

# Jib Sheet



SEPTEMBER 2005

New committee member  
Toni Fear skippers her  
Bonbridge 27 *Fearless*  
in light winds

Photo by Celia Craig



## THIS ISSUE

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## From The Tiller



**W**elcome one and all to the 2005/06 sailing season at Avalon Sailing Club. A particular welcome to all our new members.

The season has started with a bang.....fresh and cool westerly and southerly winds testing us all and raising expectations for a great season of fun, on and off the water. By the

time this goes to press we will already be four weeks into the sailing program!

Congratulations to David Lyall for again setting the standard in the sail past on the yachts' Opening Day ....not only was *Red Herring* presented impeccably but she was also the only boat to take the Commodore's salute within 15 minutes of the appointed time. In the fresh and drizzly conditions the sail past was a bit like Brown's cows meandering to the dairy! Race place-getters were *Incahoots*, *Predator* and *Red Herring*.

The following weekend's Opening Day for the "Gold" centreboarders was similarly exhilarating, with a 20 knot nor'wester stretching those out-of-nick muscles and testing the gear. Congratulations to class handicap winners *Ace* (F11), *No Name* (Spiral) and *Fierce but Fragile* (MJ).

Blue and Red Divisions got underway in the third week with Nippas, Puffins and MJ's taking to the water. More than half of the Blueys were new to the club...a warm welcome and I look forward to seeing you all develop and progress through the programs that ASC provides.

The first Blue Water Shield race for the yachts was a brisk race into Broken Bay. A point of interest during the race was observing a helicopter rescue in action at Barrenjoey light house. Even more interesting to find out that evening that it was my mother-in law (Jennie's mum) being rescued after an energetic walk up the headland. She's recovering well. Some have already suggested that this is the ultimate in 'Fogartying'! Speaking of which, I intend to start an honour board for all those who are reported for such exploits.....I think you will find a few more honourable mentions later in this edition!!

The Annual Sailing Camp is scheduled for the 12-13 and 19-20 November. This is a fantastic opportunity for beginner and developing juniors and their parents to participate in an intensive weekend of fun on and off the water, including camping overnight in the clubhouse. Please download the information pack from the

website or contact Rob Wall (9918 5940) or Peter Gale (9918 3627) for details.

The Cruising Calendar kicks off on the October long weekend with a cruise to Sydney Harbour. Please contact Sue Flaye (9918 9213) if you are interested.

Remember that the last weekend each month is the yachts' Family Race, which this year is sponsored by Cumberland Charter Yachts. CCY have very generously donated the ultimate in sailing prizes...a \$2000 (!! ) discount on a Whitsunday charter. The prize will be awarded from a draw at the end of the season, with entries to the draw based on the handicap results with 4 entries for first, 3 for second, 2 for third and 1 for each yacht participating in each race.....the main conditions being that yachts must be entered in the Cruising/Limited or Full race series and most importantly you must also stay for the BBQ afterwards!! All members, not just the yachties, are of course invited to join in the BBQ at the ultimate in BBQ venues – our rigging deck.

Our website continues to grow, with the addition of the Sailing Program, Rosters, Centreboard Sailing Instructions and more comprehensive race results. These will be updated progressively during the season to reflect any changes.

Thank you to the outgoing Committee members for their generous contribution to ASC. In particular, I'd like to repeat all members' accolades for the huge effort that Peter and Elizabeth Kidner put in over the last two years. A truly hard act to follow.

Thank you to Toni Fear, Sue Flaye, Nicole Koerner and Dugald Russell, our new Committee members, for bringing your talents to the management of the club.

On a more serious note, safety inspections are a mandatory component of participating in yacht racing wherever you sail. We are obliged to mandate that no safety certificate, no points. So please ensure that your Cat 7 gear is up-to-date and audited. If you are still in need of an inspection please contact either Ross Trembath or Ian Craig as a priority.

Finally, the club survives by the efforts of all its members. Please ensure that you are a member recognised for "Doing your bit". The next Working Bee is on Saturday 29 October starting at 9am.

So let's ensure that our clubhouse is given the TLC it deserves from all of us!

Happy Sailing

**Geoff Fogarty**

# Get To Know your Committee

**F**ear by name but fearless by nature, I joined Avalon Sailing Club in October 2004 and have managed to enjoy part of the 2004/5 season and most of the Family Races during the 2005 winter.

Given how boldly and impulsively I bought my Bonbridge27 the day I looked at it in

Wollongong Harbour, I guess it becomes clear why I have recently changed my yacht's name to Fearless from Maverick 11. Perhaps a mid-life crisis purchase?

Even though I'm armed with many years' experience as racing crew, until my impulsive purchase of my Bonbridge in mid 2004, I'd had little experience as the skipper, boat maintenance officer or engineer. This has proved to be interesting for me over the last year.

I located a crew to sail my new purchase from Wollongong to Pittwater and patiently waited at Careel Bay as it limped in with all bilge pumps in action and a disintegrated stern gland. Further engine troubles and many dollars later, I ventured out onto the water. But after 15 years on dry land, the need to get back on the water was too powerful and here I am, poorer but happier.

I started sailing in the early 1970s. I learned the hard but valuable way – as crew on a 12-foot Cherub. Managing spinnakers from a trapeze is a very good way of learning the finer points of how to not get wet too often. The Cherub was followed by a Swanson Dart, sailing out of Amateurs in the harbour, then an S80 and two Adams 10s (both called 'Passing Wind') which we raced with Middle Harbour Yacht Club in the 1980s.

After my husband died I was too busy raising children to sail or even think about owning my own yacht. When I did decide to get back to sailing I chose Pittwater for its serenity and beauty, and because I had never raced on it before. I'm delighted to have found Avalon Sailing Club – thanks to Mike Maher who was showing me several yachts to buy.

Having now found a regular crew member and friend in Lindal Richards, who was already involved with the Club, the 'girls' are determined to enjoy and excel over the next season.

I am very happy to join the committee, which enables me to become more involved in this social and friendly little club with its fantastic training opportunities for young sailors. Unfortunately, my two children are now 20 and 18 and being too busy with the rest of their lives I am unable to coerce them to even come sailing with me. A shame, because I think the sport is ideal for children and teens, being not only fun, but requiring analytical and strategic skills as well as fitness and team effort. A modicum of competitiveness – and good spirit! - doesn't go astray as well.

If there is any way I can help out club members via my role on the committee, please let me know.

**Toni Fear**



**I** was born in the old country some time round the middle of the last century. My family moved to Canada when I was 4 and we lived there for about 8 years. I completed my schooling in England and obtained a degree in Geography and Archaeology from the University of Exeter. I lived in Rhodesia for a couple of years shortly after graduating, a beautiful, if somewhat dangerous country in those days. When I

returned from Africa, I met up with my best friend from school days and also met her brother again. A few years later Jim and I were married and my name became the gastronomic joke that everyone enjoys so much! We had our two boys, Rob and Eric in the early '80's and emigrated to Australia in 1987. I have worked in a variety of administrative jobs over the years: hospital admin, school admin for many years, medical reception, Avalon Toyshop and currently, a pet cremation business! I also help out in Avalon Library as a volunteer and play tennis several times a week.

My sailing career didn't start until I met Jim. He had been a keen sailor from an early age, starting with dinghies on the Thames – lots of tacking practice! He progressed quickly, participating in the Fastnet and Cross-Channel series of races as sail trimmer on a three-quarter tonner. I felt it wise to do a sailing course to become a better "first mate"! I never did master the tying of knots though. Jim's father kept a Folkboat in Portsmouth Harbour and Jim and I sailed her in the Solent, visiting the Isle of Wight and many lovely waterside pubs. Jim's parents warned him not to put me off by taking me on wild sailing adventures, but nevertheless, we crossed the Channel several times and visited the Channel Islands. I was very impressed with Jim's skills, especially navigation. Some of these expeditions were quite hair-raising, involving thick fog (Jim amazingly found the right lighthouse!), wild stormy seas or on one memorable occasion, a complete lack of wind and an empty fuel tank. I was on watch and when I said I could see headlights nearby, the "experts" thought I was hallucinating, until they came on deck! Jim's sister and I sat on the Folkboat's bows, frantically paddling to keep us off the French coast while the boys worked on a strategy! Amazingly, we survived and even stayed married!

We didn't have much opportunity for sailing when the boys were young. Every weekend was taken up with sports chauffeuring for many years. We did have a dory in the back garden, which we could tow down to Clareville and take out on Pittwater for sailing, rowing and picnics. Jim also sailed a Laser (named "Souffle") for a while and raced with the Club. We bought a Supersonic, "Cyrene" in 1992 and raced her, with the assistance of the boys as crew. They used to fight madly on the foredeck, as they did in the Manly Junior together. They were better suited to the football field! We won a couple of races in Cyrene, until the handicapper "nobbled" us. We then resorted to cruising and to that end bought Kate Kelly in 2002. Our exploits in her have been described in previous Jib Sheet articles. We really enjoy the experience of sailing, the peace and quiet, the beautiful scenery and wildlife. I see my role as Cruising Co-ordinator as an opportunity to encourage more club members to come along and share our experiences, whether it be for a quiet sunset drink up the creek, or an offshore adventure.

**Sue Flaye**



# Web Site News

I have been asked a few questions about the Club web site recently...how does it rate on google, are we visited often and what architecture does it use. I'm pleased to tell you that we are quite high on the list of most Google searches. This statement has to be qualified because a search is only as good as the question put. For example, type in "Avalon Sailing Club" and there we are right at the top of the page with references going on for many pages thereafter. However, type in "sailing" and we don't appear until the top of the fourth page...still not bad when you consider that there are thousands and thousands of references to sailing that could attract the attention of Google and other search engines.

We average about 80 hits per day on the site with peaks around the time the Jib Sheet is released and we get visited by an increasing number of people from around the world, America in particular.

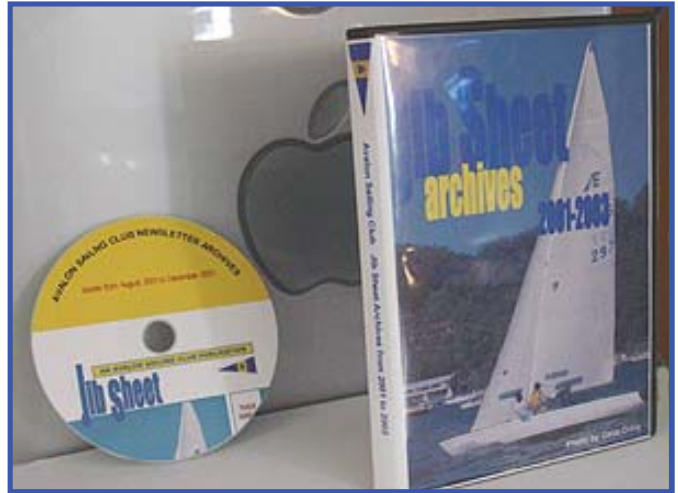
For those interested the site was built and is maintained on a Mac G4, using a text editor called "Pagespinner". Other software used includes "Photoshop" and "Fetch" for file transfer work. The site is designed to look its best on "Internet Explorer", still the preferred choice of most (although "Firefox" is fast overtaking).

The site is still evolving (as it should be) and the latest addition that you might like to check out is a "Download" page. At this time we have the Duty Roster, Club Calendar and the Centreboard Sailing Instructions lodged there as PDF files...as time goes by other ASC publications will join them. This page is accessed from the front page links "information Desk" and "Centreboards". In time there will also be a Site Map as an extra aid to navigation.

The Jib Sheet has for a long time had an "Archive" page where visitors are able to download back copies. I have recently culled the archives so as not to overload our server and put copies of the Jib Sheet from 2001 to 2003 on CD. The CD, shown below, is now in the Club library.

The ASC web site was born when, then

member, Ken Ray saw a need. At that time we didn't have our own domain name but the introduction of the site excited many that saw it and



was a first for Yacht/Sailing Clubs on Pittwater. When Ken went to live in the USA I took over and with, then Commodore, Ross Trembath's support took the site to the next level.

[www.avalonsailingclub.com.au](http://www.avalonsailingclub.com.au) was born.

The "Race Results" are a really important department of our site. This area is maintained by Greg Bolton who does a fantastic job working with quite complicated software. Currently Greg is road testing some new software which will make our race results/handicaps even more accurate.

Just like the Jib Sheet the web site end product depends largely on input from the membership and the evidence is in (I think) that the membership is doing a great job with its contributions. Please send your ideas and content suggestions to me ([michael@smile.com.au](mailto:michael@smile.com.au)) so that we can continue to lead the fleet in this area.

What's next? How about a webcam on the Cub House veranda?...Check out the weather before you leave for the Club. For those with Club moorings check that your boat is ok in bad weather. We were among the first with our own web site...lets be first again.

**Mike Maher**

# Guess Who Don't Sue

**D**avid Lyall won the best dressed boat at the Open Day sail past, not only because he was the best dressed boat, but he was the only boat to get within 10 minutes of the appointed sail past time! The rest straggled like Brown's cows (sorry Mr and Mrs Brown) over the next 30 minutes...the Commodore was getting wetter and colder but still gave a smiling salute!!

**I**n the prestart manouvres (sp?) the two Etchells were casualties. The former Commodore resplendent with new Father's Day mainsail, withdrew after losing the top batten...thought the sailmaker had tied it in!!, and on Koolong the mainsheet traveller flew off the end of the track together with the 35 ball bearings that make it slide smoothly. During pre-season maintenance the end cap on the track had been left off with dire consequence."

**T**he Fogarty family of dive experts has just had an increase in membership. Richie Venn Fogarty and Grahame Coates Fogarty recently joined the family after an elegant plunge off Rob Curtis's boat *Stockade*, during a race. Evidently they were leaning out against the lifelines when the lines snapped resulting in backward Fogartys with pike in perfect synchrony. Maybe the Y.A. rules have something with regard to removing the plastic coating on lines so you can see the rust effect? The other family member is Jane Durham Fogarty who stepped off the transom of *Young Generation* last Sunday, into the dinghy which was not quite there. Quite elegant Jane and of course in front of the *Incahoots* crew, who as all gentlemen should, roundly applauded. (Note: Ritchie has promised us a full version of his entry into Fogarty land...as have others. Ed)

**T**alking about the name change from *KTV@Sea* to *Incahoots* that intrepid skipper of *Scarymouche* sought to improve his knowledge of the wierd English language by asking me "Was ist *Incahoots*" to be told the boat was named after a South American owl.---Inca hoots, get it.

**W**e might have to institute another award apart from the Roger award, possibly called the C.R.A.F.T. award, which I can't explain here, especially in front of the children. The first two con-

tenders, both on Opening Day, would be our absent minded Professor and our stalwart club secretary/equipment auditor/life member who both forgot to attach their dinghys to the yachts after boarding. Brian had no idea where his had gone (eventually sighted by the Mattes on *Iluka*) but at least Ian, he only did it once!!

**T**hen there was the drama of that Etchell with the permanent family name (another one in Perth, I believe) and it's traveller car. When in doubt always put the stoppers on the traveller track otherwise the car comes off and you finish up with balls everywhere and in this case nearly another two when the owner found out.

## Norm Field

# ATTENTION ALL RACING SKIPPERS

**Skippers are asked to encourage their casual crew to join the Club**

**Your committee welcomes the occasional guest but is aware that some yachts are crewed quite regularly by non members**

**We would ask that those who frequent the Club, as crew, on a regular basis and enjoy the Club atmosphere and facilities, consider joining the best little sailing club on the planet**

# Cruise Newz

## The true History of *Kate Kelly*

Some of you may have noticed a rather splendid-looking yacht moored just to the north-west of the main channel to the clubhouse. *Kate Kelly's* proud owners are Sue and Jim Flaye, the new cruise co-ordinators on the committee. You are probably not aware that the yacht has had a very interesting history and has done some very adventurous sailing throughout her thirty-odd years.

*Kate Kelly* started life as *Kintama*, a sloop from the yard of Cheoy Lee of Hong Kong. At 38 feet and 9 tons

Montague Island and Sydney Brisbane. She also completed the 1972 Sydney Hobart. Her great claim to fame came from winning the Brisbane to Gladstone race in horrendous conditions. Along with *Mary Blair*, an Alfred's boat owned by Ian Short's father, she encountered cyclone Emily off Breaksea Spit at the northern end of Fraser Island. They were lucky to survive.

In 1974 *Kintama* was transferred to Ken Tierney, a well known sailing personality on the harbour. Reputedly,

Ken really got the boat going but bungled his entry form to the 1975 Sydney Hobart. However, he appears to have enjoyed a number of races including the Squadron Cruise from Sydney to Lake Macquarie. He entered *Kintama* in the 1976 Sydney Hobart, but was forced to technically retire in the Bass Strait, but made it to Hobart for the celebrations.

*Kintama* was transferred to Donald Blainey sometime around 1980. The



Sue helms *Kate Kelly* on a passage North

displacement, she was launched in 1971 for Rob George of Southern Cross Yachts in Sydney. She was quickly brought up to speed for the 1971 Sydney Hobart race, although her design was intended to be a cruiser-racer from the outset. Designed by the New York naval architects Sparkman & Stephens at a time when S&S dominated the world offshore racing scene, *Kintama* followed the trend to separate the rudder from the keel. With a beam of only 10 feet and with longer fore and aft overhangs her design, though influenced by the One Ton cup, was before the fatter, flatter and faster boats with the maximum beam abaft midships that became prevalent in the mid-seventies. *Kintama* was at the smaller end of the spectrum of larger S&S's of the period such as *Ragamuffin*, *Love and War*, *Meltemi*, *Vittoria* etc and the smaller S&S 34's such as the highly successful *Morning Cloud*. It was also at this time that Peter Cole produced those wonderful 43's including *Polaris* and *Onya* of Gosford.

Rob George campaigned *Kintama* through 1971 and 1972 under the sail number 1023, with races such as

yacht went south to Port Phillip Bay and later to Western Port. The name *Kintama* is Japanese, masculine and emanated from a Geisha party at which Rob George reputedly participated somewhat revealingly! Don decided to change the boat's name to something more feminine and she was renamed *Kate Kelly*. For those who know the detail of the legendary *Ned Kelly*, Kate was the wronged sister. The boat's registry was also changed to Melbourne and that continues to this day. Don entered and completed the 1981 Sydney Hobart under the new name. He also completed a series of races to Apollo Bay, Port Fairy etc. Sometime in the mid to late 1980s Kate was transferred to a Mr. Rieger, who appears to have kept her at Hastings in Western Port where she took on the sail number Ha3. She was then taken on a world cruise, returning via Panama to Victoria sometime in the mid-1990s.

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## Look Out Gun Boats...new racer in town

**J**ust when you thought you had the Cumberland Yacht Charter Trophy in the bag along comes Will Sherman and his mean machine pictured below. Be afraid...be very afraid...this vessel, still to be named, has got to be fast, it's RED

This is a solid little Bluebird with a very nice wardrobe of sails. With Will's experience and success in centreboard racing this yacht has to be serious competition for the Young things out there...after all for the most part they are crewed by a bunch of oldies.

The crew is yet to be announced but we hear that the rack police has his hand up...fat chance Geoff, chances are that the crew on this boat will be able to touch their toes without any trouble at all. It won't all be racing though, reports are coming through that the mean red machine had it's first social outing on a sleep over in Towlers Bay so the cruising division may also have a new member.

We wish Will, his crew and this, as yet, unnamed yacht all the very best...just get out there and show them how to do it Will



### Bluebird Fact File: LOA 22ft Beam 7ft 4" Draft 3ft 9"

The Bluebird (was) Australia's original production yacht, which first came on the market in 1947 as a plywood build-it-yourself design. Subsequently, fibreglass hulls were developed and most new(er) Bluebirds are in fibreglass. It has long been a popular racing boat with Sydney fleets and the class received a big boost in early 1977 when the Bluebird team scored a most impressive win in the Production Yacht Challenge, beating teams of far more modern stock yachts. It carries 23.22 square metres (250 square ft) of working sail and (more ) recently adopted a masthead spinnaker

With acknowledgement to Peter Campbell, *The Observer Book of Sailing Craft* 1979

**K**ate then headed back to the tropics with a new owner, Joe Valentine. She appears to have been based in Cairns and had a lazy time competing in a few fun races such as the Hamilton Island and Airlie Beach races and also the Upolu Cay (Samoa) race. She also appears to have been used either as a live-aboard or an entertainer though she is not well set up for the latter. A number of not great modifications and additions were made at this time.

*Kate* was then sailed back to Sydney by her new owner Kevin Coombs, a Qantas engineer, who kept her in Gynea in the Georges River. Her draft was not suitable for creek dwelling and she was taken up to Parsley Bay, where she competed with Brooklyn Sailing Club.

Then *Kate* entered the greatest moment of her life when she was pensioned off to Sue and Jim Flaye in May 2002. Despite her history and the patina of age, her classic stunning good looks were still evident and to ASC she came to commence a new career as an offshore cruiser.

*Kate* is a wonderful yacht built at a time of great change in design. She was the last of a generation of racing yachts that were equally suitable for cruising, especially if you had been brought up in the racing boats of the era. Some would say she is still a bit Spartan, described by an eminent member of CYCC as a "boatie's boat"! She is also an engineer's dream and an accountant's nightmare. She has recently had a significant makeover with new rigging, painting, instruments, electricals, etc., etc., etc. and plenty more to do. Jim is always to be found on board at weekends, spending all his time (and money) fixing something or other! There is a rumour that the boat is about to be renamed "Grounds for Divorce"! Steve Kiely and Mark Humpherey were very helpful in advising and carrying out much of the refit. Ian Short has tidied up the sails. Her owners are in a state of paranoia about the paint job and have become even less sociable at raft-ups if that is possible. And please don't instruct the trainee dinghy sailers to sail out and do a circle round *Kate Kelly* in future!

*Kate* loves a bit of a blow and is unfussed by bigger seas, with the sweetest of motions at sea. Her gear is heavy by modern standards, but her stabil-

ity and good manners allow her to be cruised easily. She has taken us up to the Broughton Islands twice, with stopovers on the way at Newcastle and Port Stephens. We have also completed numerous trips to the Harbour and once to Port Hacking. With her great win in the Hallett's Beach Race adding to her honours, she may yet again do the odd fun race. We much hope she will sail over many more miles of ocean yet and keep us safe. Perhaps one day, in our combined old age, the three of us will set off into the sunset, though the "Memsahib" will take a lot of persuading to face the huge seas that *Kate Kelly* handles so well!

### Sue and Jim Flaye

#### REMINDER...to yachties

who had their fire extinguishers checked and may have collected them without paying the \$5.00 fee per boat, the money can be dropped in to the OOD at a later date!

We suspect this may have been overlooked by some?!

## DINGHIES

Would all owners of dinghies housed in the racks at the rear of the Clubhouse please mark them clearly with the name of the "mother ship"

The name and the ASC sticker should be in a position where it can be seen while the dinghy is in the rack...this will assist the organisation and management of dinghy space

Thank you for your cooperation

**Ross Trembath**

## Sesame Street Gone Mad

or

Today's letter is brought to you  
courtesy of the Waterways Authority

A "discussion" between a boat owner and a NSW Maritime Authority Officer resulted in a detailed inspection of his vessel and he was fined for not having the correct size registration numbers on his boat. You can read the detail in the Boat Owners Association Newsletter.

Regulations regarding the required size of letters and numbers are on page 9 of the current Boating Handbook, "NSW Maritime 2004-2005" and in part are:

Motor vessels at least 150mm (6") high. Sailing vessels at least 100mm high (4")

We believe this incident happened on Sydney

Harbour but ASC members are advised to check their boats to confirm their legality, in case Sesame Street comes to Pittwater .



Avalon Sailing Club  
15th September 2005

Very many thanks to all the Club members for your stunning flowers, the encouraging cards and phone calls and the surprise hospital visits. They were all enormously supportive and instrumental I am sure in my making a quick recovery.

My particular thanks to Celia & Ian, Margot & Jim, Elizabeth & Peter, Jane, Sue & Jim, Cher & John and especially to Peter & Glenn of the "Laura" racing team.

I have made a steady recovery with your encouragement and I should be back sailing in a week or two, and perhaps (hopefully) racing in four weeks!  
Again, many thanks to you all

Paul Hurley

## PUT IT IN YOUR DIARY

### The Avalon Sailing Club Christmas Party

### 26th of November

Don't miss it



# BE IN IT TO WIN IT

How would you like to spend a week or two aboard a luxury yacht in the Whitsundays? Well your chance has come courtesy of:

## **CUMBERLAND CHARTER YACHTS**

All you have to do is race in the monthly Family Day race and stay for the BBQ. Your name will then go in a draw to win \$2,000 towards the cost of chartering a beautiful yacht from the Cumberland fleet

For more details see "From the Tiller"

**Just Imagine  
This Could be You  
in the Whitsundays**



## A typical Avalon BBQ

Photo by Celia Craig



**We expect to see all you yacht racers/cruisers  
competing in the family day race.  
If necessary we will buy more tables  
and another BBQ**

**Imagine...a holiday in the Whitsundays  
aboard a luxury yacht**

# PARKING PARKING PARKING

Parking is difficult at ASC we all agree

with the limited space there's not much we can do but follow a few basic guidelines and make it as hassle free as possible for all involved

- When you arrive please park as far back into the parking area as possible.
- Don't be afraid of being parked-in,
- In the likely event that you are parked in please go to the canteen and ask for the keys of the car required.
- Simply move the car out of the way, move your car out then return the other car to a space as far back as possible,
- Please remember to return the keys back to the canteen!

In the event you park someone in please leave your car keys at the canteen (with label provided) so if you are out on the water your keys can be located, your car moved (and put back) This way people can come and go relatively easily.

Please, Please if you have any doubts deposit your keys at the canteen before you go out on the water

**Geoff Fogarty**



PO Box 59, Avalon, NSW 2107  
Clubhouse: Old Wharf Reserve  
Hudson Parade, Clareville, NSW 2107  
Phone: (02) 9918 3637

Editor: Mike Maher  
(02) 9918 9271  
michael@smile.com.au  
webmaster@avalonsailingclub.com.au

Assistant Editor: Stuart Walker  
stuartwalker@optusnet.com.au

[www.avalonsailingclub.com.au](http://www.avalonsailingclub.com.au)

“For the fostering, encouragement,  
promotion, teaching and above all  
enjoyment of sailing on the  
waters of Pittwater”

Affiliated with  
the Yachting Association of NSW  
Patron: Iain Murray

## COMING EVENTS

**Working B**  
29/10/05  
(Lunch provided)

**Christmas Party**  
26/11/05

**Challenger Head  
Weekend**  
11-12/2/06

## RUNNING BY THE LEE

I wonder if you have noticed that more and more photos published in this newsletter are coming from the camera of Celia Craig, not to mention those on the website. Celia has got the digital bit between her teeth and is producing some very nice photos. Many thanks Celia, this little old Jib Sheet gobbles up content like you wouldn't believe and your contributions are really appreciated.

Talking of photos we are now getting some good pictorial content in the Yacht Register section of the website (again, at least partly due to Celia). I want to encourage all yacht owners, who haven't already done so, to send me a photo of their yacht for inclusion, preferably under sail...or, if you want the current picture changed for something better just provide the new photo.

There is no reason why we shouldn't have a Centreboard register on the site as well...so if there is anyone out there who would like to collate the information and get the pictures to me I would be happy to get the ball rolling

**Mike Maher**



[www.avalonsailingclub.com.au](http://www.avalonsailingclub.com.au)