



Straphanger

Port Curtis Sailing Club Inc.

Est. 1941

October

2016



IN THIS ISSUE

Hi All,

What a cracking start to the new season! I must admit that I have been very frustrated over the last two weeks **watching you all sail in what I call 'picture postcard' conditions from my mundane, airconditioned wheelhouse!** Thankfully I had a small reprieve when a roster change meant that I could sail one afternoon at short notice. Huge thanks to Rob who let me have a steer of Superfreaky for Championship - once I got over the lack of what Barry calls "training wheels" I had a blast of a time sailing two up with Rob, especially with that big asymmetric kite up on the downwind legs! Superfreaky is av ery spritely little boat indeed!

Lots of news to report this issue, some of the highlights are:

- John has plenty to report on in Young Dinga's Diatribe _p. 4-5)
- The latest from the Sailing Committee (p.6)
- Maria has a great write up on the recent Torquay Hotel Multihull Challenge (p. 8-9) and the KBSC-PCSC Val Sisley Regatta (p. 12)
- David Mann continues to share his knowledge of the venerable Impulse Class (p. 10-11) and Peter Leask gives us a great little piece on the A-Class Catamaran (p.15)
- Colleen has a great report on Patron's Day 2016 (p.13)
- Selina Mossman shares some great shots of the 'hard yards' on Superfreaky (p. 17)
- And much, much more...!

I'm going to keep this short and sweet—new section for me: Sailing Video of the month! This month's video comes to us all the way from Ireland where :Lloyd Thornburg and his team on Phaedo 3 shattered the multihull race record in the MOD70 trimaran Phaedo 3, in a time of 2 hours 23 minutes, 23 seconds for the year's J.P. Morgan Asset Management Round the Island Race... I'll let the video speak for itself...(What I'd do for a sail on Lloyd's boat!)



Photo: Rachel Fallon-Langdon

Scan this QR Code on your
Phone or tablet...



Or type this link in your Browser...

<https://vimeo.com/173273706>

Fair winds always,
Tony.

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Enjoy a **FREE** day of sailing with friends and family at clubs across Australia

Discover Sailing Day is your chance to visit your local club and get out on the water. Come along and see how much fun sailing can be!

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Time: Sunday 23rd October 0930

Club: Port Curtis Sailing Club - Gladstone Yacht Club

Address: 1 Goondoon Street Gladstone QLD 4680

Contact: Reception admin@gyc.com.au

Tel: (07) 4972 2294

Website: To register contact PCSC or go to www.sailing.org.au and follow the prompts

YOUNG DINGA'S DIATRIBE

BY COMMODORE JOHN IBELL



Ahoy there me `arties,

The season has kicked off totally differently from last year! The weather has been balmy and as has been **commonly heard around the bar, "a great day for sailing!"** The great weather combined with the increasing interest in dinghies and Division 1 has seen sailors showing up in reasonable numbers. This is fantastic to see not only for competition but as a reward for all the work behind the scenes to actually be able to sail. I talk of the work of the sailing committee and all facets Colleen and her well oiled team cover to ensure we all have a safe and enjoyable day on the water.

Congratulations go out to the Australian Para Olympian sailing team who brought home Gold and Silver in the 3classes they entered. How good is a 100% podium finishes for the team!

The sailing committee have added FANS (friday afternoon no spinnakers) sailing into our Aquatic Permit for every Friday now. I am endeavouring to finish early enough one Friday to go for a sail, however if you wish to organise something between yourselves please feel free. Please let Colleen know you are arranging the sail. **General plan I had thought is, a "meeting" of yachts at 1700 hrs between Patsy Lee Place and A8. A course to follow if you wish, will be set around 1630 downstairs at Dudley's Bar. Maybe a few yachts in the Marina might be interested in getting some wind in their sails?**

Have had some renewed interest from some old Yachties coming back into sailing over the past couple of weeks. One old salt is that keen he has dumped his 20 year old sailing gloves, after Ronstan denied him any warranty claims, and has now purchased new ones. Another old salt is finding the sailing relaxing and a great way to spend the afternoon after now finding some free time and is keen to continue. Might have to work him harder if he is enjoying it too much.

Keep an eye out for Marina's blogs for our sailing. The photos are brilliant, clear and colourful. Remember also, if you have anything, articles, items for sale, announcements etc. for the Straphanger please let Tony or Sarah know!

Good luck to sailors attending titles, competitions or interclub events over the next few months. The sailing calendar gets very busy between now and end of January so if someone need a hand please yell out as we can try to assist in any way possible.

We are continuing to work on the lease renewal and have a firmer plan in place to ensure we try for the best outcome for the club for many generations to come. The Ports Corporation have announced Stage 1B funding and design is available and we are trying to obtain the design/thoughts of the Port so we can work in with them in the many years to come.

August trading saw the club not meet budget again in a world of unknown change. Brian, the committee and the team are working hard in trying to get the best for the club in these tighter economic conditions. Competition continues to open up around the area which is good in one way that people will be coming to our area and seeing what is on offer and hopefully realising the Yachties is the pick of the establishments. The down side is there is only a certain amount of money out there that people will spend.

Just a few notes on the sailing scene;

- Speaking of assisting, the rescue and start boats are always looking for volunteers. The volunteer list is at minimum so, if you know someone who would like to be on the water every Saturday, roaring around **in someone else's boat and gaining the experience of helping someone out when in trouble, please**

YOUNG DINGA'S DIATRIBE

BY COMMODORE JOHN IBELL

point them towards any member of the sailing committee. They will be welcomed with open arms!
A huge thanks to the volunteers, some other old salts have returned also!

- The next cruise ship visit is the 25th October. The last ship saw us swamped with visitors and hence the kitchen and bar staff over run with requests. If you are available on this day for a few hours please contact Brian as a volunteer we can do a number of tasks; Be an ambassador; set up some dinghies for display; hand out yacht club flyers as people come off the ship; pick up glasses/plates etc.; be a street hawker outside the club and any other ideas you may identify. All this will help the club immensely.

Continue to enjoy your sailing and the Club's facilities and many thanks again to the large number of volunteers that continue to assist with all facets of the club. It is whole heartedly appreciated!

See you on the water,
Young Dinga.



FROM THE SAILING COMMITTEE

PCSC Discover Sailing Day

Discover Sailing Day 2016 will be on Sunday 23rd October. Help us spread the word around by telling your family, friends and work colleagues.

Adult Start to Sail

Dates for the next adult Start to Sail course are as followed:

Theory lesson - Friday 28th Oct

Practical lessons - Sunday 30th Oct, 6th, 13th, 20th & 27th November.

Volunteers are desperately needed so if you are able to assist please see Colleen.

Junior Start to Sail

Dates for the next junior Start to Sail have been set.

Sunday 15th - Wednesday 18th January 2016.

We are looking for anyone who can volunteer their time to help with the course.

Volunteers/ Rescue Boat Drivers

Thank you to all our rescue boat drivers and club volunteers who have produced a copy of their licenses and certificates for the club records. We have almost completed updating the volunteer database.

Val Sisley Heats 1 & 2

Congratulations to all the members who recently represented PCSC in the Val Sisley series. A wonderful effort by our team.

Sabot For Sale

The Sabot "Dot" is for sale to any interested junior club member. Reasonable condition, with many parts recently replaced. Make an offer! Contact Nikki on 0414 081 018.



Drink Ticket

\$15.00 per ticket for 5 drinks

Drinks available on offer (pots)

XXXX Gold	XXXX Summer	Tooheys Old
Tooheys New	Hahn Light	Hahn Ultra
House Wine	Hahn 3.5 (stubbies)	
Postmix		

Available Monday - Friday
3pm - 7pm

WHAT'S NEW AROUND THE CLUBHOUSE

NEW MENU OPTIONS

Planning a function or
Christmas Party?
Email Karen at
functions@gyc.com.au to
make your booking today



NEW ENTERTAINMENT

Live Music is returning to
the Beer Garden on
Sunday 30th October

Come and enjoy live music
by the waterside



NEW SUNDAY BREAKFAST

Returning is our famous
Sunday Breakfast by the
waterside. Open from 8am

There is a new all-day
menu including breakfast
favourites, burgers, fish &
chips and even something
for the kids.



NEW GAMING

Have you seen the newly revamped
upstairs gaming room yet?

We have also introduced the new
lightning link machines



TORQUAY HOTEL MULTIHULL CHALLENGE

BY MARIA MOHRHOLZ SAILING WINDSPIEL

Notice of Race

The Torquay Hotel Multihull Challenge hosted by the Hervey Bay Sailing Club was held on 1st 2nd and 3rd of October 2016 on the waters of beautiful Hervey Bay. This event is open to all classes of off the beach catamarans.

Yes, the notice was for the cats, but for the past 3 years the Torquay sailing club has welcomed our Impulse dinghy fleet to the race too.



The sailing club is a nice venue and it has beautiful waters to sail in. We knew it would be a light wind regatta for **Saturday and Sunday**. **Monday's forecast was for strong northerly winds.**



As we had a nice breeze of 12-15knots on Saturday, we were given 3 races. It was a really good day on the water and we had some close racing. All 9 impulses were finished within 5 minutes of each other, but Gary Bellamy insisted on winning every race.

We all camped together next to the sailing club and went together to the pub across from the sailing club. Hervey Bay also is a very nice social event as well.

Sunday came and the wind had disappeared. Start was postponed from 11am to 11.30am. There was enough wind to get us going, and racing was very close. We shared the race with the Wetass (a little trimaran). They got a bit in the way in one race, where they had themselves tangled around the windward mark. The first two races in light winds took nearly one hour per race for two triangles. Then the wind started to build. We had another two races in

TORQUAY HOTEL MULTIHULL CHALLENGE

BY MARIA MOHRHOLZ SAILING WINDSPIEL

good winds and they were completed in 35mins for the same two triangles. By the time we got back to the beach it was 4pm and everybody was happy to call it a day.



And again, Gary Bellamy was winning the Impulses with 7 races sailed.

As it was footy final night, the sailing club invited everybody to watch the game together on the big screen in the club. With pizza and cold beer, it was again a very enjoyable social evening. Gary Bellamy also won the footy competition. He could not lose anything that weekend if he had tried :)

Monday came and with it the strong northerly together with a high tide. The boat ramp became unusable for the start and rescue boats. There was no beach left to push off with a sailboat either.

Racing was abandoned for the day and everybody happily packed up. With 7 races sailed and getting home early nobody complained. It was a fine finish to a very enjoyable sailing regatta.



David Taylor tried an Impulse but I think he has to learn not to bite the sheet :)



ABOUT THE IMPULSE DINGHY

BY DAVID MANN

History

The Impulse 4.0m Sports Sailing Dinghy is a restricted one-design class of single handed sport sailing dinghy. The dinghy was originally designed by Arthur Caldwell in Melbourne Australia during the mid-1970s as a home built plywood sports sailing dinghy that could be sailed on his local waters of Port Philip Bay. Because of the Bay's large size and reliable fresh winds, swells of one metre and more are common and provide a challenging environment for the bay's dinghy sailors. With the help of some of those local dinghy sailors, early Impulses were developed into sailing dinghies well suited to Melbourne's local waters. They were also found to plane very well on calmer waters which made them popular at various sailing locations throughout Australia and over the following three decades the Impulse's design has been further refined so that along with a process of fine tuning the class rules, a stable and forgiving yet fast dinghy has evolved.

Today Impulses are sailed and raced in many off-the-beach sailing clubs in all states of Australia. South Australia, Victoria, New South Wales and Queensland hold yearly Impulse state championships and once a year Impulse sailors from around Australia meet in one of these four states to race at the Impulse 4.0 Metre Sports Dinghy nationals.

Design

The dimensions, performance and yardstick of an Impulse Sports Dinghy are similar to the popular Laser dinghy and you can often see both classes of dinghy involved in close club racing. Although they have their similarities, the Impulse has some significant differences to the Laser including:

- A new Impulse can be constructed at home by an amateur boat builder, while a new Laser must only be purchased from one of the sanctioned Laser manufacturers. This means that the initial cost of a new Laser can be more than double the cost of building a new Impulse.
- The Impulse's minimum hull weight of 47 kg is lower than the Laser's at 56 kg.
- The Impulse has much harder chines than the Laser, which gives the Impulse a gently V keeled and flatter wetted surface than the rounded Laser hull. This hull shape gives the Impulse more heeling stability on the water than the Laser making it more stable in rough and windy conditions.
- Due to the lower weight and improved stability described in the two previous points, an Impulse is less physically demanding to sail than a Laser and it is more common to see older sailors racing competitively in Impulses than you usually see sailing in Lasers due to the athletic ability needed to sail a Laser well.
- The Impulse's triangular sail shape and boom length were originally very similar to the Laser's, but a more modern sail shape was developed and ratified during the 1980s which saw the Impulse's sail given a broader head than a Laser's sail and consequently the Impulse's boom could be shortened. A shorter boom has meant that the Impulse can heel much more than a Laser before the boom touches the water. As well as slowing the boat down, a boom touching the water can lead to a capsize.
- Impulses have four full length battens in their sails as opposed to the Laser's three partial battens and the stiffness of the Impulse's battens can be varied to suit the sailor's weight and the prevailing conditions.
- Because the Impulse class rules allow for variations in the rotating mast's bracing and rigging including variations in the rigging attachment points at both the mast and the hull, this allows the Impulse sailor the option of tailoring the rig to better suit their weight and common sailing conditions. Lasers have no mast stays nor any external mast bracing.

ABOUT THE IMPULSE DINGHY

BY DAVID MANN

- The Impulse class rules allow the sailor to individualise the way they run the main sheet between the boom and deck, while Lasers have a fixed main sheet route which can't be varied.
- There are several sail trim adjustments that can be built into the Impulse's rigging and hull giving an Impulse sailor more options trim the sail on the water than those available to Laser sailors.

Construction

A competitive Impulse Dinghy's hull can be built at home with commonly available tools by an amateur boat builder or it can be purchased ready to sail from a professional boat builder. The most common home building techniques are either:

Using the stitch and glue method of hull construction with boat building materials such as marine grade plywood, selected timber, fibreglass and epoxy.

Making a fibreglass hull from a private or Impulse association mould and adding plywood and/or fibreglass bulkheads and deck.

Purchasing a fibreglass hull at various stages of completion from a professional boat builder and finishing the boat at home.

Many Impulse sailors also assemble their own masts and rigging to suit their individual needs using components provided through their state Impulse association and commercial chandlers. It is a testament to the hull's design and construction techniques that Impulse dinghies built in the late 1970s and 1980s are still sailing competitively today, more than three decades after they were constructed.



KBSC-PCSC VAL SISLEY REGATTA

BY MARIA MOHRHOLZ

Val Sisley Regatta 2016
Report from Maria Mohrholz
Sailing Windspiel

The first part of the Val Sisley Regatta was sailed on Sunday 4th September at Keppel Bay Sailing Club in Yeppoon, as a new sailing season begins.

The race schedule was 3 races back to back. 11am Start. Triangle, Windward return, triangle.

As the Val Sisley is a regatta between the KBSC and PCSC, 5 PCSC members and their boats, David Mann (Gold Digger), Peter Mann (Tarfun), Ray Hobbs (Problem), Tim Williams (Thumbs Up), Maria Mohrholz (Windspiel) all competed in the monohull division which saw 12 boats at the start. Wind Forecast of 5-10Knots.



The air was still a bit cool but it was a beautiful Sunday morning, with a nice steady breeze of 8-10 knots for the first start. 8 Impulses dominated the start line. The international canoe raced ahead followed by the Impulses of David Mann, Dane Bulder, Brent Pearson, Steve Gunter, and Peter Mann who were all locked into battle.

Then there was a 420, Ray Hobbs, Tim Williams and myself along with the rest of the Yeppoon boats. The wind was got lighter to the end of the race, about 6-8knts. It stayed like that throughout the next 2 races. I had a relatively good start for the next 2 races and also very happy sailing to windward. Tim Williams had a good start and I sailed well in the last race. We were going side by side for a while, until I got ahead of him too. David Mann won all 3 races convincingly for PCSC. I ended up 6th of 13 boats which made me very happy. Here are the results.

TopYacht Software: Keppel Bay Sailing Club Inc. - 4/09/2016 3:20:06 PM

Opening of Season / Val Sisley

SERIES SCORES for Mixed Class YS up to Race 3 on: 4/09/2016 Ties Breaking to Stage 1 & 2 Duty Score Average of 3 best scores

(Ties: S=Score R=Race B= Bettered. Penalties: A=ARB/MED B=BFD C=ONC D=DNE E=ESP F=DNF G=RDG I=DPI L=Late Entrant M=DGM N=ENP O=GCS P=Protest Q=DSQ R=RET S=DNS T=TLE U=UFP V=AVG W=DUT X=EXC Z=XFP Y=SCP #=NoData [x,y]=Discarded)

Series Results [Mixed Class YS] for Division 1 up to Race 3

Place	Ties	Sail No	Boat Name	Class	Skipper	Crew	From	Sers Score	Race 1	Race 2	Race 3
1		6	Gold Digger	Impulse	D Mann		KBSC	3.0	1.0	1.0	1.0
2		584	Impulse	Impulse	D Bulder		KBSC	6.0	2.0	2.0	2.0
3		687	Stronger	Impulse	B Pearson		KBSC	9.0	3.0	3.0	3.0
4		616	Tarfyn	Impulse	P Mann		PCSC	13.0	5.0	4.0	4.0
5		51860	Thrust	420	S Byrt		KBSC	18.0	8.0	6.0	6.0
6	6.05	614	Windspiel	Impulse	M Mohrholz			21.0	9.0	8.0	8.0
7		666	Problem	Impulse	R Hobbs		PCSC	21.0	7.0	7.0	7.0
8		277	Thumbs Up	Impulse	T Williams		PCSC	26.0	10.0	9.0	9.0
9		2117	Misty Rose	Taser	J McLeod			26.0	11.0	10.0	10.0
10		53	MCR	Canoe/International	B Holly			31.0	6.0	11.0	14.0P
11	4.05	584B	Becoming	Impulse	S Gunther		KBSC	32.0	4.0	14.0P	14.0P
12		504	Bold Personality	Laser/Radiat	D Grimshaw			32.0	12.0	10.0	10.0
13		3637	Star Scream	Moth/Poler	R Pearson		KBSC	41.0	13.0	14.0P	14.0P

Series Results [Mixed Class YS] for Division 2 up to Race 3

PATRON'S DAY 2016

BY COLLEEN SAWATZKI

Very rarely is Patron's Day marred by poor weather, and Sunday 3rd September was no exception. In fact it was worryingly too perfect in one way, as at 1230 there was barely a breeze blowing in from WSW. This however, with the outgoing tide did help the sailors to get out of the creek where the dinghy sailors had to work hard to get to our sailing area off Spinnaker Park. At this stage, the Starting Boat crew finally saw, with relief, a band of wind moving up the harbour and set the course for the first race with the breeze at 1430 coming in from the SSE, and swinging to NE for the second race.

With 12 dinghies making it, it looks like we can look forward to some great dinghy sailing this season. As was the scenario last season, yachts participating were low number. Nevertheless the two multis and one mono did enjoy an afternoon going around the dinghy course.

Post race after returning to shore, Brian, Karen and their team spoilt us all with much appreciated Club hospitality, and the results were determine À la Barry (drawing names out of a bucket!) with Intrigue winning Div 1 and Problem winning Div 4/5.

Our sailing is not possible without the effort of our volunteers for the day;
Start Boat MVJV: Barry Austin, Martin & Colleen Sawatzki and Alexa Mann
Herc: Max Lubke & Dave McMillan
Red Rib Ken Watson & Lynne Campbell



Photography courtesy of Marina Hobbs
(CPCSC Club Photographer)



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A-CLASS CATS

BY PETER LEASK

The A-Class Catamaran, often abbreviated to A-Cat, is a developmental class sailing catamaran for singlehanded racing,

The A Class was founded during the 1960s and was part of the 4-tier IYRU (now ISAF) approach to divide up the sports catamaran sailing scene into 4 separate groups. These A, B, C and D classes were governed by a very small set of class rules to which each design had to comply.

The A- Class is the largest remaining of those 4 main classes. The B-Class quickly splintered into a score of sub **classes like the Hobie i6's, Formula 18's and other classes that contain far more and far stricter class rules. The C-Class quickly developed into the really high tech and vanguard boats that were used in the Little America's Cup.** These require immense investments of time and money to race and so this class is extremely small but still maintains its status as the ultimate sailing catamaran designs. The D class never really for off the ground in earnest.

Currently the main A-Class class rules are:

- Min overall boat weight: 75kg / 165.3lbs
- Max overall boat length: 5.49m / 18.3ft (=still the old IYRU rule)
- Max overall boat width: 230cm / 7.5ft (=still the old IYRU rules)
- Max sail areas incl. mast: 13.94m² / 150.0ft² (-still the old IYRU rules)

The A-Class design has over time converged to a single sail rig using a lightweight carbon mast of about 9 meters length and using lightweight pentex or Kevlar sailcloth. The hulls and beams are often made out of carbon fibre as well. This single sail rig (just a mainsail) allows these boats to truly excel when sailing upwind. Their lightweight and time tested sailing techniques make these boats very fast on reaches and downwind legs as well. They were often unbeatable on the race course and only with the introduction of the asymmetric spinnaker on other catamarans have they lost this position a little bit.

In the decades since their foundation the A-Class has gathered a significant international following and it has class organisations in many countries around the globe. Their world championships often attracts around 100 boats and sailors. It is also a class that still contains a significant portion of homebuilders, although their numbers are decreasing with every year due to the skills required to make a competitive boat. However, nearly all A-Class sailors tinker with their setups and boats. As it is a developmental class and the rules do allow so much variation, it is paramount that a top sailor keeps experimenting with new setups and generally tries to improve the design even more. Because of this general character of the class, the A-Class is often leading over other catamaran classes in terms of design development. Over time these other classes copy new findings for their own setups. Examples of such developments are: the carbon mast, the squaretop mainsail, the wave-piercer hull design and in general the use of exotic materials.



Port Curtis Sailing Club Calendar 2016-17

W	Date	Tides	Start	Event	PRO	MV Jack Mortensen Starter	Herc	Rescue Red	Duty Boat
						Roster Duty Boat 2 members capable of performing duties on board support boats			
						Quoin Area is the preferred dinghy course - weather permitting			
	Saturday 1-10-16	0921 3.82 1527 0.67	0900	Junior Sailing					
			1400	Sprint Series 1 Heats 2 - 4 yachts	Martin Cooper				
			September School Holidays End Monday 3-10-16						
	Friday 7-10-16	1247 3.24 1856 1.64	1600	Friday Social Sailing					
	Saturday 8-10-16	0632 1.54 1346 3.13	0900	Junior Sailing					
			1400	Championships Heat 2	Colleen Sawatzki				
	Friday 14-10-16	1343 0.55 1954 4.20	1600	Friday Social Sailing					
	Saturday 15-10-16	0819 4.14 1431 0.37	0900	Junior Sailing					
			1400	Head Harbour1 Heat 2	David Mann				
	Friday 21-10-16	1317 3.84 1940 1.19	1600	Friday Social Sailing					
	Saturday 22-10-16	0756 1.33 1428 3.68	0900	Junior Sailing					
			1400	Head Harbour Heat 3	Peter Mann				
	Sunday 23-10-16	0920 1.40 1545 3.64	0930	Discover Sailing Day	Sue Doyle				
	Friday 28-10-16	1358 0.80 1958 3.86	1600	Friday Social Sailing					
				Adult S2S Theory 1800-2000					
	Saturday 29-10-16	0824 3.91 1432 0.78	0900	Junior Sailing					
			1400	Head Harbour 1 Heat 4	Martin Cooper				
	Sunday 30-10-16	0854 3.95 1503 0.78	0800	Adult S2S 1					

SAILING AROUND IN SUPERFREAKY

PHOTOS COURTESY OF SELINA MOSSMAN

The lovely girls on Super Freaky are excited and ready to take on the new sailing season. Looking pretty in pink for Ladies Skipper Day, and participating in every event since, this family are keen to get out on the water and have some fun.



The PCSC proudly gives thanks to;



Gladstone Yacht Club

Manager: Brian Dawson ~ brian@gyc.com.au

Functions: Karen Dawson ~ functions@gyc.com.au

Main Reception ~ admin@gyc.com.au

Phone: 07 4972 2294 or Fax: 07 4972 7872

Web: www.gyc.com.au



Port Curtis Sailing Club

Commodore: John Ibell (0429 855 180)

Vice Commodore: Colleen Sawatzki (4972 2844)

Club Captain: Lex Moran (0418 794 286)

Treasurer: Robert Auty (0417 609 293)

Secretary: Brian Dawson (0418 722 243)

Sailing Liaison: Sarah Perez (0403 479 373)



Straphanger Contributions

We want to hear what you have to say.

If you would like to contribute to any future editions of the PCSC Straphanger, please contact Straphanger Editor Cary Scotton by email at: c_scotton@bigpond.com or reception on: Ph: 07 4972 2294 or Email: admin@gyc.com.au
The cut off date for receipt of contributions is the 28th of the month

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FAMOUS for our Wines, FAMOUS for our Service.***