



In the Wind

ROYAL PERTH YACHT CLUB NEWSLETTER

JULY 2017

Jon Sanders' - Panama Canal

Women's State Keelboat Championships

WA Sailing Awards

ALSO Featuring

- Mother's Day
- FINAL Cruising Tips
- Easter at RPYC
- Dinghy Division Prize Night and Keelboat Prize Giving

TALK ABOUT A *Winter Warmer*

By popular request - our
Tuesday Night Buffet will
be featuring Curries.

Join us on the **8th August** for a
night of sensational spices and
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\$25 PP.



BRAVO!!

JOIN US FOR AN EXCLUSIVE NIGHT FEATURING
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SIMON AND HIS TEAM HAVE CREATED A MENU OF EXQUISITE TAPAS ITEMS
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It's time to once again join with Royal Freshwater Bay for some fun and frivolity.

Combined Mess Dinner

One of our Traditions at its finest!

Date: Friday 1 September 2017
Time: Meet in the Wardroom at 6pm
 Boat departs from RPYC promptly at 6:15pm
 Evening starts at RFBYC at 7pm for 7:30pm
Dress: Mess kit or black tie with miniatures
 Cocktail Dress for ladies

Some helpful hints to make sure you have a fantastic night at the Combined Mess Dinner.

Mess Etiquette and Protocol

Diners are asked to observe the following matters of etiquette and protocol.

- After moving into the Dining Room, please remain standing until the Dining President is seated.
- When called upon, a member with a Guest should stand (with his Guest) and introduce his Guest, addressing his remarks "Mr President...".
- While Grace is being said, all diners are to remain seated.
- After meals have been served, please wait for the Dining President to commence eating.
- Apart from a possible recess, until the "Loyal Toast" has been honoured, please do not stand up or leave the Dining table.
- When honouring the "Loyal Toast", in accordance with Naval Tradition, please remain SEATED. Diners who do not drink Port may drink water.
- During the "Passing of the Port", decanters must always move to the left and should be tabled between diners. SILENCE MUST BE MAINTAINED during the passing of the Port prior to the Loyal Toast.

**At Royal
Freshwater Bay
Yacht Club**

\$80 per person
including dinner, beer
wine and soft drinks.

Book with Tracy on
9389 1555 or
reception@rpyc.com.au

**Please advise if you will be
joining us on the Club Boats
or meeting at RFBYC**

**PLEASE NOTE that Smoking
is not permitted in the Dining
room and all other enclosed
areas of the Clubhouse.**

RPYC Success at the WA Sailing Awards



The annual WA Sailing Awards Presentation Night was held on the 11th of May and Royal Perth Yacht Club was very well represented and our members' achievements duly recognised.



We are proud to announce that following on from their gold medal success at the 2016 Rio Paralympic Games, Colin Harrison and Russell Boaden were deservedly awarded the highest honour, the Ron Tough Yachting Foundation Gold Medal. Colin and Russell's achievements were further acknowledged with them also being awarded the Sailors of the Year with a Disability and Male Sailors of the Year.

These honours follow years of successful Paralympic Campaigns, which culminated in a gold medal at the Rio Paralympic Games. Colin, Russell and Jonathan Harris

(NSW) were a dominant force in the Sonar Class, having not placed off the podium at a major event since 2013, aside from the Sailing World Cup in Hyeres in 2016 where they finished fourth. This domination was on display in Rio when they won the gold medal convincingly, leaving no doubt that they were indeed the top team in the world. Team Coach Grant Alderson was also recognised for his involvement, being awarded the Coach of the Year.

Barry Johnson was awarded the Official of the Year honour in recognition of his dedication and achievements as an

International Measurer. Barry has attended an impressive total of five Olympic Games and committed 21 years and counting to numerous World Sailing, world championship and World Sailing International Measurers Sub-Committee. Barry has also recently been appointed to the World Sailing Equipment Committee and World Sailing International Measurers Sub-Committee.

A number of RPYC members were also nominated for awards, including:

- Una McCallum (Volunteer of the Year)
- Karen Koedyk (Female Sailor of the Year)

- Matthew Wearn (Male Sailor of the Year)
- Ethan McAullay (Junior Sailor of the Year)
- Elyse Ainsworth (Youth Sailor of the Year)
- John Rosser (Ron Tough Yachting Foundation Gold Medal)
- Royal Perth Yacht Club was also nominated for Club of the Year.

RPYC would like to congratulate all WA Sailing Award winners and nominees on their well-deserved recognition. ■



Cruising Tips for the Mediterranean

Part 7: Turkey - Bodrum to Antalya

This is the final article in our series on Cruising Tips for the Mediterranean. In this one John & Terri Boardman share their experiences sailing the Turkish coast from Bodrum to Tasucu in the eastern Mediterranean. We hope that even if you have no immediate plans to sail in the Med, which would seem a shame, you have nevertheless enjoyed reading this series.

Kelly Scott

Much of this stretch of coast is perfect cruising territory, with the consequence it gets very crowded with charter boats in high season, although definitely not the case in 2016! However there are sufficient bays that, with a bit of exploring, you should always be able to find somewhere that has been overlooked by the charter crowd.

The Pilot guides will tell you that the prevailing wind is from the NW. The reality is that the prevailing wind is "on the nose" irrespective of where you are heading! However other than some katabatic gusts of BF7-8 close to the mountain ranges the winds are generally great cruising winds in the BF4-5 range.

Bodrum - anchor in the bay and buy ear plugs, or stay up all night and party. The cacophony of nightclub noise,

11pm to 6am, has to be heard to be believed. However the Castle of St. Peter, now one of the best maritime museums in the world, and local markets and shopping justify a couple of sleep deprived nights; well maybe just one!

Ancient Knidos - lovely sheltered bay with a restaurant and the ruins of one of the cities of the Dorian Confederacy to explore on the hillside overlooking the bay. In mid-summer the underwater springs which feed the bay make it delightfully refreshing. At other times swimming is for the masochists! And, irrespective of conditions, make sure that your anchor is well dug in and you have ample chain on the bottom. Midnight wind changes and dragging anchors are a common occurrence here.



■ Keci Buku, Ersoy

Hisaronu and Yesilova Gulfs; dozens of bays, some with one or two restaurants others completely uninhabited. As many restaurants have been built without the requisite planning approvals they come and go, so explore and find out for yourselves!

Keci Buku - go stern to on one of the restaurant jetties at the head of the bay. Lush gardens, idyllic and great food. Our favourite is Ersoy; delightful owners.

Bozburun - a charming port with a small, well sheltered

■ Knidos





■ Bozuk Buku



■ Bozuk Buku



■ Marmaris

► harbour – or anchor off in the bay, several good restaurants.

Bozuk Buku - Large sheltered bay; take a long line ashore or pick up a restaurant bouy. (Make sure the Aussie flag is still top of the pole!)

Serce Limani - Another large bay close to Bozuk Buku; take a long line ashore or pick up a restaurant bouy.

Marmaris - to be honest not one of our favourite places but included because if you ever want a steak fix Marmaris Yacht Marina restaurant does the best steak in the Med, at a remarkably low price and good red wine with a modest mark up. Avoid Netsel Marina, in town. It is right beside Bar Street, filled with open air night clubs that compete with each other at decibel levels way above anything permitted in

HSE legislation until 6am. It is also a place in which boat owners like to show off their ribs; 4 x 350hp on the back of this one!

Fethiye Korfezi, Fethiye and Gocek - many anchorages and both towns are interesting out of season! This is the heart of charter territory; avoid in

season, unless of course you're chartering!! Good base for visiting Saklikent Gorge, and the abandoned Greek town of Kaya Koyu ... inspiration ►



■ Saklikent



■ Saklikent Gorge





■ Kalkan



■ Kas

► for the extraordinary book *Birds without wings*. Saklikent gorge is an absolute must see, walk, wade, scramble then enjoy fresh trout and salad at a restaurant beside the running water. Go early before the crowds/heat.

Kalkan - former Greek village with a fascinating history, loads of great restaurants and a good base for visiting Patara and Xanthos – both well worth the time.

Kas - crowded harbour so you might have to go into the, new, marina, but it's always worth a try for the



■ Kastellorizo



■ Kastellorizo

convenience and ambiance of the port. Kas is one of those places which grows on you the more you explore. Loads

of great restaurants, cobbled alleys with quirky shops and great Turkish baths. This is a high end tourist destination.

(It is also only 3nm across to Meis Adasi – Kastelloritzo, where many of our Perth Greek families are from. Featured in ►

■ Antalya Museum





■ Kale Koy



■ Alanya

▶ the 1995 film *Mediterraneo*. Although strictly you should exit Turkey and go through Greek entry procedures,

authorities on both sides appear to turn a blind eye provided you are flying the correct courtesy flag!

Kekova Roads - simply one of our favourite places in the world! Plenty to explore, Lycian sarcophagi above and below water, spectacular views and the village of Ucagiz is charming. Try and go stern to on Hassan Deniz restaurant jetty; great food and delightful people.

Antalya - a city with an eclectic range of architecture, shops, bars and restaurants, a superb museum and a spectacular harbour setting – not up to Cesme but still a very special experience.

Alanya - little option but to use the marina as

the harbour is crowded with pirate boats and very noisy. Although the marina is a short (15min/~A\$1) dolmus ride from town the compensation is that it has a great pool and a hamam where you can get a first class massage for \$30. The views from Alanya castle sitting on top of a massive promontory are worth the heart pounding climb to the top.

Tasucu - although Tasucu itself is nothing special it's the closest Port of Entry/Exit for Cyprus and is only 30 mins away from the historic Silifke with it's imposing castle. ■





The Panama Canal

As you are probably aware 'Perie Banou II' was to depart Shelter Bay Marina, Colon - Atlantic end of the canal, Monday 22nd May 2017 this year. Well I didn't. Went Tuesday.

Why? Don't know. You get that. Same with two other yachts. The three yachts did the transit Tuesday.

The other yachts were a French owned Lagoon 50 (ft) catamaran and a New Zealand owned Royal New Zealand Yacht Club 44.5 Beneteau. RNZYC is in North Island.

Paul Stratfold and his partner of 8 years, Shiralee Fitzgerald, flew in from St Maarten Caribbean to manage and do the transit.

In Paul's baggage were two oil filters and two fuel filters for *Perie Banou's* 50hp Yanmah engine.

Paul did not declare them. Bad boy (I think he's a good

bloke, - but then again I ain't Panamanian).

He got arrested. True.

So a Panama lady customs officer ends up being in the car driven by driver Ricky organised by our transit agent Tina McBride.

Lady Customs Officer needed to travel in the car with Paul and Shiralee and the two precious now expensive boring oil and fuel filters. From Panama City (pacific) to Colon (Atlantic) - the other side of Panama.

Thus to ensure the oil and fuel filters were safely put on *Perie Banou*, just like where Paul reckoned they were going.

Paul paid the cost of the official's movements and the return by taxi. Cash of course.

During the next several days Paul would get the odd iPhone call from the lady. Despite Shiralee, she seemed to have the hots for Paul.

He wanted the calls like a hole in the head.

Come Tuesday with Paul in charge, Shiralee, two line handlers Ricky and Eric, we departed at 4:15 am from the dock at Shelter Bay Marina.

In darkness motored across the estuary to the "Flats". The other two yachts also arrived.

At 5am the Advisor (pilot) arrived by Launch.

In convoy with the other two yachts, with their advisors and line handlers we began the transit. Towards the first 3 locks. The Gatun locks. The up locks.

One mile from the locks, under the advice of the advisor the linesmen tied the three yachts together. As one. The *Lagoon* being the bigger vessel in the middle. She was to be the power house. Two smaller yachts either side.

All yachts are surrounded by their fenders. Tied to the rails. Ricky had made up 8 additional fenders for *Perie Banou* out of tyres, with plastic bags taped around them.

Just as well. A large tug passed close. Full bore. Big wash. ▶



► Thus all tied together we entered the first of the three locks. We are centre chamber. That is all 3 tied together are in the middle of the lock.

And the big ship in front.

The water that floods the locks, raises the vessels, is fed by man-made Gatun Lake.

The 3 locks join each other. One, then next, then next. Altogether we are raised 90 ft.

Gatun Lake built to feed the locks, also provides much of the transit route to the Pacific end of the canal. Feeds the Gailard Cut. Cut thru the mountain ridge, a continuation of the Andes Mountains.

The lake is beautiful. Fabulous. Ringed by jungle and jungle clad islands.

We get to see all sorts of nearby ships under way. They steam thru Gatun Lake. Wonderful.

At the other Panama City end of the canal are the last of the

6 locks. - (3) lower the ships to the Pacific.

The procedure for the final three locks was different. The *Lagoon* split from ourselves and went alone into a parallel set of locks.

A canal ferry went into our lock, followed by *Rumpus* the Beneteau - tying alongside the ferry, then ourselves being the smaller tying to *Rumpus*.

On the way up we come behind the ship - first in.

The reverse happens on the way down.

The ship, massive, comes in behind. - Close behind.

Both sides of the ship are so close to the walls of the lock, it is difficult to see the gap either side. These huge ships are built to just-fit the canal.

The very last of these locks, oops we tied to *Rumpus* facing the other way. From where we came. Would be us. Why not!?

As we drew alongside the

Beneteau our bow linesman threw the line. It landed on *Rumpus* as always. Quickly tied.

The stern linesman severely hampered by our shade cloth (made by David Dicks himself, out of one of my used mainsails) threw.

Just a bit of rope arrived on *Rumpus*. Their linesman missed. Current in the lock caught. We ended up tying the other way around.

Kristin, partner of Rupert Wilson (owners of *Rumpus*) said to me "I thought you were doing a circumnavigation. Why are you going the other way?"

"Because I am backward".

Anyway Paul used the current, spun the yacht, quickly on our way out.

It was a beautiful transit across Panama. My 7th. I would never get tired of doing it.

Paul and Shiralee managed all and everything. Organised all and paid for it. The agent, the linesmen, the transit, Flamenco

Marina Balboa - Panama City. The hotel, reprovisioning, refuelling including additional jerry cans Americans call jugs, plus more.

They flew out of Panama 7am sat 26 May. *Perie Banou* departed 3 hours later for French Polynesia.

The most uncomfortable thing has been the non tourist season in Panama. Like Darwin the northern Australian city in summer "The Wet". Hot. Awful humid.

It is the "Wet" now in Panama. Very hot and humid.

The hotel was bliss.

When I departed Balboa 3 days back. It was calm. Calmer than calm. All that day, all that night and most of the next day. Then I fetched a light head wind. All overcast. Thunder and lightning.

Fill you in next week.

Regards to all.

Jon ■



An old git's adventures in Auckland



As I stood in the queue to board the flight from Sydney to Auckland, I found myself chatting to a nearly 7 foot tall Jamaican, and it was no surprise that he was a basketball player. Once in my seat, I found myself sitting next to a woman from the Gold Coast, who was a female soccer player.

Anyone on that flight who wasn't on their way to the World Masters' Games must have felt very out of place. The atmosphere was fantastic, so full of excitement and expectation. Somewhere further back in the plane I spotted one of my fellow Laser sailing competitors, but he was just a young bloke, less than 65, we waved and certainly weren't the only ones on the flight catching up with old friends and past competitors.

Before flying to Auckland I had spent three days in Sydney, and done some training on the harbour with Mark Bethwaite, three times Olympian and many times Laser Masters' World Champion. Always generous with his advice, Mark is a great person to sail against, and the sessions were really useful. I have always been able to match his speed upwind, but he is very slippery downwind, but I'm closing the gap.

Once we got to Auckland the atmosphere was electric, the

Games had attracted 28,000 visitors to the City of Sails, and the locals were so welcoming and helpful. Check in at the main event centre was a breeze, and we were soon enjoying a harbourside meal, and meeting so many fellow competitors.

The sailing venue was at Torbay Sailing Club, north from the city on the Hauraki Gulf, with the race course in the shadow of the famous Rangitoto Island. Like any masters' event, the first day is like a reunion, catching up with old friends between collecting charter boats and getting measured.

It was impressive the number of Kiwi sailing legends who were sailing in the event. America's Cup and round the world race sailors, used to getting paid big money to go sailing, were taking part for the fun. We were honoured to have as principal race officer Harold Bennet, who has run more America's Cups than I can remember. We were in good hands.

The first day of racing went well for me, in a 10 to 12 knot breeze I had two good results, and thanks in part to Mark Bethwaite being disqualified from one race for a premature start, I topped the leaderboard overnight. Day two and I struggled in the very breezy conditions, with the wind against tide producing a very nasty short steep sea, I slipped to second place overall.

Then the breeze almost disappeared altogether for two days and things didn't go my way, including a premature start, and going into the last day I had slipped down to fifth place, but it was tight at the top.

On the final day the breeze saved me, filling in at a very manageable 12 to 15 knots, I made two good starts, and stayed close to the front of the fleet to grab the bronze medal. For the medal ceremony and the final party more of New Zealand's sailing legends turned up, and I was presented with

my medal my old friend and fellow journalist Peter Montgomery, known as "the voice of sailing".

After just a week back home I have now made the annual migration to the northern hemisphere, with an exciting and busy schedule lined up. It will be a mixture of Laser sailing and working with CQS on their European tour.

With the Laser I have the European Open Masters' Championships in Brittany, the British Open Masters' Championships and the Masters World Championships in Split, Croatia.

CQS are doing races in Finland, and Sweden, followed by a race across the English Channel, Cowes Week and the Fastnet Race, then down to the Mediterranean for the Voile de St Tropez and the Middle Sea Race out of Malta.

By the end of October I'll need to come home for a rest. ■



Van Gogh and The Seasons

Can you believe a whole year has gone by since we did our first art class with Cabernet and Canvas at Royal Perth Yacht Club.

A few Members, aka would be artists, participated in all the classes on offer and even availed themselves to the public classes held outside of the Club.

Fast forward to May this year and four members of the club representing both power and sail took their love of art and headed over to Melbourne for the Van Gogh Seasons Exhibition at the National Gallery of Victoria. This exhibition was 15 years in the making and involved several different galleries and museums. It is not travelling so we decided we needed to travel so that we didn't miss out.

As part of the program the Melbourne Symphony Orchestra played Vivaldi's Four Seasons and actor, John Howard read from Vincent's



letters to his brother Theo.

Naturally being in Melbourne we had to explore many of the city's cultural venues, such as the Tram Restaurant, breakfast in the lanes, the casino, interesting bars and of course shopping.

Van Gogh painted four seasons but as any Club Member will know there are actually six seasons. Sailing, Spring, Summer, Time Trialling, Winter and Autumn. We have no off-season but during the cooler months we do have some extra activities such as the art classes and dance lessons.

May saw the art classes resume with a small but keen group we painted our interpretation of the view of Perth from Kings Park. It is amazing how different everyone's paintings were considering we were all given the same instructions. You definitely do not need any talent or experience to enjoy these classes.

Come along and join in with the other Members who have already enjoyed these activities, who knows you may be the next Vincent. There are still quite a few classes available over the next few months, so contact Kelly at marketing@rpyc.com.au to reserve your place. ■



2017 Women's State Keelboat Championships

RPYC was represented by two teams in the Women's State Keelboat Championships hosted by EFYC.

RPYC 1 - Jen Richardson, Fiona Laing, Vera Waldby, Ann-marie Johnson, Annette Koenders, Chrissie Payne, Fiona McCabe and Gioia Fiori.

RPYC 2 - Karen Koedyk, Sadie Blessas, Jane Hannaford, Saskia Mackay, Hilary Arthure, Judith Diedericks and Joanne McBride.

Karen's B team was assembled only two weeks before the event and I was volunteered to coach and supply *Déjà Vu* for training. Some of us knew each other, some had sailed together and a few had even been on a Foundation however as a team we were starting from scratch. All three training days concentrated on boat handling in very light conditions so we were glad to see a light

forecast for the day. Karen was getting the hang of turning a bigger boat and the crew were working well together. The big question was how they would go with starting, traffic, tactics and the big picture. The strategy was to start to weather and tack away to leave the fleet running out of space on the left shore. Then keep the boat moving, chase pressure but avoid tacking. Try to keep out of traffic, turn slow, arrive on starboard, hoist early and drop early. Sounds easy

The competition was not going to be easy – reigning champs SPYC, two very experienced RFBYC teams, Fremantle, Hillarys, EFYC and two RPYC teams. World Match Racing Champ Jess Eastwell, as the pregnant tactician, was calling

shots on SPYC, but everyone is beatable.

The venue was not going to be easy - Blackwall Reach was light, patchy, shifty 5kt gusts with strong current and limited space. In retrospect, I would have to say that it was some of the most challenging conditions I have seen. It was the same for everyone – some good times, some bad times and some ugly.

Race 1 saw a very heavy pin bias on the line so the first tactic (start to weather and tack away) was scrapped and it was charge down the line and hope the others aren't there which worked great for Karen's team. It was only one lap, they were in the front few boats and had a close kite finish in 3rd.

Jen's team had a poor start but got through traffic to finish 5th with SPYC 6th.

Race 2 was another short 1 lap race in light winds. The start was busy at the pin end as the others had woken up. Jen got the best of the start as the current sucked 3-4 boats over the line early and not all returned. Jen sailed her best race to get 1st and SPYC was rubbed as over early. KK kept clear of most of the holes and stayed in touch with another close kite finish for 3rd. Things were looking good and it was all smiles.

The starters relocated the course further upstream to give a better course area as the wind had shifted. The last 3 races were 2 laps. Conditions



■ RPYC 2 - Karen Koedyk, Sadie Blessas, Jane Hannaford, Saskia Mackay, Hilary Arthure, Judith Diedericks and Joanne McBride



■ RPYC 1 - Jen Richardson, Fiona Laing, Vera Waldby, Ann-marie Johnson, Annette Koenders, Chrissie Payne and Gioia Fiori

► were still light and patchy but the current had increased particularly on the north shore where it was pushing you upwind but against you downwind.

Race 3 saw another great start from Karen but Jen was buried. At the end of the first lap Karen was in 3rd when disaster struck as the current pushed them into the buoy and then fouled another boat during the penalty turn so had to spin again. Well that stopped them stone dead in the water. Jen got 6th and Karen 7th. The smiles were gone.

Race 4 saw Karen pulling off another great start at the pin but were a shade early and dipped the wrong side! They spun around to start on port. The line was so pin biased they had to dip the entire fleet and shoot the start boat. They then sailed way into the moorings away from the traffic and on the 2nd lap were back to midfleet. On the last kite run the leading pack hit a black hole on the right shore and



were stopped by the current. Karen steered well left and stormed through to 2nd behind SPYC so it was smiles again and thoughts of some champagne. Jen got the worst of the hole and was last but only about 4 lengths back.

Race 5 - KK started brilliantly again but the coach forgot to remind them about not going into that black hole – wasn't that obvious?

They dropped two places on the edge of the black hole on the first kite and then went

all the way in on the last kite where it all came undone and the fleet rolled them in the last 100m so it was 8th. Jen got hammered as well with a 7th. There were 6 boats finishing within 4 lengths again. I was still jumping up and down yelling don't go in there, gybe, gybe. SPYC had their second win.

Congratulations to Mara Lowry (SPYC) who won on a countback from a consistent Adele Jackson (RFBYC). The other RFBYC team (Sandy Anderson) was 2 pts back on

3rd and RPYC 2 was another 2 points back on 4th. Then FSC, RPYC 1, EFYC and HYC.

Karen is still smiling. Her team are to be congratulated for a fantastic effort considering the tough competition and even tougher sailing conditions. Sadie and Hillary called the shots, the trimmers trimmed and bow work was excellent. The know they should have got on podium and could have won. They sailed consistently and always looked fast. They are already talking about next time. The champagne was good. ■



New Zealand Optimist National Championships

This year I was lucky enough to qualify to represent Australia at the New Zealand Optimist National Championships as part of the Australian Optimist Sailing Team (AOST). It was an amazing experience and I learnt lots as well as having some really good results.

The Event was held over Easter in the town of Napier. Napier is located on the east coast of the north island.

We arrived four days before the event and I was eager to start training to get familiar with the conditions. Our coach Sam Mackay had grown up in Napier, so had lots of tips and tricks to help us pick the wind as well as telling us what to expect for the regatta.

I was also keen to get to know the people in my team a bit better as well as setting up my charter boat.

The day of registration and measurement was very busy as everyone was hurrying to checking over their boats and

make last minute changes before Cyclone Cook came through and unleashed its fury with 70 knot winds and torrential rain. Everyone made it through measurement before the cyclone hit that night, we were lucky that nothing was broken, even though the boat yard was knee deep in water.

Day one of the regatta had a monster swell that was 10-12 feet tall with a 10-12 knot breeze. This made for really tricky sailing, as you were constantly moving, leaning out of the boat at the top of the wave and getting back in at the bottom where there was no wind. I had a great first race with a 17th, but from there it went downhill with the second and last race of the day being a 44th because I had to stop to fix my sprit halyard moments after the start. From there I

knew I had a lot of ground to make up if I was to qualify for gold fleet finals, the top 60 made it to gold and I was currently sitting 89th almost 30 places out.

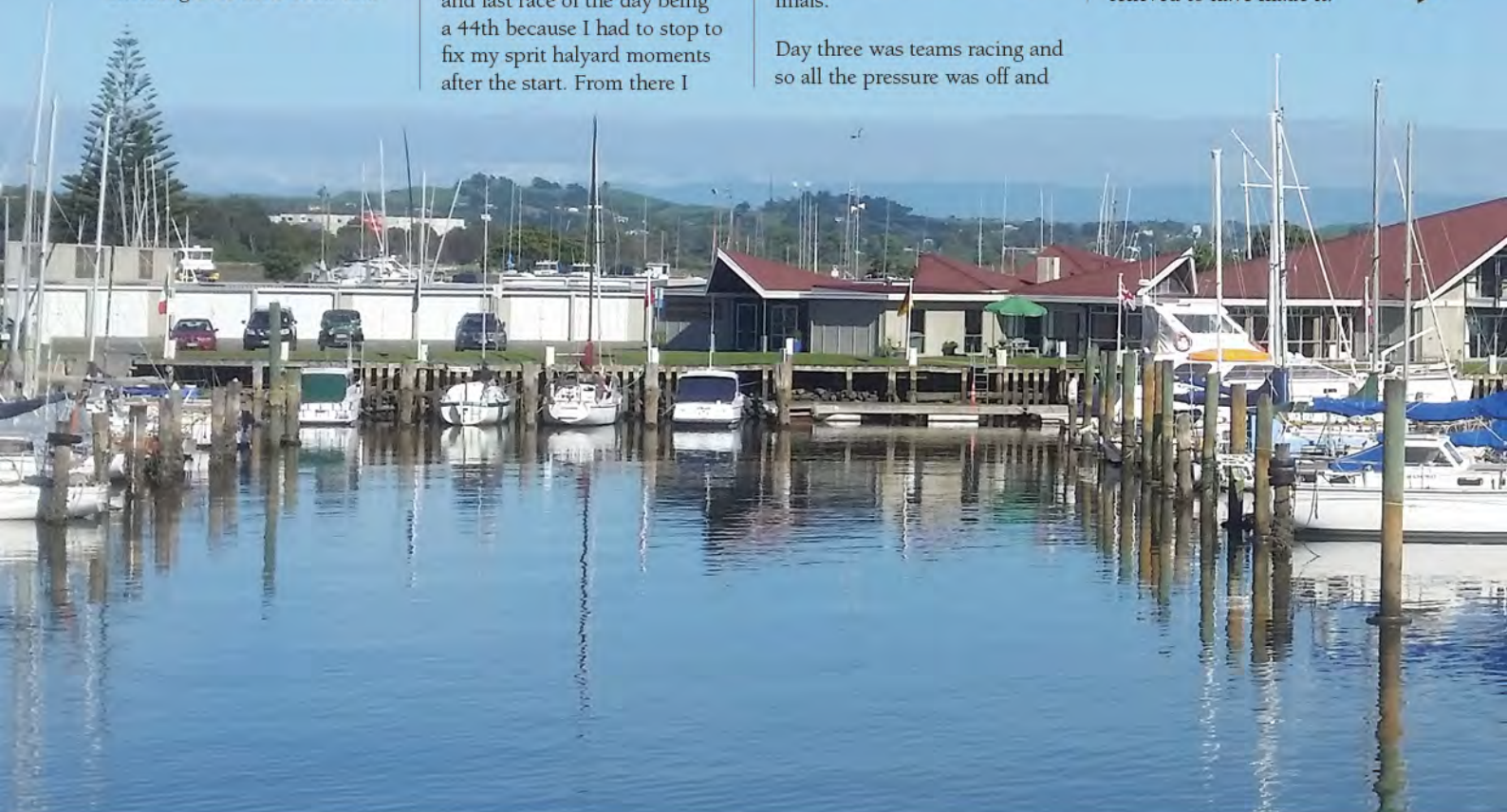
Day two had a big swell again not quite as big as the previous day, with it only being 8-10 feet, there was also a bit more breeze with about 15-20+Knots, which was perfect conditions for me. I was all set to have an awesome day and I did, with an 8th in the first race and an 11th in the fourth race. The second and third races that day were not great, but still half decent. They were a 21st and a 22nd. All I could do now was hope I had done enough to make the gold finals.

Day three was teams racing and so all the pressure was off and

this day was just about having fun. We won our first two races with our combinations being 1,2,3,4 in the first and a 1,2,3,5 in the second. In the third race, we were matched against our friends from the other Australian team, we lost on count back but it was still heaps of fun.

Prize giving was the best though as everyone won a prize when you got called you went up to the table piled high with prizes and picked one.

Day four was the first day of the finals and my performance on day two had been enough for me to qualify for gold as I was currently sitting 49th in the fleet of 180 and I was very relieved to have made it. ▶





■ Opti heading out



■ Cyclone Cooke

► This day it was absolute glass with no wind, no waves, no nothing. But they sent us out anyway. We sat there bobbing around for a couple of hours before being sent back in. We waited on the beach for the rest of the day until they finally put the signal up to go home.

Day five, this was the last day of the finals and the whole regatta. There was a little more wind but nothing over 10 knots and the swell was definitely down from the other days but unfortunately these weren't my ideal conditions. I was hoping to have a good day, but things didn't want to go my way with the first race being a 44 and my second being a 38. My starts let me down, I was front row with 5 – 10 seconds to go, but struggled to protect my space on the line.

Annoyingly the race committee sent us in before the time limit because the wind died but if they kept us out for a little bit longer we might have been able to fit another race and get a second drop which would've helped me a lot.

I finished 58th out of 180 boats in the open fleet, which I think is a pretty good result although there were some silly mistakes and still room to improve. I performed well, learnt lots and had lots and lots of fun as well as making some new friends.

Big thank you to Royal Perth Yacht Club for their support and to Goldy and the Opti coaches for helping me qualify. ■



■ Will McAullay





Etchells New Zealand Nationals – April 2017

So how easy is it to participate in this event?

Two weeks before the event it was suggested to me I should attend. Normally for me, logistics and event preparation take some thought and time... so could I make this occur with minimal fuss and just enjoy the pure aspects of sailing in a likeminded fleet in another country?

Well the answer was yes obviously, as I have made it here.

The Etchells fleets around the world have a selection of boats that are sitting on the hard, regatta ready, (within reason) with owners that would love them used (Perth is no exception). Whilst for this regatta I did not have my normal crew, I had my own sails and adequate familiarity with the Etchells to make a reasonable fist of participating.

The flight from Perth to Melbourne with QANTAS was the familiar 3 hours followed by another 3 hour hop across

to Auckland – late arrival but I checked in and had some sleep. With a suitcase and a rolled up set of sails I was ready to go.

I stayed at Abaco on Jervis Motel in Ponsonby – www.abaco.co.nz - it was in an excellent location with a great local coffee shop, and some restaurants nearby. It was a 15-20 minute walk to the marina so I had no need to rent a car. The self-contained rooms were immaculate and comfortable.

Friday morning was tough, but a triple shot coffee and I was ready to hit the marina, check out the charter boat... meet the crew and have a familiarisation sail. (Crew for this event was Tim Snedden and Rod Davis... yes that one!) As one expects, everything fits on an Etchells and with some minor tweaks we were ready to race. The briefing held at RNZYS, was brief, the welcome from the locals was warm and the beer was cold. So far so good.

Saturday morning all sailors were at the marina ready for the 0800 tow to the course. It was quite a long tow from Auckland harbour, but with no breeze sailing was not an option. Unfortunately, the breeze refused to play ball for a couple of hours after the 1030 start time, so it was not until 1300 we managed to get some sailing away in a light 4-6 knot shifty breeze. The race officer did very well to get 3 races completed, and after the first

day with no drops we found ourselves in 6th position. We needed 5 races to constitute a series, and 6 races before a drop came into play... that would be handy for us as we had started with a midfleet 9th in race 1.

At the end of the day all boats were sailed (or towed) to Orakei Marina, which was quite close to the racecourse, and after beers on the dock a bus took all the crews back to

COAST ETHELLES NATIONALS 2017 RNZYS

Overall

Sailed: 6, Discards: 1, To count: 5, Entries: 16, Scoring system: Appendix A

Rank	Boat Name	Sail No	Skipper	From	R1	R2	R3	R4	R5	R6	Total	Nett
1st	USA (UNFINISHED BUS	925	Martin Hill	AUS	2.0	3.0	3.0	1.0	2.0	(7.0)	18.0	11.0
2nd	ALLIANCE	1295	Lincoln Fraser	NZ	4.0	4.0	6.0	2.0	(8.0)	1.0	25.0	17.0
3rd	CRUEL JANE	1361	Andrew Willis	NZ	(7.0)	2.0	4.0	4.0	3.0	4.0	24.0	17.0
4th	UPFRONT	1374	Raymond Smith	AUS	3.0	1.0	7.0	5.0	4.0	(9.0)	29.0	20.0
5th	FENG SHUI	1348	Marvin Beckman	NZ	(9.0)	7.0	2.0	3.0	1.0	8.0	30.0	21.0
6th	BOBBY'S GIRL	1058	John Melville	NZ	(11.0)	5.0	1.0	11.0	5.0	11.0	44.0	33.0
7th	TANGO (IRISH CRYSTAL	1443	Chris Hampton	AUS	8.0	6.0	10.0	8.5	(13.0)	3.0	48.5	35.5
8th	MAGRETTE	1240	Russell Benshaw	NZ	1.0	(17.0 BFD)	12.0	13.0	6.0	5.0	54.0	37.0
9th	VILDA HILDA	906	Pelle Petersson	NZ	5.0	12.0	5.0	(14.0)	9.0	6.0	51.0	37.0
10th	AFFINITY	1059	Craig Greenwood	NZ	14.0	(17.0 BFD)	9.0	6.0	7.0	2.0	55.0	38.0
11th	CAPTAIN PETE	716	Annemarie Waugh	NZ	6.0	8.0	8.0	12.0	(16.0)	14.0	64.0	48.0
12th	ECHELON	1083	Hugh Rebeck	NZ	10.0	10.0	11.0	8.5	(12.0)	12.0	63.5	51.5
13th	SPITFIRE	1077	Andrew Fraser	NZ	13.0	9.0	(14.0)	10.0	11.0	13.0	70.0	56.0
14th	TORTUGA	779	Alex Webster	NZ	(16.0)	13.0	16.0	7.0	10.0	15.0	77.0	61.0
15th	FOUNDATION	1236	Nick Hazard	NZ	12.0	11.0	13.0	(16.0)	14.0	16.0	82.0	66.0
16th	REVENGE	240	Conrad Robertson	NZ	(15.0)	14.0	15.0	15.0	15.0	10.0	84.0	69.0



COAST NEW ZEALAND Etchells National Championship
© Lissa Reyden | Live Sail Die

Etchells COAST
NEW ZEALAND



Auckland for a social gathering sponsored by Mount Gay Rum. Adequate consumption of the sponsors products erased any bad memories of the days sailing and enabled all to reflect positively on the regatta so far.

The forecast for Sunday was for more breeze – possibly 8-12 knots. This proved to be optimistic as we had another day of 4-8 knots with an inconsistent breeze with

significant shifts of up to 45 degrees. Once again the RO did a great job in getting 3 fair races in, hence allowing for a regatta result and for all yachts to get one score dropped.

The conditions of this regatta were nothing like what we experience in Perth, either on the river or the ocean, and I found it best not to pre-empt any weather as it evolved. We used all Norths sails – a PCA

main, an LM2L jib (we took a GM 6.5 but never used it), VMG and FR Spinnakers. We changed and tried both spinnakers and in retrospect should have used the VMG exclusively. When the breeze threatened to build to 10 knots... it didn't, and the runner did not pay off.

The start crew dealt with the normal eagerness of an Etchells fleet with several general recalls over the 2 days, a couple of U flags and a couple of black flags. I found the line lengths quite generous enabling all boats to find some space and get a fair start across the lines that were relatively square (considering the shifting breezes). The course layers were kept busy and did an excellent job relocating and adjusting the course to give us sailors the fairest conditions under trying circumstances.

We had a better second day with a 7th, 1st and 3rd to finish the regatta on 20 points (after dropping the 9th) and securing 4th overall. The regatta win went to Martin Hill from Sydney (AUS 925) with his crew of David Chapman, Alistair Gair (local Etchells Guru) and German import, Leonie. They had a fantastic score line across the 2 days.

After the tow back to Auckland harbour and obligatory beers on the dock as we packed up,

it was time for the results at the host club RNZYS.

The NZ fleet is not high on numbers (compared to the larger Australian fleets) but it does have some quality boats and sailors amongst it. This regatta did prove to be a great way to meet and interact with some of these guys. A few of these sailors will be competing in Mooloolaba Queensland in June. The passion for the Etchells is shared throughout the fleet, and exemplified massively by their fleet captain Alex Webster who sails in the fleet and works tirelessly to make things fun for all involved.

The flight home on Air New Zealand was a painless 7 hour direct flight to Perth departing at 11am on the Monday. I can thoroughly recommend the Air New Zealand service – it was hassle free all the way.

I would like to thank the NZ Etchells fleet for their welcome, Alex for his enthusiasm, Hayden for chartering me his boat, Rod and Tim for crewing for me and also the support of RPYC whom I represented.

I would encourage all sailors to look for opportunities to sail beyond our local waters. It is rejuvenating to meet and sail with and against likeminded people who all share the passion we have for sailing Etchells. ■





DIGGER'S CUP AND CLOSING DAY



Commodore's Message



■ Mike Campbell
Commodore

Members,

Well, as they say, all good things must come to an end and for me it is my time as the serving Commodore and indeed as a Member of General Committee at our Club. I have immensely enjoyed the experience and will look back proudly at my term with great memories and a real sense of fulfilment in serving you, the Members of Royal Perth Yacht Club. I sincerely thank you for the opportunity to do so and for your input, advice and support over my time. I can assure you it is greatly appreciated.

I have had the pleasure to serve with Commodores Pearce, Kilcullen and Honey, along with a long list of other Flag Officers, General Committee and Regatta Committee members. The passion of all these Members for their Club is obvious and the time they have given very valuable – thank you to all for your comradeship and memories that I will take forward into my “retirement”.

As I think back over my time on General Committee, I am amazed to think that after eight years, this is my 40th “In the Wind” article. I can tell you it’s not always easy to come up with something “interesting” every ten weeks or so, but I think (and I hope you will agree...) that I have done a half decent job of mixing it up from one article

to the next – I hope you have enjoyed them! There are many things that I am proud to have been part of, which I believe have benefited our Club and have contributed towards our ongoing prosperity and relevance in our sport.

Firstly, I believe our General Manager, Stuart Walton, has done a fantastic job in the leadership of his team at the Club. It has not been without its challenges over this time, but throughout Stuart has maintained a steady hand at the helm through the ups and downs. In my opinion, we remain from an administrative perspective, the model Club here in Perth with an extremely stable and high calibre team to take us forward. Well done to Stuart and his team and I am sure you will keep up the good work and high standards as we go forward!

In my six years on Regatta Committee, four of which as Chairman, I believe we brought an improved structure to our sailing activities, with transparent allocation of funds, documented policies and a fresh approach to our sailing calendar. This has continued to be very much a focus of the Committee in the last two years under the leadership of the Vice Commodore and I am sure will continue into the future.

Having been the Captain Dinghies myself and having lived through some of the leaner times in the Dinghy Division, its resurgence in recent years has been wonderful to see and the enthusiasm of our Committee Members, volunteers, parents, supporters and staff members (very well done Goldy) is something of which I am extremely proud of and thankful. We still have a way to go but I can tell you the future is bright and the atmosphere fantastic!

Of course it would be remiss of me to not acknowledge my time as Captain Dinghies as the catalyst to me learning to sail initially a Laser and then ultimately a Tasar with Vanessa. As I have said to many of you before, my sailing skills may not have shown dramatic improvement but strength at swimming certainly did!

Our Club’s adult learn to sail programmes have gone from strength to strength and the retention of our graduates through various mechanisms is now very strong. Our Team Racing and Match Racing programmes, coaching, local and international regatta opportunities that we offer our sailors are the envy of the river.

I am very proud as a Royal Perth Member of our support of the Sailability Programme based out of our Crawley marina. The many volunteers from our Members and the time they give to this wonderful cause is admirable. Please remember Members to support them in whatever way you can, be it your time or donations for running costs and other initiatives.

If I look back at the improvements in our Club assets over the time, I can also see how far we have come. With the completion of the hard stand redevelopment, we are winning national awards for our environmentally responsible clean marina and of course now house the Western Australian arm of our national sporting body, Australian Sailing. We have redeveloped the decrepit inner timber sections and pen structures of A-jetty with world class floating facilities; completed the Australia II Memorial Deck in front of the Clubhouse and now have the legacy assets in the dinghy launching ramp and floating docks at the Annexe, courtesy of our leading role in the hosting of the Perth 2011 World Sailing Championships. As we officially christened

at last year’s Opening Day ceremony, we also have the new ORPYC, complete with custom designed Rosser Starting System Mk2 which has to be the best regatta start boat on the river!

Our new membership categories have proven to be well embraced and I am confident that will continue to be the case as we venture into a somewhat more uncertain economic future in the short term here in WA. Accordingly, as you will hear in our 2017 AGM, your General Committee is taking a very steady and financially responsible direction for our Club in the next five years with our revamped Strategic Plan that we have finalised in the last few months. I am sure you will be energised with the plans for the Club and our membership offering going forward.

I wish the very best to our incoming Commodore Mark Hansen and his team who I am extremely confident will do a fantastic job in representing the interests of us as Members of Royal Perth Yacht Club. I ask that you give them the same support and engagement as you have me in my term on General Committee.

Finally, I must thank my Madame Commodore, Vanessa. She has been the “voice of reason” for the difficult decisions/situations that you face as a Flag Officer from time to time and has been there at my side for the many great times as well. Together with Alex and Harry, thanks guys!

I have been and will remain a passionate Member of the yacht Club, who will only become more engaged with both onshore and offshore sailing on *La Premiere*. Together with social functions, I expect to continue to be a regular sight at our great Club. I’ll see you there! ■

Vice Commodore's Message



■ Mark Hansen
Vice Commodore

This will be my last article as Vice Commodore. Phew! I hear some of you say. However, you may not be rid of me yet. It has been an interesting, challenging and very rewarding time. As Vice, one sits on a number of committees — General Committee, Finance and Chair of Regatta. This means exposure to a considerable amount of the “workings” of the Club and it is great to see that Club is in such a good position.

Closing day and the Digger's Cup was once again held in perfect conditions. Bob Trotter's address at the Anzac Ceremony prior to the Digger's Cup was another very moving story about the lives and times of some of those involved in the conflict. Many thanks again Bob.

One of the challenges of races such as the Digger's Cup, and the same goes for the Governor's Cup, is the handicap format. It is difficult to produce handicaps that will satisfy everyone, but the handicappers do a sterling job. How do you work out how a displacement boat and a sports boat with a planing hull are going to end up at the finish line at the same time given such varying conditions of wind, water, and other boats? Theoretically, if all boats were sailed perfectly, and conditions remained the same, it could be done. But of course, this is impossible to achieve. However, one piece of evidence that the handicappers get very close to being right, is

at various marks when lots of boats arrive at the same time, particularly when it is near the end of the race. All sailors need to abide by the rules, including Rule 14 —Avoiding a collision, but also some practicality needs to be taken into account. There is no point in trying to enforce a rule if it is likely to leave you jammed up with multiple other boats, causing grief to yourself and others in the process. There is only one winner in the race, and if you assess where you are and you are not going to be able to catch the lead boat, it is much better to use some discretion. Everyone wants to do as well as possible, but the whole idea of those races is about involvement and enjoyment. There are no sheep-stations to be won.

We have consistently had fantastic numbers in our

Wednesday Fleets and I am sure that this will continue. Winter seems to deter very few, and we are very lucky to live in such a beautiful climate which gives us plenty of days to enjoy sailing. The Frostbite Series has commenced and again, the weather is normally very kind.

But the winter months are not just all about sailing either. It had been quite a number of years since RPYC had any Time Trialling involvement. Over the last couple of years, a small but very dedicated group restarted Time Trialling. This group has gradually grown, and Saturday 27 May RPYC had 8 boats competing in the 1st State Heat of the Cruising and Power Yacht Committee's season. This did not even include all the boats that are keen to take part! It has been truly a wonderful experience to have been able

to be a part of this. There is cross-pollination of sailors and powerboaters happening, and it is very rewarding to see more members using their Club. After all, that is the best outcome for everyone, and certainly in line with our objective of encouraging our members in the sport of boating.

I would like to take the opportunity to thank the members of the Regatta Committee for their time and diligence, it has been a pleasure working with you all.

Those that have been in the Wardroom will see that I have placed a nomination to become Commodore after the AGM, so if successful, it will be my honour to continue to represent this fabulous Club.

Fair winds. ■

Annual General Meeting of The Royal Perth Yacht Club of Western Australia (Inc)

ATTENDANCE AT AGM

July 27th, 2017 at 1900 hrs

All Financial Members are encouraged to attend the Annual General Meeting of Royal Perth Yacht Club on THURSDAY 27th July, 2017. Full Members, Full Family Members, Permanent and Honorary Life Members shall be entitled to vote.

“Unfinancial Members” are ineligible to attend any General Meeting of the Club.

“Unfinancial Members” are defined in the Club's Constitution 2014 as amended:

Clause 29 (5) and 29 (6):

- “(5) For the purpose of sub-clause (6), “Unfinancial Member” means any member who after 45 days from the due date for payment has not paid his annual subscription or any instalment thereof, or any call or levy pursuant to Clause 30 or any other amount due to the Club by that member.
- (6) An Unfinancial Member shall not:
- (a) Hold any office or be elected to hold any office whether upon the General Committee or otherwise.
 - (b) Attend or vote at any General Meeting.”

This means any amount due and payable to the Club as at June 1, 2017, which is still outstanding on July 28, 2017, disqualifies a Member from attending the A.G.M.

Stuart N Walton
General Manager



Rear Commodore's Message



■ Greg Kirk
Rear Commodore

As this my last *In the Wind* article as Rear Commodore I would like to acknowledge and thank Members of House committee for their inspiration and support over the last two years. The House committee has worked well with all Members fully engaged and without solicitation, providing full and frank discussion on all topics raised. The focus for House has been to provide events that encourage Member participation and ultimately value for Members. For long standing events where these outcomes have not been realised we have re focused the events to better suit the needs of Members.

I am delighted to report that over this period the lowest level of Member involvement for any event against expected participation was ninety percent, most events have been fully subscribed and in the case of the "special chef dinners" the Wardroom and River Rooms have overflowed with more than 170 Members and guests. Our focus has been to increase the number of boutique style events, held more often and varied, hopefully matching demographic and Member interests. Whilst this is an ongoing task that will continue to reflect the needs of the day, I believe we have moved in the

right direction to inspire Members to become more engaged with the Club and other Members. I am heartened and delighted by the number of comments from Members reflecting a resurgence of atmosphere, inclusiveness and fellowship at the Club – may it long continue.

Outgoing House committee

Anna Spartalis, Diane Hansen, Peter Garside, Kim Short, Dr Janet Hornbuckle, Vera Waldby, Kelly Scott, Stuart Walton and House Managers Ashley Cornwall and Andrew Cappa.

I introduced the Members of House committee when I commenced the role of Rear, so I think it only fair to comment on how they have performed since then, particularly as they have no right of reply. Members may not be aware that House along with other committees is comprised of volunteers from the Club and staff. A well-founded combination that provides balance and often a sense of reality to the myriad of ideas emanating from a very enthusiastic group. The early strategy for House committee was to engage volunteers from all categories of Membership and interest within the Club. A strategy that I am happy to say has worked very well.

Thank you to our volunteer committee of Anna, Diane, Peter, Kim, Janet and Vera who have given their time, inspiration and a good dollop of humour to identify the desires of the Membership and to help create events that delivered against those expectations.

Special thank you to Janet for again taking up the role as chairman of

Membership, a role that is pivotal in ensuring we have ongoing strategies to encourage Membership in a time when all sporting Clubs are being pressured. Also, a special thank you to Kim who each month inspects and reports on all Club facilities both at the Annexe and Crawley to ensure they are kept to the highest standard.

To our non-volunteered committee of Stuart, Kelly and house managers, thank you for your patience, balance, guidance and positive attitude to bringing those ideas and strategies to fruition.

Special Note:

Kelly has informed me she is more than happy to coordinate expressions of

interest from Members wishing to be considered for Membership of the incoming House committee.

Finally:

As I reflect over the last two years I am reminded of just how fortunate we are to be Members of an iconic Club that is financially sound with world class facilities, environmentally awarded, high Member participation and a great feeling of fellowship and comradery. I just need to be out sailing more, hopefully that will come.

I would like to thank Members for indulging me as your Rear Commodore over the last two years. It has been my pleasure and I am honoured to have held the position. ■

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 Renato De'Pannone, Mr Daniel Douglas, Mr Nick White, Mr Mike and Mrs Maureen Anderson and their son, Marcus, Mr Ross and Mrs Lynne Chapman, Mr Geoff and Mrs Susie Harrison, Dr Liezel Van Wyk and her children Miss Chana and Master Joshua Van Wyk, Mr Roger Lee, Mr Tony McDowell, Mr James Allpike, Mr Maxy D'Alesio, Mr Rob Dare, Mr John Hennessey, Mr Kay Hofmann, Mr Stefan Kwiatkowski, Mr David McCleery, Mr Eugene Menage, Mrs Dawn Voges, Mr Daniel Jones, Mr Bill Black and Ms Shannon Roberts, Miss Indy Larkin, Ms Beth Thompson, Mr Andre Linthorne and Mr Triv Naidoo.

We welcome back Mr Gavan Jones and Mr Robert Kavanagh.



Signals from the Engine Room



■ Stuart Walton
General Manager

Annual Report and Annual General Meeting

The annual report, which all voting Members will have received with this edition of *In The Wind*, has also been posted in the 'Members' section of the website allowing non-voting Members to see how the Club is performing. For those who do not have access to the website a hard copy version can be requested from Reception at the Club.

The Annual General Meeting will be held at the Crawley Clubhouse

at 1930 on the 27th of July and all Members are encouraged to come along and hear how the Club is performing. The Commodore will be releasing the new Strategic Plan and it is hoped that some concept plans for an upgrade to the Clubhouse will be revealed for the first time.

Diligence required

Over the last few weeks we have experienced an increase in the number of thefts of equipment from vessels both in the Marina and on the Hardstand. In one case a rigid inflatable complete with engine was taken from E jetty. Electronics have also been removed from the fly bridge of power boats. The Water police have recommended that you secure things like tenders, outboards SUP's kayaks etc with a good quality bicycle lock or similar. As always, if you do experience a break in or theft please make sure you report it to the Water Police in North Fremantle and advise the Club. Some Members have assumed that because the theft occurred on Club premises the Clubs

Insurers will cover their loss. The Club does not cover the loss of Members' property, another reason to make sure you are well covered.

Fremantle Annexe

With Clem sunning himself in Bermuda watching the America's Cup we thought we would surprise him with a few minor upgrades down at the Annexe. A new BBQ similar to the ones at Crawley is being manufactured using 316 stainless steel and a number of the rotten doors and door frames in the outbuildings are being replaced. The next task is to replace the down pipes on the main building which have rusted away over the last 30 years.

I hosted a group of 10 power boats from the Mandurah Offshore Fishing and Sailing Club recently for a BBQ and overnight stay, it being a cold evening we lit the fire and it reminded me what a great facility we have down in Fremantle. I call it the best kept secret in Royal Perth Yacht Club. Perhaps it is timely that I remind Members with boats at Crawley

that they are always welcome to spend a weekend or longer down there, it really does make for a great break given that you can walk to any number of restaurants from our very private facility. All we ask is that you let Clem know you are coming so he can allocate a berth for you.

Jon Sanders 10th Lap

Hopefully you have all been reading Jon's blogs as he sails his way around the world, they are so good, Jon writes just as he speaks so you can almost see him when you read his comments. He originally planned to return to Perth in October however he has told us that he may not return until January or February; he is currently in the Pacific heading for French Polynesia. I hope you like the photo on the front cover of this addition!

Personal news

Finally, I have to share my excitement with you, Moira and I welcomed our first Grandchild into the world a few days ago, Matilda Mae was born to our son Shane and his wife Ali on the 9th of June and she is gorgeous. ■



Sunday Wardroom

BREAKFAST

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

WARM UP IN WINTER 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

RPYC Big breakfast...Your choice of eggs on toasted sourdough with bacon, pork sausage, grilled tomato and house-made potato hash... \$23



Sides

(can be added to any main dish)

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

Beverages

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





EASTER





MOTHER'S DAY



Captain Sail's Report



■ Andrew Waldby
Captain Sail

Of course this will be my final *In the Wind* article as Captain Sail. I have had an amazing time as Captain Sail; it has been a privilege and an honour to have been elected to this role. I have met so many members, and non-members both from

within and outside of the Club because of the role. We have truly an amazing yacht club, and the Members make it amazing.

At the recent Keelboat Prize Giving, I mentioned that from a Captain Sail role and a Race Sail committee point of view we have achieved some good things, although not without some challenges and hiccups; but we have overcome those and moved forward. I know that committee will always seek to represent you the very best way – I thank them for putting up with me and for their support. There are many things that our Keelboat sailors have been involved in and I mentioned just a few in my speech, and our

Members will continue to do great things and be involved in many things representing Royal Perth Yacht Club. I truly feel proud being a Member of this Club.

Going forward from a sailing point of view, there are prominent and passionate members who are working on providing boating opportunities at the Club. All of this will be done in line with the Strategic Plan that we have been working on this year, which will be released around the time of the AGM.

By the time this article goes to print we will have had our Season Review on 27th June, and as was done last year we will be using this forum to listen to feedback from our sailing members. Last year's Season Review was a great success and a number of items that were identified there were reviewed and where necessary changes made to how we do things. One of the items was the end of season Keelboat Prize Presentations which we were asked to continue to evolve in an attempt to get more of our sailors attending. This year we moved it to the Saturday afternoon, kept it informal and it resulted in about 80 people attending. A good turn out, but we will never rest in making sure we deliver as per the expectations of our Members, and to continue to strive to make it better.

We have also continued to focus on some of our traditions, while still making sure they are not dated and they stay current. We have great traditions at our Club and I personally thinking sticking to those within reason shows how we set ourselves apart from

other Clubs. Certainly the visitors that we have at our Club on sailing days really enjoy listening to the stories of our winners, singing to their success and the real camaraderie that happens in the Wardroom on sailing days.

Of course we could not do what we do without our volunteers. They do great at whatever role they play whether being on the start/finish team, volunteering on a support boat or being part of any of the committees that help to keep this Club going. I know they all find it extremely rewarding and they love being involved. I thank them for their support. Although, there comes a time when our volunteers need a break so the Club is always looking for willing new volunteers – so if you want to be involved from that side of things please talk to the Sailing Office, Captain Sail or any of the Flags.

We also have to recognise the people that keep our Club running day to day; our staff. They do a great job and will always do whatever they can to assist their members. I would like to especially thank Hayden and Kate in the Sailing Office and Chris Goldacre our Club Development Officer.

I look forward to whatever role I play in the Club going forward at the grace of the members, and irrespective of what that role maybe I will always be passionate about the Club and making sure we are delivering on what us as Members truly want of Royal Perth Yacht Club.

Thank you, it has truly been a privilege carrying out the Captain Sail role over the last 2yrs. ■

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Captain Dinghies Report



■ Andrew McAullay
Captain Dinghies

I have been a bit slack lately with my coach profiles, here is profile number two:

Coach: Mark Spearman - Royal Perth Yacht Club Laser Coach

Mark started sailing at age 8 in the Manly Junior class before switching to the Optimist and getting into international sailing. He posted a 2nd at the Optimist nationals and competed at his first World

Championships. This gave Mark the foundation he needed to then get into the Laser and move up the classes from 4.7 to radial to full rig competing at the highest level and taking 3 National championships and 1 World championship on the way.

All this prior experience, as well as learning from coaches such as Arthur Brett and Belinda Stowell, has taught Mark important lessons about coaching values as well as how to run an effective, productive training session.

Last year Mark started transitioning into the match racing scene, competing on keel boats and the Marstrom 32 catamaran. This year Mark aims to keep up his coaching at RPYC as well as do the whole World Match Racing Tour on the M32s with team Neptune Racing skippered by Sam Gilmour.



■ Mark Spearman



■ Tasar States

The **Tasar State Championships** were Hosted by RPYC at the Fremantle Annexe on 18 & 19 March.

The Saturday was a dreary 7 – 12 knots and light rain.

While the Sunday was a sunny 10 – 12 knots shifting through 90 degrees.

Thanks to all DD volunteers who helped out and congrats to all the winners.

Best RPYC results were:

- John Winteringham and David Hinton 1st on handicap
 - Lloyd Lissiman and Fiona Campbell 2nd overall
- And
- RPYC team of Lloyd Lissiman and Fiona Campbell, Kayne and Louise Binks and Ian James and Kim Short 1st in the teams event.

The **Applecross Cup** was conducted by SoPYC over the same weekend, RPYC only had a few attend.

RPYC top 10:

- Laser Standard: Peter Lackzo 7th
- Harmon McAullay 8th
- Laser Radial: Ethan McAullay 5th
- Optimist Open: Antun Janekovic 7th

RPYC fielded a team in the **Foundation Youth Cup**, host by RPYC. Given the fleet quality and limited preparation time, the RPYC team competed admirably. Planning is underway to get some winter training sessions done and give it a real crack next year, if you fit into the youth category and are keen to get involved, please contact Goldy through the sailing office.

My son William travelled to Napier, New Zealand to compete in the **NZ Optimist National Championships** as part of the Australian Optimist Sailing Team, I accompanied as team manager. Napier Sailing Club was a fantastic venue and great hosts. Napier is a beautiful piece of country and we had a fantastic time.



► William has written a full report for this issue.

The **Hansa Nationals** were held at Royal Geelong Yacht Club over Easter, light winds only allowed for 3 races to be completed. RPYC was well represented, Genevieve Wickham finished 4th, Tracy Odiam 7th and Rod Angwin 8th.

John Roberson headed to Auckland to compete in the **World Masters Games**. He had a great regatta, sitting in first place early on, he managed to stay on the podium for a Bronze medal. Well done Robo.

Wednesday afternoon dinghy racing is underway and attracting more sailors each week, we sail under the Division 4 flag and aim to race on the 1st and 3rd Wednesdays of the month.

The 5th of May was the Dinghy Division prize night. It was well supported and everyone got into the circus theme, some costumes were a bit disturbing, one of the bearded ladies in particular. Thank you to everyone that attended, you all helped to make it a fantastic night. Check out the pics on the Club and Dinghy Division Facebook pages.

See Dinghy Division Season Results on page 57.

The **Huck Scott winter series** at FSC got under way on the 13th of May, light winds and a thick smoke haze made for an interesting morning's sailing. The Huck Scott series runs over five Saturday morning throughout winter, finishing mid-August. Best results from heats 1 and 2 was Adam McAullay with a Second and a First in the Optimist Silver fleet. ■



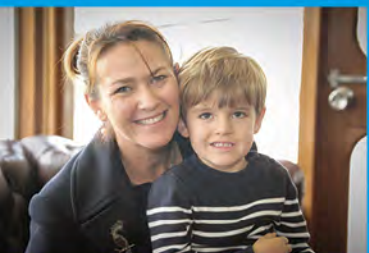
■ Youth Cup





DINGHY DIVISION PRIZE NIGHT





KEELBOAT PRIZE GIVING



Division 2 Report



With another summer season over and a new format prize-giving, the trophies for the year were presented at a very enjoyable afternoon celebration. See final results for Division 2 on top of next page.

Congratulations to all those who got podium positions, especially to the Farr 9.2s who dominated the AMS championship points this year. A total of 18 different boats competed in the Saturday series this year, four down on the previous season, whereas numbers for the AMS series have increased by four over last year.

The first winter frostbite followed the day after the prize giving. Perhaps it was the wet, windy day, or maybe too much merriment the previous afternoon, but only a small fleet braved the conditions. In Division B *Big Diamond* and *Perie Banou III* were joined by a couple of S80s, it was fantastic to see Colin Sanders out on the water again after an enforced

absence during the summer season.

The winter season at RPYC presents some fantastic opportunities to develop your sailing skills rather than tending to your neglected garden! We are very fortunate to have fleet of BW8s for the use of the various sailing groups at the club. The Match Racing squad has started its winter training sessions in the BW8s with Will Boulden as coach. Nearly half of the





Jamie Mercer, Fleet Representative

CLUB CONSISTENCY FOR DIVISION 2

Pos'n	Boat Name	Skipper/Crew	Total Points	Nett Points
1	<i>Big Diamond</i>	Jamie Mercer	106	55
2	<i>Ragnar</i>	Graham White	134	71
3	<i>Frenzy</i>	Murray Rowe	153	96

AMS CLUB CHAMPIONSHIPS DIVISION 2

Pos'n	Boat Name	Skipper/Crew	Total Points	Nett Points
1	<i>Seahawk</i>	Pat Jones	24	13
2	<i>Farr Far Away</i>	James Baker	20	14
3	<i>Farrlap</i>	Andrew Hossen	27	20

► crew on *Big Diamond* have been taking advantage of Will's experience and furthering their rules knowledge, boat handling and really enjoying what is a fantastic way to 'fast-track' your skills. Jamie Mercer and his team will be representing Division 2 in the Gra Grosser match racing event at the end of June.

The Team Racing Squad, organised by Andrew Waldby has also ramped up their training during the off season. Coach Jess Eastwell has been imparting her knowledge both on and off the water.

Some familiar faces from the Division 2 fleet have again been improving their skills at these sessions. A contingent of the Team Racing Squad will be visiting the USA during our winter to compete in two international team racing regattas.

The great thing about sailing is that you can never stop learning and I encourage all members to take advantage of the Club's facilities. If you are interested in Match Racing please contact Jamie Mercer, or for Team Racing speak to Andrew Waldby. You will be most welcome in either of the squads. ■



Endeavour 24s Report - our Members out & about



2017 Women's Keel Boat Championships

Two teams from RPYC entered in the 2017 Women's Keel Boat Championships held on Saturday May 13 '17 at Blackwall Reach on the Swan River.

Swan River Sailing provided the eight Foundation 36's for the competition involving 6 clubs and 5 races.

Royal Perth's Karen Koedyk skippered #4 and Jen Richardson skippered #9 with each boat having a total crew of 7.

Flukey light winds and heavy smoke haze did not deter the post race celebrations including canapes and chilled champagne.

Endeavour sailor Michael Hallam assembles team for International Yacht Club Challenge

RPYC have entered the Manhattan Yacht Club's International Yacht Club Challenge in New York Harbour from 17-20 August this year. Keen Endeavour 24 sailor Michael Hallam is set to helm the challenge with RPYC

members Ken Harnett, Anna Spartalis, Nick Jones and Lewis MacKinnon as crew. Racing is in chartered J/24 sailboats with teams switching boats after each race. Eight races in eight different yachts! It's tricky sailing apparently. The Harbour is renowned for its strong currents with the outlet from the Hudson River flooding in. The 'Hudson Treadmill' as it's known.

The Manhattan Yacht Club, a floating yacht club anchored just 2km north of the Statue of Liberty, serves as the start and finish lines. Windward-leeward



■ Endeavour stalwart Derek Cockle receiving the Keith Frame Memorial Consistency Trophy awarded to *England Expects* in Division C Hyatt Regency Wednesday summer series 2016 / 2017 races. Derek had previously won the trophy for the summer series 2011 / 2012



► courses will be set with the possibility of downwind starts.

It will be a truly international event with teams entered from USA (2), Argentina (2), Spain, Uruguay, Australia, Japan (2), Scotland, New Zealand,

Bermuda, South Africa, Denmark and Canada with further interest from England, Italy, Monaco and St Barts.

For further information on the event: <https://myc.org/racing-home/iycc/> ■



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Oh yacht a feeling!

PRIZE NIGHT DINNER
Saturday 22nd July 2017
Venue - RPYC
(Prizes, Fine Dining, Great Company, Entertainment)

Early Bird Discount until 22nd June.

Cost for the sumptuous Dinner is \$50* per head with a cash bar.

Free Pre-Dinner drinks at 7.00pm for 7.30 seating.

Two bottles of fine wine per table gratis.

Payment preferred to:

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* Cost of the Dinner is \$70 per head, the Association is subsidising \$20 for the early bird discount, \$10 thereafter.

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Etchells Report

Ray Smith, Fleet Representative

The season has completed and the Summer racing calendar is over so we can reflect upon the results achieved within the fleet and look forward to forthcoming events.

The Metropolitan championships had its final 4 races (of the 18 race series) and the top 5 in the fleet ended up as follows:

Pos'n	Boat Name	Skipper/Crew	Points
1	<i>St Johns Dance</i>	Ray Smith	39 points
2	<i>Heart Starter</i>	Mark Lovelady	47 points
3	<i>The Croc</i>	Michael Manford	61 points
4	<i>Screaming Plum</i>	Doug Kerr	61 points
5	<i>Tusk</i>	Gary Smith/Brad Sheridan	69 points



The RPYC Club championship and consistency results were calculated and presented at the end of season sundowner.

The Swan River Etchells fleet shall be represented by 3 boats competing in the Australasian Winter championships in early June (so results will be available when this is in print)

CHAMPIONSHIP AND CONSISTENCY

1	<i>St Johns Dance</i>	Ray Smith
2	<i>The K9</i>	Robert Olde
3	<i>Dragon Lady</i>	Bill Steele

including one boat from RPYC – AUS 1445 - The Cure – Raymond Smith, Gary Smith, Andy Fethers.

Beyond this Winter the local fleet can look forward to the Australian Nationals in Perth in January 2018. RPYC has a good season to look forward to being represented by our new fleet captain Mark Crier who has taken over the reins from the hard working Richard Goldsmith who may now focus on getting his Etchells onto the water more often to shake up the fleet.

With yet another Etchells being purchased and being brought back to RPYC by a Member the fleet has now grown in strength to have a significant impact on the

scoreboard within the local scene.

Congratulations should also be given to Robbie Gibbs who has taken on the role as Swan River fleet captain, taking over from Bruce Maloney (RFBYC) who has had the role for several years.

With participation in the fleet at a very high level and some exciting events coming up you may be keen to join the fleet??

At the time of writing there are 3 competitive local boats for sale at great pricing (2 due to upgrades) – contact Mark, Robbie or myself for further information. ■



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What good is the warmth of summer, without the cold of winter to give it sweetness.
- John Steinbeck

In the last issue I reported on the forthcoming Ron Tough Match Racing Series which was shown in the Red Book for Sunday 14th May. It seems however that our early planning during the dim and distant had overlooked the clash with Mother's Day. Now, all jokes aside, we are eternally grateful to our volunteers on any day during the year, but expecting folk to give up the one day set aside to acknowledge our mothers goes beyond the pale. It was deemed therefore to shift the event to 17th June, which at the time of writing is less than three weeks away and by the time you read this it will be history. However, I have to thank Garry Deane for once again stepping up to

the mark as Chief Umpire and for organising all the umpire volunteers. So a big thank you goes out to those guys and girls also.

On Friday June 23rd we will hold our Prize Night which once-again promises to be a glittering opportunity for our winners to be lauded and awarded! This year's event will be at Royal Perth Yacht Club and notwithstanding that some old faces will figure prominently in the prize giving, we will see one or two newer names on the silverware.

In August the S80 Association will hold an AGM and under the terms of the Rules of Association (formerly Constitution), I step down from the Presidency after three years. It is therefore appropriate for me to use this opportunity to thank the Members of the Association for their support.



Equally important is the support I have been given from all the volunteers at our special events – both on and off the water at both Royal Perth Yacht Club and South of Perth Yacht Club. These people are too many to name here, but know who they are and I thank you.

I would also like to thank the Commodore, Flag Officers, the General Manager and the

Sailing Office staff of Royal Perth Yacht Club for their assistance and support to myself and to the S80 Yacht Association during this term. I feel that we have worked well together and only hope that as the leadership changes for both organisations this good relationship can continue to grow for the betterment of S80 sailing and across all Classes.

Fair winds. ■



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Save the date 2017

Upcoming events for your diary:

4 JULY	American Independence Day Buffet (Wardroom)
16 JULY	Frostbite Series
18 JULY	Winter Lecture Series
20 JULY	Social Art Class
27 JULY	AGM
29 JULY	Long Table Dinner – Whisky Night
6 AUGUST	Frostbite Series
8 AUGUST	It's Curry Night in the Wardroom
20 AUGUST	Frostbite Series
22 AUGUST	Winter Lecture Series
24 AUGUST	Social Art Class
25 AUGUST	Spanish Tapas in the Wardroom
1 SEPTEMBER	Combined Mess Night @RFBYC
3 SEPTEMBER	Fathers Day Buffet Breakfast
	Pre-Season Racing
17 SEPTEMBER	Camp Quality Sailing on the Swan
	Pre-Season Racing
21 SEPTEMBER	Social Art Class
14 OCTOBER	Opening Day

S97 Report

Jane Hannaford, Fleet Representative

Another State Championships and the summer season are done and dusted, but thankfully the S97 Division isn't. After a season of fluctuating Saturday afternoon race participant numbers, the threat of losing our status as a separate division was real, however the skippers and crews have taken to the water regularly and the S97 skippers campaigned to keep our status.

Fortunately the work of John Bailey, S97 Association President, Tony Carter and our Club Members has resulted in the Division being maintained next season. Thank you to everyone who participated in the races in the last part of the 16/17 season and the Club for supporting the fleet in 2017/18.

It was fantastic to see eight S97s participate in the field of 74 yachts in the Diggers' Cup. *Deja Vu* led from Outer Dolphin to Crawley but in a nail biting finish the cup was snatched from reach by *Ocean Ranger* with *Cougar* second. Alistair McMichael skippered *Silver Fern* to 4th and Simon Plunkett and crew were in 8th position.

A number of S97s have recently changed hands with Tony Carter bringing *Second Wind* (formerly *DNA*) from SoPYC and Maxy

(Massimiliano D'Alesio) buying a half share in *Total Recall* (with Angus McPhee). J24 champion Sean Wallis will be skippering it next season and *Hejira* seeking a new foredeck crew. *Stress Management* is seeking a new owner as Duke & Kym are heading back to the USA shortly so here is your chance to join the S97 fleet and further boost the number of S97s sailing regularly next season.

If summer seems too far away, the S97 and S80s Winter Series is being organised at RFBYC on Saturday 19th and Sunday 20th August 2017. Three leeward windward races are planned for both mornings, so be part of it and shake off the cobwebs and air the sails. Nominations close on 13 August. ■



Offshore Report



Time is flying by. As I write this, the main Offshore season is finished and we are preparing for the Winter Series and Valmadre Cup races, all organised by Fremantle Sailing Club.

The Mandurah weekend is one, which many in the Offshore fleet look forward to. Consisting of the Halls Head Race on Saturday, and the Point Robert Return Race on Sunday it is often the largest starting fleet for the season. The 2017 version was no different. Saturday saw us start in light breezes and beautiful sunshine. The breeze whilst light did not drop; so saw champagne sailing in consistent conditions all the way to Mandurah. Royal Perth Yacht Club had three representatives in this event. In Division 3 IRC, *Wyuna* was first and fastest, *Huckleberry* was 2nd and *Soon* was 6th. In the YAH category *Wyuna* was 2nd and *Huckleberry* 3rd. Crews followed a lovely day's sailing with an excellent evening enjoying the hospitality of MOSFC. We were expecting a front overnight, which would change the champagne to frothy beer conditions for our return the next day.

The wind swept in at about 4am so we woke to gusts of 25-30 knots and a confused sea. This made for challenging conditions for some, and perfect conditions for others.

The first challenge for the fleet however was negotiating the channel out of Mandurah, which has become very silted up and has not been maintained. Several yachts required crew to do gymnastics on the boom, and others had a quick clean of the bottom of their keel on the way through.

The two Royal Perth S&S34s were doing hi-fives in anticipation of a fast ride home. Many of the planing hulls took off downwind, kites hoisted and crews all gathered on the stern yelling yeeee-ha! I saw

Karen Koedyk on *Dirty Deeds* with a huge grin on her face. *Huckleberry* showed his style being 2nd in Division 3, *Wyuna* was 4th and *Soon* 6th.

The Royal Perth Yacht Club organised Cape Naturaliste and Return Race was held in April. On this occasion our Club did not have a yacht competing. However, there were 14 starters and Club Member Alistair McMichael was on board *Circa* (a FSC yacht), in preparation for his subsequent trip to Bali in the recent Bali Race. The fleet set off south on

Friday evening, in a 20 knot breeze to the turning mark at Bunker Bay. All were home safely at Fremantle by Sunday afternoon.

The final race of the season was the Cape Vlamingh Race. A reasonably small fleet set off from off Leighton Beach. We were concerned at the forecast of dropping breezes, so the start team decreed the inshore course for fear of leaving us becalmed outside Rottneest late in the day. However, the initial light wind and the lure of the Quokka Arms proved



► irresistible for some crews, reducing the fleet even further. Royal Perth's *Cougar*, a very fast *Farr 30*, skippered and sailed brilliantly by Scott Glaskin, had a great sail in those light breezes. This was an important race for her, as a win would clench the Beneteau Series for the season. *Cougar* danced away from the opposition for an emphatic win in this race, and to win the season series by one point. However, in Division 3 no such luxury was possible. We were sailing for sheep-stations and overall session series placings. Every point was going to count. The wind filled in just as the organisers shortened the course. This led to *Dynamic* (FSC) beating *Wyuna* over the line just by enough; and *Huckleberry* picking up the incoming breeze earlier and therefore finishing ahead of both of us on IRC. We then had to sail home the same route as the shortened course, so wondered why they bothered! A great sail by Phil Sommerville-Ryan who was awarded a lovely trophy for his efforts.

Huckleberry is also the 2016-17 winner of the Division



3 Beneteau Series. A couple of points ahead of *Dynamic*; *Wyuna* was a further point behind in 3rd. *Soon* placed 5th for the season and *La Premiere* 7th. Very close racing over a period of months. It is great to see a number of us with red sail numbers still persevering

with going under the bridges into to blue ocean. Winning Division 2 and 3 for the Season series is a great outcome. Now preparations are being made for the winter series and four Valmadre races, which take place from the middle of June. Hopefully, the usual suspects

will be joined by a few other yachts and sailors who are seeking some adventure. We'd love to see you out there!

The Offshore Presentation Dinner is being held at Hillarys Yacht Club on Saturday 17th June. ■



Team Racing Report

Andrew Waldby, Representative

The Team Racing squad continue to work hard towards the representative team heading to the US in September for 2 regattas at Corinthian YC (Marblehead, Massachusetts) and Seawanhaka Corinthian Yacht Club (Long Island, New York). Along the way in that preparation will be two Impromptu Cups. One that would have been run during May since this article was submitted, and another in September. The team travelling to the US in September are - Chris Pye, John Carlson, Dave Spearman, Jenny Spearman, Hilary Arthur, Dennis Vincent and Chris Hogan. They will continue to work hard in training and race scenarios. As the US regattas are sailed in Sonar keelboats they will be using the expertise of Colin Harrison to bring the team up to speed on the Sonar. We thank Colin for his assistance and involvement in Team Racing.



The Team Racing coordination group will continue to progress the planning for the second Swan River Team Racing Regatta currently scheduled for August/September 2018. We hope to invite other yacht Clubs from

Australia, New Zealand, South East Asia and with any luck US and UK.

Over the last few weeks we have had 3-4 boats on the water, and the last session on Sunday 21st May we had 6 boats on the water do some

practice racing. Excellent turn out, and everybody continues to have great fun.

Check out the RPYC website, the RPYC Team Racing Facebook group for training dates or contact the Sailing Office to get involved. ■

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LUNCH

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

DINNER

TUESDAY NIGHT 6pm - late
Buffet - changes weekly

FRIDAY NIGHT 6pm - late
Grill - A la Carte



2017/18 Members Car Stickers

Members in the categories of Full, Honorary Life, Family, Centreboard, Social and Reciprocal will receive their 2017/18 Members car sticker in the next couple of weeks.

Please make sure that once received, you place it on the inside of your vehicle windscreen – bottom corner driver's side.



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Introducing Time Trialling

On the back of our last report for time trialling you may have seen the promotions for our Introduction to Time Trialling Session. When setting up to do the session we thought we might get one or two new teams join us.

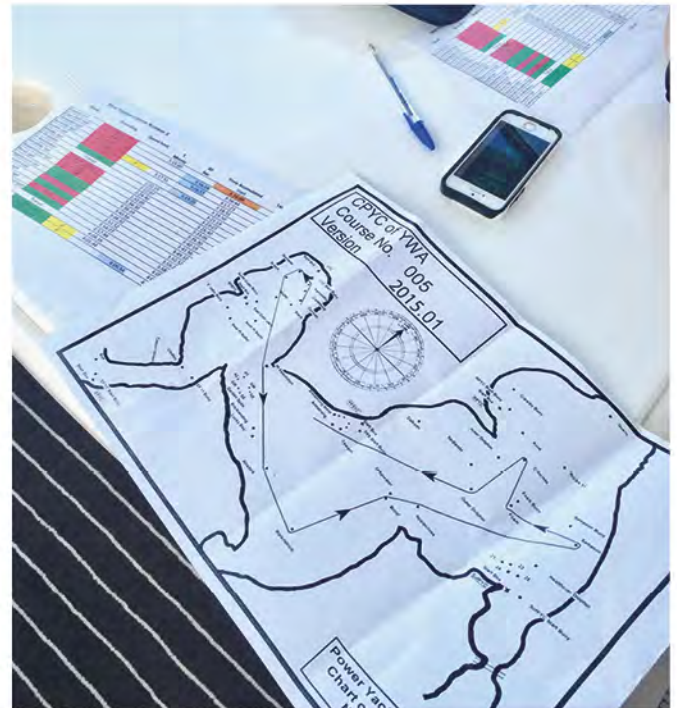
What a pleasant surprise it was when Kate, from the Boating Operations office notified us of how many people had confirmed they were coming to the session.

Actually we were quite overwhelmed by the response and it had us scrambling a bit as we thought we would all fit around one table and be able to talk quietly in the corner of the Wardroom. Needless to say it all worked out and hopefully we didn't disturb the other Members in the Wardroom for the short time we were there.

Vice Commodore, Mark Hansen, welcomed the newcomers to the session and introduced John Allpike, who is all things 'powerful' in regards to time trialling, well at our Club he is anyway.

John explained the objectives of time trialling, discussed the process, the rules and equipment and crew required. As we had a State Heat coming up the following week we took the opportunity to study the course that is going to be used for that heat. We also looked at the different options we had for timekeeping and explained each of those.

We then headed out on a couple of boats provided by previous participants, giving the newcomers an opportunity to see how the course is run. Some were able to practice maintaining speed between two marks and attempting to arrive at the destination at the nominated time and others used the time keeping options we had available.



It was great to see after the practice the number of power boat members who gathered in the wardroom enjoying the club.

The following week we had eight boats compete in Heat 1 of the CPYC State Championships with mixed results it was a great day to learn the vagaries of the Swan River and the challenge of calculating time and distance.

As is fast becoming a RPYC time trialling tradition we

rafted up in Matilda Bay after competing to enjoy afternoon tea and to meet our fellow competitors and yacht Club Members.

It is not too late to join in, all you need is a vessel capable of maintaining a speed between 5 and 15 knots. Our next State Heat is June 24 and there are other Kindred Club events spread throughout the time trialling season.

If you are interested contact Kate at sailassist@rpyc.com.au ■





Tips to prevent the theft of your vessel or property



These are some basic steps we can all take to protect our property from theft.

- Record all Details of your boat and equipment. Include serial numbers and keep this list in a safe place.
- Engrave your valuable items to help Police identify it if we are able to locate it. (Use your Driver's license number for this or a symbol that you know only).
- Mark your dinghy with an identifying feature, such as your driver's licence or symbol.
- Fit an anti-theft device to your trailer.
- Fit a quality lock to your boat.
- Remove valuable items from your boat when you leave it unattended. If you have to leave valuables on board, ensure they are out of sight.
- If you are leaving your vehicle parked on shore while you go boating, please make certain that

you leave NO valuables behind and that you secure your vehicle properly.

- Consider fitting a quality alarm or CCTV to your boat.
- Don't leave alcohol on vessel or in sight.
- Don't leave keys on your boat, take them with you.

What to do if your vessel is broken into, stolen or damaged.

Contact the Police Assistance centre on 131444 to make a report.

When a crime is happening or in a life threatening situation, dial 000.

Do not touch anything unless it's absolutely essential – If the surfaces on your vessel are suitable and Forensics is available, they will attend to "dust" for fingerprints.

You can assist by:

- Preserving areas for forensic examination for DNA and fingerprints from weather or contamination, where possible.
- Noting any changes or disturbance of equipment on board for forensic examination.
- Inquiring with neighbours/club members/other vessel users regarding similar offences or suspicious activities and informing the attending police of the details.

Water Police Contact Officer

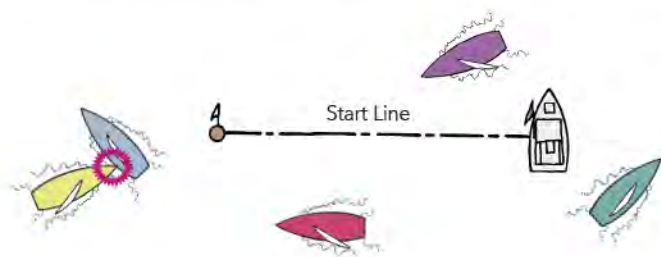
Your Marine Liaison Officer from Water Police is Luke McCULLOCH.

Contact details:
9442 8600 (Water Police)
Luke.mcculloch@police.wa.gov.au

If you have any queries or concerns, please contact Luke at any time. ■

Rules when not racing

In the 2013-2016 rulebook, there was only one right-of-way rule that you had to worry about when you weren't racing. That was rule 24 (Interfering with another boat), which said "a boat not racing shall not interfere with a boat that is racing."



The new rulebook has one more thing to watch out for. The preamble to Part 2 (When Boats Meet) now says a boat not racing can also be penalized if she breaks rule 14 (Avoiding Contact) and the incident resulted in injury or serious damage. (Note there are also many non-right-of-way rules for which a boat can be penalized when she's not racing.)

Collisions before or after racing

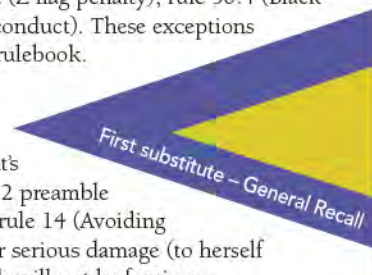
According to the preamble to the rulebook's Part 2 (When Boats Meet), the right-of-way rules apply between boats that are 'sailing in or near the racing area and intend to race, are racing or have been racing.' However, a boat that is not racing will not be penalized for breaking one of those rules, with two exceptions. The first is if she interferes with a boat that is racing. That's explained in rule 24.1, which has not changed.

The second exception is new. The preamble now says that a non-racing boat can be penalized if she breaks rule 14 (Avoiding Contact) when the incident resulted in injury or serious damage (to the other boat or to herself!). Previously, a boat that caused injury or serious damage when not racing was liable for the damage but could not actually be penalized in a race. Now if she is protested she will be penalized in the race closest to the incident.

Collisions during a general recall

When a race ends in a general recall or abandonment after the start, most rule infringements that happened during the original race are 'forgiven' when the race is restarted or resailed. The exceptions are when a boat breaks rule 30.2 (Z flag penalty), rule 30.4 (Black flag penalty) or rule 69 (Misconduct). These exceptions remain the same in the new rulebook.

However, rule 36 (Races Restarted or Resailed) now includes a new exception that's consistent with the new Part 2 preamble (see below). If a boat breaks rule 14 (Avoiding Contact) and causes injury or serious damage (to herself or the other boat), this breach will not be forgiven.



NEW Part 2 When Boats Meet

Preamble: The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to race, are racing, or have been racing. However, a boat not racing shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury or serious damage, or rule 24.1.

OLD Part 2 When Boats Meet

Preamble: The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to race, are racing, or have been racing. However, a boat not racing shall not be penalized for breaking one of these rules, except rule 24.1.

NEW 36 Races Restarted or Resailed

If a race is restarted or resailed, a breach of a rule in the original race, or in any previous restart or resail of that race, shall not

- (a) prohibit a boat from competing unless she has broken rule 30.4; or
- (b) cause a boat to be penalized except under rule 30.2, 30.4 or 69 or under rule 14 when she has caused injury or serious damage.

OLD 36 Races Restarted or Resailed

If a race is restarted or resailed, a breach of a rule, other than rule 30.3, in the original race shall not prohibit a boat from competing or, except under rule 30.2, 30.3 or 69, cause her to be penalized.



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■ Ann Hodgkinson

Sailability Closing Day.

The summer Sailability sailing season came to a close on Sunday 21st April with a pleasant morning sail in the Hansa 303 dinghies, followed by a social get together for members and volunteers over lunch. They were joined by RPYC and Sailability Hansa sailors who had recently returned from the Hansa National Championships in Geelong, Victoria, which was held over the Easter weekend (report below). Once again, the season has been very successful and very well supported, with all programs fully booked and a significant waiting list of participants. The program currently uses three yachts, eight dinghies and a motorised pontoon. However, additional private vessels with owner skippers are always welcome to join the programs on Wednesday or Thursday, as these would provide additional sailing places for participants on the waiting list.

The Sailability Committee wishes to reiterate the appreciation of all participants in the supported sailing programs for the historic and ongoing generous support provided by the Royal Perth Yacht Club, staff and members. The provision of extensive facilities, the access for participants and support workers and particularly the consistently welcoming approach by Club members and staff are the key to the success of this program. This is real inclusion. So too is the generous support of the Sailability volunteers, a large number of

whom are Club members, who give their time to make it happen and assist in maintaining the numerous assets. An end of season maintenance morning was recently held with a good response from volunteers who helped to repair and prepare the various vessels for winter. Thank you all very much. Your assistance is greatly appreciated.

As the programme goes into winter recess, the highest priority is the gaining of sponsorship and donations to maintain the programme funding, a major challenge in this time of economic stress. Any assistance in this area would be much appreciated by all at Sailability, especially those who gain such pleasure from their outings on the Swan in the Sailability boats.

Call for volunteers for next season's Sailability programs.

New volunteers for the the Sailability programs are always very welcome and greatly appreciated.

Starting in October, until the season closes in April, weekly programs run on Wednesday, Thursday and Sunday mornings, 9.30 am to 12.30. **Help is needed in a variety of roles:** Dinghy skippers, yacht skippers, yacht crew, Motorised pontoon skippers, pontoon crew, jetty control, shore support, maintenance crew and general volunteers can all contribute to the successful operation of the sailing programs. **If you would like to get involved as a Sailability volunteer, please contact: Ann Hodgkinson, email: sailability@rpyc.com.au, or Tel: 9423 5526.**

For more information please visit the Sailability website: www.sailabilitywa.com.au

Hansa Classes National Championship: Royal Geelong Yacht Club

Four Sailors and six support people travelled to Geelong for the Easter weekend of Hansa Classes Racing for the National Championships. Unfortunately



this weekend was severely hampered by very little wind. Nicholas Kirkness (14), competing in his First National event in a Hansa 303 double with Clare from RGYC finished 14th overall, having achieved two 7th places and 2 OCS's. Great effort Nicholas, well done! The Hansa Libertys only managed 3 races with abandonment on the last day.



Genevieve Wickham came in 4th and also received the "Most Improved" award. Tracy Odiam was 7th (well really equal 5th), followed by Rod Angwin who was 8th overall. Thanks must be given to all who supported us and helped make it a great experience for all. Thanks for all your help. Team WA all the way! (Report by Tracy Odiam.)

2017 Act-Belong-Commit Hansa Classes WA State Championships.

On the weekend of 4th & 5th February 2017, the Healthway



sponsored "Act-Belong-Commit" Hansa State Championships were held as part of Royal Perth Yacht Club's Mini Series Regatta, in which over 10 different classes of dinghies and over 200 competitors were involved. Three Hansa Libertys and four Hansa 303 dinghies competed in six races over the regatta weekend. These boats were all skippered by people with disabilities, racing inclusively alongside other dinghy classes. Conditions were varied and challenging with a combination of both light and strong breezes. The results were: Hansa 303 doubles: 1st Place: Alistair Sinclair and Neil Colwell. 2nd Place: Julie Srhoy and Sarah Liddiard. 3rd Place: Chris and Michael Symonds. 4th Place: Nicholas Kirkness and Bob Von Felten. Hansa Liberty: 1st Place and new State Champion: Tracy Odiam. 2nd Place: Genevieve Wickham. 3rd Place: Rod Angwin. Congratulations to all the winners and to everyone who competed in the event. Thank you to all the Sailability volunteers who put in a great deal of time and effort during the weekend. Also a very big thank you, to the RPYC volunteers and organisers for a very professionally run regatta. Everyone at Sailability felt extremely welcome and included and they appreciated the opportunity to compete in such a large event. ■



Congratulations from all at Sailability to the Australian Sonar Sailing Team's WA Members Colin Harrison and Russell Boaden, on their great achievements at the 2017 Western Australian Sailing Awards, as a result of winning a gold medal at the last Paralympic Games in Rio.

Fremantle Annexe



■ Clem Rogers
Harbour Master

Winter will be in full swing as you read this edition of *In The Wind*, but this article was being written in the warm and sunny climes of the early northern hemisphere summer in beautiful Bermuda where the 35th edition of The America's Cup is being held. The weather is perfect at 27° sunny and winds at 12knts and calm seas in the sound; perfect conditions for AC50 racing; having said that the wind came up to 30knts on Friday so opening day was rolled over to Saturday. What an event it was, with an exciting day' racing before hand.

The atmosphere has been electric and a detailed report will follow on my return in July



Regarding things at home at the Annexe; at my time of leaving to head for Bermuda everything was slowing down as the winter pattern was starting to become evident, the usage of boats, despite the excellent conditions started to slow down, not that it has been overactive during the summer period this year anyway. We also experienced a number of sales during the year too, most unusual.

As is customary in my article each year at this time, I always make a reminder about having your boat monitored and maintained during the period of absence you are likely take between June and September. Boats definitely like some ongoing TLC and there are a number of excellent boat managers around who will undertake a regular inspection visit to your vessel, keeping things alive for next summer.



Winter always offers some great sailing opportunities and if it's in your plans to enjoy the local coastline the Annexe is always available, just make a call to book a place.

In closing I hope if you've been

watching the America's Cup racing and the winner will have been declared as you read this. At the time of writing, it's still anyone's Cup, but Oracle Team USA seem to have that "edge" on the race track and look good in every respect! We'll see. ■



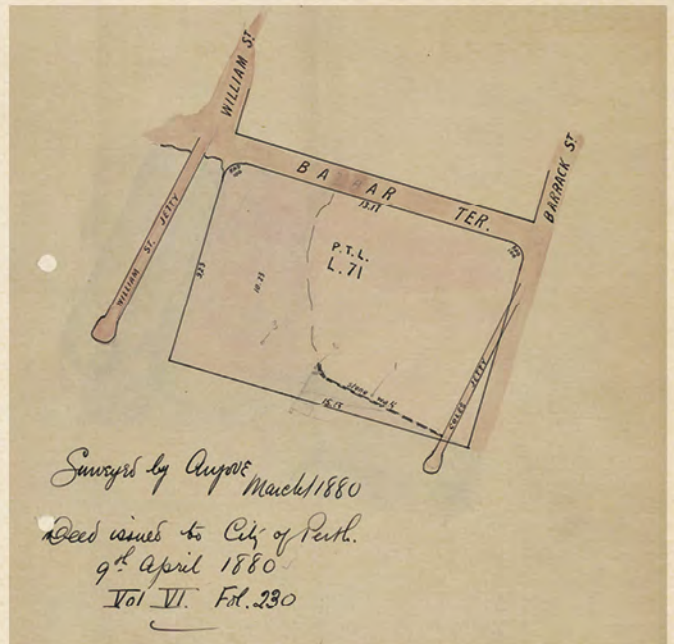
From the Archives

Bureaucracy gone mad!!

Below is a letter of Application dated 25th February 1880, from Perth Yacht and Boat Club to the Perth City Council requesting permission to build a 200 ft jetty and for the exclusive use of the Club, a piece of land for the purpose of constructing a boat shed and jetty.

The second letter, Dated 8th March 1880, is a reply from the City Council approving the Application in **11 DAYS**.

The last Application made by Royal Perth Yacht Club was in 2006 for an increase in water lease. Although the Application was approved, it was subject to the scrutiny of 4 Government Departments Inc. Section 18 the Aboriginal Heritage Act and took **2 YEARS** for approval.



9216

Perth Yacht and Boat Club,
Perth 25th Feby 1880.

To the Chairman of the Perth City Council.

Sir,

I am directed by the Members of the Perth Yacht and Boat Club -
1st - To obtain permission of the City Council to construct a Jetty for the use of the Members of the Club, in the position as shewn approximately in the accompanying sketches. The Jetty is to be two hundred feet long, four feet wide and about three feet above ordinary water level, and will not in any way interfere with the navigation of the River, the position being about twelve chains N.W. of Barrack Street Jetty, in a line with the partially constructed river wall and running parallel to existing Jetties.

2nd - To reserve for the exclusive use of the Club (when filled in) a piece of land as shewn in No. 2 sketch, 50 feet by 100 feet for the purpose of constructing a boat shed and slip.

It is also requested that the City Council will consent to allow the Perth Yacht and Boat Club to have the sole use of the said Jetty, making their own Bye Laws and Regulations.

I remain,
Sir,
Your obedient servant,
(Sgd.) Ed. Sendey,
Hon. Sec. P. Y. & B. Club.

9217

Perth 8th March 1880.

Sir,

I have the honor to acknowledge the receipt of your letter of the 25th Feby ult. - In reply I beg to inform you that the City Council have acceded to the request of the Members of the Perth Yacht and Boat Club. (a) to erect a Jetty in the position and as defined in your letter and the sketch attached, (b) for a grant of the exclusive use of the parcel of land defined in your letter and sketch No. 2 annexed for the purpose of constructing a boat shed and slip.

It must be understood that the privileges hereby granted to the Yacht Club are not transferable to any other persons, but limited to that Club only; and if it ceases to exist the City Council will be entitled to take possession of the Jetty and Boathouse or other erections as its own property without compensation to the late Members of the Club or to any other person or persons.

The Jetty when erected will it is understood be under the sole management and supervision of the Perth Yacht and Boat Club, but to be used only for the bona fide purposes of the Club; and on the special condition that no goods of any description are landed at or discharged from the Jetty.

I have the honor to be Sir,
Your obedient servant,
Mr. E. Sendey,
Hon. Sec.
Perth Yacht & Boat Club.

(Sgd.) George Shenton,
Chairman City Council.

Done & Dusted

Wednesday sailing has finished for another season but the Starting Crew continue to volunteer as the Curators of Trophy Cleaning. Pictured below are Judy and Pam hard at work.



Recent Donations to the Archives

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

- Kingsley Phillips – A number of magazines depicting the 1983 America's win.
- Kevin Strapp from the estate of Jack Strapp – 2 framed photos of early 16ft Skiff racing on the Swan.

Quiz

February Quiz:

Required you to name the inventor of the game of Snooker and as a tie breaker to provide the year it took place? The clue is that the inventor was a Slough man.

The Quiz has now been won, the correct answer being Sir Neville Francis Fitzgerald Chamberlain in 1875 and won by Mark Hawkins. Mark please call by the Archive Room and collect your fine bottle of **RED**.

The April Question:

Was to name the first Captain Power in the modern era and in what year did this occur? No correct entry yet. Let's try it again. Clue: the surname of the Captain is the same name as an Aerodrome north of Perth.

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.



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.



Season Results 2016-2017

CLUB CHAMPIONSHIP - S80		
1st	<i>Fusion</i>	John Johnston
2nd	<i>Vintage Red</i>	Tony Strickland
3rd	<i>Windmill</i>	John Berry
CLUB CHAMPIONSHIP - B-W 36		
1st	<i>By & Large</i>	Denys Pearce
2nd	<i>Mistral</i>	Tim Gardiner
3rd	<i>Nimbus</i>	Sean Martin
CLUB CHAMPIONSHIP - ENDEAVOUR 24		
1st	<i>Vagabond</i>	Tony Finch
2nd	<i>Mistral</i>	Mark Dymond
3rd	<i>Odette</i>	Mike Hallam
CLUB CHAMPIONSHIP - ETCHELLS		
1st	<i>St Johns Dance</i>	Raymond Smith
2nd	<i>Storm Trooper</i>	Robert Olde
3rd	<i>Dragon Lady</i>	Bill Steele
CLUB CHAMPIONSHIP - B-W8		
1st	<i>The Fox</i>	Alan Thomas
2nd	<i>4 Chooks</i>	Trevor Lord
3rd	<i>Pieces of Eight</i>	Chris Pye
CLUB CHAMPIONSHIP - S97		
1st	<i>Hejira</i>	John Bailey
2nd	<i>Terra</i>	Simon Plunket
3rd	<i>Déjà vu</i>	Mark Hannaford
CLUB CHAMPIONSHIP - IRC		
1st	<i>By & Large</i>	Denys Pearce
2nd	<i>Hitchhiker</i>	Peter Briggs
3rd	<i>Cougar</i>	Scott Glaskin
CLUB CHAMPIONSHIP - AMS		
1st	<i>Seahawk</i>	Pat Jones
2nd	<i>Farr Far Away</i>	James Baker
3rd	<i>Farrlap</i>	Andrew Hossen
CLUB CHAMPIONSHIP - FARR 9.2		
1st	<i>Seahawk</i>	Pat Jones
2nd	<i>Farrlap</i>	Andrew Hossen
3rd	<i>Frenzy</i>	Murray Rowe
KEITH WILLIAMSON "MERCEDES" MOST FASTEST TIMES TROPHY		
	<i>R Six</i>	Gary Rodoreda
BRICKLANDING TROPHY		
	<i>Boom</i>	Rob Scharnell
SUE ANN TROPHY		
	<i>The Fox</i>	Alan Thomas
THE GOVERNOR'S CUP		
	<i>Wafvorn</i>	Michael Beaver
DIGGERS CUP		
	<i>Ocean Ranger</i>	Hugh Warner
THE SEASHELLS NIGHT SERIES		
	<i>Uncle Louis</i>	Jenny Richardson
CLUB CONSISTENCY - DIVISION 1		
1st	<i>By & Large</i>	Denys Pearce
2nd	<i>Boom</i>	Rob Scharnell
3rd	<i>Well Primed</i>	Harris/King
CLUB CONSISTENCY - DIVISION 2		
1st	<i>Big Diamond</i>	Jamie Mercer
2nd	<i>Ragnar</i>	Graham White
3rd	<i>Frenzy</i>	Murray Rowe
CLUB CONSISTENCY - DIVISION 3		
1st	<i>Green Flash</i>	Alistair Ritchie
2nd	<i>Hellas</i>	Nick Melidonis
3rd	<i>Caviar</i>	Patrick Giles
CLUB CONSISTENCY - S80		
1st	<i>Sweet Babs</i>	Dave Beresford
2nd	<i>Vintage Red</i>	Tony Strickland
3rd	<i>Uncle Louis</i>	Jenny Richardson
CLUB CONSISTENCY - ENDEAVOUR 24		
1st	<i>Vagabond</i>	Tony Finch
2nd	<i>Argo</i>	Barry Rosen
3rd	<i>Amber</i>	Peter Cook
CLUB CONSISTENCY - ETCHELLS		
1st	<i>St Johns Dance</i>	Raymond Smith
2nd	<i>Storm Trooper</i>	Robert Olde
3rd	<i>Dragon Lady</i>	Bill Steele
CLUB CONSISTENCY - S97		
1st	<i>Hornets Nest</i>	Ron Meyers
2nd	<i>Hejira</i>	John Bailey
3rd	<i>Déjà vu</i>	Mark Hannaford

CLUB CONSISTENCY - B-W8		
1st	<i>Pi</i>	Shawn Offer
2nd	<i>4 Chooks</i>	Trevor Lord
3rd	<i>The Fox</i>	Alan Thomas
COMMODORE J B FITZHARDINGE TROPHY MOST RACES SAILED		
	<i>By & Large</i>	Denys Pearce
DIVISION SEASON RESULTS		
S80		
	<i>BALANCING ACT</i> - Dean Motteram	
3rd	Camp Quality	
2nd	Clough Marine Electronics	
3rd	City of Perth	
	<i>FRAKKA</i> - Karen Koedyk	
3rd	Opening Day - Commodore Gary Griffiths	
1st	Clough Marine Electronics	
3rd	Hitchhiker	
	<i>FUSION</i> - John Johnston	
2nd	Opening Day - Commodore Gary Griffiths	
3rd	Shacks Holden	
2nd	Argonaut	
1st	Argonaut	
3rd	Barrett Communications	
	<i>SURCOUF</i> - John Guhl	
1st	Royal Perth Cup	
1st	Spencer Marine Services	
2nd	Hitchhiker	
	<i>SWEET BABS</i> - Dave Beresford	
1st	Camp Quality	
1st	Camp Quality	
1st	Club Marine	
3rd	Royal Perth Cup	
2nd	City of Perth	
1st	CDM	
2nd	Audi	
2nd	Spencer Marine Services	
1st	Hitchhiker	
	<i>THE FIFTH ELEMENT</i> - Les Marshall	
3rd	CDM	
1st	Audi	
	<i>UNCLE LOUIS</i> - Jennifer Richardson	
3rd	Camp Quality	
1st	Shacks Holden	
3rd	Club Marine	
2nd	Clough Marine Electronics	
3rd	Argonaut	
3rd	Argonaut	
2nd	Barrett Communications	
	<i>VINTAGE RED</i> - Tony Strickland	
1st	Opening Day - Commodore Gary Griffiths	
2nd	Camp Quality	
2nd	Shacks Holden	
2nd	Royal Perth Cup	
2nd	CDM	
3rd	Audi	
3rd	Spencer Marine Services	
	<i>WINDMILL</i> - Bob Hay	
2nd	Camp Quality	
2nd	Club Marine	
1st	City of Perth	
1st	Argonaut	
2nd	Argonaut	
1st	Barrett Communications	
BAKEWELL-WHITE 36		
	<i>ADRENALIN RUSH</i> - Rahul Madan	
3rd	Opening Day - Commodore Denys Pearce	
2nd	Camp Quality	
2nd	Camp Quality	
	<i>BY & LARGE</i> - Denys Pearce	
1st	Opening Day - Commodore Denys Pearce	
1st	Camp Quality	
1st	Camp Quality	
1st	Royal Perth Cup	
1st	Hyatt Regency Perth	
2nd	Argonaut	
	<i>GRAND PRIX</i> - Tim Gardiner	
2nd	Hyatt Regency Perth	
1st	Argonaut	
1st	Argonaut	

	<i>NIMBUS</i> - Sean Martin
3rd	Hyatt Regency Perth
2nd	Argonaut
3rd	Argonaut
	<i>R2D2</i> - Cliff Laurence
2nd	Opening Day - Commodore Denys Pearce
DIVISION 1	
	<i>ADRENALIN RUSH</i> - Rahul Madan
2nd	Bricklanding
2nd	CDM
	<i>BOOM</i> - Rob Scharnell
3rd	Bay Marine
1st	Gibbscorp
2nd	Fremantle Volunteer Sea Rescue
3rd	City of Perth
3rd	Argonaut
3rd	Barrett Communications
1st	Bricklanding
3rd	CDM
2nd	B & G
3rd	Audi
1st	Hitchhiker
	<i>BY & LARGE</i> - Denys Pearce
2nd	Stage & Studio Productions
3rd	Camp Quality
3rd	Camp Quality
1st	Club Marine
3rd	New York Yacht Club
1st	Fremantle Volunteer Sea Rescue
3rd	Hyatt Regency Perth
1st	City of Perth
3rd	Argonaut
1st	Audi
	<i>CARAMIA</i> - Rob McDonald
3rd	Seashells
1st	Spencer Marine Services
	<i>COUGAR</i> - Scott Glaskin
1st	Stage & Studio Productions
2nd	Camp Quality
2nd	Barrett Communications
3rd	Walsh's Glass
	<i>HITCHHIKER</i> - Peter Briggs
3rd	Opening Day - Commodore Mike Campbell
2nd	Camp Quality
1st	Shacks Holden
3rd	Fremantle Volunteer Sea Rescue
1st	Argonaut
1st	Argonaut
2nd	Audi
2nd	Seashells
	<i>JUST CRUISIN</i> - Tony Carter
1st	Camp Quality
1st	Camp Quality
3rd	Clough Marine Electronics
1st	Hyatt Regency Perth
2nd	City of Perth
1st	B & G
	<i>LA PREMIERE</i> - Mike Campbell
1st	New York Yacht Club
2nd	Clough Marine Electronics
	<i>THE ITALIAN JOB</i> - Bill Quinn
3rd	Bricklanding
2nd	Walsh's Glass
3rd	Spencer Marine Services
	<i>TIME OUT</i> - Daniel Court
1st	Bay Marine
3rd	Stage & Studio Productions
3rd	Shacks Holden
3rd	Club Marine
2nd	New York Yacht Club
2nd	Argonaut
1st	Barrett Communications
	<i>WAIT/PI</i> - Nigel Simpson
2nd	Bay Marine
2nd	Shacks Holden
2nd	Gibbscorp
1st	Clough Marine Electronics
1st	Walsh's Glass
2nd	Spencer Marine Services
3rd	Hitchhiker

	<i>WASABI</i> - Nick White
2nd	Hitchhiker
	<i>WELL PRIMED</i> - Harris/King
2nd	Club Marine
3rd	Gibbscorp
2nd	Hyatt Regency Perth
2nd	Argonaut
1st	CDM
3rd	B & G
1st	Seashells
DIVISION 2	
	<i>BIG DIAMOND</i> - Jamie Mercer
2nd	Opening Day
3rd	Stage & Studio Productions
1st	Camp Quality
1st	Camp Quality
1st	Clough Marine Electronics
3rd	Bricklanding
2nd	Walsh's Glass
3rd	B & G
2nd	Seashells
1st	Spencer Marine Services
	<i>FARR FAR AWAY</i> - James Baker
2nd	Club Marine
1st	City of Perth
3rd	Argonaut
1st	Audi
	<i>FARR FETCHED</i> - Bruce Meakin
3rd	Club Marine
	<i>FARRLAP</i> - Andrew Hossen
2nd	Barrett Communications
2nd	Audi
	<i>FREE SPIRITS</i> - Frank Mulholland
1st	CDM
	<i>FRENZY</i> - Murray Rowe
2nd	Bay Marine
2nd	Stage & Studio Productions
2nd	Gibbscorp
1st	Argonaut
3rd	Barrett Communications
2nd	Bricklanding
2nd	Hitchhiker
	<i>HUCKLEBERRY</i> - Phil Sommerville
3rd	Westcoast Suzuki
1st	Walsh's Glass
2nd	B & G
3rd	Seashells
	<i>ITINERANT</i> - Mark Hansen
3rd	Bay Marine
2nd	Camp Quality
2nd	Shacks Holden
2nd	Argonaut
	<i>LIONHEART</i> - Warren Westaway
3rd	Gibbscorp
	<i>MILD THING</i> - Malcolm Mackay
2nd	CDM
	<i>RAGNAR</i> - Graham White
2nd	Westcoast Suzuki
1st	Shacks Holden
3rd	Clough Marine Electronics
3rd	City of Perth
2nd	Argonaut
1st	Bricklanding
3rd	CDM
3rd	Spencer Marine Services
1st	Hitchhiker
	<i>REFLECTIONS</i> - Wilna/Reg Cornelisse
1st	Opening Day
3rd	Shacks Holden
2nd	Clough Marine Electronics
1st	Fremantle Volunteer Sea Rescue
2nd	Spencer Marine Services
3rd	Hitchhiker
	<i>SEAHAWK</i> - Pat Jones
1st	Stage & Studio Productions
2nd	Fremantle Volunteer Sea Rescue
3rd	Audi

SOON – Michael Thorpe
3rd Opening Day
1st Bay Marine
1st Westcoast Suzuki
1st B & G

SWAGMAN – Andrew Waldby
3rd Camp Quality
1st Club Marine
1st Gibbscorp
3rd Argonaut
1st Argonaut
1st Seashells

THE BLACK SMOKE – Jeremy Kerr
3rd Fremantle Volunteer Sea Rescue
1st Barrett Communications
3rd Walsh's Glass

TRUE SOUTH – Barry OToole
2nd Camp Quality
3rd Camp Quality
2nd City of Perth

DIVISION 3

CAVIAR – Patrick Giles
3rd Fremantle Volunteer Sea Rescue
1st Hyatt Regency Perth
1st City of Perth

GREEN FLASH – Alistair Ritchie
1st Westcoast Suzuki
2nd Shacks Holden
1st Gibbscorp
2nd Fremantle Volunteer Sea Rescue
1st Audi
2nd City of Perth
2nd Hyatt Regency Perth
2nd CDM
1st Spencer Marine Services

HELLAS – Nick Melidonis
1st Fremantle Volunteer Sea Rescue
1st Argonaut
1st Argonaut
1st CDM
1st B & G

SAMARA – Patrick Giles
2nd Westcoast Suzuki
1st Shacks Holden

ENDEAVOUR

AMBER – Peter Cook
2nd Stage & Studio Productions
3rd Camp Quality
3rd Shacks Holden
1st Club Marine
3rd Gibbscorp
3rd Clough Marine Electronics
3rd Fremantle Volunteer Sea Rescue
1st Argonaut
2nd Argonaut
1st CDM
3rd B & G
3rd Seashells

ARGO – Barry Rosen
2nd West Coast Suzuki
1st Stage & Studio Productions
2nd Camp Quality
1st Gibbscorp
2nd Clough Marine Electronics
2nd Barrett Communications
3rd Bricklanding
1st Spencer Marine Services
2nd Hitchhiker

ISHTAR – Peta Holmes
3rd Opening Day
2nd City of Perth
2nd Argonaut
1st Argonaut
1st Bricklanding

LITTLE TIGER – Bob Davis
2nd Camp Quality
1st Camp Quality
2nd Shacks Holden
2nd Gibbscorp
2nd Fremantle Volunteer Sea Rescue
1st Barrett Communications
2nd B & G

MINDARIE – Ian Passmore
1st Seashells

MISTRAL – Mark Dymond
1st Opening Day
1st Fremantle Volunteer Sea Rescue
1st Hyatt Regency Perth
2nd Bricklanding
2nd Audi

ODETTE – Mike Hallam
1st West Coast Suzuki
1st Camp Quality
3rd Camp Quality
2nd Club Marine
3rd Hyatt Regency Perth
3rd City of Perth
3rd Argonaut
3rd Argonaut
2nd CDM
1st B & G
3rd Audi
2nd Spencer Marine Services
3rd Hitchhiker

THREE CHEERS – Fons Berkhout
1st Hitchhiker

VAGABOND – Tony Finch
2nd Opening Day
3rd West Coast Suzuki
3rd Stage & Studio Productions
3rd Club Marine
1st Clough Marine Electronics
2nd Hyatt Regency Perth
3rd Barrett Communications
3rd CDM
1st Audi
2nd Seashells
3rd Spencer Marine Services

BW-8

4 CHOOKS – Trevor Lord
3rd Camp Quality
1st Shacks Holden
3rd Club Marine
1st Royal Perth Cup
2nd City of Perth
3rd Argonaut
1st Argonaut
2nd Barrett Communications
2nd Seashells

HYDRATE – Mark Fitzhardinge
3rd Camp Quality
3rd Royal Perth Cup
1st City of Perth

MAD HATTER – Mike Kinney
3rd Opening Day
2nd Club Marine
1st Gibbscorp
1st Seashells

PI – Derek Shellabear/ Shawn Offer
2nd Opening Day
2nd Stage & Studio Productions
2nd Camp Quality
1st Camp Quality
2nd Shacks Holden
2nd Royal Perth Cup
2nd Gibbscorp
1st Barrett Communications
1st CDM
3rd Seashells

PIECES OF EIGHT – Chris Pye
1st Camp Quality
2nd Camp Quality
3rd Shacks Holden
2nd Argonaut
2nd Argonaut
3rd CDM

PRIM8s – Geoff Lansell
3rd Stage & Studio Productions
3rd City of Perth

THE FOX – Alan Thomas
1st Opening Day
1st Stage & Studio Productions
1st Club Marine
3rd Gibbscorp
1st Argonaut
3rd Argonaut
2nd CDM

S 97
DEJAVU – Mark Hannaford
3rd Opening Day
2nd Stage & Studio Productions
2nd Camp Quality
2nd Camp Quality
1st Club Marine
3rd Royal Perth Cup
3rd Gibbscorp
1st Fremantle Volunteer Sea Rescue
2nd City of Perth
1st Argonaut
1st B & G
3rd Audi
2nd Spencer Marine Services

HEJIRA – John Bailey
2nd Opening Day
2nd West Coast Suzuki
1st Stage & Studio Productions
1st Camp Quality
3rd Camp Quality
2nd Shacks Holden
3rd Club Marine
2nd Hyatt Regency Perth
2nd Argonaut
1st Argonaut
1st Barrett Communications
1st Bricklanding

HORNETS NEST – Ron Meyers
3rd West Coast Suzuki
3rd Stage & Studio Productions
2nd Royal Perth Cup
2nd Gibbscorp
3rd Fremantle Volunteer Sea Rescue
1st Hyatt Regency Perth
1st City of Perth
3rd Argonaut
2nd Barrett Communications
3rd Bricklanding
1st CDM
1st Walsh's Glass
3rd B & G
1st Seashells
1st Spencer Marine Services
1st Hitchhiker

POLYTHENE PAM – John Hughes
3rd Camp Quality
1st Shacks Holden
1st Clough Marine Electronics
2nd Fremantle Volunteer Sea Rescue
2nd Argonaut
1st Royal Perth Cup
3rd Walsh's Glass
3rd City of Perth
2nd Bricklanding
3rd Spencer Marine Services
3rd Hitchhiker

SECOND WIND – Tony Carter
2nd Seashells

STRESS MANAGEMENT – Brian Innes/ Duke Snyder
1st West Coast Suzuki
3rd Shacks Holden
2nd Club Marine
3rd Clough Marine Electronics
2nd Walsh's Glass
1st Audi
2nd Hitchhiker

TERRA – Simon Plunkett
1st Opening Day
1st Camp Quality
1st Gibbscorp
2nd Clough Marine Electronics
3rd Hyatt Regency Perth
3rd Argonaut
3rd Barrett Communications
2nd B & G
2nd Audi

E22
CHICKEN SOUP – Mark Crier
2nd Argonaut
2nd Argonaut

DRAGON LADY – Bill Steele
1st Camp Quality
1st Camp Quality

NORTH STAR – Richard Goldsmith
2nd Camp Quality

STORM TROOPER – Robert Olde
2nd Hyatt Regency Perth
2nd Camp Quality
3rd Argonaut

THE RAT – Grantham Kitto
1st Argonaut

ST JOHN'S DANCE – Raymond Smith
3rd Camp Quality
3rd Camp Quality
1st Hyatt Regency Perth
3rd Argonaut
1st Argonaut

Dinghy Division Results

Most Consistent

Optimist Gold
Momentum – Antun Janekovic
Optimist Silver
Splash – James Ferguson
Laser 4.7
Blah! – Lawson McCaullay
Laser Radial
Spike – Ethan McCaullay
Laser Standard
It's Hell – Michael McCaullay
Tasar
Yes Boss – Phil and Phoebe Blaxill

Hansa
Kimberley – Tracy Odiam

Most Fastest Times

Optimist Gold
Kaboom – William McCaullay
Optimist Silver
Vortex – Adam Hindmarsh
Laser 4.7
Blah! – Lawson McCaullay
Laser Radial
Spike – Ethan McCaullay
Laser Standard
Bounce – Harmon McCaullay
Tasar
Yes Boss – Phil and Phoebe Blaxill
Sabre
=A Random – Kim Short
=Prickle Foot – Ian James
Hansa
Anastasia – Genevieve Wickham

Flag Officers' Trophy Days

Commodore's Trophy

Optimist Gold:
Big Onda – Lachlan Hawkins
Optimist Silver:
Hungry Caterpillar – Samantha Best
Laser 4.7:
Frog on Steroids – Kieran Bucktin
Laser Radial:
Spike – Ethan McCaullay
Laser Standard:
Bounce – Harmon McCaullay
Tasar: – No starters
Sabre: – No starters
Hansa:
Anastasia – Genevieve Wickham

Vice Commodore's Trophy

Optimist Gold:
Kaboom – William McCaullay
Optimist Silver:
Monkey Mania – Adam McCaullay
Laser 4.7:
Blah! – Lawson McCaullay
Laser Radial:
SKA – John Winteringham
Laser Standard:
Kati – Peter Laczko
Tasar: – No starters
Sabre:
Prickle Foot – Ian James
Hansa: – No Starters

Captain Sail Trophy

Optimist Gold:
Kaboom – William McCaullay
Optimist Silver:
Splash – James Ferguson

Laser 4.7:
Red Dwarf – Juraj Janekovic
Laser Radial:
KMT – Scott Hinton
Laser Standard:
Cliché – John Roberson
Tasar:
Tae Think Again – Lloyd Lissiman and Fiona Campbell
Sabre:
A Random – Kim Short
Hansa:
Anastasia – Genevieve Wickham

Captain Dinghies Trophy

Optimist Gold:
Kaboom – William McCaullay
Optimist Silver:
Monkey Mania – Adam McCaullay
Laser 4.7:
Blah! – Lawson McCaullay
Laser Radial:
Steath – David Hinton
Laser Standard:
Kati – Peter Laczko
Tasar:
Organised Chaos – Michael McCaullay
Sabre: – No Starters
Hansa:
Anastasia – Genevieve Wickham

Club Championship

Optimist Gold
3rd *Feather Weight*
Kathryn Hawkins
2nd *Kaboom*
William McCaullay
1st *Lambordinghy*
Jake Hindmarsh

Optimist Silver
3rd *Hungry Caterpillar*
Samantha Best
2nd *Splash*
James Ferguson
1st *Vortex*
Adam Hindmarsh

Laser 4.7
=2nd *Party Animal*
Charles Winteringham
=2nd *Red Dwarf*
Juraj Janekovic
1st *Blah!*
Lawson McCaullay

Laser Radial
=2nd *Goin Nowhere*
Lloyd Lissiman
=2nd *Spike*
Ethan McCaullay
1st *SKA*
John Winteringham

Laser Standard
3rd *The Swallow*
Kim Morrison
2nd *It's Hell*
Michael McCaullay
1st *Bounce*
Harmon McCaullay

Tasar
3rd *Yes Boss*
Phil and Phoebe Blaxill
2nd *Tae Think Again*
Lloyd Lissiman and Fiona Campbell
1st *Butterfly Effect*
Kate and Roger Best

Donald G Thomas Memorial Trophy

Junior Encouragement Award
James Ferguson

Diago Figueroa Perpetual Trophy

Optimist Most Improved Sailor
William McCaullay

Gary Marshall Memorial Trophy

Dedication to Dinghy Division
Helen McCaullay



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Where would we be without our dads?

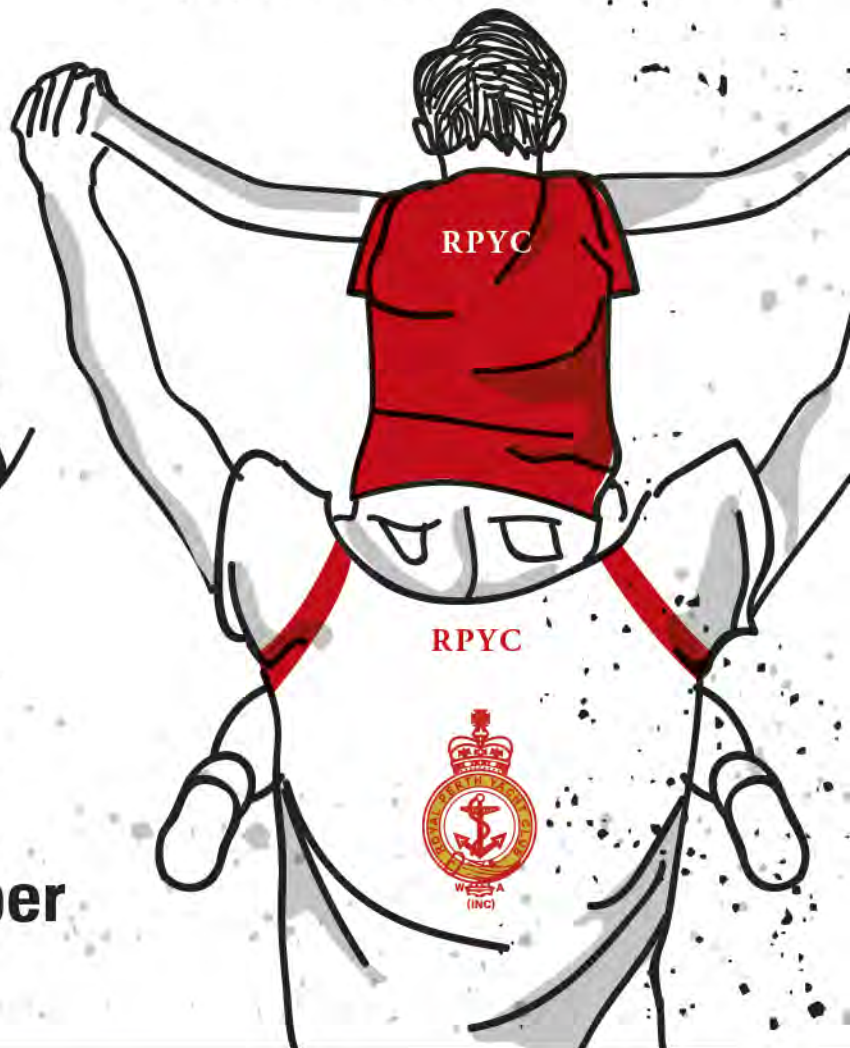
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