



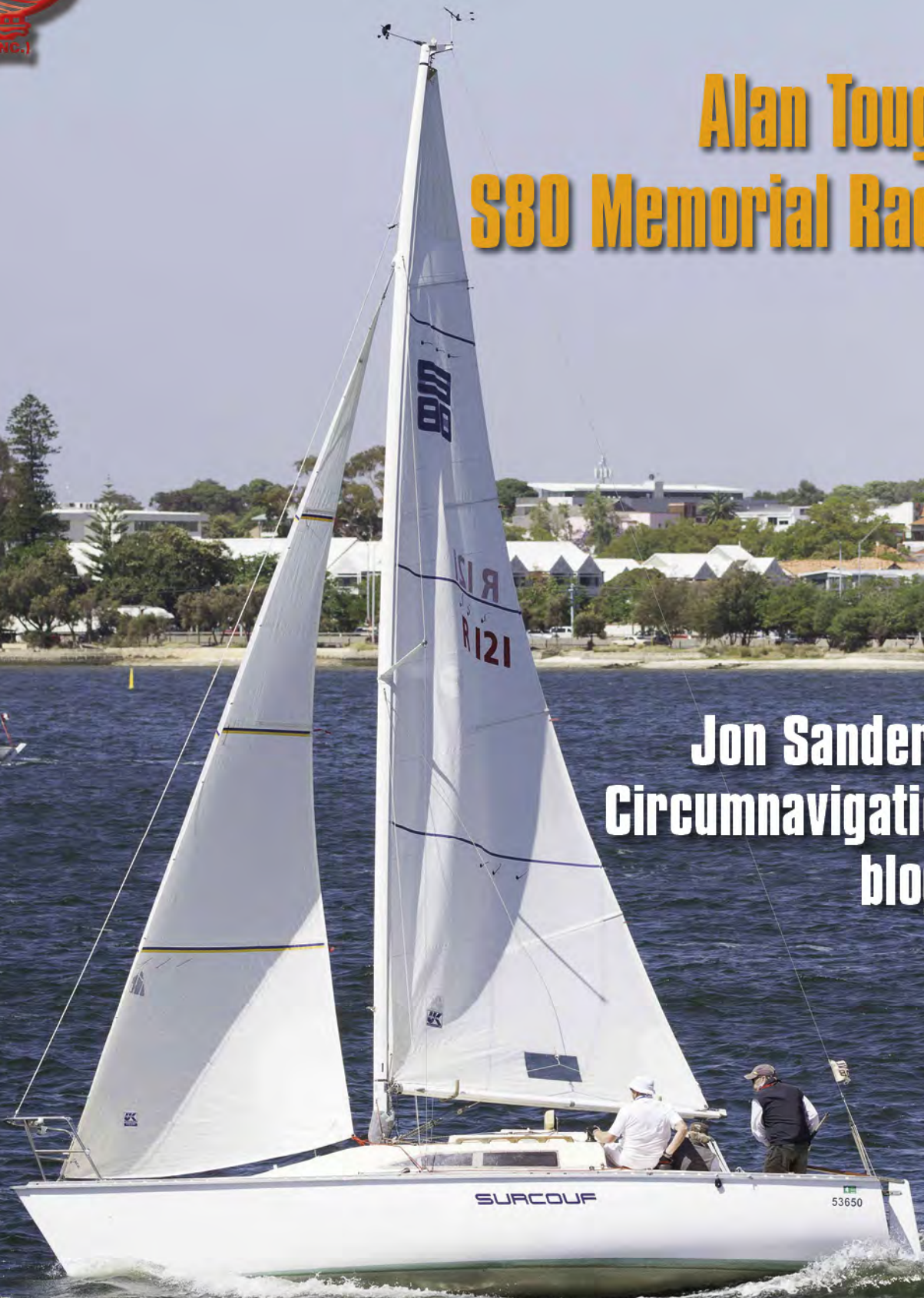
In the Wind

ROYAL PERTH YACHT CLUB NEWSLETTER

FEBRUARY 2017

Alan Tough S80 Memorial Race

Jon Sanders'
Circumnavigation
blogs



ALSO Featuring

- Knocker White Championships
- Cruising Tips Pt 5
- New Year's Eve
- Rolex Sydney to Hobart

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Hobart revisited 2



Tenacious 4



2016 Sydney to Hobart 6



**Cruising
Tips Pt 5 8**



The Story of ORPYC 14



**AIODA
Championships 16**

in this issue

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FEBRUARY 2017



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Hobart revisited and a big year to come

It's about twenty years since I've been involved in a Rolex Sydney Hobart race, and this year was just as much fun as it used to be. The atmosphere at the Cruising Yacht Club of Australia in the build up, and the always enthusiastic welcome in Hobart, haven't changed.

This is the ongoing story of the radically updated former Rolex Sydney Hobart winner, Tokolosh/Nicorette, that I revealed in the last issue of *In the Wind*, now fully logoeed in the sponsor's colours and called CQS.

After a late launch, CQS made it to the starting line in Sydney, and to the finishing line in Hobart, that was quite an achievement, and couldn't have been done without the

great team that we have. The pre-race week was frenetic, so much to sort out on the boat, and a news hungry media to satisfy.

Trying to organise journalists, television crews and photographers is like trying to herd cats. Thankfully all our team were well organised, from the sponsor and the skipper through to the RIB driver, they were always where they

were supposed to be when they were supposed to be there.

Did you hear the one about the television presenter who turns up to go out on a boat wearing high heels! Then there was the television crew who said they wouldn't go out on the boat if there was a stills photographer on board. Not to mention the print journalist who threw a hissy fit because she was way back

in the queue for an interview, despite the fact she hadn't booked one, and everyone else had.

I'm considering a career in the diplomatic service!

Then down in Hobart there is that interminable wait while boats drifted up the Derwent. The first three boats finished, then the wind shut off. It took CQS twelve hours to do the last thirty



► miles. It's just as well that I really like Hobart, and there are so many things to see and do, not to mention a few pubs.

The Customs House is the popular choice for a post race thirst quencher, but the real aficionados go to the "Shippies" – the Shipwright's Arms - on Battery Point. The true legends gather there for a beer or several, amongst them I found the legends' legend, Chas from Tas, and he gave me a copy of his new book, it's a must read for any ocean racer (google him).

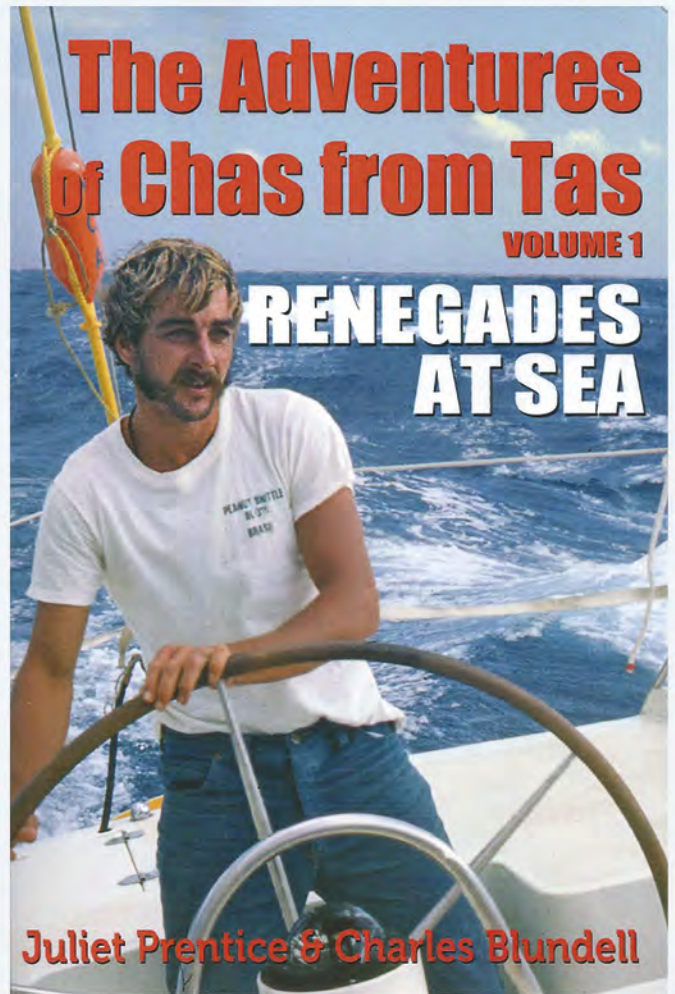
CQS has now gone back to New Zealand for modifications, and the on going programme is being considered. The Fastnet race and a few other European events seem to be likely this year, then possibly another Hobart, and perhaps I can get on board for that one.

So time to get the Laser out and work off the excesses of the corporate life, and it's looking like a good Laser year too. First big event is our own Argonaut Mini Series at the beginning of February, then a month later it's the State Championships off Fremantle, that should stretch the stamina a bit.

At the end of April I'm off to the World Masters' Games in Auckland, that's a sort of old gits Olympics, the competition is looking hot,

with lots of east coast Aussies going over. The Hauraki Gulf is a great place to sail and can turn on a variety of conditions, so I need to be ready for anything.

In May it's off to the northern hemisphere again, and when I'm not working with CQS, there are the Laser Masters' European Championships in Fouesnant, on the west coast of France, near Concarneau, Brittany, in early June. That's a really nice part of the world, with lots of great places to eat and drink.



The World Championships this year are in Split, Croatia, another of my favourite places to visit, but I've got

to wait until September for that treat.

Have a great 2017. ■



■ Split, Croatia



Tenacious indeed

- the adventures of our very own Kylie Forth

I have just completed a voyage on the barque 'Tenacious', sailing from Sydney to Melbourne via Eden and Refuge Cove. Of the 646 nautical miles in total, we travelled 208 purely under sail and 275 motor sailing (the rest under engine). There were predominantly light to moderate winds all the way, but we managed to hit a top speed 12 of knots under sail for a couple of hours. I was lucky enough to be out on the bowsprit at the time, so was able to completely revel in the experience.

Tenacious is the largest operative wooden-hulled tall ship in the world, but she is made extra special by being

one of only two fully accessible tall ships in existence. I have sailed three times on her sister ship *Lord Nelson*, most notably

from Bermuda to Southampton, but wanted to take the opportunity to sail on *Tenacious* while she is in Australian

waters. Not only was it my first time on *Tenacious*, but I also cracked a host of other firsts on the 10 day voyage.

I am always determined to climb to every point on every ship I sail, and this voyage was no exception. While anchored in the beautiful Eden harbour, I climbed the 39 metre mainmast, which is the highest mast I have ever scaled. About halfway up, all the sounds from the deck seemed to disappear and there was absolute silence except for the wind. It is a remarkably peaceful place so far above the ship, and I am always reluctant to come back down.

I broke my descent to the deck by climbing out onto the main lower topsail yard. This required several leaps of faith while hanging onto quite wobbly ropes as I edged from the shrouds across to the yard, then onto the footrope below the yard itself. But it was great to be able to finally get out onto the yard and see the sail for myself.

It is often quite challenging moving around onboard with crutches while at sea, and it definitely takes some courage to brave the steep narrow stairs between decks while the ship is rolling back and forth. While I am willing to take the risk, *Tenacious* has lifts next to every staircase and it is a welcome change to be able to move freely around the ship, especially when heading to the bridge for the midnight watch.

My favourite feature on *Tenacious* is the talking compass. I was able to take my ►





► turn at the helm, and became known as one of the most accurate helmsmen on board. On one notable occasion I was left in complete control on the bridge while the rest of my watch and the second mate went forward to adjust the sails.

Despite having sailed on six tall ship voyages and spending more than 77 days at sea, I had never been on the helm when sailing into or out of port or off the anchor. On this voyage however, I was privileged to do both within a couple of days. It was fascinating and exciting to be in the middle of the action on the bridge, rather than just listening from the sidelines and trying to work out what was going on. It took two attempts to leave Refuge Cove, not because of my steering but due to a tangle in the cable locker which forced us to drop the anchor soon after lifting

it before trying again. But the thrill of steering through the relatively simple U-turn and couple of heading changes before we were back on course was eclipsed just two days later.

My absolute triumph came when I found myself yet again on the helm as we approached Port Phillip Bay heads and took the pilot on board. I was once again at the centre of things with the Captain, engineer, officer of the watch and pilot on the bridge, not to mention the radio and talking compass adding to the general din. I steered us completely through The Rip and well into the bay, and was honoured to be complimented on my accuracy by the pilot.

It was a fabulous voyage full of highlights. However, I mostly enjoyed just sitting on deck, listening to the wind and waves, and loving being on the ocean. ■



The 2016 Rolex Sydney to Hobart Yacht Race

'Chutzpah', is a Reichel-Pugh 40 owned by Bruce Taylor, from the Royal Yacht Club of Victoria.

We race with a crew of 10, running 3 watches of 3, with 3 on watch, 3 on deck standby watch, 3 off watch, with the Navigator (me) floating to also steer. The core crew have been together for over 20 years of *Chutzpah* yachts. We totalled over 220 Sydney Hobarts amongst the crew, with Bruce's son Drew the first to do 25 Sydney-Hobarts sailing with his father, and another crewmember also did his 25th, two others their 30th, and myself and Bruce our 34th and 36th respectively.

Our sail inventory was Main, Jibs - J0, J1, J3, J4, J5, Asymmetric Spinnakers - A1, A2, A4, A7, Genoa staysail, Spinnaker Staysail, Storm Jib and Trysail.

We started as the smallest boat on the middle line for the upwind start in 15kn NE wind with J1 & full Main (never reefed in the race) to X Mark at South Head, then jib reach to the Z Mark, before bearing away to around 160°M to set the A2 out to the current. We

made great progress staying ahead of similar yachts, the HH 42 *Simply Fun* and Judel-Vrolic 42 *Elena Nova*, making speeds up to 20 knots, relishing the great running conditions, and the surfing.

The NE breeze built to 28-32kn during the afternoon and we peeled to the fractional A4, mindful that we only have one A2 and will need it later in the race. Later in the night the breeze eased and we peeled back to A2.

After midnight, the wind backed and we gybed 70Nm off Montague Island. At 27-0130 the Standings Prediction had us leading overall on IRC, but the wind died a few hours later, dropping our boat speed from 18kn to 5kn in 5 minutes, and down the standings ladder again. We thought we would avoid the effect of the trough being well East, but not to be, and boats behind caught up again and the bigger boats got through and away. Light J0 was used to get going after zero wind and



Credit ROLEX Kurt Aringo



- circle work, frustrating. We finally got underway with A7 set as wind filled from SE to E and back to NE and a peel back to A2.

At 0630 on the 27th we passed the Green Cape Latitude reporting line, 60Nm offshore, and about 10Nm ahead of *Elena Nova* and 12Nm ahead of *Simply Fun* on distance to go.

As the wind backed we continued with A2 at good pace of 15-18kn across the Strait, gybing off Eddystone Pt at the NE corner of Tasmania, when the wind backed past N to NW.

The wind eased as we closed the coast on the 28th, and when just North of Wineglass Bay, we peeled to the A1. The fleet behind closed in again as we slowed, *Elena Nova* and

Simply Fun to within 3Nm on Distance to go!! J0 and then A7 again got us going as wind filled from SE then to E. We bolted again on the other two, but the lower rating yachts in our division had time on their side, so we needed to separate. By the Hippolyte Rocks, we had moved from 2nd last in our division to 1st, and to 13th overall IRC on the Standings predictions based on our speed towards Tasman Island of 18-20kn. As they say the show isn't over until the fat lady sings, so keep on trying..... Lots of changing gear to the conditions.

As we approached Tasman Island on the morning of the 29th, the wind died again and the lead we had built since the last calm of 10Nm to *Elena Nova* and 12Nm to *Simply Fun*, evaporated. We rounded

Tasman around 29-0600, the wind easing further as we approached Cape Raoul and a glassy Storm Bay ahead. Those behind closed again and as the wind finally filled from the NE we defended our lead to the finish with yachts behind benefitting from the building breeze. More gear changes, A2 to J1 to A7 to J1. Then J1 up the river with an early set to A7 before the John Garrow light, and a final peel to A1 after John Garrow for a spinnaker finish.

In summary, we knew the 2016 race would be a big boat race from the initial weather routing. I ran a TP52 polar and at the start they were predicted to beat us by 6 to 10 hours on corrected time, and they did. The smaller yachts behind us had more consistent wind and less time parked in wind holes.

IRC Results show Big Boats Div. 0 and 1 in 1st to 11th OA, then Div. 4 the oldest and smallest boat *Maluka* (12th) and *SS34 Azzurro* (13th), then Div. 3 First 40 *Bravo* (14th), before the first Div. 2 Farr Cookson 12m *Pazzazz* (23rd). *Chutzpah* finished 2nd in IRC Div. 2, (93 seconds off 1st in Div. 2). The next Div. 2 yacht was 26th, then 34th and 35th (Farr 40), with *Simply Fun* 39th, and *Elena Nova* 41st.

Chutzpah's other placings were Overall Line honours 26th, Overall IRC 24th, 2nd ORCi Div. 2 2nd .

Sometimes you win, sometimes you learn. Although happy with our performance in the conditions, as always, we will take all that we learned from the 2016 race to the 2017 race this December. ■

Cruising Tips for the Mediterranean

Part 5: Malta, Pantelleria & Tunisia

This is the penultimate article in our series on Cruising Tips for the Mediterranean. In this one John & Terri Boardman share their experiences sailing to Malta, Pantelleria and Tunisia.

These three destinations are a little bit more off the beaten track. Nevertheless they are each within easy reach of Sicily and each is unique and worth the effort to discover some special treasures that many cruisers don't get to see.

Malta

From the S coast of Sicily to Malta is ~50nm and with the prevailing NW summer winds it is often a fast beam reach. To sail around Malta and its northern neighbour Gozo is only about 60nm, however the number of anchorages and ports and hinterland attractions warrants a stay of at least 2 weeks.

Although we did have some memorable meals while we were there, on the whole the food is very forgettable; a legacy of Malta's English influence? The people are also, well, "different"! Not unpleasant, or even unfriendly, but it just appears as though everyone is related to

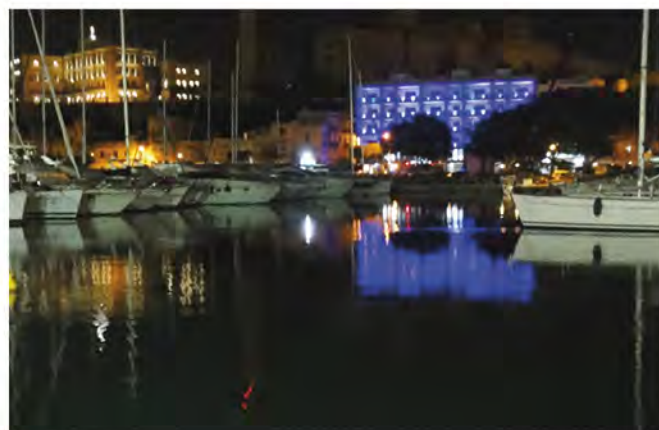
everyone else, if you know what we mean!

Try and avoid mid-summer months; it gets hot, even by WA standards and the humidity is high.

Anyway these are a few of our favourite places on the two islands.

Valetta - one of the world's most magnificent natural harbours and a city that everyone should experience before they die.

There are two marinas in Grand Harbour and several, located in Marsamxett Harbour on the N side of the Valetta peninsular. The Royal Malta Yacht Club (RMYC) is located here and there are reciprocal rights for RPYC Members. Convenient and good club facilities but the



■ RMYC

pontoons are quite exposed to even a moderate NW wind. (RMYC hosts the Rolex Middle Sea Race in late October each year and after this race the pontoons are brought on land for the winter. So mooring here is not an option from mid-October, when the club is packed with race boats, until

late April when the pontoons are reinstalled.) From the marina it is an easy bus ride into Valetta itself.

Valetta is a city full of interesting architecture and picturesque vistas across the harbour. Malta is one of the worlds' major manufacturers



■ Valetta



■ Valetta





■ Fungas rock



■ Fungas rock



■ San Niklaw Bay

► of fireworks and the Maltese will find any excuse to have a display; the ones on national holidays are truly spectacular. There are at least 360 churches in Malta, and each one has a firework display to celebrate their special Saints Day, so there are fireworks pretty much every day. Even during the day time! Allow 3-4 days to even scratch the surface; 6-7 days to really do it justice.

Fungus rock - named for the plant, actually not a fungus,

which grows on it and was believed in medieval times to have powerful medicinal properties. It is a small islet in the form of a 60 metres high massive lump of limestone at the entrance to an almost circular black lagoon in Dwejra, on the coast of Gozo. Popular with locals especially at weekends but as sunset approaches everyone leaves. Magic in daylight, eerily spooky at night. But beautifully spooky, we had the bay to ourselves and loved it.

Gnejna Bay - stunning scenery and crystal clear water. Dinghy ashore and climb/scramble up the volcanic tuff slopes for spectacular views.

San Niklaw Bay - Comino Island, well sheltered bay, with great views of Gozo as the sun sets. Quiet during the week but fills up with locals at the weekend.

Pantelleria

This tiny, ~20nm in circumference, volcanic island laying ~40nm off the Tunisian

coast is part of Italy. It is more of a stepping stone between Sicily and Tunisia than an attraction in its own right. However it is a popular holiday destination for Sicilians and mainland Italians seeking to find peace and quiet during July and August.

The small harbour of Porto Vecchio affords good shelter, is free but unfortunately has no power or water.

This is an excellent base for hiring a car or scooter and



■ Gnejna Bay



■ Pantelleria





■ The small harbour of Porto Vecchio



■ Arco dell'Elefante



■ Lago Specchio di Venere



■ Monastir

► exploring this fascinating Italian outpost. The hot springs at Lago di Venere are a fun way to spend a couple of hours, enjoying the warm blue waters and having a mud bath as is the Laghetto delle Ondine. Both require wheels to get there. You will battle to clock up more than 50 kms all day!

With limited time, even more limited anchoring options and a number of the places to explore being inland we hired a car for the day. Another place well worth a visit, tucked away in the inland mountains, is a natural sauna. Fissures in the roof of a cave emit hot steam, creating a wonderful steam bath! And the sensational view made it worth the climb!

Tunisia

Tunisia is one of the few countries in North Africa which for the last few years have been

considered sufficiently safe for cruisers to visit.

There are few marinas or harbours operational or with sufficient depth or space for visiting yachts. Silting is a big problem and obtaining reliable information on “true” depths is close to impossible.

The “balcony” is also fairly uninspiring; either bleak and featureless or concrete tourist ghettos. By contrast the interior offers truly spectacular scenery – The *Star Wars* films were shot around Djerba–, and other locations and some of the finest, best preserved Roman sites outside of Turkey (and Italy!) are to be found here. We therefore used Port Yasmine Marina, Hammamet, as a base for much of the time and explored the interior by car. (We also wintered Qi in Port Yasmine; well looked after and good rates.) ►



■ Monastir



■ Hammamet



■ Le Lezard Rouge

- ▶ Because of the limitations on cruising mentioned above the only 2 alternatives that we can recommend along the Tunisian coast are:

Monastir - anchor to the N in the lee of Isle Egdemsi or try and find space in the popular marina. A large number of expats use the marina as a permanent base so space is always limited. The town itself is home to the Bourghiba Mausoleum. (Habib Bourghiba was Tunisia's first president after independence. I'm not sure we have anyone who is so revered!) It is also famous for the Ribat, which is where a number of the famous scenes in *Monty Python, The Life of Brian* were shot.

Hammamet - anchor in the bay just off the village. Although in settled weather one can overnight here, and we did, it's really more correctly described as a lunch stop. If Hammamet ever had character most of it has been lost, prostituted to tourism. There is a souk, with very aggressive stall owners.

Away from the coast and commercial tourism, Tunisia

is a spectacular country. Our favourite places and experiences, really difficult to choose without making this a guide book, are and in no order of preference:

Le Lezard Rouge - once a private train for the Bey of Tunis to transport him and entourage at the beginning of the 20th century to his summer residence. It runs at a photo friendly pace through the spectacular Seija Gorges.

El Jem - as you drive across flat, featureless dessert a "lump" appears on the horizon which, with proximity transforms into the finest roman coliseum you will ever see! It is the 3rd largest and one of the best preserved anywhere in the world. After El Jem, Rome doesn't even warrant a second glance!

Douga - extremely well preserved roman ruins but, unless you are an archaeologist, it is very much the hill top setting and ambiance of the place which justifies the trip. Enchanting. The Romans certainly knew how to pick good real estate!



■ Le Lezard Rouge



■ El Jem Coliseum



■ El Jem Coliseum





■ Dougga



■ Dougga



► **Chebilka** - a small oasis with stunning geology. Even the non-geologists will be blown away by the flows, energy and patterns in these strata.

Djerba - a spectacular canyon close to the Algerian border which is on par with the Grand Canyon, although not as deep. Setting for a number of films including *Star Wars* and *The English Patient*.

Chott el Djerid - a massive, 7000km², salt lake which shimmers and produces wonderful mirages of places

hundreds of kilometres away. Again, used as a setting for scenes in the very first *Star Wars* movie!

Tunis - which although a large, noisy, over-populated city has some wonderful gems of which the old souk is probably the highlight. Tens of kilometres of twisting narrow alleyways where you can buy anything and everything; legal and, under the strict definition of the law possibly not quite so legal! Tunis is also the home of the Bardo Museum, previously an Ottoman palace, now home



■ Chebilka



■ Chebilka



■ Djerba, Mides



■ Djerba, Mides



■ Chott el Djerid



■ Chott el Djerid

► to the largest collection of Roman mosaics in the world. A must do. We visited several months after the terrorist attack there last March 2015, and sadly the most recent mosaic is at the entrance, a memorial in black

and white, bearing the names of the people who lost their lives that day both in the museum itself and in the car park.

Definitely not on our list of favourite places but which

merits a mention is Cap Bon, the NE tip of Tunisia with a reputation for serving up unpredictable weather. We approached the Cap early one morning on a port broad reach in a pleasant 12-15kn heading

on a course of 320deg for Sardinia. During the next 2 hrs winds went from 35kn to zero and through 360deg in both directions. We gybed 7 times and tacked 3 times to maintain the same course! ■



■ Tunis



■ Tunis



■ Cap Bon, Tunisia



The Story of ORPYC

In 1959, Royal Perth Yacht Club purchased its first Workboat where previously the Club relied on the good graces of Club Members when a boat was needed. Mr RG (Bob) Hillier was appointed as the Club Boatman on a weekly wage of 21 pounds later increased to 25 pounds to include overtime. Bob's duties were to look after the slips, cradles, jetties and in general the safety and well-being of all the Club's craft and slip bookings. A Workboat was duly purchased for 475 pounds (from S Plimsol), not including the motor. The size and make of motor was to be decided by the Mooring Committee.

General Committee decided that a competition be run to choose a name and in their wisdom, decided

that all suggested names be published in the Newsletter and a postal vote be taken to decide the winner, and if

the winner was a Senior Member, the Club would assist him to celebrate in the Wardroom with a traditional carton of beer. "Members were asked to bear in mind that it is a workboat, strong and sturdy and belongs to the oldest Yacht Club on the Swan River (no nonsense) and that the name should in some way be appropriate to all aspects of our Club"

Some of the names received were: "Amah" – "Grampus" – "Atlas" – "Seahorse" – "Pelorus" – "Stormway" – "Kurgari" – "Korowa" – "Nuruna" and "Pluto".

Several more names were received, some not able to be published and the winner and winning name was announced on Opening Day 1959. The winner was Junior Member Ian Napier and the name chosen was ORPYC (Old Royal Perth Yacht Club)

Because Ian was a junior Member, he was not allowed into the Wardroom to accept his prize or to celebrate the occasion. Rumour has it that Ian is still waiting for his carton, this in fact is a furphy. On further investigation with Ian who is now retired to the South West, it was established that General Committee paid Ian a substantial amount allowing him to purchase his first pair of black brogue shoes.

Some months ago while researching ORPYC; I heard that the old ORPYC hulk was at the Fremantle



■ ORPYC hulk

Maritime Museum waiting for funds to be allocated for the restoration. On further investigation I found that the project had since been disbanded and that the hulk was confined to the local tip.

The next rescue boat purchase by RPYC was an aluminium boat launched on 13 November 1977.

Since 1977, Club Members who owned Power Boats were put on to a roster to cater for the Sunday Dinghy Division Sail Training and Regattas. In the 80's further Rescue/ Start boats were purchased along with several RIBs.



"ORPYC", our present "maid of all work". Orpyc will be retained for general club work-boat duties.



Property Supervisor Joe Anderson shows the limited space available in Orpyc for starting or rescue duties.



■ The new ORPYC

► Today, we can proudly boast of a Rescue/Starter Boat fleet of 5 Powered craft and 8 RIBs.

Our latest acquisition, the new ORPYC was christened by Jenny Rosser on Opening day 2016. She is a 9.65m Leisure Cat commissioned by RPYC. She has a beam of 3.1m and draught of 0.45m. Several major modifications were included to reflect the use both inshore and offshore for rescue, recovery and race starting, providing the crew some greatly needed home comforts.

ORPYC is powered by 2 x 4 stroke 115 hp Suzuki motors. Her electronics include the latest Brookes and Gatehouse Zeus 2 Chart Plotter combined with Depth, Speed and Wind Plotter. The B&G equipment has given the Start Crew greater accuracy in setting start lines and calculating

wind shifts enabling better race management. She is also fitted with VHF Radio and a comprehensive 1st Aid Kit and many other state of the art features.

We must also commend John Rosser and his band of engineering gurus for the production and installation of the "Rosser Start System". For those who are unaware, this Starting System is unique to RPYC and is the envy of many Yacht Clubs that have seen it. It was recently demonstrated in video form by our General Manager and Commodore at the annual ICOYC Conference held in Copenhagen where it was received with great interest. ORPYC is the pride of our fleet and with all its equipment dare I say it, the most up to date Start boat on the River. ■



■ Launch of Pelican



AIODA Australian and Open

This year the Optimist Australian Championships were hosted by Largs Bay Sailing Club in Adelaide. It was an extremely well run event and Largs Bay were fantastic hosts.

My first three days at the regatta were spent in the measurer's tent doing safety and compliance checks on 260 boats, plus measuring in 40 plus sails. Thanks to Ray McAullay and Roger Best for stepping in at the last minute to join me, and making the process faster.

RPYC had seven Optimist sailors competing in this year's championships, here is the wrap up of the event in their own words:

Adam Hindmarsh - Intermediate Fleet

On the first day we had training with Grant Alderson. The wind wasn't heavy, it was 5 knots and we trained for 4 hours. On the second training day we meet with NZ coach Briar. We did rabbit starts and racing. The wind was 15 knots it was better than yesterday.

First day of racing the winds were ok. I sailed well for my first day. I got a 6th, 14th and 6th. I was coming 6th place over of all and was happy with that. I went really well because I sailed my own race and stayed out of dirty wind.

Day 2 of racing the winds were lighter than yesterday but surprisingly I got a 4th, 19th, and 5th. I was coming a draw with 4th position but on count back I was coming 6th. Still I was happy. I made sure no one was covering me on those races. When I got 19th I had a bad start as most people covered me. When I got 4th I had a bad start as everyone was in front of me but I forgot about the start and sailed as hard as I could.

Day 3, we were only going to do 2 races because it was the heat wave and the wind was 10 knots. I got 5th and 8th. I started coming 4th place and that was exciting! I came 5th



■ Adam Hindmarsh with Carrie Smith

because half the fleet went left when the right was favoured. I got 8th because I had my outhaul on too tight.

Day 4 and the wind was lighter. I got a 62nd, 5th and 11th. I got the 62 because I got a penalty for pumping on the reach and I accidentally did a 360 instead of a 720. It was a DSQ but I could drop it.

Day 5 when the wind was very light the AP went up we had to wait for a while. Later, we got sent out, the race started but it took us 5 mins to get 50 metres away from the start line. They put up the postponement. When we started after that I went very bad when I got to the top mark I was coming 30 something but on the 4th leg to the finish line I came 29th.

I was 5th Overall in the Intermediate fleet. I was very happy that I got a very good result for my first Nationals.

Sam Best - Intermediate

Our journey across the Nullarbor to the 2017 Australian and Open Optimist Championship was eventful with unseasonal weather due to cyclonic activity up North. We did a speedy trip across but stopped at the Head of the Bight, which was beautiful.

In Adelaide, we stayed in Semaphore which was a leisurely 2km ride to Largs Bay Sailing Club. There was a total of 61 boats in the Intermediate Fleet including 4 WA boats and 2 from RPYC (myself and Adam).

The first day of the regatta was the most wind that we actually got, and I got a 7th in the 2nd race. The rest of the regatta was sailed in less than 10 knots of wind which was not our ideal conditions.

I had lots of fun including meeting new friends like Adelaide from Tasmania.



■ Sam Best and friends

Optimist Championships



► On the Lay Day we went to Hahndorf which is in the Adelaide hills and bumped into other WA sailors escaping the heat.

We had a scenic drive home on the Eyre Peninsula.

Jake Hindmarsh – Open Fleet

Hi, I am Jake and I took part in Optimist nationals in the past month. During the regatta, I had three coaches: State coach Grant Alderson, Briar a New Zealand coach and Chris Goldacre.

We drove over to Adelaide with our two Optimists on the trailer. It took us 4 days. When we arrived in Adelaide on Saturday we went straight to Largs Bay Sailing Club for our training session with State coach Grant Alderson. During the training session, we did some long up winds, long down winds and starts. We had extra training on Sunday with the gold fleet practicing their teams racing in the afternoon. I was in a team with RPYC (Will) and SoPYC sailors. Teams racing took place before the regatta across 2 days. All WA teams did well.

On the first day of racing, we did three races and I was in yellow fleet. The wind was 4-8 knots. I had a few mid fleet finishes then in the 3rd race I lost 30 boats in the last leg as the wind shifted significantly and impacted my course.

On the 2nd day, we did 3 races. I was blue fleet and the winds were 10 -15 knots. On the first race lots of people got BFD but I didn't. I had the best race and finished 35th. The next race I got mid fleet. In the last race, I didn't do too well. On this day, the tide really affected my score.

Day 3 and I was blue fleet for the last day of qualifying races. We only did one race and because the wind was light and shift.

I qualified into the silver fleet finals in Open.

Day 4 and 5 were the finals. On Day 4 we sailed 3 races. It wasn't too windy but not too light. I did really well with a 12th, 22nd and 27th. This put me in 22nd place in the fleet. The tide pulled you above the line which was difficult but it wasn't overly strong. Unfortunately, on Day 5, there was hardly any wind. The course was set but we didn't end up racing. After 2 hours of sitting in our boats, we went for a swim and then got sent in on AP.

Closing ceremony was a blast. The food was great, it was an interesting ceremony and all the champions got pushed off the jetty at the end.

This was the first time I had experienced tides and significant water movement. The tide helped in some way by pushing you up the course

and in other ways by pushing you down. Some days it was not strong, but we started racing in high tide and then it would turn low tide during the afternoon. It was good to learn about and understand tides.

Overall, I learnt heaps and made new friends and experienced a big start of 75 boats.

Kathryn Hawkins – Open Fleet

My family and I arrived in Adelaide on the 30th December for the Optimist Nationals. There were 263 Opti sailors competing at this event. I was 1 of 150 competitors in the open fleet.

The goals that I set for myself in this nationals was to learn about the current water conditions in Adelaide including the tides, wind and waves. I also wanted to practise my starts in large fleets.

In the qualifying series the wind was light around 5 to 10 knots. The tide often changed during racing from low to high tide. During this time there was a lot of general recalls and black flags. On another day there was a 180 degree wind shift which caught a lot of the sailors out.

During the final series, I was placed in open silver. Here I had my best race. I achieved a 24th over the line. In that race I started towards the pin

end. I had clear air as most of the fleet were at the boat end. I went left then tacked over the top of the fleet. I was 12th around the wing mark. I lost 6 places downwind because sailors were covering me then upwind I lost 6 more spots because I got caught in a couple of knocks. Overall at the end of the final series I was placed 52nd out of 75 in open silver.

I would like to thank Grant, Goldy and Briar our WA coaches for all of their help during the nationals. I had a lot of fun, I feel I have a better understanding of the water conditions in Adelaide at Largs Bay and my starts in big fleets are starting to get better.

Lachlan Hawkins – Open Fleet

During the Christmas holidays, my family drove across the Nullarbor to attend the Opti Nationals which was held at Largs Bay Sailing Club. 263 Opti sailors competed over three fleets.

My main goal for this nationals was to get into the top flight for open. Sadly due to my lack of skills in big fleet racing I wasn't able to get the scores that I wanted to achieve.

Before the nationals I participated in a Team Racing event. I was placed in Team WA 4. Our team along with Team WA 2 & 3 were eliminated in the third round. ►





► After that, the qualifying series for the nationals began. I completed in a flight with 74 other boats. This was a challenge for me as I am not used to competing in big flights. Over time, my scores did slowly improve but not enough to qualify for the open gold flight.

During the final series I sailed in three races. During these races I achieved a 38, 53 and 46 over the line. At the end of the nationals I came 47th out of 75 in the open silver flight.

At the end of the nationals I feel some skills that I can improve on is continuing to work on my starts, finding clear air and identifying the shifts when I am sailing upwind.

William McAullay – Open Fleet

Optimist nationals were a great experience for me, getting into gold open fleet finals, captaining one of the WA teams racing teams and overall doing fairly well.

Day one of teams racing saw some heavy wind with only one and a half rounds being completed before it was blown out. With my team losing the first round putting the pressure on to win the next.

Day two of teams racing saw some calmer weather with the rest of the teams racing being completed. My team won the second round of teams racing by only one point. All the WA teams made it into round 3 but unfortunately my team lost the third round and was eliminated.

Day 1 of fleet racing had about 15 knots of breeze not as much as we had been hoping for but enough to sail with. Three races were completed with both flights in open going from P, to U, to Black flag, taking three goes before a clear start in race 1. Race 2 had a clean start and so did Race 3, although the breeze did die and swing 180 in race 3 for blue fleet.

Day 2 saw the same amount of breeze early on but by the last race it had lightened off which didn't really suit me. In race 1 my flight had four goes at the starts with two of them being black flags unfortunately for me I pushed the line a little too hard trying to get a clear start and was black flagged. Race 2 had a clean start and a fair amount of wind and then race 3 was a clean start but a fading breeze caused the fleet to compact on the downwind and the race committee

shortened the course to avoid going out of the time limit, this caused lots of scoring enquiries and a headache for the race committee as it was a downwind finish. Unfortunately, I was caught up in this debacle and went backwards in the rankings because of this race.

Day 3 was supposed to be light winds so racing was started an hour early, we managed to fit in one race after bobbing around for several hours. It was a shifty day and then on the last upwind the breeze shifted left and all the pressure came from the right, so those on the left made big gains from the shift and the people on the right made gains because of the wind strength. All the people in the middle playing the shifts got smashed and I was one of them, so most of the fleet finished in front of me, but luckily I wasn't the only one in the middle so there were still a few people behind me.

Day 4 was a lay day

Day 5 the fleet was split into gold and silver, good for me as I had performed well enough to qualify for gold fleet. Today was just a normal day a little shifty a few general recalls

but the only difference was I was racing the best people in Australia and some of the best people in the world, such as the Malaysians, Finnish, New Zealanders, Singaporeans, French, Germans and Americans. I felt I performed well, the only thing to improve on was getting a clear start.

The final day we were sent out and floated around on the course for 3 hours all the WA kids rafted up together. We finally got into sequence only for it to be abandoned and for us to be sent in. I really needed to get another race in as I had to get another drop if I had any hope of getting into any of the squads that represent Australia in different regattas around the world. Annoyingly the race committee didn't get another race in and many people suffered from this.

Overall I finished 65th out of 150 (40th Australian), which I am happy with although there is still plenty of room for improvement. The regatta was run very well and I hope to be back at the next nationals in Queensland doing even better than I did this year. ►

► **Dinghy sailors in Action**

**Sail Melbourne –
By Ethan McAullay**

This season I went to Sail Melbourne for the first time. This is one of the largest dinghy regattas in Australia and this year incorporated the Sailing World Cup Final. World Cup Melbourne started on the 6th of December for the Olympic classes contested by Matthew Wearn in the Laser Standard and Elyse Ainsworth in the Laser Radial.

The Invited Classes for the rest of us was to begin on the 7th but due to 40knot winds they started on the 8th. The conditions on day 2 were 18-22 knots and because of the race course being located at Port Melbourne this created a large swell. At the start of the day I struggled downwind because of the different conditions fortunately by the end of the day I had figured out the conditions and adjusted my technique being one of the fastest out there finishing the with a 9, 5 and 6. Day 3 and 4 were much lighter with about 10 knots where unfortunately I struggled a bit with some big

scores. Overall I finished 9th, but the regatta was a huge help in the lead up to the Nationals.

**Laser Nationals –
By Harmon McAullay**

The 2017 Laser Nationals were held in South Australia at the Adelaide Sailing Club. Royal Perth Yacht Club was well represented with sailors in the 4.7, Radial and Standard Fleets.

For myself, Michael, Ethan and Lawson, the trip started on December 22nd when we departed by road for Adelaide, having done the Nullarbor trip a few times now we have settled on our favourite camping spots and don't really need to stop much so its a pretty quick trip. This year we borrowed the Sailability WA Trailer to transport the boats, thanks go to Sailability for allowing us to use it.

We arrived in Adelaide on Christmas Eve and after a relaxed Christmas Day joined the rest of the WA Team led by our coaches Arthur Brett, Ryan Palk and Conor Nicholas for a training session on Spencer Gulf. From the 27th we were able to take our boats through measurement before the regatta began on the 29th.



The first half of the regatta was quite light, with marginal starting conditions for many of the races. There was also quite a bit of current flowing off Glenelg with peak speeds of over 5 boat lengths per minute recorded at points. This made it a real strategic part of the racing, with big gains available to those who played it right.

After a day off on New Year's Day the Radial Fleet was split into Gold and Silver fleets, Ethan and Elyse made it into Gold, while Molly was in the Silver Fleet. The second half of the regatta had more breeze, with generally medium sea

breezes. The conditions allowed many of us to stretch our legs and begin to hike, something we have become very used to during our first half of the season training and racing from the Annexe.

The final results saw Lawson McAullay come 13th (5th Under-16) in the 4.7s. In the Radials, Elyse Ainsworth was 9th (2nd Girl), Ethan McAullay was 16th (3rd Under-17), Molly Goldacre was 34th in Silver Fleet and Lloyd Lissiman was 41st in Gold Fleet and 4 Grand Master. The Standard Rig was won by Matthew Wearn, with Michael McAullay 37th, I was 26th.



► Thanks go to Royal Perth for their continued support, the next big event is the Laser State Titles over the March long weekend.

**Australian Youth Championships –
By Ethan McAullay**

The Australian Youth National Championships were conducted out of Adelaide Sailing club from the 11th to the 14th of January. RPYC were represented by 3 laser sailors being Elyse, Lawson and myself.

The regatta started off on the nicest day of the whole nationals period with a proper 15-20 knot Seabreeze, with which I was very happy to win the last race of day. Day 2 was a little overcast slowing the development of the Seabreeze which meant racing in 10-13 knots with patchy and shifty conditions, unfortunately my consistency was a little off posting 2 large scores and only one keeper. Day three brought a postponement and a huge sea state with a shifty 15-18 knots, once racing I had a nice constant day with a 5 and a 4. The last day brought 12-15 knots in some



very unpredictable conditions but the RPYC sailors and I managed to strongly, finish off the regatta. In the radials I managed to finish 5th overall and 4th Australian, Elyse finished 11th and 2nd female. Lawson finished 24th in the laser 4.7 class.

A huge congratulations must go to Elyse Ainsworth qualifying for the Australian Youth Worlds Team competing later this year after great results in both the Laser and Youth Nationals. ■



Alan Tough

S80 Memorial Race

When a last-minute race of S80 champions past and present materializes before your eyes you know forces beyond our understanding are at play. Sadly, our dear friend Alan Tough had passed away.....however, his kind hearted, passionate and competitive sailing spirit had rallied the emotions of many an S80 sailor.

Channelled through the resolute determination of John Holder, a Wednesday afternoon "legends luncheon" and race was hurriedly organized at South of Perth Yacht Club on 7th December 2016.

Strings were pulled, favours called in, boats borrowed, bribes paid and amazingly, 15 boats entered. The South of Perth Yacht Club On-Water Group kindly decided to run a separate S80 race. This was a show not to be missed!

This was set to be a GLORY RACE. There were no trophies, no prizes, only the glory of winning in a fleet that included Club Champions, State Champions, Australian Champions and World Champions amongst both skippers and crews.

After a luncheon attended by Alan's sister, Diane Airey, each skipper squared off in a solid 20 knot southerly with borrowed boats and crew. Mostly undermanned for such conditions, all involved decided to race with a #2 headsail as helms and crew quickly became acquainted before the gun.

Come the start, all knew that this race was for sheep-stations. Every competitor feeling the significance of the occasion and emphasised by miraculous turnout of skippers and crews the start was hotly contested.

Although in borrowed boats, the fleet raced with a fierce pride to be lead boat and a large pack quickly set the pace. Cunning tactics, cheeky luffs and close competition



kept the racing exciting until the glorious end befitting such an occasion. Everyone knowing that they had given their all. This was nothing less than a "Master Class" of competitive S80 sailing.

In the end the result didn't matter, for those who took part knew that they had just been a part of something

special. They knew that Alan would have been proud and enjoying the sight of fifteen S80s in full flight.

Maybe, hopefully, we'll do it again next year!

I'll miss our battles every Saturday. Fair winds and following seas, Alan Tough. ■



Keeping you informed...

We thought we'd share some of Jon's Blogs from his 10th Circumnavigation. We hope you enjoy reading them as much as we have.

If you'd like to follow Jon's progress you can find it: Facebook – jonsanders10th Website: www.jonsanders.com.au

At time of Print – Jon is enjoying a well earned break in Cape Town. He plans to head out to sea again on the 13 February.

Jon's 8th Blog

Hi all.

In my last blog I made mention of the Agulhas Current and the Agulhas Bank. I did.

Cape Town (Maritime) Radio carry warnings with their Ocean Forecasts. Give wind and predicted wave heights. Additional warnings for dangerous unpredictability in the Agulhas Current during westerly gales.

The electronic chart plotter has in small print (mid chart) "Current Agulhas see lower zooms".

Zoom in gives current direction and "the dangerous element in the navigation during and after gales".

So one does not want to end up being in the Agulhas current during a westerly gale.

I was.

I had warning (via Cape Town Radio weather forecast).

I put the 3rd heavy weather reef in. Tied it "as near as".

I checked all my halyards and everything.

Some days before I reorganised the fore peak department. Robin, Gareth, Vera and Colin would have been impressed.

The Almighty had other ideas. Reorganised the fore peak, turned it into a shambles.

In heavy weather I could liken the S&S34 and the S&S39 to putting a cork in a bottle, and if the bottle has lead on one side it will righten itself quickly.

Everything is only as strong as its weakest link. I.E. Have a good mast section and go up one on the rigging wires (if not more) etc.

Rolly Tasker used to say to me "Add more strength Add more lightness. Add more simplicity".

The radio mentioned 20 to 50 knot winds in forecast. I took the 50kts to be squalls. Nup.

It seems to go 25 to 30. 30 to 40. & 40 to 50.

If you had to choose between 40 to 50 in the Agulhas Current or a Siberian Salt Mine (Both is unthinkable).

Jonathan Clough installed all my B&G equipment, he also installed a brand new VHF

Aerial on top of the mast and a vertical aerial on my back rail. To that aerial I tied Royal Perth Yacht Club General Manager (Stuart Walton) his Club Burgee. The aerial went from vertical to horizontal. The Burgee remained trying to flay itself to pieces.

There is no shortage of electricity on this yacht. Specially in foul weather. The batteries being fully topped up. One can turn on all sorts of power, as much as I want. The "Superwind" generator with its 3 carbon fibre blades pumps the energy thru. The silent giant keeps the power going.

The gale did a bit of good. Cleaned the decks. A brilliant wash down. (Specially the cockpit).

To hove-to I put the (storm) 3rd reef in to the mainsail and set the self steerer to hold the yacht 50 degrees into the wind and boiling steep sea. Any angle into the oncoming sea is good. (Beam on one could find oneself walking on the roof).

Xmas day came and went. The wind was mild, the sea lumpy. The food remaining in my locker boring. Very boring. But Jon Readhead and his super nice wife left a Xmas package on board. "Walkers" - bit elite

- Rich Fruit Cake and Scottish short bread biscuits. That will do. Par excellent.

Jon is Royal Perth Yacht Club Member who works almost full time creating, making and recording Club Archives. I suspect Royal Perth Yacht Club have the best Archive records of any yacht club in Australia. Other clubs consult him.

In a few hours I shall clear Cape Agulhas. The most southern point in all of Africa. The sea and wind is mild.

The Agulhas Bank seems to have lots of ships, oil rigs and odd fishing boats. They always seem to be where I want to go.

Kindest and best regards to all, Jon

Jon's 9th Blog

Perie Banou and I are tied up on jetty (or dock) H at the Royal Cape Yacht Club Table Bay Cape Town.

Those who have sailed in and out of Table Bay would be amazed at the strength of the South East wind in summer.

Strength of the SE wind reaches gale frequently.

Table Bay has the cold South Atlantic Current. Believe me it is cold. (Like San Francisco Bay) - that is in America). ▶



► Interesting San Francisco Bay has the Prison Island of Alcatraz and Table Bay Robben Island - of Nelson Mandela fame. (Spent most of his 25 years Gaol there).

Bad idea for prisoners to attempt to swim from either Island. Bloody cold water and currents.

Not far away, to the south of Table Bay, is False Bay. A big bay. As the crow flies 15 miles distant. (Not that far).

False Bay is washed by a warm current. Very warm - from the east coast of Africa.

A combination of cold current, warm current, mountains in the region, plus isobars squeezed near each other (even with high pressure recorded on the barometer) creates seriously strong wind. From the SE.

The wind is sneaky, where it cannot go thru a mountain, it goes around. Intensifying the howl.

One of the most wonderful maritime sights is the opening up of the iconic Table Mountain as it draws into view. "Cape Town".

When the cloud forms on top of the mountain (the table cloth). It flows over the edge of the mountain, like a water fall. The cloud dissipates about 20 percent down the massive cliff. One then knows the South Easter is going to be a honker. Will blow for a while.

I arrived in that wind. Not the first time. December 1975 was first time. (Heck what's going on?). - the South Easter had formed.

Perie Banou 2 is now tied to jetty H the Royal Cape Yacht Club. For those who voyage via Southern Africa, RCYC is known as the Tavern of the Seas.

The Royal Cape hospitality is 10 out of 10 plus 1.

The club office clears you into the club marina and organise immigration to meet you on board.

In my case (with another younger single hander) we were asked to visit the Customs/Immigration office a couple of kilometres down the road. (All in the dock area).

Here Customs and Immigration formalities were done quickly. Smiles all around. Nice. Plus no cost involved.

To get on and off floating jetty H is a ramp. At low tide it is steep. I tend to run up and down these things. Oops going down I tripped. Splat.

I scrapped a bit of skin and cracked a few ribs. Sore. Very sore. Very very sore.

Next night was December 31 New Year's Eve. Celebrations at the club house - end of jetty.

Didn't attend. Too sore and sorry for myself. Felt yuk. Nothing improved. So days later I reluctantly saw a doctor recommended by the yacht club.

I took samples of my idea of pain killers. The doctor smiled and told me they were useless. He wrote out a prescription for "real ones". Plus anti inflammatory. He

noticed the scrape on my leg, bit red and right foot swollen. (Thus penicillin went on the prescription list).

The effect that night was immediate. I could sleep. Two days later I began to feel like a new man.

New man or no new man I am never going to run up or down that ramp or any other. Ever again.

A week later work men were replacing planks in that very ramp.

The Doctor was good. He went over everything. My breathing was good. My heart rhythm good. Blood pressure 130/70 rather good.

Made me feel un killable (and charged me accordingly) I was happy.

I carry paper charts for the whole circumnavigation. From these charts I enjoy plotting way points for each leg.

Most of my charts bought 1974.

Most of the rocks are still around, now as then. Are most of the rocks and coast in the same location? As the B&G screen. - Navionics. Nup. Specially in the Galapagos and French Polynesia region. So I check and re-check.

I list my course and way points in my log book. I have lots of log books. All this usually done at sea.

But now un-mortally wounded with pranged ribs I have done it on the chart table whilst PB is tied up in dock.

I.E. Way points from Cape Town to the Island of a Saint Helena. (British). To the British Virgin Islands (surprisingly British). To Panama.

I typed them all into my beautiful B&G machine. Even a Sid-chrome spanner like me can navigate the B&G. Most important headings are not in type, but bold colourful picture. And when you need to type numbers and letters, it is clear, bold with stacks of room to read very readable and add more letters or numbers.

Anyway all way points are in the B&G. Cape Town to Panama Canal.

My 1st course is Cape Town to St Helena. One can expect fresh good following trade wind. And a neat sea. Is neat a good description?

When sailing west of Cocos Islands in the Indian Ocean the trade winds are fresh to strong. The sea then is un-neat. (Well it is).

There are plenty of African workers, dock hands, etc Royal Cape. Nice. All nice.

Here I see a similarity between indigenous Australians (Aborigines) and Africans. For the most they do not own or show interest in owning sailing yachts. Or go sailing for the love of it. They could. It seems un aboriginal. They are brilliant at football, boxing, running but not sailing, like I do. It is something strange we do.

Regards to all,
Jon ■



Commodore's Message



■ Mike Campbell
Commodore

Fellow Members,

A very Happy New Year to all and welcome to 2017 at RPYC. I hope that you enjoyed the festive season as much as Vanessa and I did and that you were able to spend some time on the water over the Christmas and New

Year periods. We were lucky enough to spend a few days at Rotto and I'm pleased to say that there was no shortage of Royal Perth folks out there doing the same thing!

As is the case at this time of year, we have had many Members participating in state and national championships and flying the Royal Perth Yacht Club burgee during their endeavours. This year saw our centreboard sailors, juniors and some not so junior, head to Adelaide for the Optimist and Laser National Championships. Quite a road trip for some of our Members with multiple boats to transport. Well done to all who participated and I look forward to hearing some of the war stories back at the club.

Those of you keeping tabs on Jon Sanders' 10th

Circumnavigation will note that he is making good progress and keeping us up to date on his regular blogs on his website. At the time of writing this Jon is in Cape Town and no doubt preparing for the next leg of his trip across the Atlantic. We wish Jon continued fair winds and smooth seas on his journey.

This year your General Committee is refreshing our strategic plan for the Club, the current plan having been in place since 2011. When we look back at what has been achieved, I believe the plan has steered us well and the Committee has delivered on what we said we would do. It is time now though to look out at the next five years and put in place the necessary plans to get us to where we want to be as a Club. Our

next phase of Capital Works will be upon us shortly and it is critical that we take a sensible and measured approach to its planning. Additionally, ensuring we get the right membership offering to retain and grow our membership numbers is a primary concern. I look forward to sharing the results of this planning exercise with you at our Annual General Meeting in July.

I hope the summer sailing season has so far has been an enjoyable one for you. With more club racing and Geopraphe Bay Race Week to come, there is still a lot of fun to be had! I encourage you to get out and enjoy everything that the Club has to offer, whether on land or the water, sail or power boats. I'll see you there! ■

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Vice Commodore's Message



■ Mark Hansen
Vice Commodore

Welcome everybody to 2017. The Christmas and New Year festivities will have now completed, and I trust have been good for everyone. We had several events in the lead up to Christmas. The after-sailing carols were changed to Wednesday and saw a big crowd of those that sailed that day and many other Members pack the Wardroom. The "impromptu" BBQ that was

held after the carols was also really well patronized. The Twilight held the following night was also very well attended with some 36 boats out — let's see if we can keep those numbers up! What a fabulous New Year's Eve party was held at the Club! It was really good to see a large number of Members represented at this function. It was great food, great wine, great music and great company.

There has been good participation in the various Nationals and Youth Championships that were held over the Christmas/New Year Period. Congratulations to all participants, especially Matthew Wearn who won the National Laser Championship.

We will have conducted the Carnac Island Race on 14 January, before this edition has gone to print. We had

a number of RPYC boats representing the Club, and I hope they did well as usual.

We are also hosting the Warren Jones Regatta this year from 29 January — 3 February. For those that don't know, hosting of this event alternates yearly between RPYC and RFBYC. The event is match racing in Foundation 36's for 12 invited skippers under 25 years of age and is always very exciting to watch.

The next major event will be Geographe Bay Race Week. At the time of writing, entries are down somewhat on the previous years, but as what seems to be usual for sailors, there will undoubtedly be a flurry of late entries. We certainly hope so! It is understandable that crew, boat and accommodation all take quite some organizing, but the earlier entries get in, the easier it is for the officials.

Remember that the Racing Rules of Sailing have been updated as of 1st January. Make sure you read them and understand them.

There has been lots more activity in the Power boat section and Members that have been involved in time trialling over the last couple of years have been talking to more power boat owners and encouraging them to join in the great atmosphere of the events. There have been lots of positive responses, which bodes well for RPYC to return in greater numbers. What is most pleasing is that we will see more use of boats in the marina and Members enjoying using their Club. Get involved.

Fair winds for the rest of the summer season. With all the activities going on, Summer Closing Day will not seem far away. ■

RACES START FROM 6:00PM

Friday Night TWILIGHTS

It's the perfect way to start the weekend!

We can't think of anything better than being out on the Swan cruising as you watch the sunset.

So grab your family and friends and come down to the Club for a sensational night out.

31 March, 2017

Come back to the Club, and there'll be the fantastic Twilight BBQ waiting for you to enjoy.

Race starts from 6.00pm, there will be entertainment for the kids.

For more information, please contact Hayden on 9423 5504 or boatingoperations@rpyc.com.au

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Rear Commodore's Message



■ Greg Kirk
Rear Commodore

As the first *In The Wind* after the New Year I would like to extend to all Members and their families a belated happy New Year and hope that 2017 is a wonderful year.

New Year's Eve

The first order of business is to congratulate Kelly and all organisers of the New Year's eve party. It was a fantastic event supported by all categories of Members with over 140 people enjoying the evening. In my article from October 2015, I indicated that in the past we had held events that subsidised a disproportionate ratio of non-Members and that we would work hard in 2016 to create an

event that better suited Member's requirements and price point. From all accounts Kelly and the team have achieved that goal, evidenced by the obvious fun and frivolity of revellers in the two-page spread of photos. We appreciate critiques from Members of events held at the Club and we certainly received quite a few after this event. This one from Fons was encouraging to receive and is representative of general feedback from Members.

Hi Kelly,

Can you pass-on our congratulations to all those involved in planning and executing the New Year's eve party. Everything was fantastic – the wine, the food, the music and, in particular, the staff. Philippa and I thoroughly enjoyed ourselves.

It was arguably the best NYE party since the millennium party!

Cheers

Fons Berkhout

It has been marvellous to have received overwhelming support from our Member base for all events held in 2016 and we will work hard again this year to continue that level of participation.

Congratulations to Chef Simon

Special congratulations to our chef Simon and his wife Jess for the arrival on December 30th of their son Lachlan.

Christmas Carols

From all reports the Wednesday Christmas carols were extremely popular with all in good voice, even from such a motley crew as Wednesday sailors or perhaps even better because their dulcet tones emanated from "Happy Wednesday Sailors". Karen and I had the pleasure of dining at the Club the previous evening with good friends prior to sailing south for Christmas with our daughter Lauren. The evening was wonderful with great food and company, the Club was alive with good cheer and merriment and as usual the Wardroom was at capacity.

Sad News

Mathias Luedtke has left us to accept a position at the UWA

Club which has far more family friendly hours, a decision that is totally understandable and we wish him the very best. His sense of humour, can do attitude and friendly presence will be sadly missed. He like so many of the Hyatt staff continue to provide professional and pleasant service, accept us for our imperfections and are happy to become part of the fabric of the Club.

Commodore's ball

Early notice is hereby given of the pending Commodore's ball scheduled for 17 June. Whilst arrangements are still fluid, I can provide some detail as to format and location. The festivities will be the River Room and rig will most definitely be black tie and beautiful dresses. Fun, laughter and dancing is mandatory according to those setting criteria for the festivities. I am more than confident we can accommodate those requirements and look forward to celebrating Mike and Vanessa's Commodoreship in style. ■

Membership

Dr Janet Hornbuckle, Membership Chair

Welcome to our new Members

The Commodore, Flag Officers and members of General Committee welcome the following new Members to Royal Perth Yacht Club:

Mr Rusty Barnett, Mr Cameron Biddle, Mr Joe Caudo, Mr Russell Hardwick, Mr Brendan Harris, Mr Sean Hughes, Mr Chuza Longwe, Mr Peter Marshall, Mr George Sules, Ms Kerry Atherden, Mr Sylvain Ayrault and Ms Katherine Joyce, Mr Ashley Ball, Mr Greg Bodycoat, Mr Russell Bradshaw, Ms Eileen Dallas, Mr Andrew Doig, Ms Andrea Geller-Schenker, Mr Barry Hutchinson, Miss Corinne Kirry, Mr Michael Locke, Mr Ryan Voges, Mr Mal Wichmann and Mr John Young.

We welcome back Mr Ken Coppin, Mr Ben Gardner and Dr Stuart and Dr Jade Salfinger and their children Harry and Anna.



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Signals from the Engine Room



■ Stuart Walton
General Manager

With our new start boat ORPYC now in full commission we decided it was time to show off the Royal Perth fleet of powered vessels by parading all but three boats on the river. On the day the picture was taken the two blue Perth 2011 RIBs and Optimistic were busy with coaching duties so could not be included. Sincere thanks to club member Mark Hawkins who filmed the parade for us with his drone. The video footage is so good that we are doing a youtube clip and posting it on Facebook for all to see.

Many Members would not be aware that the Club owns a total of 60 boats including sailing dinghies all of which are well managed by our Bosun Dan Hackett. The 6 SUPs are not included in the 60!



■ Did we have fun bringing this picture to you!

Boats and trailers 'dumped' in the carpark

You must get fed up with me ranting on about this one!

Once again we are trying to identify a number of boats and trailers which are not parked in hardstand bays and have no identification on them. Apart from the obvious reduction in car parking bays it is unfair that Members who do the right thing and pay for an allocated hard stand bay see others getting away with a freebie. We always try to be accommodating and help those Members who call ahead and ask if they can park their trailer for a couple of weeks, if

we can find a space we are more than happy to help. The message is simple please communicate first and if we are able to help, make sure your boat and or trailer are clearly identified.

New Year's Eve

Of the many functions and events that we run every year I can't think of one that has received as many accolades as the new style 'Long Table Dinner' on the 31st of January. A sincere thank you to the staff who worked on the event and those who have taken the trouble to let me know how good it was.

Staff Changes

House Manager - in early February we will be welcoming our new House Manager Andrew Cappa, Andrew has considerable experience in the club hospitality industry including time spent as a senior staff person in a prominent yacht club. Please make Andrew welcome when you see him around the club.

A Mini Chef - our head chef, Simon George and his lovely wife Jess have announced the birth of their first child, a son who they have named Lachlan George. I guess we can expect to see baby food on the menu for a while! ■



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Captain Sail's Report



■ Andrew Waldby
Captain Sail

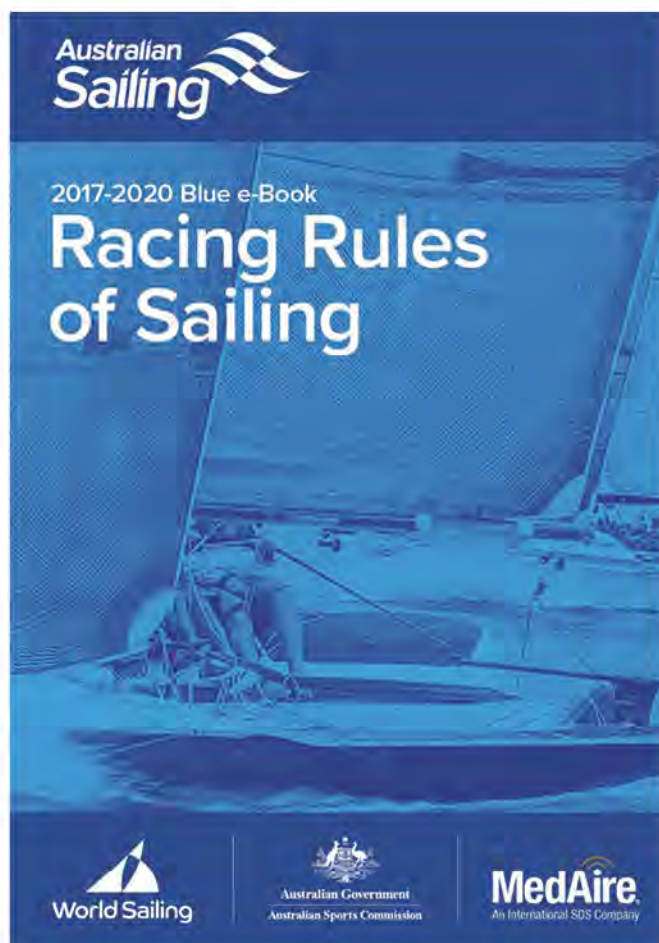
As I write this article it is the second week of another year, and by the time this edition hits your letter box we will be running down towards the end of Royal Perth's 152nd Summer Sailing Season. Over the Christmas and New Year break Vera and I took the opportunity to do a little bit of cruising. We headed over to Rottne Island for a couple of days, as I know many Royal Perth Members did. In particular *Swagman*, *Reflections* and *The Italian Job* created an impromptu cruise in company for a couple of days. Unfortunately, as most of you were aware it was pretty windy over at Rotto for that period, but it was a good time to relax, enjoy some good times at our holiday isle and catch up with other Royal Perth Members who were doing the same. We also took the opportunity to head down to Quindalup (by car) to meet Sadie Blessas and partner Steve Hoffman on *Jacqui Mac* for a weekend away – that presented much better conditions with some more good times again. This getaway was in preparation for our cruise to the Abrolhos on *Jacqui Mac* in April, which we are all really looking forward to. But we will be back in time for Closing Day celebrations.

As many of you may have heard a number of Members, along with Regatta Committee, are identifying other sailing opportunities for Members to be involved in and most importantly getting our youth Members involved with the keelboat division. These opportunities could be local, national or international sailing opportunities mainly in the form of regattas, and getting our youth Members involved definitely helps to sustain not only our membership base but also great potential for crew. When these activities are communicated I encourage you to get involved and commit early to show your enthusiasm. So, keep your eyes peeled and ears pricked for those communications.

With 2017 comes a new edition of *Racing Rules of Sailing* (2017-2020). During our Winter Lecture Series last year Commodore Phil Mostyn conducted a lecture on some of the more prominent rule changes. This will be the first time that the RRS will be available to download online free of charge. The Australian Sailing website reports the following:

“The 2017-2020 *Racing Rules of Sailing* are now available to download from the Australian Sailing website.

For the first time, the rules have been published online free of charge in a bookmarked PDF format for all Australian Sailing members to access. Ebook formats compatible with Kindle, Apple and Android devices will also be available soon.



The *Racing Rules of Sailing* with Australian Sailing Prescriptions are applicable from 1 January 2017 and make up the first release of the 2017-2020 *Australian Sailing Blue E-Book*. The second release of the Blue E-Book will contain Part 1 and Part 2 of the Australian Sailing Special regulations, applicable from 1 July 2017, due to be published in PDF format on the Australian Sailing website before the end of 2016. Ebook versions of the Special Regulations will be published in early 2017.

The 2017-2020 *Racing Rules of Sailing* can be found under the racing Rules section of the website. To access them, please visit: <http://www.sailing.org.au/sport-services/racing-rules/>

At this point the Club is not aware of the book being made available in

hard copy form; however given the 194 pages, you can expect the sort of feedback that will raise. Maybe based on that feedback and after the Special Regulations come into effect mid-year Australian Sailing (or someone) may publish it in hard copy. I know personally, and even as 'gadget geek' as Vera calls me, I still like to flick through the 'real' pages to find what I am looking for.

Finally, keep an eye and ear out for all communications about sailing happenings at the Club, and make sure you put in your diaries to attend the Keelboat Prize Night on Friday 19th May, and once again we will be running the Keelboat Season Review on Tuesday 20th June. ■



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When can you dine at the Club?

BREAKFAST

SUNDAY 8:30am - 11:00am

LUNCH

MONDAY TO SATURDAY 11:30am - 3pm
Bar Snacks and A la Carte menus

SUNDAY 11:30am - 3pm
Bar Snacks

DINNER

TUESDAY NIGHT 6pm - late
Buffet - changes weekly

FRIDAY NIGHT 6pm - late
Grill - A la Carte



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Captain Dinghies Report



■ Andrew McAullay
Captain Dinghies

I am sitting in the Largs Bay Sailing Club Bar overlooking the race course at the Optimist National Championships as I write this article.

A number of sailors from RPYC have crossed the Nullarbor to attend Nationals and Youth Championships here in Adelaide and Melbourne, but more on this shortly.

International Classes Regatta

2016 drew to a close with the final local regatta for the year, the International Classes Regatta hosted by RFBYC. Held over the weekend of December 3 and 4, for many this regatta is the final hit out before heading east.

On the Saturday morning the shifty conditions challenged sailors, but a more consistent sea breeze in the afternoon was more to everyone's liking. After the first day results RPYC sailors were in sight of the podium.



■ Adam Hindmarsh

Sunday morning was again a challenge particularly on the Optimist course, with it set so close to the moorings and the club pens, rounding the top mark became quite difficult at times.

The afternoon the breeze built to a strong and consistent 20 knot sea breeze.

Final results had some RPYC Sailors very faring well,

James Ferguson finished 1st in the Optimist silver with Adam McAullay not far off the podium in 4th place.

Some great results saw William McAullay 5th in the Optimist gold and Jake Hindmarsh 7th.

Lloyd Lissiman finished 4th overall in the Laser Radials and took out the Masters division, and John Winteringham finished 10th overall and 3rd in the Masters division.

Sailing World Cup Melbourne

Three RPYC sailors competed in the Sailing World Cup in Melbourne 4th – 11th December.

Host by Royal Melbourne Yacht Squadron at the St Kilda Sailing precinct.

Congratulations to Matt Wearn on a great Sail Melbourne Regatta. Matt won the silver medal in the very competitive Laser Olympic fleet. Congratulations also go to the other RPYC Members participating including Elyse Ainsworth (12th Laser Radial Women), Ethan McAullay (9th Laser Radial Open).

In the week prior to the Christmas break a group of young sailors Graduated from the Tackers/Green Fleet program and from the new year will join our Silver Fleet Optimist group. I was very excited to be invited to their Graduation sausage sizzle after the day's training to meet them and their parents. Well done to them and coach Alvaro, I look forward to see them on the start line when we return to Crawley.

The 18th of December was the Dinghy Division Christmas party and last race at Annexe for season. The Annexe program finished with a bang, the 25 knot breeze tested everyone. That evening the DD got together for the annual Christmas party. From the new

year we move back to Crawley as we prepare for the Argonaut Mini Series.

Over the same weekend RPYC hosted the WAIODA training camp coached by Grant Alderson and Fernando Alegre. Two groups, one morning session and one in the afternoon, over three days. The morning group was for silver and new gold fleet sailors while the afternoon group was for the more experienced Optimist sailors. Fernando is probably the foremost expert on Optimist coaching and sailing and the sailors that attended certainly benefitted from his vast Optimist knowledge.

The trek across the Nullarbor was certainly an adventure, some got caught up in the storms that lashed South Australia, while others got buffeted by strong winds between Balladonia and Ceduna. One, not to mention any names, Goldy, seemed to have problems with keeping trailer and car tyres in one piece. He and Molly did make it to Adelaide safely and it was great to have him there supporting our sailors at the Laser and Optimist events.

Laser Australian Championships

The Laser Nationals were hosted by the Adelaide Sailing Club from the 27th December – January 4th. Seven sailors represented RPYC in various divisions, and in fact fared extremely well.



■ The Team





► In the 4.7, Lawson McAullay finished 13th overall and 5th U16.

In the Radials, Elyse Ainsworth was 9th and 2nd female, Ethan McAullay 16th and 3rd U17, and Lloyd Lissiman finished 5th in the Grand Masters.

Standard fleet saw 1st place go to Matt Wearn, Harmon McAullay was 8th U21 and Mike McAullay 10th in masters.

Sabre Australian Championships

Sabre Nationals held in Black Rock Melbourne ran from 28 December 2016 through to 3 January 2017

Ian James was the soul RPYC representative. Ian finished 27th and 6th in the Veterans.

Optimist Nationals Largs Bay SC, Adelaide.

Six RPYC sailors competed at the Opti Nationals, two in intermediate fleet and four in Open.

In an Intermediate fleet of 61, Adam Hindmarsh sailed an excellent regatta to finish equal 4th, 5th on count back. Sam Best started strongly but struggled with conditions in the end and finished 34th overall.

The Open fleet was dominated by very strong national teams from Singapore, Malaysia and

New Zealand. Other countries represented were USA, Finland, Germany and France. 150 sailors in total, split into two flights of 75. It was a light air regatta with winds never exceeding 15knts, in fact, rarely reaching 15knts. Not what our team trained for, but fared well never the less. William McAullay was the only RPYC sailor to reach the gold finals reaching 65th overall (39th Australian).

Jake Hindmarsh finished 22nd in the silver final, Lachlan Hawkins 47th and Kathryn Hawkins 52nd.

Overall the WA sailors struggled with the conditions

with the best WA sailors finishing 15th, International sailors took out the top three places. Our team struggled with the large fleet sizes, particularly with 75 boats on the start line. Lessons learnt will be put into use in the upcoming Argonaut Mini Series and I am sure we will see some great results here.

A huge thanks to our State Coaches, Grant Alderson, Briar Dye-Hutchinson and Chris Goldacre.

The Australian Youth Champions began the day after the Optimists finished, a full report on that in the next issue of *In the Wind*. ■





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Save the date 2017

Upcoming events for your diary:

11 – 17 FEBRUARY	Geographe Bay Race Week
14 FEBRUARY	Valentines in the Wardroom
4 – 6 MARCH	State Championships Long Weekend
8 MARCH	25/50 Year Lunch
10 MARCH	Friday Night Twilight
11 MARCH	Monkeyfist Marine Night Race Mini Marathon
14 MARCH	New Members Night
25 MARCH	Saint Patrick's Day Irish Dinner in the Wardroom
26 MARCH	Foundation Youth Cup
31 MARCH	Friday Night Twilight
7 – 9 APRIL	Inter Club Championships
7 APRIL	Cape Naturaliste and Return
25 APRIL	Diggers Cup & Closing Day Party
6 MAY	Dinghy Division Prize Night
10 MAY	Hyatt Regency Presentation Lunch
13 MAY	Women's State Keelboat Championships
14 MAY	Mother's Day
19 MAY	Keelboat Prize Night
27 MAY	Team Racing Impromptu Cup
17 JUNE	Commodore's Ball



In fact there's nothing nicer than sitting on the lawn at RPYC watching the city lights sparkle over the river on a balmy night enjoying a BBQ with family and friends.

So why not come down and enjoy an early dinner on the lawn.

For all of you early bird diners – we'd like to offer you a **complimentary bottle of House wine** when you order meals for two adults between the hours of 6:30pm and 7:30pm.

Bookings are encouraged on 9423 5511.

OBITUARY -

Alan Ronald Tough OAM

25 May 1939 – 23 November 2016

In any fair-minded estimation, a life spent in the pursuit of excellence, selfless achievement and doing good deeds, is a life well spent. For Alan Tough the resolve to achieve placed him ahead of his peers from an early life. Many might struggle to convince others of an alternative way, but for Alan this was a refined talent, sometimes hard-nosed, but well practised. Original ideas and calculated solutions were Alan's forte. He was forever enthused in the company of others and excelled in spirited discussions to challenge the status-quo. His passion and his beliefs in a "fair go" for ordinary people were never diminished.

In delivering the Eulogy at her father's funeral, Bronwyn Tough commented: "He had a particular passion for the ordinary person and the struggles of life. He was never an elitist, and could have a friendly chat with anyone. He was also a visionary however, and with this quality comes a certain drive, focus and even a bit of bloody mindedness if you will permit me to say so."

Alan was born in Dalkeith and attended Scotch College. An early passion for sailing and flying aircraft, together with a need for challenges, placed him well for a life of leadership and achievement. By 19 Alan was studying mechanical engineering at UWA and flying Vampire jets for the Citizen Air Force. Armed with his Honours Degree in Mechanical Engineering and later a MBA, Alan embarked on an extensive local and international career in the fields of engineering, mining, banking, and government. He also pursued a keen interest in voluntary service to the not-for-profit sector.

Alan's Sister, Diane Airey also gave us a wonderful insight into his character. "He brought life and vitality into our home: the lounge room was always full of his friends, planning, cogitating, talking Sharpies, or flying with the ATC, modifying sails, making a boom or mast block in the garage, later building

his own car from marine ply and Perspex. Alan was adventurous and intrepid and Scotch College catered to his expanding needs for new experiences. It was as if he were saying "There's a whole world out there and I want to be part of it". Scholarships and promotions came his way, teachers and mentors loved him and his horizons grew and grew."

Alan held many roles with Yachting Western Australia including President (2005-2007), Vice-President (2002-2005) and Board Member since 2002. With the Western Australia Institute of Sport he set new directions for sailing from junior entry levels to the High Performance Programme. In 2009 Alan was awarded YWA Life Membership.

Alan was twice President of the S80 Yacht Association of WA and in 2100 was made a Life Member. As an active member of Royal Perth Yacht Club for over 40 years he served in general committee roles as well as Captain Sail and Rear Commodore. He was a central driving figure in the planning for the RPYC 1987 America's Cup defence campaign at Fremantle.

Again, to précis Bronwyn's words: "He was both an ideas man, and a details man. That is, he saw the big picture and then went to work making it happen in the world. To have both aspects of this in one individual doesn't

often happen. He had a mighty intellect and loved learning about whatever he was involved in. He commented to me often that something might not seem interesting at first, but once you really start to study it, it takes on a fascinating aspect. "Nothing is ever boring" he would say. "You just haven't investigated it enough". His passion for knowledge persisted – his latest years were marked by wide reading in a variety of areas, with history being a particular interest.

During the early 70's Alan had sole custody of his three young daughters and raised them during the prolonged illness of his first wife Ingrid, who never returned to the family home. He managed this challenge while working full-time, completing his MBA and running yachting affairs, but he still found time for sailing. This was an extraordinary achievement requiring great dedication, focus and love. For Alan however this was also about having a plan and getting on with it.

In 1992 Alan married Liliana and they raised a son, Benedict. Alan continued his active involvement in sailing. Liliana however was usually only seen at occasional sailing functions; not on the boat. Alan's view was that Liliana, not being a sailor, preferred other pursuits. According to Liliana however, she loved the boat and loved sailing until she came to the



Photo courtesy Rick Stewart – Perth Sailing Photography

realisation that Alan knew only one way to sail – close-hauled and racing around the buoys. It was clearly time for her to follow other pursuits. Thus another happy (sailing) marriage was saved.

On 1st January 2016 Alan Tough was awarded an Order of Australia for his untiring work both for the disabled community and in the sport of sailing. The award was a great achievement for a lifetime of selfless, passionate commitment. More importantly however, in his humble way, Alan took great pleasure in sharing this significant achievement with his loving family and friends, as if it were more a joint accomplishment - not a personal one. Such was his nature.

Alan Tough OAM has left an unforgettable legacy on Australian sailing and on our lives, which leads me to think - If the measure of a person is in the life they lead, the selfless deeds they do and the friends they make, then Toughie did it admirably. If the measure of a person is in the family love they are surrounded with throughout their life, then Toughie was a deserving champion. If the measure of a person is in the number of ordinary people who say "gee, I miss him", then Toughie made a real difference.

Fair winds Alan. ■





NEW YEAR'S EVE



Division 2 Report

Christmas and the New Year have passed and we will be well into the second half of the season when this edition of *In the Wind* hits your letterbox. The Christmas break produced very variable weather with some cool and very windy days which even led to the abandonment of the first day of racing at Cockburn Sound Regatta. *Huckleberry* and *Soon* both made the trip under the bridges to compete, with Phil winning the JAM 1 Consistency trophy for the second year in a row and Michael finishing sixth in the same fleet.

In contrast, the first few days of the New Year saw some gloriously hot days. Many Division 2 boats took advantage of the heat to cruise and enjoy water activities on the river and at Rottneest.

The two Camp Quality windward leeward invitation races at the beginning of November were as popular as ever. Consistency results featured yachts from RFBYC, resulting in wins for *Bodega* and *Popeye*. AMS results were dominated by *Big Diamond* and *Itinerant*, with places for *True South* and *Soon*.



There was a good showing of Division 2 contenders for the Governor's Cup, a race where the winds obviously suited the Farr 9.2s. Five Farris finished in the top 20 in an event which was again dominated by RFBYC yachts.

In other races for November and December consistency wins have gone to *Ragnar*, *Swagman* (2) and *Big Diamond*. The

AMS series has seen successes for *Farr Fetched* and *Itinerant*, and the Farr 9.2 Club Heat 2 was won by *Seahawk*.

There have been some particularly wonderful twilights this season, and I'm sure there will be many more to enjoy for the rest of the summer. Perth really is a wonderful place to sail and we should always appreciate the special conditions it has to offer. ■



Endeavour 24s Report

INTRINZIC – an active participant in SoPYC & RPYC E24 events.

The yacht is a Mk11 Endeavour 24 built in 1972 and may have been originally named *Electra* (Owner Unknown) then *Ad Lib* (Owner Unknown) and then renamed to *Rafiki* (Owner Pierre Vallega).

I met Pierre at a friend's party and we commenced discussing sailing when he mentioned he was short of crew. As a result the surf boards and water skis went in the closet and I started sailing again in 2004. Very soon after Pierre said he was moving to Qld and would have to sell the boat. I decided to purchase it in 2005 and so began my introduction to Keel boats from Centreboards many moons ago when I sailed as a junior at St Kilda Yacht Club commencing in the old favorite Cadet Dinghy.

That was the beginning of the end; money that is. The yacht went on the hardstand for a quick clean and check over when we discovered water oozing out of the fibreglass around the concrete above the keel. That

was the start of 2 seasons of serious maintenance and an outside paint job. When ready to put her back in the water we decided to rename and christen her *Intrinsic*. Padre Howard MacCallam was called upon to officiate proceedings with the official bottle of champagne being broken across her bow. Following the officialdom all guests were invited to a BBQ breakfast at the famous "Archie's Bar" at SoPYC to celebrate the occasion.

The interior was refurbished in 2009 with a floor being installed, new timber to the "V" section so a portable toilet could be installed and new mattresses & cushioning throughout. All sails were replaced in 2006, the Standing Rigging, Mast & Boom were replaced in 2010 and a new aluminium toerail was fitted in October 2014.

While competing in D5 at SoPYC I discovered E24s were a class at RPYC. We now try to sail as often as we can with the E24s where once again I continue to move through the learning curve thanks to everyone associated with the E24s. We have competed



■ The Famous Crew, Este'e, Graeme, Jon, and John AWOL Jan

each year in the State & National Championships in Perth and each year we have improved with 2015 being our most successful winning the Perpetual Trophy after shifting the mast forward to remove weather helm.

Intrinsic has poked her nose out into the wild blue yonder on a number of occasions in the annual end of season Billy Run. Always with a full crew, a boat load of food and refreshments plus safety gear. 2014 was our most successful venture with a first in our division and a first overall

using AMS. We are looking to this year's event and already the crew are jostling for positions.

It has been a steep and rewarding learning curve for all, listening, asking questions, and trying out various things each Saturday to make us competitive. That combined with the difficulty in maintaining a regular crew (due to study and employment), has been our biggest challenge. With a brand new rookie crew this year we are looking for further improvement in consistency and racing performance. ■



■ Rotto bound 2014

By Tony Finch

VAGABOND to the fore in the Governor's Cup 2016

Since purchasing 'Vagabond' in 1992, we have sailed in 537 Saturday races, competing every week against the others in the Endeavour fleet. We have also competed in 19 Governor's Cups with results varying between 10th (our best) and 80 something (not such a great day). Over that time, you learn that you have lots of good days sailing, and occasionally, bad ones. The 2016 Governor's Cup was going to turn out to be a good day.

Being a handicap start, and one of the slowest boats, we are always in the first 5 to start. With the start being at Royal Freshwater Bay this year, there were the added complications of getting to the start line on time for a 1:43 start. Arriving at RFBYC 15 minutes before our start time (14 minutes earlier than two years ago), we had time for a quick trip ashore before crossing the start line, the second boat away this year. In a handicap start, if you are passed by someone starting behind you, you are not going to win, so it's all about staying ahead of those behind.

Passing one of the Endeavours that started two minutes in front of us in the first 300 meters was a good sign. Perhaps this was our year.

The normal enjoyable first leg under the cliffs in Mosman Bay – winds coming from every direction, becalmed and then 20 knots. It's always such a pleasure to sail in the bay – NOT. Spinnaker up, spinnaker down for the long reach out to Miller, BIG spinnaker up (we were doing well, maybe we are a chance this

year – give the crew some more encouragement). On the wind up to Brickies, big spinnaker up again – no one has passed up, we are further in front of those around us. Spinnaker down and on the wind to Smiths. This is always the hard leg, the fleet coming down under spinnaker and we have to cross thru them going up wind. We always get bad wind and loose places here. The gods are smiling, the seas open up, and a large gap appears right in front of us and we cross the fleet in clear air. Still in front. Maybe this is our year. Give the crew some more encouragement.

But no, not to be. An S80 with RF on the sails appears in front. Sadness descends on the boat. Not this year. Around the mark, spinnaker up, we are on the way to the finish.

6th over the finish line, FIRST Royal Perth boat. Our best ever result. John Cassidy congratulates us for being 5th looser (he was the 1st looser). A great day.

We always aim to sail a perfect race – one with no mistakes. We had sailed a perfect race, we could not



have done any better, but this was not our year (again). We beat *Mistral* (another Endeavour) around the course by 2 minutes – a great result. The winner (*Wofwom*)

beat the other S80's by 3 minutes, so they also sailed a perfect race and deserved to win. Maybe next year, or the year after, or ■



Etchells Report

Ray Smith, Fleet Representative

The season has been busy so far.

The metropolitan championships continue to be a tight affair – after 8 races the results are as follows:

Pos'n	Boat No	Boat Name	Skipper/Crew	Totals
1	AUS1374	<i>St Johns Dance</i>	Raymond Smith	30
2	AUS827	<i>Heart Starter</i>	Mark Lovelady	38
3	AUS1022	<i>Screaming Plum</i>	Doug Kerr	57.5
4	AUS1356	<i>Briar Patch</i>	Gus McBriar	60
5	AUS1382	<i>1382</i>	Peter Chappell	65

The series has still another 8 races to be completed.

The Etchells have also had 2 further regattas with the Syd Corser being run on the river hosted by RPYC. 20 yachts competed over the 2 day event with the results as follows:

Pos'n	Boat Name	Skipper/Crew
1	<i>The Croc</i>	Michael MANFORD Dean MCAULLAY Nicholas GRAY
2	<i>Cone of Silence</i>	Ben DURHAM Sean GREGORY Andy FETHERS
3	<i>Tusk</i>	Brad SHERIDAN Brett SHOEBRIDGE Simon CUNNINGHAM
4	<i>1382</i>	Peter CHAPPELL Graeme JOHNSON Nick DEUSSEN
5	<i>St Johns Dance</i>	Raymond SMITH Alan SMITH Michael HUGHES (SAT) Mark REID (SUN)

The sunset sprints was a new initiative this year with 8 races over 3 evenings in December on short tight courses in Freshwater Bay – results :

Pos'n	Boat No	Boat Name	Skipper/Crew
1	AUS990	<i>Cone of Silence</i>	Ben Durham
2	AUS1226	<i>Highlander</i>	Martin Webster
3	AUS1374	<i>St Johns Dance</i>	Raymond Smith
4	AUS891	<i>Bandwagon</i>	Al Murchison
5	AUS1320	<i>Chilly Bin</i>	Dirk Vander Struyf



Both the NSW States and Etchells nationals are now complete – with my new Etchells – AUS 1445 *The Cure* we were 4th in the NSW states and 16th in the nationals in a fleet of 46. Dirk Van Der Struyf was the only other entrant from WA and managed an 11th overall.

The nationals now come to WA in January 2018 where we hope to get many interstate visitors.

Looking forwards our fleet will have its own WA states in March this year, then several teams will likely attend the Australasian Nationals in Mooloolaba QLD in June.

Rumour has it that another new boat will be joining the RPYC fleet very soon..... freshly brought in from the Eastern States. ■

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S97 Report

Jane Hannaford, Fleet Representative



It's great to see the season well under way and to finally have a bit of summer. The sailing calendar has been busy and with good levels of participation from the S97s and their crews.

The season's racing commenced with the Metro series, consisting of 6 heats with a convincing win to *Hejira*. (See results in table top right.)

Two short course races were held on 5 November with five S97s competing. These were closely fought with *Hejira* 1st, *Déjà Vu* 2nd and *Terra* 3rd in the first race. Race two saw positions changed with *Terra* 1st, *Hejira* 2nd and *Déjà Vu* 3rd.

Progressive results for the 10 races of the season to end of December for the 7 boats that have participated show some see close competition. (see table right)

Sail No	Boat Name	Skipper/Crew	Number of boats						Total -1
			Heat 1	Heat 2	Heat 3	Heat 4	Heat 5	Heat 6	
			8 Oct	15 Oct	22 Oct	29 Oct	12 Nov	26 Nov	
R104	<i>DÉJÀ VU</i>	Mark Hannaford	3			2	4	1	19
R198	<i>HORNETS NEST</i>	Ron Meyers	4	3	3	3	5	4	17
R287	<i>HEJIRA</i>	John Bailey	2	1	2	1	2	3	8
R297	<i>TERRA</i>	Simon Plunkett	1	4		4			27
R597	<i>STRESS MANAGEMENT</i>	Duke Snyder			1		3	2	24
R737	<i>POLYTHENE PAM</i>	John Hughes	5		5	4	1	5	20
R971	<i>JOLIE BREEZE</i>	Nick Timoney			4				40
RF970	<i>SKALLAGRIG</i>	Tom Lovelady		2					38

Progressive Results

Pos'n	Boat No	Boat Name	Skipper/Crew	Total	Nett
1	R287	<i>Hejira</i>	John Bailey	33	33
2	R104	<i>Déjà Vu</i>	Mark Hannaford	33	33
3	R737	<i>Polythene Pam</i>	John Hughes	37	37
4	R297	<i>Terra</i>	Simon Plunkett	43	43
5	R198	<i>Hornets Nest</i>	Ron Meyers	43	43
6	R597	<i>Stress Management</i>	Brian Innes/Duke Snyder	47	47
7	R971	<i>Jolie Breeze</i>	Nick Timoney	77	77

Close competition is expected again in the S97 State Championships which are fast approaching. The States will be held off Fremantle on the March long weekend (4th – 6th), in conjunction with the S80s.

Thanks to the efforts of Simon Plunkett, the competition winner will be the first to receive the brand new S97 trophy. The previous S97 trophy mysteriously disappeared a few years ago and despite thorough investigation, it was never located. No doubt there will be plenty of tight races over the long weekend to determine which skipper and boat names will be



etched on the new trophy in 2017.

We are happy to have Nick Timoney bring *Jolie Breeze* to join the competitive and social S97 fleet at RPYC this

season and see *5 Star Day* change hands. There are two other excellent boats on the market - *Total Recall* and *DNA* are both for sale so now is the time for you to join the fun and competition. ■



S80 Report

*I must go down to the sea again
To the lonely sea and the sky
I left my vest and socks down there
I wonder if they're dry*
- Spike Milligan

November ended on an extremely sad note following the passing of Alan Tough on Wednesday 23rd after a relatively short period of illness. A celebration of his life took place on 30th November at Royal Perth Yacht Club attended by family, friends, sailing, NFP sector and business associates. On Saturday 3rd December, boats from the S80 Association staged a memorial sail past at the commencement of afternoon racing. Alan's S80 *Surcouf* took centre stage sailed by long-standing members of his crew, who then proceeded to

take line-honours in the Royal Perth Cup. The sail past was attended by Alan's wife Liliana, their son Benedict, Alan's daughter Bronwyn and other members of Alan's close family. All thought it was a fitting and solemn tribute to Alan who was a member of Royal Perth Yacht Club for 40 years and spent his entire life sailing on the Swan River.

Another memorial event for Alan was hurriedly organised, based on an idea by John Holder and some concerted effort by a number of people to recruit skippers and borrow boats. On 7th December we witnessed the largest collection of former S80 skippers and sailing talent gathered on S80 yachts in well over two decades. The Wednesday

afternoon "legends lunch" and S80 JAM race out of South of Perth Yacht Club involving fifteen S80s was a colossal success. It is also possibly the start of what might become an annual event to honour the memory of Alan and his lifelong dedication to sailing. A report on this event is featured elsewhere in this issue of *In The Wind*.

The first two heats of the UK Sailmakers S80 Melville Water Short Course Championship were closely contested concurrent with the South of Perth Yacht Club Windward Leeward Course event on Saturday 5th November. Progressive Championship scores have John Johnston (*Fusion*) with 4 points ahead of Tony Strickland (*Vintage*

Red) on 5 points and David Beresford (*Sweet Babs*) on 7 points. Consistency results have David Beresford (*Sweet Babs*) with 2 points, ahead of Bob Hay (*Windmill*) equally placed with Tony Strickland (*Vintage Red*) both on 8 points. The deciding heats will be sailed on Saturday 4th February. Perpetual sponsor trophies donated by Geoff Bishop of UK Sailmakers will be presented to both Championship and Consistency winners at the Association annual dinner and prize night later in the year.

By the time this issue goes to print the S80 Swan River Championships will have been sailed and won. This six-heat short-course series over two consecutive Saturdays, hosted by South of Perth



► Yacht Club, is sailed either in January or February each year and is keenly contested by skippers and crews seeking to hone-up on crew work over short distance racing. It is a particularly good for exposing crews to this type of sailing without the more technical pressures associated with match racing. The 2016 event Championship was taken out by former S80 legend John Holder sailing *Kabisa*, whereas Dean Motteram on *Balancing Act* took out 1st place on Consistency.

Planning is well underway for the S80 State Championships, which are again being sailed on our traditional race-ground at Owen Anchorage over the long-weekend 4th – 6th March. As is usual, we will be sharing

the venue and fixtures with the S97 fleet. Again this year, the S80s expect to attract at least one visiting team, with rumours of interstate “rock-stars” crossing the Nullarbor to take a shot at the silverware.

Because of the long-weekend time slot (alright, it’s traditional) skippers typically struggle to get three consecutive days of commitment out of their regular crews. If anyone out there is interested in trying their hand on an S80 and would like to sail on the blue stuff during the March long-weekend, please talk to me or ask Kate in the office, who will put you in touch.

Wishing all readers a safe and satisfying 2017 with more happy sailing. ■



Offshore Report

Hilary Arthure, Representative

The Terror of Division 3 Criekey! We are half way through the 2016-17 Offshore season. Where has the time gone? It is brilliant to see a few more yachts out there this season, sporting the red sail numbers. *Blondie*, *Cougar*, *Huckleberry*, *La Premiere*, *Soon* and *Wyuna* have participated to date and *Swagman* joined the fleet for the Carnac Island Race.

Cougar, skippered by Scott Glaskin has had success when she has sailed this season. Most recently being the winner of Division 2 IRC in the Coventry Reef Race last November. The remainder of the RPYC yachts, sail in Division three. This is determined by their IRC ratings as well as waterline length.

I have spoken before of being 'Blondied'. That is when you have not sailed far enough

ahead of that well sailed S&S34 and she beats you on corrected time. S&S34s have a 'grandfathered' IRC rating which makes them hard to beat on the water.

Well clearly, there has been a breeding program at RPYC as now there are three regularly out there; *Blondie*, *Huckleberry* and *Soon*; and with the addition of *Swagman* that will make four. On *Wyuna* (a mere Beneteau 34.7), we refer to it as the Terror of Division 3! In actual fact it makes you try to sail as fast as you can from the gun, picking gusts, shifts and breeze, as every second counts. If you can see an S&S34 on the horizon as you finish, you are done for! This has made for some exciting racing during the season as *Wyuna* and *La Premiere* (a Beneteau 35) try to run away from the Terror!



Seriously though, it has made for lots of camaraderie and fun amongst the Royal Perth boats. This also contributes to the great satisfaction we all get from Offshore racing. The Annexe is a great facility and we appreciate the assistance of Clem, the Harbormaster who welcomes the yachts down there.

There are usually a couple of races each month. As I write this, the Carnac Island Race is next week; to be followed by the Bunbury and Return, which frequently favours our fleet of S&S34s. This will be followed in February by the Iberia Race, which also acts as a feeder to Geographe Bay Race Week. February is finished off with the Hillarys weekend. This consists

of a race north on Saturday (The Pot of Gold), a race south on Sunday (The Shepherdess), with lots of fun on Saturday evening at Hillarys Yacht Club.

Now for the advertisement: Are you a new member to RPYC or have you completed a sailing course? Are you willing and able to commit to a full days racing, or sometimes a weekend? Crewmembers are frequently needed on the Offshore yachts. Getting experience on a smaller vessel is an ideal way to learn more about sailing; more hands on experience and frequently multi-tasking. The Doctor, The Pirate, The Commodore, The Professor and The Engineer, all know that the real rock stars are in Division 3. ■



Image credit Suzzi Ghent

Team Racing Report

Andrew & Vera Waldby, Representatives

By the time this newsletter reaches your letter box the Team Racing Squad will have started back into their training sessions beginning February.

In December we conducted Impromptu Cup 5 using a Random Pairs configuration; where teams only had to nominate one boat's worth of a team instead of a whole two boat team. Then we would rotate each one boat team with every other one boat team. This worked out to be easier for Members to nominate a team and everybody indicated it was a great format. The comments that came back indicated that it provided a great

training opportunity for the more experienced Members to share skills with the less experience Members. We will look at using this same format for future Impromptu Cup's. We had a great breeze all afternoon and were able to get 12 flights started and finished.

Results for the day:

1st – Team PYE – Chris Pye, Ivan Tan, John Carlson, Kitty Thomas

2nd – Team HOGAN – Chris Hogan, Andrew Waldby, Jamie Mercer, Tom Coker

3rd – Team LANSELL – Geoff Lansell, Vera Waldby, Ellie Sansom, Adan Escobar,

4th – Team RFBYC – Dave Spearman, Sandy Anderson, Jenny Spearman, Martin Rice

5th – Team DÉJÀ VU – Mark Hannaford, Mark Busio, Joseph Monisse, Fern Chua,

6th – Team RICHARDSON – Jenny Richardson, Chrissie Payne, Ludo Fol, Gioia Fiori

A great day was had by everybody, and we thank you volunteers on the day. The results were followed by our end of year wind-up BBQ.

Please go to the RPYC Team Racing Facebook group to see photo's and commentary of the day.

This year's training format will be very similar to last

year, however for the first half of the year training sessions will be every third weekend. During the second half of the year we will increase that to every second weekend, and then every weekend as we lead into our overseas regattas. And, speaking of overseas regattas we will again be sending a team to the US northeast to compete at Seawanhaka Corinthian YC, Long Island New York for the third time, and Corinthian YC, Marblehead, Massachusetts for the second time. Keep your eyes out for requests for nominations to those regattas. Again we will have the pleasure of inviting Jessica Eastwell back as coach. ■



New Club Snooker Champion

The KNOCKER WHITE SNOOKER TOURNAMENT, the pinnacle of the game at RPYC and probably in WA, has been run and won for another year. A Commotion of Commodores and a broad cross section of members enjoyed several weeks of close competition and pleasant camaraderie in the Wardroom, culminating in the crowning of a new Club Snooker Champion.

The Knocker White, a long standing tradition at the club dating back to the 1950's, is a knock out singles snooker tournament, conducted over the sailing off season to entertain sailors sensible enough to stay off our chilly waters at that time.

The 2016 edition saw over 20 starters who enjoyed the challenge of friendly competition on what is surely one of the few remaining full size snooker tables left in the state. It was very pleasing to note the high level of involvement of our leadership group with no less than 3 Commodores and one prominent Flag Officer presenting themselves for the challenge. Unfortunately, all bar one (Monday afternoon stalwart, Ian Cameron) were found to be a bit rusty in the full sized snooker table department and suffered first round defeats.

The competition overall was a closely fought battle with numerous "Black Ball" games deciding who would advance in the tournament. Our sole female competitor, Jenny Richardson, fell to Ray House in a nail biting Black Ball game, as did the evergreen Ken Brookes in his early match against Adam Barker, last year's Runner Up, and this reflected the nature of the competition. Clearly any one of a number of players



could have progressed into the Final but it was left in the end to Jules Coni and Adam to fight it out for the right to put their name on the Honour Board for 2016.

The Ceremonial 1957 penny was flipped into the air at 11 am on a sunny Sunday morning to start the Final, what was to be a marathon best of three frames match.

Jules won the first frame by a mere 9 points; Adam did ALL the scoring in the second – for himself and for Jules with his many fouls – but prevailed to level the match at 1 frame each.

The big crowd assembled in the Wardroom were convinced that the demanding schedule of play would favour the younger man but the opposite was to be the case as Jules steadily manoeuvred himself into a small lead. Both players were showing fatigue when Jules pulled out a fortunate and timely snooker with only the black and pink on the table at which point Adam conceded, and Jules was victorious. A fitting finale to a great match. Congratulations to Jules; the inaugural victory of a most respected Druid, and

condolences to Adam, in the mix but again a bridesmaid for the second year in a row.

Thanks to all members who competed in this tournament and to the Club for their support. We look towards even greater involvement in the 2017 event which will be advertised through the Club and is scheduled to commence in June this year. In the meantime, get out there and get used to the big table and join us in June – it is a challenging, rewarding and fun event. ■



TUESDAY NIGHT DINING



We are showcasing some of Western Australia's best produce with a weekly interactive pan to plate dining experience.

One of our talented Chefs will be available to answer any of those tricky culinary questions you may have.

All of this and much more for the same great price of \$25 per person.

Bring along your family and friends this summer to the Wardroom for a fantastic feast.

Call for reservations on 9423 5511



Sides

(can be added to any main dish)

- Sautéed Mushrooms \$4
- House made Potato Hash \$4
- Five Bean Ragout \$4
- Smokey Bacon \$5

Sunday Wardroom

BREAKFAST

8:30am - 11am. Book now on 9423 5511

CELEBRATE SUMMER WITH SUNDAY BREAKFAST

- Eggs on Ciabatta Toast* ...\$10
- Lemonade Scones*...Served with butter, cream and jam... \$10
- Toasted Bacon Egg Muffin*...With tomato chutney and cheddar cheese... \$12
- Eggs Benedict*...Poached eggs, toasted ciabatta, ham, spinach and rich hollandaise sauce... \$18
 - Californian Style: with avocado... \$20
 - Mexican Style: with avocado and chorizo instead of ham... \$20
- Cream Cheese Pancakes*...Topped with apple and berry compot, maple syrup and whipped cream...\$18
- Skipper's Kipper*...Smoked Herring with poached eggs and fried tomato on sourdough toast... \$18
- Open Toasted Bagel*...With smoked salmon, dill, spinach, fried egg, avocado and tomato, topped with hollandaise sauce... \$18
- Honey Baked Granola*...With natural yoghurt, berry compote and fresh fruits... \$14
- Mushroom Fricassee*...Poached eggs on sourdough croute... \$17
- RPAYC Big breakfast*...Your choice of eggs on toasted sourdough with bacon, pork sausage, grilled tomato and house-made potato hash... \$23

Beverages

- Apple, Orange, Pineapple Juice \$3.00
- Stefano Manfredi Espresso Coffee \$3.50
- Selection of Tea Forté teas \$4.50





Fig, tomato, and sweet onion salad

What you will need

- 2 tablespoons red wine vinegar
- 2 teaspoons extra-virgin olive oil
- ¼ teaspoon freshly ground black pepper
- 2 cups quartered fresh figs
- 2 cups torn romaine lettuce
- 1 cup cherry tomatoes, halved
- ¾ cup vertically sliced Vidalia or other sweet onion
- 3 tablespoons chopped fresh mint
- ¼ cup (1 ounce) crumbled feta cheese



Preparation

1. Combine first 3 ingredients in a large bowl; stir well with a whisk.
2. Add figs, lettuce, tomatoes, onion, and mint; toss gently to coat.
3. Sprinkle with cheese.

SUMMER BEVERAGE SPECIALS in The Wardroom



PROMOTION

**Wild Yak &
Lazy Yak**
\$6.50
a schooner

- **Wild Yak- Pacific Ale** – is a fresh and fruity beast with a combination of Australian pale malt & wheat malt that provides a light, smooth palate low in bitterness and complemented with passionfruit & melon aromas.
- **Lazy Yak- Australian Pale Ale** – An approachable but flavoursome beer with subtle passionfruit and citrus aromas, thanks to a unique combination of hops added to the brew.



Wine OF THE MONTH
ROSILY VINEYARD
\$12 & **\$48**
a glass a bottle

- **Rosily Vineyard, Sauvignon Blanc, Margaret River 2016** – Trophy and Gold medal winner at Wine Show of Western Australia
- **Rosily Vineyard, Cartographer Cabernet Merlot, Margaret River** – Gold medal winner 2016 Winewise Small Vigneron Awards.



NEW **WARDROOM**
Sparkling Wine
\$10 & **\$45**
a glass a bottle

- **Willowbridge Blanc De Blanc 2014, Geographe WA.**
Sourced from the pristine Ferguson Valley, this vintage Chardonnay has been made in the traditional method, undergoing its secondary fermentation in the bottle before ageing on yeast to build complexity over its natural fresh fruits and zesty acidity.

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To further discuss and the options for your wedding and membership, please call our wedding specialist on 08 9389 1555 or email catering@rpyc.com.au



■ Ann Hodgkinson

Sailability Sunday morning training in Hansa 303 dinghies is a supported sailing program for Sailability members who wish to learn to sail and progress from novice to becoming an independent solo sailor. Experienced skippers teach members in the very stable and safe double seated 303 dinghies which cannot capsize and have very simple to use controls. Safety boat skippers and crew conduct mini races and mark rounding drills to assist with improving sailing skills and also to keep

the fleet together. Members achieving competency can then start to sail solo in the 303 dinghies, with the support of the rest of the fleet and the safety boat. They can then progress to sailing in the Sailability single handed Hansa Liberty dinghy and compete in Sunday afternoon club racing. Sailability members who do not achieve totally independent sailing skills, but who have a family member or support person to assist them can also compete in club racing in a 303 double. The program is very well supported and on most Sunday mornings all eight of the dinghies are in use. Family members and supporters are also taken out on a Sailability yacht to enable them to watch the sailing themselves. Experienced yacht or dinghy skippers or safety boat drivers are always welcome to volunteer to assist with the program. Please contact Ann Hodgkinson at the Sailability office on 9423 5526 if you would like to get involved. ■



Fremantle Annexe



■ Clem Rogers
Harbour Master

CHRISTMAS AND NEW YEAR

will have faded in to a distant memory as you read this article and midsummer will be in full flight. The festive season went well here at the Annexe with not as many Members taking to the water as expected, maybe it was the unpredictable weather pattern we experienced. It was much colder in the evenings than normal and winds were very strong.

As always there are a few things that didn't go right and we had some issues with the entry/exit gates, Member's access cards; the shorter crane hoist and electrical GPO faults, but overall remedies were found and once the holiday

period was over we were able to get the technical support on site to fix things, in short all working well!

In my last tome I did mention that if items were unserviceable, or a Member had issues with equipment to make contact with me at the time so as a further reminder, it would be good if, when a Member encounters a problem that their first point of contact is to me at the time on my mobile 0418 947 285.

CRAY POT STORAGE

The area close to the main gates has been "adopted" for cray pot storage, the numbers increasing annually. There are a couple of things I want to mention:

Firstly there are those pots that are most definitely past their useable life, it would be good if those owners came and disposed of the items, we have a commercial skip at the north end into which the bits can be placed.

Secondly, I have had Members come to me and report their pots have gone missing. The Club bears no responsibility to Members using the storage area. The best I can offer as

a suggestion is that both the pot and associated floats/lines are well marked and easily identifiable, so that if needs be they can be traced. It seems from the media there are those out there that prefer using other's property, even when pots are set offshore, so they're easy targets in the storage area. A photograph or two of their location and I/D might not go amiss also as a means of tracking. We have CCTV cameras, but their main purpose is not to be the craypot guardians. I understand the anguish of losing possessions. It seems it's only the best "professional", or brand new pots that are the main target. I'm advised these can have a cost of some \$250 or more, well worth hanging on too!!

"THE GATE ISN'T WORKING!"

As I am sure you are all aware; there are occasions where the entry/exit gates won't grant access when a card is swiped. There are a number of issues which can cause this such as a broken or damaged card or overdue Member account or the far less frequent issues relating to an electrical or system fault.

If your card does not grant you access to the Annexe please take note of the status of the lights on the reader when you swipe your card so that the problem can be more easily identified. If both lights on the reader are green and switch to red when you card is swiped then your card is locked; if the reader does not beep or change lights when your card is scanned the card is damaged; if the top light is red and the bottom is green then there is a network error. When you have error information, you can contact the Harbourmaster on 0418 947 285 for assistance."

FINALLY, - CRANE WHARF AREA PARKING

It has come to pass that vehicles (both Member and Contractor) are being left unattended along the fairway leading to "D" jetty, impeding access to the cranes. This area is not and never has been for parking vehicles, please consider fellow Members and use the proper parking areas. This goes for vacant hard stand trailer bays; these are not vehicle parking areas!

Here's to the best part of summer! ■



From the Archives

Unusual Requests

During the year, the Archives have many requests for information about family members, photos of yachts etc. but a request to our General Manager in November was perhaps one of our most unusual.

A little over 40 years ago, Joanne Van Meter from Cape Cod Massachusetts, during a New Year Celebration, was goaded into making a reverse charge call to RPYC. Apparently the call was accepted and a pleasant conversation ensued." On Friday 4th November 2016 a request was made by a friend of Joanne, to RPYC, to email Joanne best wishes for her 75th Birthday. This request was duly carried out.

And a more recent inquiry:

Out of the blue this week, an enquiry came from the Great Niece of (Wee) George Farquhar, who was the Skipper on the

Parmelia Race Yacht "Shadow of Lothian". George is a well-respected ocean skipper and a Scottish Commonwealth heavy weight wrestler.

Bertha Henretty, Georges Great Niece had not heard from him since the 1950s and wanted to know if we had any knowledge of his whereabouts so as she could make contact for family history reasons. Given that the Parmelia Race was over 35 years ago it was a bit of a problem in knowing where to start looking for George even if he was still alive. Using a sailing contact and some archival information, I was able to locate George in about 25 minutes. He is currently living in Denmark WA. As this article goes to print, George would have made contact with his long lost relative.

For general access to records, Family and Club History inquiries, give us a call or drop down to the Club and visit your Club Archives.

Contact details:

Direct line to Archive Room 08 9386 1897 or 08 9389 1555 email: clubarchivist@rpyc.com.au

"Among national assets, archives are the most precious; they are the gift of one generation to another and the extent of our care of them marks the extent of our civilization".

Quote by Arthur Doughty, July 1916 during the battle of the Somme.



Quiz

The December Quiz:

Involved a "Tot", a daily issue of Pussers Rum given to the crews of Royal Navy Ships with a double issue before battle and after victory. It was first introduced in 1655 as a substitute for beer. The Question is, what year was this tradition discontinued?

Commodore Mark Fitzhardinge you are the first winner from many entries. The date of cessation of this age old tradition was July 31st 1970. This day was to be known as "Black Tot Day". The name Pussers is nothing more than a corruption of the word "purser". On board ship, the purser was responsible for ships stores – including the rum. Everything that came from the purser was called "Pussers" – and still is today, hence the name Pussers Rum.



Pictured left is a "Tot Measure" presented to me as a guest by the crew of the *HMS Grenville* in the late 60s on the ships' visit to Fremantle.

The February Quiz:

Requires you to name the inventor of the game of Snooker and as a tie breaker what year did this take place? The clue is that the inventor was a Slough man.

First correct entry wins.

Please email your entry to: clubarchivist@rpyc.com.au or by phone to Jon on 9386 1897 or 0408 945 611.



Recent Donations to the Archives

We would like to thank the following Members and Friends of R.P.Y.C.

- Brian Burke – An unusual Timber Plinth Trophy dated 1934/1935. (Pictured left)
- John Guhl – Further donations from Brian Guhl, and my apologies for the misspelling of the Guhl family name in the last issue.
- Rob Rooke – America's Cup and 1st Fremantle to Geraldton Ocean Race news clippings.
- Ken Wiggins – A large selection of Sailing Books.
- Fred Murdock – Harold Charles Brooke – Sailing Profile.

Members Services Directory

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