to create the first ripples on the lake, we headed out for some short course racing - three quick races of three laps each. Jon was in a RIB for tips and encouragement. Having recently discovered what the little red button was used for on the video camera, Jon was also busy recording the racing for further instruction

(back at the club) - or was he really collecting further intel on the weaknesses of up-and-coming competitors (not that it is needed)? It was a great practice in light air racing conditions. I need to call out the efforts of new member Carolyn Morris, as it was her first time sailing in an Impulse - well done Carolyn!

Many thanks to the ever-reliable Tony Roberts and Phil Johnson who took out Pilot and ran the starting sequences for us.

The first sailing session was following by great lunch of hamburgers and salad, which somehow Jon managed to pull together despite everything else he was doing, ably assisted by Chris Pulham on the BBQ. It was quite a spread! In the background, on the big screen, was the video of our morning sailing efforts, frequently interrupted by more creative views involving 45 degree horizons and (unintended) violent, panning shots of Albert Park’s blue sky. Actually, I think Jon did well given everything he was trying to concentrate on at once.

Next up we had a discussion led by Jon with the main place-getters from the three races explaining their strategy and tactics for each race. This provided the team with some interesting insights into how to get ahead, and stay there. This was followed by a discussion led by John Gibson into various technical aspects of the Impulse dinghy and it’s rig, and key skills to develop for racing, especially for starting.

Following a quick discussion on the focus for the afternoon’s sailing session, we headed out on the water again. This was to be a series of exercises aimed at developing key skills that were covered in the prior discussion. We practiced yacht handling in tight situations, tacking, mark rounding, holding (‘hovering’) the yacht still on the start line. Jon also gave everyone the chance to see how many tacks could be completed in one minute. That said, it was not lost on anyone that the fill of burgers-n-salad had been cleverly designed to slow us all down. Regardless, this was a fun and valuable session.

Back at the clubhouse, yachts were packed away and some good banter was had over drinks. Brilliant day, with challenging sailing in light air. Much was learnt.

Thanks to the following sailors for attending and making it a worthwhile day:

- Russell Denholm and Matthew Farrington for joining us fro Bendigo
- Danny Marrinon, Graeme Cox, Peter Whitaker, Carolyn Morris, Paul Richards, Glen Currie and myself from APYC.

And a huge thanks to Jon, Tony Roberts, Phil Johnson, Chris Pulham and John Gibson for a great and very valuable day for us.

Russell Lucas  
*Impulse 676 - ‘Latitude’*



Russel Lucas

ON THE LAKE





# IMPULSE



Left: Jon Pulham is presented the Impulse Champion trophy on Opening Day by Olavi Rantala. Above: With no wind, the Impulse fleet struggled to make their way through the fleet for their start. Below: It's great to see another lake based club have a passion for their home as well.

## Class Report

*Practice makes perfect.*



**Those who've been with the club a while will remember the days when APYC were the best represented club at Impulse States and Nationals for a decade or more, on some occasions fielding more than 8 boats. Are those days returning?**

.....  
At the last States in Chelsea and at the recent Nationals in Meningie, there were more Impulses from our club than any other (and if anyone from South Gippsland wants to dispute that I'll just ask - what club does Livewire proudly display on its transom?)

Danny Marrinon, Paul Richards, Graeme Cox and myself comprised the APYC contingent at both the states and the nationals. The 2023 Impulse States at Chelsea Yacht Club was a tale of two days - the Saturday was a rough, windy day that only about half the fleet decided to sail

in. The Sunday was a much lighter affair, with a gentle swell and no real waves.

We arrived at the club on Saturday morning to find sand whipping across the carpark, the wind hovering around 30 knots. With the wind forecast to ease gradually throughout the day, sailing was looking unlikely but possible, so we got the boats rigged in the shelter of the club and hunkered down in the clubhouse to wait for the wind to drop. By race time the wind had dropped to an average of 22 knots, just on the limit to sail, although there weren't many keen sailors with gusts still hitting 26 knots and big waves on the course.

*Shaun Ritson representing Lysterfield S.C. earned himself the bravery award for being first to venture out into the surf, though we reckon the soaked crew on Chelsea's tiny start boat deserved awards as well!*

Others slowly followed Shaun's example, Danny the only APYC sailor among them, until seven boats were on course to contest the first race. Impressively all boats gybed successfully at the first wing mark and I think that was the point at which a few more sailors, myself included, decided they could probably join in for the next race. Nine boats sailed the next two races, the wind gradually decreasing further to about 18 knots. The sun came out too which made a big difference! I think Danny described the day as a 'Hoot' though for others it was more about surviving the race. South Gippsland Y.C.'s Matt Kielly reveled in the conditions, winning all three races, setting up what was to be a solid series win, with Shaun and Ben Johnson from Rhyll trading second and third places behind him.

On Sunday there was still a strong wind warning for the bay but the wind was only expected to get up in the afternoon. The morning was, as we say on the lake, Jonno weather, and I certainly made the most of it, clawing my way back from fifth place after Saturday to an unlikely second overall. Paul Richards distinguished himself in the fifth race by humbling all of us, leading around the top mark by over a minute, slipping to third only I think to promote his bold claim to be the slowest downwind sailor in the fleet. Graeme had a solid day, finishing ahead of former state champ Leon Raymond in one race and finishing ahead of Paul and Danny on a couple of occasions. Final APYC positions were Jon 2nd, Danny 8th, Paul 11th and Graeme 14th.







On to the Nationals in Meningie, Lake Albert in South Australia, and it was the same quartet representing APYC. The club was situated about 15 minutes walk from the campground, five minutes by pushbike for those thoughtful enough to have packed them. Graeme was unlucky enough to forget his helmet en-route to the club one day and got pulled over by the small town's only policeman! Fortunately our smooth talking Commodore managed to get off with a warning.

*The day of the Invitation (practice) race the wind was sailable but gusting in the mid 20 knot range, and it was cold and overcast. No one was too keen to go sailing and at the introductory information briefing we were given further cause to prefer dry land. Firstly, watch out for tiger snakes in the reeds where we would launch our boats. Secondly, there were many fish, notably large carp in the lake which boats frequently hit and have been known to break rudders, and lastly, if you tip over don't try to stand on the bottom because of*

*a silt layer a metre thick above the actual base of the lake which may well suck you down like quicksand.*

So, did anyone want to sail today or should we put the invitation race off till tomorrow when the wind would be a bit lighter? Needless to say it was a unanimous decision not to sail that afternoon, and we all went to the pub for an early dinner.

After that first day the wind was about 16 to 18 knots for just about every race. Paul mentioned that it was some of the best reaching conditions ever experienced over a series. Rounding the top mark each time we'd all be planing down to the wing mark, gybing around that then off at top speed again. No one saw any snakes and although we'd feel the occasional bump on the centreboard, the only one really troubled by the fish was Bruce McArthur from NSW on his wing foiler, catapulting himself off his board every time he hit one.

The third race is one I'd rather forget, but Danny would be upset if I didn't mention that he beat me in it. I should probably also mention that it was blowing less than five knots, kind of my weather. I was also so desperate not to let Paul beat me as well that I allegedly pushed him into the finish mark. He did get a novelty bottle of wine at presentation for the "worst finish ever" so he should really thank me.



Above left: Glen Curry watching the conditions in a good breeze on our lake.  
Above: Jon Pulham seems to be able to find speed, even when the breeze doesn't seem to be there.

New Year's Eve was quite relaxing, the Impulse fleet booked a few big tables at the local café and it was a great night chatting with sailing friends from all over Australia. Some of us even made it to midnight! New Year's Day was a rest day, a few of us went for a drive to see the Coorong, setting for the film Storm Boy, complete with its majestic pelicans.

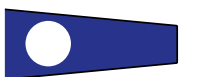
For me the sailing was overshadowed by the rather unfortunate loss of my car keys which were in my pocket when I went sailing on the second day and weren't in my pocket when I got back to shore. My sincere thanks to Graeme for organising the tow truck to take the car to Murray Bridge to get a new key programmed, and for dealing with the RACV. From the amused reaction of the tow truck driver we got the impression it wasn't the first time someone's donated their keys to the fish.

The series was won by Mark Skelton from NSW, a close second was Victorian State champ Matt Kiely, who led the Victorians home to a resounding win in the State of Origin with 6 boats in the top ten. APYC results were Jon 7th, Paul 16th, Danny 17th, Graeme 21st.

Back at the lake, we've had some great sailing breezes this season, with a full lake for much of the Summer. A highlight for the Impulse fleet was the Mike Howell memorial race in February, which saw 22 Impulses (more than we had for the States) from all over Victoria line up to honour Mike. Son James, daughter Jordie and their mum Leonie were out on the water during the race and helped present the trophies as well as sharing some memories of Mike. Three of Mike's boats were raced in the fleet, Bullfinch and the two MadDog's. Unofficially there was a prize on offer for whoever could beat Cool Change, but as the race winning prize was a box of ginger beer the result was obviously anticipated. The visitors put on a good show, Shaun Ritson (an ex-local) coming in second and Russell Denholm from Bendigo third.



Jon Pulham  
Cool Change, 597







ROBERTDEAVES.UK

# OK Dinghy World Championships

*Manly Queensland 2024*

**My thoughts and learnings from a fantastic experience. I arrived at Royal Queensland Yacht Squadron in Manly Queensland and felt like a rock star – I had flown up to Brisbane, when I arrived at the club my boat was already in its allocated space and was fully rigged, what a way to start a regatta!**

.....  
The first thing I noticed was the humidity..... it was intense. Daily temperatures were around 29-31c but the “feels like” temperature was 33-34c. With 2 races back to back per day hydration was critical. I ended up with a daily routine of – one litre of water before sailing, half a litre on the way to the start, one litre for each race and another half litre on the way back to the club. So 4 litres per day during the day time plus the usual after sailing rehydration. If you didn’t have enough to drink you quickly became tired, lethargic and got

a headache. It took about 20 – 25 minutes to sail out of the boat harbour, then 25 minutes to get to the start line – all in all we were on the water for about 5 hours each day. The water was warm at around 27c and if you tipped over it was quite nice to get some relief from the heat.

*The series was 10 races and with a fleet of 112 boats it was decided to split the fleet into two starts, so 56 boats in each race and the points scored in each race for the first six races determined whether you were in the Gold or Silver fleet for the last 4 races – Gold Fleet racing for the world championship, silver*

*fleet racing for pride. It might sound a bit complicated but it worked very well.*

The races were sailed in winds ranging 8-16 knots, the wind shifts were a regular 15 -20 degrees, clean air off the start was a must – if you were not in the first row on the start line then your race was almost over, if you had clean air and could tack on the first shift then you would finish in the top half of the fleet. The race committee decided to use code flag “U” on every start, meaning – if you were over the start line from 60 seconds before the start of the race you were disqualified. This made it tough..... get close to the line.... but not too close!!

*Lots of people got disqualified, including myself. The start line had the usual sag in the middle and that’s where I decided to base my starts, I’d look around for a bunny to start under but unfortunately many times I couldn’t find one – meaning: I was the bunny for the boats around me.*

After the first six races I had the dubious honour of being the slowest person downwind (you could say I was the best in the world at being the worst). The OK Dinghy is a tricky boat to sail and can be tippy downwind – I was just too conservative and worried about tipping over (too much boom vang and not enough heel on the boat) – but that style of sailing was slow, in one of the early races I had 28 boats pass me on the run so I just had to take more chances and sail on the edge – ease the vang, sail by the lee and heel the boat to windward and steer the boat on the chines. In the last 3 races I had improved and stopped losing places downwind.

The regatta was very social thanks to the club having a bar and restaurant beside the rigging

area as well as ample shaded areas to sit. It was great to sit beside the top sailors and listen to what they did during the race and learn from their experience.

Overall I finished 104th, I was expecting to be around the 70 to 80 mark, but that’s what happens sometimes when your preparation is lacking.

*Would I do it again? Absolutely – the learning curve was incredible, you can significantly improve your sailing in a 7 day period.*

Whether it’s a State title, National title or World title, they are worth doing as they speed up your learning and you also make friends from around the world.

I shared the driving with a fellow OK sailor – I flew up to Brisbane and drove the boats back and he drove the boats up to Brisbane and flew back. The drive back to Melbourne took 20 hours with an overnight stop over at Goulburn to break up the drive. Easy drive, just long – the highlight was the “Big Banana” at Coffs Harbour otherwise lots of farmland to look at.

*A big shout out to Michael Horvath who won a race at the worlds – Mike sails at Albert Sailing Club and sailed a great regatta finishing 11th in the Silver fleet.*

Paul Richards  
OK Dinghy 761 Spider Pig  
Impulse 605 Spider Pig







# Mike Howell.

*February fifth marked the sailing of the Mike Howell memorial race for the Impulse class.*

Graeme Cox.

Impulse sailors from different parts of Victoria arrived at APYC to remember Mike and do what Mike loved to do best, sail Impulses on the Lake.

I put the call out for someone to take on Jono and beat him on his own turf.

Mike's family arrived and experienced the race from Highfield out on the water. They thoroughly enjoyed the day and thanked APYC in remembering and celebrating their father's passion for sailing.

I would like to thank Ron Parker for speaking at the presentation, and especially like to thank the Victorian Impulse Sailors for getting behind this day.

Oh! Plenty of sailors took up the challenge to beat Jono but I'm afraid it was to no avail, as Jono won very comfortably. Well done Jono!

*Left: Mike and Jordie at the club some years back.  
Above: Graeme Cox with Jordie & James Howell along with their partners.  
Below: a view from the roof of the large fleet of Impulses and skippers after the race.*





# FUTURE PLANNING

## NEW JETTY AND BOARDWALKS.

After the last federal election the Government promised to invest \$5,000,000 into the Albert Park Reserve. Most of these funds will be spent on land base facilities like lighting, field upgrades and female facilities, however APYC submitted a proposal for a jetty and boardwalks to complete the area in front of our club and the Sea Scouts at cost of around \$500,000.

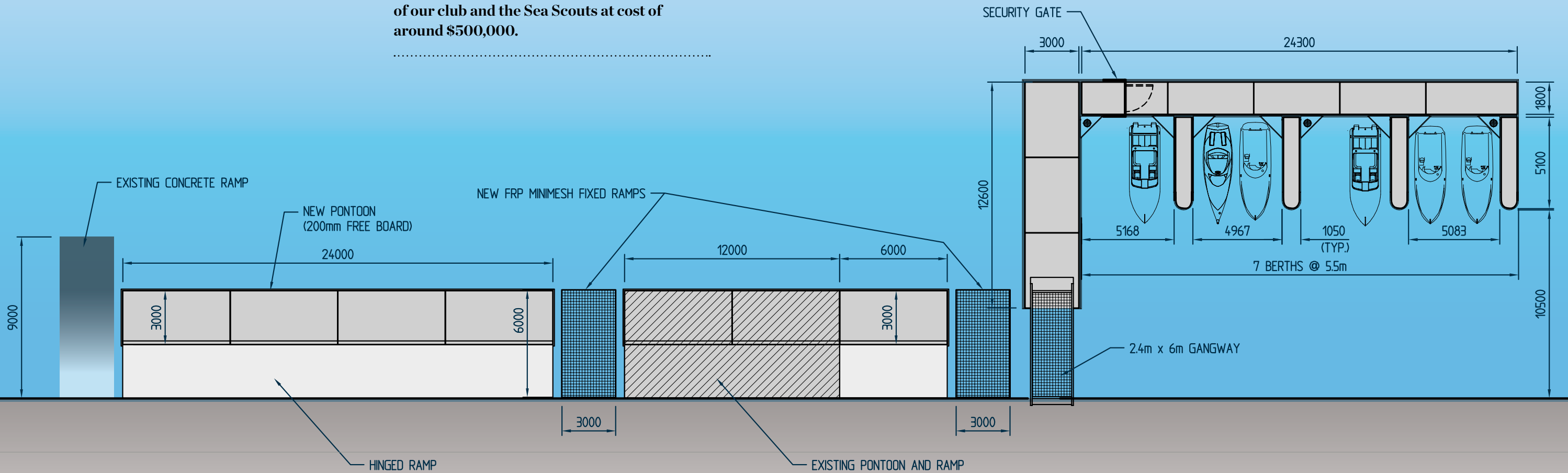
This project has been approved and it is hoped that the work could be completed by October this year and will include floating boardwalks, ramps and a new floating jetty suitable for the scouts. There will also be storage pens for Pilot, Acrospire and larger boats which will clear the mooring area outside our club and can be useful for all other precinct members. The old scout's jetty will be demolished.

It is also significant this will be the first stage of our plans for the precinct to come to fruition and it is hoped that further investment will follow as time progresses.

If you have any questions please ask.

Peter Naismith

This will make launching much easier particularly in times of low water levels and it will add to the safety for the public.



**PLAN**  
SCALE 1 : 250

PRELIMINARY



# SABRE



## Class Captains Report



*What a fantastic year it has been for the Sabre fleet.*

**There has been a wonderful camaraderie develop among the past few groups going through the “Learn to Sail” courses, and many of them have chosen to buy a Sabre or plan to do so.**

The result is that we now have a fleet of over twenty Sabres on the lake, and still growing. While some are not yet confident to race with the full fleet on a Saturday, the number who are growing and no doubt it will continue to do so.

The skills needed to do well in a race do not come quickly for most of us. Differences in sail shape and boat trim are subtle and it can be frustrating as a new sailor to find yourself at the rear of a more experienced fleet. But with the numbers of Sabres potentially on the water now everyone

will find themselves racing against someone of similar experience, and there is always advice available for those who seek it. After a season of racing confidence levels with have changed dramatically, and it is a great feeling to finish a race in conditions that would have been daunting only months before, or to have responded without though to a sudden wind shift. It has been a joy to see the number gathered at the de-briefing sessions after training on a Saturday morning, and having listened in on a couple I can attest to the fact that it is always good to be reminded of something you should be paying more attention to.

For those who may have recently bought a Sabre or are thinking of doing so, help is also on hand with advise on setting up your boat. Sound older boats are available, but after the rigging leaves a

*Above left: Marion Green and David Weston have a chat while in full flight during a Saturday race.*

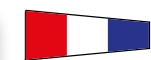
*Above: Mark Bradbear getting low in the boat, ready to gybe.*

*Below right: Louise Ferguson is all smiles during the women’s Sabre training morning.*

bit to be desired. With a bit of thought and a few new fittings they can be made much easier to rig and to manage on the water. And while Saturdays are very busy at the club, the Social Sailing Sundays are a great opportunity to sort out those rigging issues and get some quiet practice in on those skills we need to work on. There is nothing more valuable than simply getting out on the water and sailing.

Beyond that, many of you will have received a notice from Darryl with some great ideas for ways to make the whole sailing experience more engaging. Sabre specific training sessions are on the agenda for mid-year, together with some other ideas to bring the fleet together for the benefit of everyone.

Stay tuned for more information.



David Emery  
*Black Heart – 2083*



# PACER



## Class Captain Report

*It's wonderful to see a good group of new Pacer sailors in the Saturday races.*



**Firstly I would like to welcome Ollie and Jill with their Pacer "Red Racer" No 2633 to our fleet of racing Pacers on Saturday afternoons. Also nice to see some training Pacers and Pacer Pursuits racing on Saturdays with a number of different crew combinations (to many to name) over the Summer Series.**

Now that the Winter Series has started let's keep the same number of boats sailing over the cooler months. We do get some nice days for sailing over Winter and Spring, so let's get out on the lake and enjoy those days.

**Pacer National Titles for 2023/24 at Chelsea Yacht Club from 28th Dec to 3rd Jan.**

Representing APYC were Paul Taig (skipper) & Julia Du in Pacer No 2847 "Good Pace"

28th Dec

On registration day we had an invitation race. In this race you have the opportunity to familiarise yourself with the local conditions, start, finish, course setup, boat setup and crew practice before the Championships begin. In this race Julia and I placed 9th, our first race as a team.

29th Dec

The first and second race for the series, we had around 12 knots of wind and we sailed well in these two races for two 2nd places. We did have a couple of problems with the spinnaker, that Julia dealt with quickly.

30th Dec

On this day the wind was above the Pacer class limit of 22 knots, so the decision was made to abandon all racing.

31st Dec

Today race management decided on three consecutive races for the day, in the third race, held in 10 knots of breeze Julia and I got a good start and were first around the top mark and never headed, all the way to the finish line where we receive the hoot for first place.

The fourth race the wind increased to around 12 knots with the waves building. In this race we got a good start but only managed to get a third place after some issues with the spinnaker sheet going under the boat and the spinnaker down haul sister clips coming undone at a crucial time around the top mark.

The fifth race had the wind increase to around 15 knots and waves building. In this race we were getting a bit tired and clumsy resulting in the spinnaker sheet going under the boat again. Again we managed another 3rd placing after a very long racing session on the water.

1st Jan

New Years Day no racing today (a lay day).

2nd Jan

The sixth race was in around 12 knots of wind and we managed another 3rd place. The following race for the day was abandoned due to a Westerly storm coming in, we all watched it approach with thunder and lightning happening not far away. We all managed to return to shore in time and watch the storm from the clubhouse.

3rd Jan

Today the last day of the series, there was no wind, so the decision was made to abandon racing, even when the wind finally came in it was too close to the warning signal cut off time for the day. The ten race series was reduced to a six race series with one worst race drop.

Julia and I happily finished the series with a second place overall in the open division and first



*Above left: Jack Shi takes his daughter out to join a Saturday afternoon race.*

*Above: Ollie Rantala and Jill Stow in their new boat join the growing Pacer fleet.*

in the Masters division. A big thank you to Julia for her excellent crew work.

## Pacer State Titles for 2024 at Rhyll Yacht Club, 9th to 11th March.

Representing APYC in the Pacer division were: Paul Taig (skipper) and Julia Du in "Good Pace" No 2847.

Representing APYC in the Pacer Pursuit division were: Jonathan Pulham (skipper) & Olga Carlton in "Spray" No 2970.

Paul Farrell (skipper) and Graeme Cox in "Bluebottle" No 2999.

Danny Marrinon (skipper) and Rowan Draper in "Sea Rider" No 3018.

The racing series at Rhyll was governed by tide and if the tide was more than halfway out it would make it extremely difficult to retrieve or launch your boat in soft knee deep mud.





*Jon Pulham and Olga Carlson (above) and Danny Marrinon with Rowan Draper (below) take on the Pacer Pursuit fleet.*

9th March.

The first race was postponed due to a lack of wind, but eventually it came in, just in time to allow a race start. Julia and I managed a good start and were equal first around the top mark, unfortunately I lost my grip on the tiller extension and hit the leeward boat requiring us to do a 360 penalty turn. In this race we came in 3rd place. In the Pacer Pursuits, Jonathan and Olga finished in 1st place, Paul and Graeme finished in 2nd place while Danny and Rowan came in 4th.

The second race was abandoned due to the outgoing tide being close to the halfway mark.

10th March.

Today we had race two and three before lunch with the wind up around 15 knots dropping to around 12 knots for the second race. In these two races Julia and I didn't do so well with a twist in the spinnaker around the top mark in the first race that took a while to unravel, in these two races we placed 7th and 8th. While in the Pacer Pursuits Jonathan and Olga had two 1st placings, Paul and Graeme had a 2nd and 3rd placing, while Danny and Rowan had two 4th placings. After lunch the wind dropped to around 10 knots for the fourth race where we started well and finished in 4th place. In the Pacer Pursuits Jonathan and Olga again placed 1st, while Paul and Graeme placed 3rd, with Danny and Rowan placed 4th.



*Above: Julia Du and Paul Taig team up in 'Good Pace'*

11th March

On the last day of the series with race five and six to complete the day provided an 8 knot wind.

Race five, we were up there for a good finish but were beaten on the last leg to end up with a 6th place. In the Pacer Pursuits the placings were the same as the previous two races.

The last race of the series, race six started with only seconds to spare before the warning signal deadline for the last day. Again Julia and I didn't do so well, we couldn't get the boat going, we tried a few things but to no avail and ended the series with an 8th placing and again Julia's crew

work was amazing. In the Pacer Pursuits, Paul and Graeme led for most of this race but were overtaken by two boats to end the series with another third placing. While Jonathan and Olga finished in 2nd place, Danny and Rowan finished with another 4th placing.

In the Pacers - Paul and Julia placed 6th overall and 2nd in the Masters.

In the Pacer Pursuits - Jonathan and Olga placed 1st overall. Congratulations to them for winning the Pacer Pursuit Victorian Championships Perpetual Trophy.

In 3rd place, Paul and Graeme. In 4th place Danny and Rowan.

*Below: Jon Pulham presents their Pacer Pursuit trophy to Olga Carlton back at APYC.*



Enjoy Your Sailing

Paul Taig  
'Good Pace' 2847





*Boat angle can sometimes be a direct measure of speed and enjoyment. Steve Cui is having fun and moving well.*





# WINTERSAIL



## APYC Winter Regatta: WinterSail 2024, 12 - 14 July 2024

*The countdown has started.*

2024 marks the 25th Anniversary of APYC's iconic WinterSail Junior and Youth Coaching Regatta, held over the last three days of the Winter school holidays.

WinterSail is a friendly coaching regatta for junior and youth sailors who have graduated past the basics of learning to sail. The regatta encompasses two and a half days of coaching, plus a half day of short course racing on Sunday afternoon. Australian Sailing accredited professional coaches work with each sailor, delivering a program which develops confidence, transfers valuable skills, and hones sailing ability.

BBQs on Friday and Saturday afternoon are relaxed opportunities to catch up with friends, and a presentation on Sunday after sailing rewards effort and achievements. The Galley

will be running as usual to keep everyone fed and happy for lunches.

The friendliness and inclusiveness of APYC are recognised across the junior and youth sailing community; and this is a great opportunity to showcase our club, either as a sailor, volunteer, or enthusiastic supporter.

Please head to the WinterSail 2024 webpage to find out more. [www.apyc.org.au/wintersail](http://www.apyc.org.au/wintersail)

If you're able to help out over in any way during the regatta, come and speak to me at the club or email me at [wintersail@apyc.org.au](mailto:wintersail@apyc.org.au)



Rob Hart  
Winter regatta manager



Proudly sponsored by







*Top left: Grant Haggett looking nervous with Ray Wines hot on his tail.  
This page: Ian Kirkham getting ready to round the gybe mark with Ray chasing him as well.*

## Class Report



*Summer of 23/24 has seen some great sailing by the Solo sailors at the lake.*

As usual it has been interrupted by extremes of wind and weather but at times the biggest numbers on the lake have been the senior Solo class, pleasing to see.

As always Ian Kirkham, Brian Jones and Brian Taylor have been having great battles for first place in both Championship and Handicap, great to watch. Our past Commodore Grant Haggett has been on his annual sojourn to Asia and on his return shows he has not lost any sailing ability and tenacity to push the class.

A few of us have not only displayed our sailing skills (or lack of) but our swimming and capsize drills also with the renowned wind changes at the lake.

At this time of the year water levels and weed growth always make it a week by week proposition but I am sure we are past the worst of it as we move into the Winter series. How good is it at APYC we can seamlessly move from one season series to another when other clubs are closing for a break.

By the time you read this it will have been done and dusted but I am personally looking forward to assisting at the Australian GP sailing regatta as the skiffs and others battle it out on the lake in front of a worldwide audience. Certainly quieter than the Formula 1 guys!!

Just remember there are some older Solos that are available to try and buy at the club if you know of anyone interested. As mentioned previously try You-Tube to view a number of Solo sailing regattas and events that have happened in the UK and Europe. It makes me envious to see the near

new rigs and hulls on all the boats in their larger fleets they have there.

Good sailing during Winter!

Ray Wines  
Solo 2678





# TRAINING



*It has been wonderful to see so many people taking up the opportunity to develop their skills through the club courses.*

*Above: Aiden Chen takes one of his first sails in a single handed boat and makes it look very easy.  
Below: Thao Phan and Lou Taylor work on their skills and teamwork.*

**The Green Fleet coaching and Learn to race course has had quite a large group of sailors learning from the instructors to improve their skills and knowledge to better equip them for Saturday afternoon racing.**

The club as a whole is committed to assisting those new to sailing to reach that point where they are capable and confident enough to join the Saturday afternoon racing if they want to.

We all know that sailing is a lifelong adventure and the learning process never ends, which means that members coming out of the Learn to sail course have a great grasp of the essentials but there is so much more to achieve.

Our Training Principal Jon Pulham created weekly content to help new sailors as well as those who have been sailing for a while to reach the next level of understanding and enjoyment.

With new knowledge and experience comes better performance in the races as well.

In particular the Learn to race series has created a much better understanding and preparedness for what can be quite a daunting experience. Busy start lines take a bit of getting used to so the practice starts during training provide a great opportunity to build the confidence and make the afternoon racing much more achievable.

As David mentions in the Sabre article, there is more training in development for the Sabre sailors and we will encourage our resident Pacer champion (Paul Taig) to do the same for the Pacer sailors.



Darryl Larcombe  
*Learn to sail coordinator*







# 2024 Grand Prix

*Melbourne turned on a picture perfect weather for the race.*

**Another Grand Prix has come and gone, and we again hosted the Grand Prix Sailing Regatta. I think this is probably one of the best in recent times as we had around 34 yachts on the water on both the Saturday and Sunday.**

.....  
For the first time, we had entrants from the Sea Scouts as well as Albert Sailing Club and when you add the APYC sailors and the 19 Open Skiffs it provided a good backdrop to the F1 cars. I am sure many spectators were looking at the yachts instead of the cars and many members have commented that the coverage of the yachts on the TV was better than usual.

It is always an enjoyable and relaxed event and many thanks to those who volunteered to assist with the galley and racing duties. With the continued support from the GP Corporation, The Open Skiff Association and the lake users, lets hope this event will continue to prosper while the Melbourne GP is in town.

Peter Naismith



*Below: The afternoon race fleet strings out in the sunshine.*



*Above: The Open Skiff crews gather for the race briefing.*

*Below: All the sailors had a wonderful time on the water with the 'best seats in the house'.*







# Club wear and merchandise

*Rug up for winter with our warm club wear.*

*Our club wear is a great way to show your love for the club.*

It shows the pride and connection to our club and to passers by as well as visitors. It really looks quite impressive.

With the cooler months coming, don't get caught without one of our softshell jackets. Let us know if you would like one for yourself and we will size you up to get the right fit and we will place an order. We don't keep a large stock as it's too costly for the club. So get your order in and don't miss out.

Baseball cap bump inserts are being trialled. Let us know if you're interested in getting one.

We still have a small stock of the older style club wear. See Kerrie or Darryl to have a look and snap them up. The new softshell jackets will be a valuable asset this windy autumn/winter period. They have been very popular so let us know if you would like us to order you one of those.



*Polarfleece vest \$45*



*Polarfleece beanie \$15*



*T-shirts \$30*



*T-shirt \$35*



*Club cap \$20*



*Club sun hat \$20*



*Club cap \$20*



*Polos \$45*



*Softshell jacket \$120*





# ALBERT PARK PORT LOUNGE

Live acoustic music on a Friday night

*Our Port Lounge is one of Melbourne's best kept secrets. Amazing talent performs in this intimate setting with stunning views across the water and city skyline.*

*What's not to love, easy parking, a relaxed atmosphere and all at your own club, so come join the fun.*

**If you're not on the mailing list, go to the website and register.**

**Doors open 7:30pm.**

**Nibbles before the show and finger food at interval.**

**[albertparkportlounge.com](http://albertparkportlounge.com)**