

Jib Sheet



An Avalon Sailing Club Publication

Christmas 2011



Paul Westcott our first
circumnavigator at the
helm of Guinevere



IN THIS ISSUE...

- ◆ Circumnavigation
- ◆ Christmas Deck Party
- ◆ ASC History
- ◆ Yacht Cruising
- ◆ Guess Who Don't Sue

www.avalonsailingclub.com.au



From the Tiller

A decorative graphic of a ship's steering wheel, rendered in a light blue, sketch-like style, positioned behind the title text.

Dear members,

Well Christmas sure sneaked up on us early this year! December already and planning for the second half of the season is underway.

Deck Party

This year's deck party was a huge success. The weather gods shined on us this year and the members young and old(er) turned up in great numbers to enjoy the band, the gourmet spit roast and sensational hand-made ice cream! It wasn't just the junior members who went for the ice cream either; there were plenty of really big kids who were spotted in the queue lining up for seconds!

A big thanks needs to go to Dave Hyde, Nick Mason and all the other members who put in a huge effort to make the night a success.

New Members drive

For those that weren't aware, throughout this season the club undertook a new members' drive to bolster the clubs numbers, which had been steadily dropping for some time.

Membership is such an important issue for ASC as it's our primary source of income. In the 2011 financial year, the club traded at a loss, so we had to plug the leak.

This year we embarked on a membership drive which was aimed at all divisions of the club. This included street banners and advertising to promote centreboard registration. By the beginning of summer, our Blue Division was fully booked out, plus another 10 kids on the waiting list.

A great result.

For yachts and adults we took out 3 months of colour press advertising in Afloat Magazine and Pittwater Life.

Simultaneously we also did a 'cockpit drop' to 700 yachts moored all around Pittwater. We distributed laminated 'flyers' and clipped them onto the lifelines of some 700 yachts. (A larger example of this 'flyer' is now a fixed on the front wall of the clubhouse).

All this promotional activity stirred up a lot of membership enquiries and resulted in new junior, family and adult members. There is a new section in this issue of the JibSheet welcoming our recent new members.

The other big push this season has been to sort out the moorings. The membership drive has brought in new yacht owner members plus Karl Neilson and Steve Parker have done a great job cleaning up the mooring usage issues, and I am pleased to report that as we stand right now, the moorings are ALL FULL. Another top result!

Also behind the scenes, the website and all that drives it has undergone a huge makeover. Members can now access crucial information previously unavailable and the administration of the club has been streamlined to make the running of the club a lot more efficient for now and into the future. Kingsley Forbes-Smith has put countless days into this massive task, which the club could not afford to have paid for, so we collectively owe Kingsley a HUGE thanks for this mammoth task.

The combination of all this hard work from everyone on the committee and around the club has resulted in a burgeoning membership, a fuller clubhouse and a much healthier bank account!

Thanks to all those who have helped turn this ship around.

Have a safe and relaxing Christmas and New Year – we'll see you back on the water very soon.

Richard Rasdall

Commodore

BRUSHSTROKES TO ASC HISTORY

John Brogan has just donated great photo of the building of the clubhouse which we will hang next to the photo of the early days presented by the Carlsons, beside the notice board, and we will serialise these memories over a few newsletters. We are lucky to inherit all this tradition.



“My association with the Club began abruptly in 1954 at a meeting. The next 5 years sailing at the Club and assisting in the building of the clubhouse set the course for me in later life.

But this is not about me. After nearly 60 years it is time to place on record some “brushstrokes” to the Club history.

My first meeting was at the kiosk at Clareville. (now the Clareville Kiosk Restaurant, then the Post Office and kiosk.) (N.F.) We entered through the cafe into a small room at the back. There were few seats and the members sat on the timber floor. The meeting was tense and being only 14 at the time, I really did not want to be there. Although I had been boating on Pittwater for I had only just begun sailing on our home built VJ. That was the winter of '54 and we spent most of the time righting the boat only to capsize again and again. As I said, I didn't want to be there!

There was a lot of tension in the room. I was a bystander, a witness without allegiance to one side or the other. A good majority voted Reg Gravenor as President, so it would appear to have been a good choice. I was taken by surprise when my dad, John R. Brogan (JRB) was elected to be the Club's architect and the discussion turned to finding a permanent home for the club.

Apparently the Club had been on the lookout for a permanent home for the sailors for many years. The Davidson and Huntley families had houses on Clareville Beach, John Lingard (father Frank, Petty Officer in charge of the Torpedo station and he also disarmed the Jap torpedos fired on harbour) (NF) and John Hudson lived at Taylors Point and the Rubensohns had a house just behind the existing clubhouse. (This was where the material for the clubhouse was stored). So between them they provided facilities for dressing, showering and rigging boats. Storage of boats was the major hurdle.

Race day saw boats coming from all directions homing in on the start line, some by trailer, some by water and some from the front yard of those fortunate to live on the beach. Probably no one knew who was racing on the day. Picture Sunday race day for those who lived on the North Shore. The family would typically load up the car with the VJ on the roof rack, spars lashed beside it. Sails in the boot with the picnic basket and spare dry clothes, rain or shine. On arrival at Clareville the boat would be carried to the beach and rigged, blankets and lunches shared around, the hospitality of those with houses provided the toilet necessities.



Norm Field

Anyway, back to the hard floor of the General Meeting. My father was a practical architect, not only designing but with building skills. He was responsible for the British Centre for Sailors (all nation's sailors actually, on R&R) in Hyde Park. It was prefabricated, so that after the war it could be dismantled and moved to another site. (it became Hornsby Hospital and is still there.) He also



organised the building of the Outward Bound School at Bar Point, using architectural students as 'slave labour'. JRB prevailed on the leading building companies to provide either free or heavily discounted materials as a contribution to the war effort. The other 'win' ASC had was from Frank Lingard and the RAN at Taylors Point with some of the earliest stainless steel rigging available.”

Continued next newsletter

YACHT CRUISING

Guinevere's Progress – Around Australia Circumnavigation

Guinevere left Avalon Sailing Club last April and is currently in Adelaide at the Royal SA Yacht Squadron. A delightful place full of history. After a crew change the next leg is Melbourne. Brett Stapleton is joining me there for the Melbourne to Hobart leg down the west coast of Tassie.

It has been a wonderful voyage and in the 6 months I have covered about 7000 miles and have had 39 different crew on board for various lengths of time. "How do they all fit" asked someone, not understanding the size of the yacht or the crewing mechanics.

The whole trip was divided into 15 legs and four on board is very comfortable (me plus three crew). The crew have been a mix of family, friends and friends of friends. The longest leg (21 days) was Darwin to Broome and the Esperance to Adelaide was the longest in terms of not seeing land (5 days to do the Great Australian Bight). The southern ocean swells have to be seen to be believed! By the time I get back to Pittwater I will have had nearly 50 different crew.



I could write a book on the trip so it is difficult to write a brief summary for Jib Sheet. Instead I will note down a few aspects of the trip and refer anyone interested in more detail to check the web site: <http://www.guinevere.net.au> Each leg has a blog written by various crew and makes some good reading.

The Crew - this has been a highlight and living closely with a huge range of persons of different ages and sailing knowledge has been both a challenge and a reward. In some cases I had three crew with virtually no experience! Fortunately this was up the Queensland coast so only day sailing. My safety induction routine is down to a pat and no one has had to use the Man Overboard Equipment.

Fishing I never thought I would get tired of eating fish. We caught the most fish between Cairns and Broome the biggest being around 12 kg. The trouble is with limited refrigeration you almost have to eat it immediately and sashimi followed by baked fried or whatever day after day does get monotonous. We had most success trolling. With more time we would have explored more but our rubber duckie was christened by others as a "crocodile teething ring" which dampened our enthusiasm to go exploring up the mangrove creeks.

Scariest Moments This is a long section as sailing a keel yacht up north where there are limited charts presents many opportunities to hit things. In fact they say there are those who have already hit and those who will hit. I am a member of the already club multiple times. Guinevere hit usually associated with crossing a bar or entering a river so fortunately a sandy bottom and no damage. Other scary moments are the engine stopping entering Coffs Harbour (dirty fuel – now fixed) and also arriving at strange ports at night. All up I will have had over 40 nights at sea so arriving at night cannot be helped and rather than stand off we have used the chart plotter and our navigation skills to get to an anchorage. It is stressful though. Another moment is when leaving Shark's Bay through the notorious Steep Point. It all looked ok (our first taste of the big ocean swells from Sth Africa) when three large waves came though and actually broke with white water right across the two headlands. Fortunately we punched through without damage

but not a good start.

Best Read – this was at the Abrolhos Islands reading "Islands of Angry ghosts" and Fitzsimons Book "Batavia". We were there 5 days waiting for the wind to settle below 30 knots and were able to walk to the fort they built in 1640. It was very special to be there.

Nicest meal- fresh lobster, squid oysters and reef fish all caught that day and eaten on board Guinevere whilst in a picture book anchorage at the Montebello islands.

Navigation- Thanks goodness for the chart plotter and all up I have over 100 charts as back up. It is a constant task to plot a route and check for hazards. The tides up north are large (10 m at Broome) with large currents (like more than 5 knots) so travel times had to be adjusted to avoid going backwards. The Torres Straits were the most confusing as times /currents were quite different over a short distance.

Best Gadget (beside the chart plotter)- this has to be the AIS which tracks commercial shipping so I can tell the speed size and heading

of a vessel from over 30 miles away. Passing Port Headland at night showed more vessels than we could count. Yes; we did have to take avoidance action at 2am to miss an iron ore carrier with a Chinese name coming our way under full steam.

Weather? – has been generally good with some of the worst winds up the NSW coast at the start of the trip. The winds in the Kimberley were fickle so we motor sailed a lot. Fortunately we can get along at nearly 6 knots at 1800rpm and burn less than 2 litres per hour. Guinevere has performed really well with only minor running repairs and routine maintenance. She loved the east coast trade winds which blew steadily at 20 plus knots day after day and we regularly averaged over 7 knots. It is very comfortable and the furling main and genoa have meant sail handling is easy. I continue to be surprised how little sail area is needed to get 6 plus knots. Like all yachts the wind on the nose is an issue and we had adverse winds down the WA coast. The slamming gets to your nerves hour after hour.

Magic moments – There are so many. Sailing at night with a full moon, flat sea; steady 15 knot breeze and a current in your favour is a memorable sailing moment. The sunsets and sunrise never fail to impress and seeing nature close by is a highlight. We saw so many whales in North west WA that we stopped counting. In one morning we counted 35! Seals, dugong, crocodiles, whales, turtles and countless birds add to the experience.

Return to Avalon My leave pass from my dear wife Julie expires in December so the plan is to be sailing into Pittwater mid December. I am planning to sell Guinevere and "downsize" so I am not sure yet what I will be racing in the new year. My other option is to sell a share in Guinevere and then race an Etchell or something similar. If anyone is interested in a part ownership of a proven ocean yacht then please contact me before I put it up for sale.

I hope to catch up with everyone on the deck and share some yarns. Best wishes to all and see you in December.

Paul Westcott

GUESS WHO...DON'T SUE

Guess who wrote this burst and also put his name to it ?

Lesson two- get rid of the poo! Check your boat regularly (especially in September- October) and even your neighbours boat. I will get back to that one shortly. (NF). Don't hesitate to hurl nests and eggs overboard. I know animal lovers won't like me but it took the blokes on (don't mention the boat-Woops) 'Just Magic' over an hour, 2 weeks ago to clean up the mess on (Woops) Edge's boat. Worse than that the seagulls were waiting for us when we arrived back from the first Quartet Bowl race. I reckon those bastards (sorry kiddies) can read and Edge should change the name of his boat to 'Black Magic

They were still dive bombing us as we were picked up by the inflatable. Dave was lucky to go home with the one remaining hair on his head which he has now had for two consecutive years.

Geoff Mills. Crew member 'Just Magic'

Thanks Geoff. I feel much better.

Guess who is the next boat to 'Just Magic'. You got it --'Young Generation.' And Edge has been on holidays so where did the naughty gulls transfer their affection. You got it again. Still suffering sore ribs from leaning over the Magic boats high topsides and teaching the nests and the eggs to swim. We also have a mooring minder just south of us which smells like a penguin colony and the first training flights the new critters do solo, is as far as our boats.

Norm Field.

FUNDRAISER - NEW DECK UPDATE

Can't quite believe we have had the ramp and pontoon in place for three months! The old steps and wharf seem a distant memory.



As you know the piles holding our old deck together with the deck itself are deteriorating, and as reported earlier we have taken the major step to replace it all. DA plans are approved for the deck and piles and entrance way to the clubhouse and associated facilities.

As always with our club a big THANKYOU to all for your ongoing assistance in fundraising. Your committee is working hard to find ways to raise the funds needed to do this work to replace the deck and pile structure and entrance to the clubhouse is a major undertaking.

You will notice that the thermometer on the home page is now 93K - how good is that.



Thanks to all who contributed by way of a voluntary donation in addition to your subs this year - your efforts have netted your club 9K and for that we are so grateful. The updated breakdown is

- * Government Grants - \$75K for the pontoon and ramp (completed)
- * We have a new application for funding in this year's round in the system for the deck and pontoon and hope to hear news early in 2012
- * Voluntary donation - \$9K A BIG THANKYOU
- * All the other worthwhile things we are doing to raise money - now up to \$11K and a BIG THANKYOU

Do stay tuned and please get in touch with me if you can help.

Ross Trembath

FAMILY CHR



*Please to extend a w
new Avalon Sailin*

- Juliette, Spencer, Tilly, Alex and Esme Lock (family membership)
- Philip Waters (Junior member)
- Georgia Westwood (Junior member)
- Vinny and Woody Willman (Junior members)
- Tracy, Palombo, James, Rebecca and Gemma Fuller (Family membership)
- Eloise Lawler (Junior member)
- Rachael Smith (Junior member)
- Rod Tanks, Katherine Booth and Halie Tanks (Family membership)
- Anika and Finn Moller (Junior members)
- Uwe Statz (Adult member)
- Paul, Adele, Molly, Jack and Thomas Webster (family membership)
- Robert Warby (Adult member)
- Jade Philip (junior)
- Cullen and Matthew Dollar (Junior members)
- Lulu Compton (Junior member)
- Leon Curtis (Junior member)
- Claire Edgley (Junior member)
- Mat, Alice, Campbell, Jasper, Stuart, Hudson (family membership)
- Brian, Julie, Liam and Sarah Rodgers (Family membership)
- Martin Turner (Adult member)
- Vic Cusack and Deirdre Stewart (Family members)
- David Hayes (Adult member)
- Gérard Laurut (Adult member)
- Sue and Tony Gabort
- Robyn and Paul Howlett
- Andrew Parker (adult member)
- Andrew Mayall (adult member)
- Jane and John Priddis (family membership)

Welcome

We hope you enjoy your mem

CHRISTMAS BBQ



Warm welcome all our
Sailing Club Members

(membership)

(Family membership)

(y membership)

(y membership)

(y membership)

(ers)



Be aboard!
Membership at Avalon Sailing Club



CENTREBOARDS

These are the dates for the centreboard training prior to your National and State Championships

MJ and Bic:

Coach: Scott Cotton

Dates: December 20, 21 and 22 (Tuesday, Wednesday and Thursday all day)

Venue: ASC

Scott will also coach you during your Nationals

F11:

Coach: Will Chapman

Dates:

December 15,16 and 17 (Thursday, Friday, Saturday all day)

January 2012 8,9 and 10 (Sunday, Monday and Tuesday before the nationals start, all day)

Venue: ASC

Will is also the coach for your National Championships.

Laser and Spiral:

Coach: James Burman

Date: January 21st (Saturday all day, week before

Spiral nationals)

29r:

Coach: Jacqui Bonnitcha

Dates: Every Sunday from January 29 till March 25th. All day

Venue : ASC Note, 29r from other clubs have been invited. (contact

David Hyde for more information)

29r teams, please take advantage of this opportunity. Jacqui is an ex 29r World Champion and will help you master this demanding skiff.

Laser Masters:

Leading up to the laser master Nationals and Worlds in Brisbane, March 2012, James Burman will be contacted for some formal training. no doubt, starting February, there will be informal training on Pittwater also.

For more information, contact your class captain.

YACHT DIVISION REPORT

Without wanting to steal the cruising division's thunder, I have to report that Paul Westcott and "Guinevere" have made a triumphant return to Pittwater on the 10th of December after leaving nearly eight months earlier to circumnavigate Australia. It was only fitting that "Lucinda" be dispatched with well wishers aboard to meet "Guinevere" off Barrenjoey. So "Lucinda" was flying the blue "On Station" flag as "Guinevere" passed the transit line to Barrenjoey light. Four blasts of the finisher's horn signifying the end to a truly remarkable voyage. This is Paul's story to tell however, so stay tuned for more in future Jibsheets.

- Jim and Sue Flay are also safely returned from an extensive cruise north.
- We are coming down the wire for this year's racing with only the Crews Race (formerly the Ladies Race) left to run.
- The last Retriever Trophy for the spring season was a nail biter with Iluka proving that a never-say-die approach can pay off by finishing with just a little bit over a minute to go until the time limit expired.
- Impact II currently leads the series though as she also leads the Koolong.
- The Blue Water shield is currently a close contest between Pirihi and Diablo with only one point between them, followed up by Greensleeves. The line up only changes slightly for the Quartet Bowl with Ozad Force 8 leading from Pirihi followed by Diablo.
- There really is a race for everyone at ASC so if you're hanging back a little from the racing try a Family Race. No spinnakers and a low stress handicap start (unless you actually have to run the start of course) make for a great day topped off with a BBQ back at the club.

Racing returns on January 8 with the Two Island Race.

Brett Stapleton

HELP WANTED

CANTEEN ASSISTANT

To buy perishable foodstuffs, and stock the fridge when I am away -

(Not very often - probably two or three weekends a year)

Look after the prepay books make sure they have enough spare sheets check that people don't go into arrears - needs checking about once a month and following up if a problem.

Anybody who might be interested please check with me at the club on Sunday or by ringing 0407 828 471

Many Thanks, Jean



featuring Gemma Rasdall

ARTZPACE

Avalon Recreation Centre
59 Old Barenjoey Rd, Avalon

View artists online at: www.artwhalson.com.au/artzpace2012
and www.facebook.com/artzpace2012

Opening night: 6.00pm – 9.00pm, Friday 6th January 2012
Exhibition: 10.00am – 5.00pm, Saturday 7th – Sunday 15th January 2012
Meet the artists: 11.00am – 1.00pm, Saturday 14th January 2012

Special guest Jackie Dunn, Director of Manly Art Gallery, to open Artzpace for 2012

Fresh work from our best emerging artists



Pascale



Sarah Cox



Jackson Davies



Diezel



Jessica Watts



Richard Magee



Ashe Eve



Nicole Price



Gemma Rasdall



Stephan Elton



Julia Sample



Karen (Blue) Stuart



Lorraine (Loz) Beal

An initiative of



Major sponsor



Additional sponsors



Be part of the artists auction and help us raise funds for bear collage



grand designs delivered

rwt projects

0425 242 116

www.rwtprojects.com.au



TENDER SERVICE

at Avalon Sailing Club



- * **FREE Tender service now available for all ASC members**
- * **Operating 8:30am till 5:30pm EVERY Sunday** (Stokes Point to Taylors Point)
- * **Look for the red RIB at the pontoon or call the club on VHF Ch 73**



Phone the club on Sundays:
9918 3637

www.avalonsailingclub.com.au

YACHT CRUISING

HARDY'S BAY CRUISE - NOVEMBER 12 & 13

The morning dawned a little cool and overcast but the seas were slight and the forecast was good. Kirin (Roman & Phil) Goldfinger (Jan and David) & Morassum (John & Jenny) were all aware we had to get to the entrance to the channel that leads to Hardy's Bay, on the north side of Broken Bay, by the high tide (about an hours motoring as we found out) at approx 9:45 am ESDT. But Goldfinger always errs on the side of caution and with an 8am start off the Club we gunned off ahead of Kirin (who had the deepest draft). Morassum had a shallow draft and was following later. It was also a chance to try out our new mapping skills on the autohelm. However, Goldfinger went so fast we had to wait just outside the entrance to channel for Kirin and the tide wasn't yet at its peak. We'd never been through it before and wanted Kirin to lead and accompany on our first attempt.

No sooner had we gone past the second lot of channel markers, when we were met head on with a reasonable sized pod of dolphins coming out against the incoming tide, in the channel. We pulled the throttle back to neutral as they dove under the keel and reappeared out our stern. It was a good omen we thought. Apart from meeting the



ferry to Palm Beach from Ettalong in the strongest tidal flow at the dog leg turn at Half Tide Rocks and stressing a little as to which side of the turn he would take (he went starboard to starboard which totally confused us), the trip up the rest of the channel was uneventful past Wagstaffe, Pretty Beach & into Hardys Bay, perusing the pretty holiday rentals along the foreshores as we went along.

A friend of the Flayes had said he was going away in his boat, which is moored in Hardy's Bay and we could use his mooring for the night. But we found his boat still there when we arrived. So Kirin picked up a neighbouring one, which was obviously never used, as Roman found out when he cut his hand on the barnacles, then Goldfinger rafted up alongside. After setting both boats up for the night, Roman and Phil stepped over with their coffees to discuss a walk from the Bouddi National Park brochure Sue Flaye had given us. John & Jenny arrived about an hour later after picking up 1 of 2 public moorings about 300 metres away. Jenny decided not to do an afternoon walk, as the day had cleared and was heating up - opting instead to walk in the morning on Sunday, which we agreed we'd all do before leaving on the high tide.

The rest of us decided to meet back at the rafting @ 2pm after lunch and a rest. The Flaye's friend rowed out around 1:30pm and left his mooring and as it was just next to us & we were securely tied together already, both skippers turned on their engines and manoeuvred successfully to the fully serviced mooring, more confident we'd find the boats there when we returned from our walk.

At 2pm a light nor-easterly was blowing. We headed off to the wharf, tied the dinghies, and started on a loop walk from Hardys Bay up onto the ridge & Hawke Head Drive to Box Head, with stunning views firstly



west up the Brisbane Waters. Then further up through the heath land & wildflowers, looked east over Killcare & Tallow Beaches, and then spectacular views south to Barrenjoey, Bengalley Headland, Pittwater and Lion Island. The track on the ridge turned west and we entered the cooler angophora forest getting more high views west above the channel we'd entered in the morning. We turned north and headed down off the ridge into Wagstaffe and along the foreshores of Pretty Beach, where we found a small shopfront of a local driftwood and daggerboard artisan to browse and back to Hardys Bay Public Wharf. A short time to shower and freshen up and Goldfinger hosted pre-dinner drinks before we set off to the RSL for a tasty dinner. Kirin hosted coffee and chocolate aboard afterwards and it was 11pm before we all called it a night after much jovial & varied conversation.

Next day, Morassum and Kirin had decided to breakfast in one of



several cafes in the Bay township. Goldfinger had brought some breakfast supplies and had already bbq'd eggs and bacon aboard. But we weren't averse to a café coffee and raison toast as well. So ashore we all went at 8am

and had a tasty breakfast together. We browsed the window of a little fashion and trinket store not opened yet, then headed over the ridge to Killcare Beach and walked along to the surf club and back over the ridge to the boats.

Goldfinger, having a race to get back to at the Club at 1pm, headed back under power, unassisted through the channel, leaving Kirin and Morassum a more leisurely end to a weekend of good company, conversation, food and a little exercise. Now we've found it, we'll be back to safe mooring in Hardy's Bay in the future.

Jan Evans



FOR SALE

BENETEAU FIRST 40.7

Blue Sky is an outstanding example of a this very popular yacht.

A very fast and well set up boat with full racing gear and upgrades. Also easily converted to cruising mode with furler, dodger and all cruising options.

Meticulously set up and maintained. Cat 2 safety, HF & VHF radio,
DVD & digital TV, Ramarine radar, chartpotter, autopilot,
Raymarine wind, depth, speed, GPS, LifeTag system
Lifesling, 8 man liferaft, jackstays, shorepower, Link battery monitor system.
Volvo Penta 30hp engine, 3 blade folding prop,
All Lewmar winches, upgraded main traveller, all racing running gear.
Full boat covers etc. In excellent condition.

Inspect on the marina at RMYC Newport.

\$219,000 ono

Contact Richard Rasdall 9973 2345 / 0414 560 505

For your Diary...

Thursday 26th January 2012...Not to be missed

Australia Day Regatta and BBQ

BAYVIEW SLIPWAY
SLIPPING ♦ PAINTING ♦ SHIPWRIGHTS

Maureen Cuthbert and Mark Barry-Cotter

12/1714 Pittwater Road, Bayview. 2104 Ph: 9997 8588
Fax: 9979 5696 E: bayviewslipway@bigpond.com

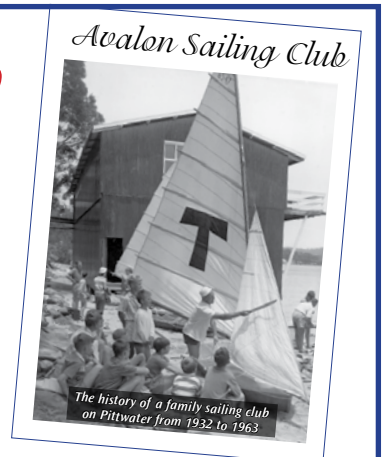
Experience, Value, Quality, Service and proud supporters of ASC

To see the JibSheet in glorious colour go to our website
www.avalonsailingclub.com.au

The History of Avalon Sailing Club ***by Norm Field***

This is a history book you have to have, an investment, a collectors item. Available at the canteen only \$10.

A great read with wonderful historical photographs.



A

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

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

Editor Michael Maher – michaelm@rtohelp.com.au

Webmaster Kingsley Forbes-Smith kingsley@miboat.com

Printed by Pymble Office Supplies phone 9988 3566