



IN THE WIND

ROYAL PERTH YACHT CLUB NEWSLETTER

FEBRUARY 2018

S80 LEGENDS' RACE

SABRE NATIONALS



11TH CHINA CUP REGATTA

GOVERNOR'S CUP

ALSO FEATURING

- Jon Sanders' progress
- Christmas Party
- Powerboat Cruise to Rockingham
- New Year's Eve

WE'RE EXCITED TO ANNOUNCE THE
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THE CLUB -



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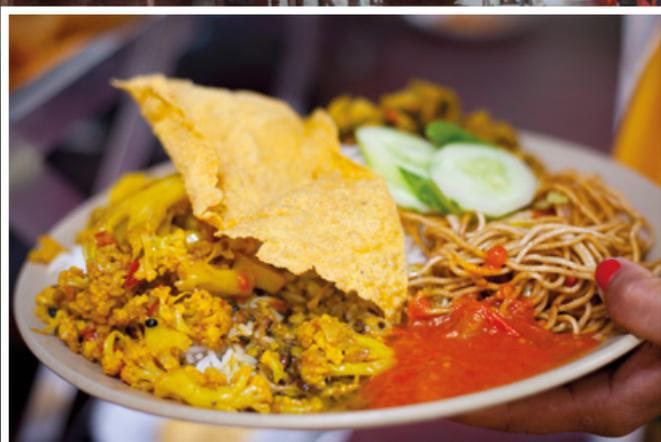
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- it's set to be a fantastic night at the Club.

TUESDAY 13 FEBRUARY

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From Tasmania to Shark Bay

I depart the Tamar River, - north coast of Tasmania.



It is near 2000 nautical miles to transit the Great Australian Bight. From East coast Australia to Perth/Fremantle on the west coast.

In years past one would depart on a due date and time. Say 11 am as long as a gale not blowing, so to speak.

Get up when I feel like it. Buy the newspaper and breakfast in the cafe. Then casually depart.

See ya later.

Something I learnt yonks ago and decades back departing Gibraltar. "Gotta leave with the tide". That is what the Cruising yachtsmen were saying and doing. So we departed 10 pm at night. Like the rest. "Nuts".

Next time we left Gibraltar was more sensible. So what if you're going 2 to 3 knots slower. (Head current).

In a low powered yacht like my S&S34 (then) one cannot get thru the Strait before the tide changes anyway.

In the old days of Ocean Liners.

Ocean Liners being Cunard type Queen Elizabeth and Queen Mary taking scheduled passengers from Southampton UK to New York or the P&O ships to Australia.

Modern cruise ships (are just that) do Coast to coast, port to port, town to town stops.

Sometimes I see them going around in circles (at night) killing time.

Sometimes stopped drifting. (Caribbean).

In days of Liners U.K to Australia the passenger talk was the reputation of gales (the rough regions). Bay of Biscay and the Great Australian Bight.

The Gt Australian Bight is a bloody longer distant.

I can remember that chat. In the early 1950s my brother, sister and I (with our parents) travelled to and from UK on the passenger/cargo ships Moreton Bay and Larges Bay. (No air conditioning in those days) - lot of British troops along the Suez Canal.

The Jumbo Jet hadn't happened.

In other words we knew at a young age of the Bay of Biscay and Aussie Bight.

Today by yacht travelling across the oceans one can get weather reports by satellite, wind Grib and other weather predicts.

Surprisingly I am not quite up to date with all of that.

I do not have enough resources to have everything fitted. But nearing Australia it gets better.

About 1000 to 1500 nautical miles from the Australian coast I get the BOM on my "Barrett 2050" high frequency radio.

BOM - I.E. Australian Government Bureau of meteorology. One receives all deep ocean (far ocean) gale warnings. (Everything over 33knots wind). Easily

understood. Latitudes and longitudes as the weather moves towards.

Separate to this the BOM forecasts coastal weather and warnings around the Australian coast. (Coastal - I.E. to 60 NM off the coast).

Sailing from east coast of Aussie to West Coast (South about). One knows the weather comes from the west, goes east.

Sailing from Bass Strait in the east to Cape Leeuwin (west) on a direct or Great Circle Route the "land" sneaks further and further north. Further and further away.

- To the north,

South Australian/ Victoria border is 50 NM north.

Kangaroo Island. 150 north.

Head of the Bight 360 NM north.

Blimey, my Club Marine Insurance only covers to 200 NM from the coast including any Islands. I'm not insured that far off.

Not for long. As one progresses west the land once more draws closer.

Before departing Tasmania I got an 8 day forecast on my I phone APP. 8 days bit far, gets often changed somewhat. Reasonable.

But on the Barrett Radio I pick up the Leeuwin coastal forecast, - a long way off. It's an excellent clue. The weather comes from the west. If one hears "a weak

front" I can be reasonably certain in two or three days I will get a mild to moderate westerly change. Won't last long. Westerlies (usually south west). Means head winds. Barometer drops before it happens.

In late spring and summer along the south coast of Australia the prevailing winds day after day, I.E. Leeuwin, Albany, Esperance, Ceduna, Port Lincoln are easterly winds. (SE and East). Often rather fresh. This is an extension of the trade winds. About once a week, sometimes a bit longer one gets some sort of front. (SW).

Anyway things looked good to leave Tassie. I left with favourable easterly wind. Not a lot. But a strong wind warning other side of Bass Strait. (NE). No effect.

Bit more wind on day 2 & 3. Ran out of wind on day 4. Some wind, then no wind for two more days - high pressure system.

Wind backed to north east, slowly-slowly but surely increased to 30 knots. Sometimes gusting 30/35 knots. Started to rain. Lots of rain. Sea state got bigger and rougher.

Then it happened!

What? Break something?

"Nup". Wind stopped. Just like that. Nothing, no wind at all. Zilch.

But the rough sea didn't stop. Threw the boat all over the place. Everywhere. Gosh. It was night time too. ▶

► Vertical up, vertical down. Boxing the compass doing higgledy-piggledy. Great.

Come down the wind began to creep in, west and south west. Sea continues to be all over the place. Plus wind wrong way.

My aunt used to say. "Worse things happen at sea". (Talking to the converted she was).

By night it was 16 knots. By midnight backed to the south. I was on my way.

Approaching Cape Leeuwin the wind was typical strong south east (favourable) wind. Turning the corner the wind direction followed. Now going north and wind south pushing me and my boat. I ran with 2 reefs in the mainsail.

Destination my beautiful Island of Rottneest. Only 10 NM north west of Fremantle. Not going to Freo just yet. Continuing north 550 NM to Shark Bay. That is where Carnarvon Yacht Club sent me off solo to do the 10th circumnavigation of the world. (A year and two months back).

At primary school age my parents idea of somewhere to holiday (each year) was Rottneest. Not wrong. Got there from Perth by steamer Zephyr.

Bays, coves, translucent water, myriad of limestone reefs, corals, lighthouses. Not much tide. No swirling currents results magnificent clear water.

In the 1960s I bought a mooring in Thomson bay Rotto from the Fremantle Port Authority.

As leisure boats multiplied in Western Australia it became obvious only a few owned moorings at Rottneest, (including the ground site) - forever.

The state parliament changed the legislation.

We now hire the site and own the mooring.

We must share the mooring with 5 in all. In the event I do not nominate all 5 the Rottneest Authority can nominate the additions. I have priority. And can say which of the users have next priority.

The Authority laid many more moorings throughout the bays. Well ordered patterns. All with environmental ground tackle.

The primary owner of the moorings must have and show the moorings have been surveyed (each year) and meet any corrections required. Or loose it.

Today as moorings become available the Authority is now changing to day or week hire.

Similar to other moorings in the rest of the world. In the British Virgin Islands there are 100s & 100s of moorings for private and chartered yachts.

So time to drop the mooring. Go north to Shark Bay and Carnarvon.

The summer prevailing wind Perth/Fremantle and Rottneest is a land breeze in the morning (easterly) and sea breeze (SW) in the afternoon. The foreign and eastern state press like to call the sea breeze the Fremantle Doctor. (Cools the suburbs). Still a sea breeze.

The stretch of ocean from Rottneest to Shark Bay is frequented with southerly winds. South East and South West (SE/SW). The more north one goes the more south the wind. (SSE/S/SSW). Frequent strong wind warnings. The more north, the more frequent.

Between the coastal town of Geraldton and North West Cape, a distance of 450 NM the southerly (30 kts) strong wind warnings can be daily. Day after day.

Between the coastal town of Kalbarri and Shark Bay are 90 NM of untenable and incredibly dangerous cliffs.

The Zuytdorp Cliffs. 300 to 400 ft high.

Over hundreds of thousands of years, maybe millions, massive surf has been pounding them.

As one sails by, we see the spume from the surf blowing 100s of feet into the air.

A vessel to hit these concave cliffs, is to be smashed to smithereens. Little chance of survival.

The strong south winds, headed by the 1 to 1-1/2 kt Leeuwin Current together with the effect of the cliffs, makes for a rough ride going south. Yucky poo. (Spring and summer hard to avoid).

A major Western Australian industry of more than 60 years (as a serious business) has been the rock lobster fishing. Known locally as Crayfish. The rock lobster boats, Cray Boats, are uniquely WA designed, fast and very seaworthy. Heavily subject to regulation.

(John Fitzhardinge Jnr from the fishing and rural town of Dongarra is probably the best known in Australia for what he has done and doing. A respected boat builder and designer of these vessels, fisherman, leader and former Shire President).

I left Rottneest Island, 3 deep reefs in the mainsail. Wind as forecast SW to 30 kts. Going down wind. Running with it. Rough but OK. My Airies wind vane self steerer perfect with lots of wind and small sail.

Better than a helmsman. Doesn't get tired.

At 3 30am in the dark of the morning I heard the unmistakable sound of

lobster floats hitting the hull. Bomp, bomp, bomp, bomp.

Crickey. I looked at the B&G screen.

Blimey. I had just gone from 7 kts boat speed to 1.8 to 2 kts. Probably caught on my propellor. (In neutral). I am tugging a cray pot. (They are not small).

Been there, done that before. You get that.

I made centre the fully reefed mainsail and slowly turned the yacht into the wind until it stopped. (Sort of anchored on a cray pot).

Then turned the yacht down wind. Still snared.

Gybed and turned the yacht into the wind the other way.

Then back down wind, gybed and into the wind the other way.

All of a sudden a float popped out and seemed to drift away.

Oooh might have done it.

Turned the yacht down wind watching the B&G.

Bomp, bomp. Speed went to 1.5 kts, 3 kts, 4 kts going up, I eased the mainsail out.

I was on my way.

Does not seem to have damaged the prop or whatever.

Lots of wind for next two days. Rounded Steep Point.

Passed thru the not-wide South Passage between Steep Point and the long Dirk Hartog Island, (Surf both sides).

Thus I sailed into the World Heritage area of Shark Bay.

Anchored, all alone, in near Shelter Bay.

Steep Point is the most westerly point of all of the Australian mainland.

Hey everybody, Tell you about Shark Bay next blog.

Kindest regards.

Jon ■



■ Winners

Photos courtesy Bernie Kaaks Photography

S80 Legends' Race

AN EMOTIONAL JOHN HASSEN HEAPED PRAISE ON HIS CREW IN HIS ACCEPTANCE SPEECH FOLLOWING VICTORY IN THE S80 LEGENDS' RACE HOSTED BY ROYAL PERTH YACHT CLUB ON THE SWAN RIVER.

Twenty four yachts lined up at the fixed start line, most chasing the start box end to give themselves the inside running at the first mark. Hassen, sailing 'Balancing Act', the boat he owned some years ago before transferring his interest to a Flying Fifteen, timed his start perfectly to lead the bunch and consolidate his lead during the first leg, upwind to the Perth Flying Squadron. Despite a few nervous moments on the second upwind leg, which sailed right across the river to Bricklanding buoys, 'Balancing Act' was never threatened by the chasing pack and went on to a very comfortable victory.

Locked in an entertaining battle for second place was last year's winner Mark Robins and Mark Lovelady, both past State champions in the S80 class. While these two were locked in combat, the wily Gordon Lucas took advantage of the situation and when Lovelady had to negotiate some heavy traffic near the finish line and slipped through to snare third place behind Robins and Hassen.

The idea for a legends' race was born a year ago to celebrate the life of Alan Tough, a previous chairman of the S80 Association, who passed away last year. It was so well supported then that it was decided to make it an annual event. Alan Tough's sister Diane Airey and her family donated a perpetual trophy for the race and Diane made the presentations.

The race attracted many of the old timers both as helmsmen and crew. They were joined by a number of current helmsmen, but as the results confirmed, most of the old timers have not lost any of their skills. None of the three placegetters are currently sailing in the class though all have made major contributions to its ongoing success. Ray Smith, who now competes in Etchells, sail maker Geoff Bishop, Simon Plunkett,

who now sails an S97, Dennis Vincent, who has moved into a Beneteau 34.7 and many other class stalwarts of yesteryear thoroughly enjoyed the camaraderie and the telling of lies continued well into the evening.

Andy White (one of the guest skippers on the day) and John Ducat jointly dreamed up the S80 concept, which they took to Kim Swarbrick. Kim designed the S80 to the concept parameters and was also the boat's original builder. Kim regaled the pre-race luncheon with some interesting snippets about the boat's development.

The S80 is still a popular fleet on the Swan River and with initiatives such as the Legends' Race, will continue to draw its fair share of followers. ■ ▶



■ Gordon Lucas



■ John Hassen



■ Mark Robins





An adventure and a half

... CAN'T WAIT FOR THE NEXT ONE

Well summer is certainly hotting up and the activities for the powerboat members are continuing to bubble away nicely.

Stored away safely are the Time Trialling Class Flags and boards but the burgees are still continuing to fly proudly whenever the powerboats are out.

The General Manager mentioned briefly in his last report the success of the recent Rockingham Cup trip. This was initiated by a couple of our powerboat Members and supported wholeheartedly by the Club.

We secured 25 moorings at The Cruising Yacht Club in

Rockingham, several Members were so excited that they headed down early on the Friday to enjoy a couple of nights in Mangles Bay.

Others, including ourselves, headed down to the Annexe for lunch at the café strip in Fremantle followed by the inaugural use of the new barbecues at the Annexe for dinner. Clem was our host for the evening and once again showed us what an asset we have in Fremantle, which we sometimes forget.

By the next morning everyone was chomping at the bit to head down to Rockingham in what were wonderful conditions. Pure Indulgence, with the Commodore on board and flying the Commodore's Burgee lead the flotilla on its cruise in company to TCYC.

Before we knew it we were picking up our allocated moorings and getting settled in for lunch on the boat or onshore at the café strip in Rockingham. TCYC kindly

organised a boat transfer/taxi service for us, the crew were so accommodating and it certainly made getting to shore so easy.

Our brief was for all those who were going to participate in the Garden Island tour was to meet at TCYC for 1.45pm. There were over 80 of us so we needed two buses, which were to leave promptly at 2pm. However, someone in a fit of madness decided to depart a bit earlier, needless to say the GM, VC and previous Commodore almost missed the bus, luckily we had their backs. ▶



► Once we had gone through the security checks at Garden Island we were introduced to our guides for the afternoon, who knowledgeably led us around some of the unrestricted areas of the island. It is actually a beautiful island with so much history, if you ever get the chance to take a tour, I would highly recommend it. I'm not sure how easy it is to organise without someone like Allan Knox on your side though.

That evening TCYC had reserved 5 long tables for our group for dinner, where we enjoyed a nice buffet, a drink or two and live music with the Members of their Club. By 10pm we were all heading back to the water taxis to try and beat the rain before it set in. We continued to enjoy the evening on the flybridge of *PI* as we watched the sky show that Mother Nature put on for us.

Sunday was forecast to be windy and it certainly was, but we were there to enjoy the Rockingham Cup and so we were determined to do so.

The Rotary Club of Palm Beach hosts the Rockingham Cup now in its 2nd year. It is a weekend full of entertainment, VIP tents, and an Arts Festival culminating in the 6 race Rockingham Beach Cup.

Securing an ideal viewing platform from the water was a challenge given the wind conditions but perseverance paid off and we were joined by a few other boat owners on the back of *Pure Indulgence*.

Naturally a day at the races is not complete without the fascinators, which we all donned, well the ladies did, and enjoyed a bubbly whilst watching the races.

All too soon it was time for us to up anchor and head back to the Annexe or Crawley and put the boats to bed. It really was a wonderful weekend and so good to see so many powerboats (and one sail boat) come together as Members of RPYC to enjoy using their boats, meeting other Members of the Club and having a great time to boot.

I imagine this event will book out quickly in the future and many previous attendees will probably be first off the ranks to book, so if you are interested don't delay when our next trip is announced.

We would like to thank everyone involved in organising this event for us, particularly Allan Knox, Gary Gliddon, Stuart Walton, Kelly

Scott, Clem Rogers, TCYC and special thanks should go to all those Members that attended because you are the reason the event was so successful.

Looking forward to the other events where powerboats can participate, such as the Summer Beach Party and the Northern Tour. Join in whilst the weather is great, before you know it summer will be over and we will once again be talking about our love of time trialling.

Please contact Kate at sailassist@rpyc.com.au if you would like further information about how you can be involved with our powerboat Members. Whether it is socially or competitively use your Club – it is more than just a place to park your boat. ■



CHRISTMAS PARTY



11th China Cup Regatta

This year's regatta was sailed from 26th – 30th October 2017.

Scott Glaskin was invited by the regatta organisers to compete and bring a team from WA.

Our team sponsor for the event was 'Aladin Fan' a Chinese gaming company.

We accepted and represented RPYC with myself and Michele Di Baise from *Well Primed* Wednesday crew, along with Brad Moore from our Etchells fleet, John Ryall from *Hitchiker* and from *Cougar* Tony Johnston, Peter Sims, Shelly Glaskin and our very competent bowman Andrew McKean. Rounding out our crew of 10 was Peter Botman from the SPYC S80 fleet whom we know from our skiff sailing days.

We all left Perth on the same flight and arrived in Hong Kong for 2 days of intensive training aboard our Beneteau 40.7 First, which was one of the 30 one design class yachts that was ready and waiting at the Royal Hong Kong YC.

Our two days of crew training and tuning was invaluable as we needed to make a few rigging adjustments to suit the 5 brand new sails that all of the boats received for the regatta. After lots of fine tuning we were able to compare boat speed with a few other teams and soon discovered that we were on the pace.

The next step in preparation was working on various techniques with the number one item being dip pole gybing of the spinnaker pole, which some crew members had never seen before. We started to get on top of most tasks but knew we had plenty of room for improvement. Scott was really getting the boat in the groove and getting better by the minute with wheel steering.

Race 1 was a passage race from Hong Kong to Shenzhen, and we needed to do some



homework on navigation and tides etc. Only one of our crew (Peter Botman) had sailed in this regatta previously. John, Andrew and myself had the task of doing the homework on our navigation plans and especially John with tides. We were ready to race with a plan. First tactic was to start this long distance race in a conservative way and not be too aggressive on the line as we had a long way to go and the PRO had advised that all regatta races would start under a black flag rule (No dipping the line, no going back around the ends of the line, just an automatic DSQ).

The conditions were very light winds with large swell and strong currents and tides. The homework we did had started to pay off and Scott was steering really well in the difficult conditions. Trim was good and boat speed great, we were well placed and within the top 10 in the early stages, but eventually finished the shortened course race in 13th place with only professional crews beating our fully crewed Corinthian team.

When we arrived at our destination marina in mainland China which was absolutely magnificent, we docked our yacht and received a much

appreciated welcoming beer and were then taken by electric powered coaches to our 5 star Marriot hotel which was approx 30 mins drive from the marina.

A fantastic welcome night for the over 1,500 competitors was held that evening.

This was the largest regatta that any of our crew had ever attended with people from all over the world competing. There were many of the top professional teams from around the world there including The ETNZ America's Cup team which had two teams competing in our fleet and had also brought the "Cup" with them to display during the regatta.

The next day we were back on the water for two windward leeward races. The first race was excellent, 10-12 knots winds and sunny sky, with Scott steering very fast and sound tactics coming from the back end and some great crew work saw our team finish 4th. The next race was very tight with our team finishing 9th, only a short distance behind the top boats.

It was very close racing all the time which was extremely intense for our crew as some had never done a regatta before. However Scott was

right up to speed steering and John in the aft guard was doing a fantastic job. Tony and Brad were trimming really well and Andrew was controlling the spinnaker work outstandingly.

The next day's racing was similar with great conditions once again and some very close sailing. Our team had an 11th and 13th placing over the line.

The following day had similar conditions however only one race was completed in which we gained an 8th place.

Our boat speed was really good however we received two DSQ results due to starting errors which forced our overall result to 13th place. However we were the leading Corinthian team beating many professional teams.

ETNZ took out 1st place overall from the four times previous winning team Mc Conaghy.

Team Glaskin would like to thank our sponsors "Aladin Fun" and the organising committee in Hong Kong and China along with the race committee and finally to our Club RPYC. Our team is looking forward to sailing this regatta and others in Asia in the near future. ■



Governor's Cup 2017

By Tony Finch

The Governor's Cup is an annual event for keelboats, jointly hosted by Royal Perth and Royal Freshwater Bay, and sailed as one large combined fleet from the two Clubs.

It's a handicap start, meaning the first boat to finish is the winner. For a small boat like *Vagabond*, it's all about not getting passed, because it's most unlikely that we would pass any faster boat once they passed us.

This year, we were the third boat to start, with two other Endeavours leading us around the first part of the course. The early part of the course was uneventful, with a reach out to foam buoy and then a windward work to Sanders Buoy. The next leg to Hallmark was a tight reach in about 20 knots, which is a challenge for a little boat like ours. We took a big risk and flew the large spinnaker, riding down in some gusts that threatened to overpower us. Made the mark perfectly – our first success for the day.

The next leg was on the wind from Hallmark to Bricklanding A. Remarkably, the wind swung to the West and we almost made it in one. As we rounded Bricklanding, the wind suddenly swung South, meaning we had to jibe before putting the spinnaker up, but more importantly, the following boats no longer had the same tacking angle and lost ground on us.

By now, we were in first place, but the fleet was coming. We could see them like a swarm, making ground, always making ground.

And then another wind change, as the wind dropped from 16 knots to about 8. This was perfect, as the larger



boats in the following pack could not sail downwind much faster than we were travelling, and with the swing to the South, the really fast reaching boats like *Black Betty* had to sail wide angles, rather than come straight down the course.

The crew were working hard – three up in an Endeavour can be a challenge, but we had just the right amount of weight for the conditions, and we made no mistakes.

Around Foam Buoy and then a long windward work back to Bricklanding. The conditions stayed perfect for three up – and we sailed very well, working every shift, and still no mistakes. But the pack was coming. They were everywhere behind us. But we had clear air, they were coming together (nicely) slowing each other down. Maybe we were a chance – but too early to get excited (or not).

Around Bricklanding and then the final leg to the finishing line at Royal Freshwater Bay Yacht Club. Almost hard on the wind, but slightly eased. Each time the wind went south, the boats behind us accelerated more than us and came closer.

Each time it went more on the nose, they gained less.

It's a long leg. Seemed like half an hour, although was probably only twenty minutes. Nobody spoke a word on the boat. We just worked. Ease the sheet an inch, then back in again. Thirty-five years together on the boat, we knew what we had to do – no words were needed. You could cut the tension in the air with a knife. But they were coming closer all the time. How far to go? Looking ahead, looking at the wind, trying not to look back.

200 meters to go. Graham White in *Ragnar* is close. We know he is faster. Can we hold on?

100 meters to go. We are still ahead. Then we hear *Ragnar* easing sheets as they got a puff from the South. Oh no. Disaster. I look around and they are doing twice our speed. It's lost.

But then another swing and the wind goes back on the nose and they slow. And then we are nearing the finishing line. It's very close. Maybe we can finally win the thing. How many times have we sailed this race in *Vagabond*. Probably more than thirty.

And we cross the line, and *Ragnar* cheers us. We have won by eight seconds. An amazing feeling.

But then we think about the start. We were very close to the line, and they don't signal if you are over. Maybe not. We will have to wait for results.

We go ashore and have a drink and wait quietly for results. We think we have won, but there is always doubt. The chairman of the protest committee walks towards me with a protest form. Oh No. But he just wanted to ask me if I knew where somebody else was. Phew!

We are announced the winner, and get to touch the Cup. The Club gives us a nice bottle of French which we drink right away. An easy sail back to Royal Perth as we enjoy the winning feeling.

People coming up to me to congratulate me, messages and phone calls from people I haven't seen in ten years. Still happening six weeks later. So much shared joy. Yes, it really is worth winning. Better than you can probably imagine.

A special thanks to the handicappers. It's never an easy job with mixed fleets. Of the 76 finishers, 45 finished within the first 10 minutes – a great effort. Any of these boats could have won if they had got the wind shifts that we did.

Thanks to my crew – Rex and Henry. Well done boys.

Apparently, it's not like the AFL, and you can't go back to back. But we can only try.

See you all next year. ■



GOVERNOR'S CUP



COMMODORE'S MESSAGE



■ Mark Hansen
Commodore

Welcome to 2018! Believe it or not, we are now half way through the Summer sailing season. The lead up to the Christmas/New Year break was very busy at the Club.

Because of the slight delay between writing these reports and publication, and therefore since I wrote my last report, I had the pleasure of attending the Australian Sailing Awards in Sydney and sitting next to one of our well-known members, Barry Johnson. Barry was a nominee in the category of Official of the Year, and it was fabulous to see him take out the title. Well done Barry, well deserved. He was setting out very early the following morning to yet another international event. Also at

those awards, the crew of Australia II were inducted into the Australian Sailing Hall of Fame.

I also mentioned in my last report that the Club Open Day was about to be held, which was on 19 November. I am pleased to report that it was a very successful day. The weather was kind, and it enabled those people of all ages that wanted to go out and have a sail or powerboat ride to do so. Others came to find out what we had to offer for Social and facilities. It gave us a great opportunity to showcase the Club, and quite a number signed up for membership.

On the subject of facilities, we had an information evening regarding proposed works to make improvements to the main Clubhouse. It was quite lively, and some great ideas came out of that meeting which will be incorporated. As was mentioned, we have some fundamental works that must be carried out to the change-rooms on the lower floor which also affects the front entry. We have various approvals that have to be obtained, but are hoping that the works will be able to get underway as soon as

possible after the close of the summer sailing season.

The Clubhouse refurbishment is just one facet of the strategic plan. It is important that we not only have excellent facilities for the marina and hardstand, but that we have functional, attractive, and inviting facilities in the Clubhouse, cementing our Club as the 'Club of choice'. This is primarily for us as members, but potentially may attract new ones. Importantly, and perhaps this was not stressed enough or understood at the meeting, these works are not at the expense of boating activities at the Club. Regatta Committee is continuing to work hard on those aspects of the strategic plan to engage and promote the boating activities for the benefit of members. There have been significant initiatives introduced by Race/Sail, an example being the Short course day to be held on 13 January. The Club has also introduced Windsurfing training to our offering, and I can tell you from almost first hand experience (watching daughter Astrid) that it is a whole lot of fun! Might just have to give it a go myself.

We have had some great social events, and those of you who did not attend the New Year's Eve event at the Club missed an awesome night (and sight!). Most people were dressed in the "medieval" theme, which made a great spectacle.

Congratulations to all those that competed in the various National titles that were held locally and interstate. I am sure there will be more written in other reports, but members have had fantastic success across the fleets. I don't want to steal the thunder of the other Flags, so you also have to read their reports for all the results. Not to just single out one fleet, but at the time of writing, the Etchells are about to start their Nationals at the Fremantle Annexe with Royal Perth being the organizing authority. The forecast is for true summer sea breezes (ie windy!), so we look forward to their report on the regatta later!

I am sure the rest of the Summer Season will go by very quickly, so make the most of your membership by participating in the events.

Fair winds. ■



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Congratulations to Barry Johnson

AUSTRALIAN SAILING 2017
OFFICIAL OF THE YEAR



Dear Commodore. Firstly my apologies for the lateness in acknowledging Royal Perth Yacht Club for its nomination of me for the Australian Sailing 2017 Official of the Year Award.

Unfortunately time has been not with me since the awards evening held in Sydney where both Tricia and I had the pleasure of being seated with our Club Commodore Mark Hansen. I will say that it was a delight to sit with Commodore Hansen where we went back over our own early years at the Club and the changes (for the better) that have taken place over that period of time.

RPYC still goes about its business in an unselfish and unassuming way something that other local Clubs should take notice of in my mind.

RPYC is still number 1 in its treatment of its Members and guests is my view.

Back to being late with this response.

Following a few hours sleep after the Awards Dinner I was on plane to Mexico for the Annual World Sailing Conference where I represent Australian Sailing on a number of Committees and Working Parties. I can say these type of conferences are not holidays and free time is minimal.

I returned home (Sunday 12 Nov) in time to be admitted to

hospital Monday 13 Nov for a full knee replacement. Gladly I can report that I am now home but restricted to the bedroom for the next week.

Apologies for the history lesson but I thought it was better to tell you than you think I may just take things for granted.

Back to the awards I was thrilled to win the Official of the Year award not for me but for Royal Perth Yacht Club.

I have always and continue to enjoy my time at the Club and once fully recovered from the knee replacement

look forward to returning to the upper deck area, Perth's most favourite viewing spot, where I can sit and observe Saturday afternoon racing.

We as Members just do not know how lucky we are.

Again please pass on my sincere thanks and gratitude to the Flag Officers, General Committee, Members and Staff of Royal Perth Yacht Club for their support towards me over my journey as a Member and a World Sailing Race Official and more so over the past 12 months. I can assure you it is very much appreciated.

Best Regards Always

Barry Johnson ■

RACES START FROM 6:00 PM

Enjoy Dinner on the Lawn on a **Thursday** night

Starting on the **9th November**

So why not get a group of friends together and join us for a laid back dinner on the lawn with meals available from 6pm.

For those going out Sailing – be on the water ready to go for 6pm

No need to book – just come down.

We look forward to seeing you at the Club.

VICE COMMODORE'S MESSAGE



■ Greg O'Neill
Vice Commodore

Fellow Members,

Welcome to 2018! I hope that you all had a wonderful Christmas and New Year and are returning to sailing well-rested and refreshed. A few days at Rottneest seems to clear the cobwebs for me and help prepare for another busy year.

My thanks to Commodore Gibbs and son, David, for leading us in the carols after Wednesday results before Christmas. A great night was enjoyed by the large group of sailors and others present.

The Club Open Day, held in November, was a great success with over 60 attendees and new member applications over a range of categories. My thanks to those Members that took participants out on their boats or showed them around our Club.

Participation in the various Nationals and other Championships has been strong and continues at the time of writing with the Etchells Nationals at the Annexe and the Youth Nationals at RQYS. Congratulations to all who participated, especially Matt Wearn who won the National Laser Championship for the second year in succession. Ethan McAullay finished 9th overall and 2nd in the U21's, an outstanding result. To everyone else who took part in any of the events, I hope



■ Etchells Nationals at Fremantle

you met your expectations and, most of all, enjoyed the experience.

You will all be aware that Jon Sanders has completed his 10th circumnavigation entering Carnarvon on 28 December and will be back at Crawley on February 11.

The Warren Jones Regatta will be held from 27 January to 2 February and will be hosted this year by RFBYC. The event is match racing for 12 invited skippers under 25 years of age and is sailed in Foundation 36's. It is a great event for young sailors and always provides exciting viewing.

A reminder that nominations are open for Geographe Bay Race Week. Whilst RPYC is not organising the event this year, we encourage Members to support GBRW. At last count, 32 yachts had nominated including 3 from RPYC.

It has been good to see an increase in participation on Saturdays. The average number of boats on the water this year (45) represents a significant increase over last year (37). Wednesday numbers are generally in line with last year. Our objective is to ensure that we are providing sailing options that are meeting your expectations. Over the next month or so we will be seeking input from individual fleets on their preferred sailing activity. It is interesting to have had several conversations with Members and to realise that there is a wide range of thoughts on how we can increase participation in sailing

as well as how best to meet the needs of all Members.

By the time of publication, Saturday short course racing will have happened on 13 January. A great Member-driven initiative that I hope is enjoyed and supported by all.

Whilst growth in participation in organised, competitive sailing is a highly significant element of our Club's future strength, engagement with a broader group of Members who wish to enjoy social sailing is also important. When one considers the number of active participants in Wednesday and Saturday sailing relative to the number of yachts in pens, there is a significant opportunity to increase participation. Regatta and House committees are currently working to provide a wider range of opportunities for Members across a broader timeframe.

Fair winds. ■

MEMBERSHIP

Karen Koedyk, Membership Chair

Welcome to our new Members - Feb 2018

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

Mr Darren Hedley, Mr Murray Jacob, Mr Andrew Mitchell, Mr Oscar Ross, Mr Alex Rickarby, Mr Ian Smart, Mr Steve Wall, Mr Jean-Paul Aphthorp and Ms Isabelle Cormier and their children Xavier & Adele, Mr Mohit Khanna and Ms Anneke Grant and their children Jai & Oliver, Mr Simon & Mrs Wendy Line, Mr Stephen Cui, Mst Jack Kado, Mst Joseph Loth and Mst Francois Loth, Mst Hugo Morris, Mst Lewis Watkins, Ms Adele Cunningham, Ms Julia Holloway, Mr Vincent Hui, Mr John Stringer, Miss Hui Min Tean, Mr Broderick Lang, Ms Tracy Odiam, Ms Natalie Bevilacqua, Mr Nic Challenor, Mr Clark Rees, Mr Phillip Wyles, Mr Sam Hujdurovic, Mr Dale Seeley, Mr Jarrod Whitbourne, Mr Doug and Mrs Merete Gorry and their children Christopher & Kristina, Mr Daryl Green, Mr Gary Silcock and Ms Vanessa Robinson, Mr Glyn and Mrs Azelene Williams and their daughter Sian, Miss Andrea Aubault, Mst Lachlan Gill, Mst Nico Tasovac and Mst Alex Tasovac, Mst William Valiukas, Mr Peter Ferrari, Mr Malcolm McCulloch, Mr Fred Seinor, Ms Tania Spanghero, Mr Patrick Tan, Mr Robert Crofts, Ms Katie Gill, Mr Michael Bleus OAM, Mr Carl Kirk, Mr Derrick McKenzie, Ms Eloise Pettersson, Ms Bec Robertson, Mr Geoff Simpson OAM, and Mr John Wallis.

We welcome back Mr Mike Cull, Mr Craig Park, Ms Margie Middleton and Mr Robin Thornham.



REAR COMMODORE'S MESSAGE



■ **Shawn Offer**
Rear Commodore

Goodbye 2017 and hello 2018. We are well and truly into the summer boating season. Whilst the weather in Perth has been dry, we certainly have not troubled the liquids in thermometers this summer!! The very hot days are surely just around the corner. Hopefully there was plenty of on water success for our Members in the various national regattas around the country, whether that success be in regatta placings or personal records. You all deserve recognition for representing the Club at the very least – Thank you. Whilst there has been plenty of on water action there is also work going on behind the scenes.

House Committee's portfolio covers all off water activities; the most important of which is the RPYC membership. A Sub-Committee for Membership has recently been reformed and regular meetings are being held to identify target groups and develop initiatives to encourage growth in our membership numbers. The House Committee is also establishing measures to understand current usage of Club services, amenities and other intangibles that make up the total RPYC Membership offer.

Recently there was a successful 'Member Get Member' promotion where existing Club Members received a small reward for proposing new members.

This initiative was well received and as a result General Committee was looking at much larger membership ballots. As I mentioned in the previous edition of *In The Wind*, a membership on a weekly basis is not even the cost of two coffees per week. The barriers to entry are much lower now with monthly billing and the Club also has a very flexible approach on nomination fees that are payable.

Over time, there have been many friends who have left the Club. Some, sadly, by no choice of their own cannot return – May they rest in peace. Others have had to move cities or found new hobbies whilst others may have had other pressures that forced them to leave at the time. The word must go out that we welcome them all back at any time to a place that should be close to their hearts. There are now new membership categories that provide an alternate value proposition and the nominations paid for past membership are not entirely lost. An enquiry to Gillian Tosh at the membership office can provide information specific to individual circumstances: membership@rpyc.com.au / 9455 5503.

The benefits of membership are vast. The most notable items beyond boat spaces are obviously parking, 'Wardroom' discounts and voting rights available to Full Members. Also, did you know that Full and Family Members at RPYC also get complimentary access to the gym? Go try your card at the gym door then feel free to use the equipment. Other RPYC Members can access this facility for an additional \$160 a year. Some other Member benefits for all Members include:

- Yearly Birthday Wardroom Vouchers for adults
- Wardroom Access

- Reciprocal visitation at participating clubs

The reciprocation rights at other yacht clubs are an understated feature of membership at RPYC. The Club currently has 55 participating Clubs around the world, some are the most prestigious yacht clubs in the world and many of these Clubs are in Australia. A few of these Clubs provide excellent accommodation at very reasonable rates especially given their locations. I personally have had great overnight experiences at Royal Thames Yacht Club and Royal Sydney Yacht Squadron, swam in the pool at Royal Hong Kong Yacht Club and looked across the tranquil waters at Grand Baie Yacht Club of Mauritius. The RPYC General Manager actively works towards expanding this list of reciprocal Clubs.

To experience any of these great Clubs you need only be a current financial Member of the Club and request that the Member Services Officer send a letter of introduction from the RPYC General Manager to the Club you wish to visit. This is available to all Members from Full to Crew!! Contact Gillian at membership@rpyc.com.au so she can make the arrangements for you.

Recent events at the Club have been well supported by Members and their

guests. There has been some hard work invested in these events and the wonderful Kelly has worked collaboratively with Courtney and the rest of the Hyatt Team to make sure events run smoothly. The Club is very fortunate to have the young Courtney Willson as our House Manager.

Recently The Hyatt Regency awarded Courtney a prize for exceptional management skills. Congratulations Courtney!! Certainly well deserved, everyone on House Committee sees Courtney's professionalism, organisational skills and enthusiasm around everything she does. Courtney is also absolutely open to any and all feedback from Members. If you have anything to pass on please email her at houseman@rpyc.com.au. We are also working to provide some easier ways to receive, and for Members to express, opinions when it comes to the food and beverage offer at RPYC.

The Food and Beverage team is also very aware of gluten being an enemy in some people's diets. If you or your guests are ever at a Club function or meal service and have gluten free requirements, let the team know and they will let you know what the options are. ▶



■ John Boardman checks out the pool at Costa Smeralda Yacht Club (CSYC) as they have reciprocal rights with RPYC.

- ▶ Head Chef Simon and his team are prepared at every meal service with a GFO available.

The House Committee are always trying to bring new styles of events to the Club. Whilst some of these might not appeal to you they may to others. We do need to make sure we have something for everyone. Recently we tried a Sunday evening cruise, unfortunately this was partially scuttled to some degree by the weather. Even if the 'On Water' component of these events looks unfavorable the House will always make sure the show can go on when it comes to the party, come on down and enjoy the on shore activities.

Lastly just a reminder to us all that we have new Members who join the Club and want to form new friendships and social connections. Please make

sure you do your part to welcome new Members by saying hello when you see a new face in the 'Wardroom' or around the grounds and jetties of the Club.

A special thanks goes out to RPYC's beloved Jon Sanders for his updates during his circumnavigation around the world. It certainly has made for interesting reading and given us plenty of things to talk about. Hopefully we have some memoirs to follow to fill the void later on in the year!!

That is all from me, by the time you are reading this I will be on my holidays in Mauritius with the lovely Annabelle, I am sure you will hear more about that soon enough. Enjoy the remainder of the summer season and best of luck to you be it sailing, angling, surfing, diving, cruising or any other activities that get you on the water and back home safely. ■

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SIGNALS FROM THE ENGINE ROOM



■ **Stuart Walton**
General Manager

BUILDING RENOVATIONS

In December we held an information evening for those Members interested in viewing the draft plans for the refurbishment of part of the Crawley building. There was some healthy debate which produced a few very helpful suggestions which were passed onto our architects the day after the meeting. We will soon have a revised set of drawings which will be displayed in the Wardroom for Members to view and comment on. Probably the most controversial aspect of the plans was the design of a façade to improve and modernise the look of the Southern face of the building. This is being re-examined and

may well result in a simplified design being chosen, more on this to follow.

THE RETURN OF JON SANDERS

Subject to weather and other variables we expect to welcome Jon back to the Club on the 11th of February. To have now completed 10 circumnavigations of the planet is a record that is unlikely to be equalled or indeed bettered for many years if at all. As you will read and hear in the next few days we would like to give him a real RPYC welcome when he sails through the heads at about 1430 on the 11th. I can still remember the hundreds of boats that escorted him into the Fremantle port when he returned from his triple circumnavigation, let's try and make this even bigger. We chose a Sunday because hopefully more people will have time to take their boats out and welcome him back. Once in the Port, his mast will be lowered and he will be escorted back up to his home base, the Crawley Marina. The Commodore will formally welcome him home from the ceremonial deck at about 1730 followed by a beach party

with food and entertainment. We have also organised a simple Twilight sail starting at 1500 with a view to yachts turning in the vicinity of Brick Landing and sailing back up the river escorting Jon on the last leg of his voyage.

Look forward to seeing you all on the water on the 11th.

NEW FLOATING JETTY AT THE ANNEXE

Some Members may have noticed that the floating jetty on the South side of B jetty has grown in length. The new 24 meter section now provides us with 48 meters of floating jetty for visitors. The jetty is in fact a prototype which has been installed at no cost to the Club for us

to evaluate over the next 12 months. Please feel free to use the jetty when visiting the Annexe (after letting Clem know you are coming of course).

ONGOING ISSUE WITH BOAT WASH

Our dinghy fleets are still experiencing excessive boat wash while racing on Sundays. Please, if you are in the area on a Sunday, adhere to the speed limit of 8 knots for boats over 10 meters and keep well clear of small dinghies sailing. I can't imagine how scary it must be for an 8 year old child to see a large boat approaching with massive waves following behind! ■



SAVE THE DATE: 2018

RPYC upcoming events for your diary:

2 FEBRUARY	Chinese New Year Twilight
3 - 4 FEBRUARY	Argonaut Mini Series
13 FEBRUARY	New Members Night and Guest Chef Night
25 FEBRUARY	Hendricks Gin High Tea
3 - 5 MARCH	State Championships Weekend
7 MARCH	25/50 Year Membership Lunch
10 MARCH	Monkeyfist Marine Mini Night Race Marathon
14 - 18 MARCH	Haydens Sailing Event
16 MARCH	St Patrick's Day Twilight
30 MARCH	Good Friday - RPYC Closed
1 APRIL	Easter Brunch
13 APRIL	Yum Cha Night in the Wardroom
25 APRIL	Diggers Cup/ Closing Day Party

CAPTAIN SAIL'S REPORT



■ Dr Janet Hornbuckle
Captain Sail

Happy New Year everyone! Whilst you are probably looking forward to what 2018 will bring I'm still working out where 2017 went! Over the festive season in particular, many of us have our family traditions that we hold dear. We like to think that the things we know, love and value will endure. Traditions represent a critical piece of our culture and form the structure and foundation of our families and society. They are what make us feel connected. A useful thing to do is to think of a tradition that you feel connected to no matter how old you are or how much things have changed. What is that tradition? Why do you feel connected to it and what may have changed since the tradition started?

Traditions also have an important place at RPYC. A couple of RPYC traditions immediately spring to my mind. The first is 'Celebrating the Winners'. I love that everyone stands and joins in the rousing cheer of 'For He's a Jolly Good Fellow'. It's a great demonstration of camaraderie and celebration of active participation at our Club. The second and potentially controversial tradition is 'Sailing in Whites'. I recall the invitation to first sail at RPYC and being horrified

that I would need to wear whites if I was joining the crew. This was not at the inconvenience or impracticalities such as 'where do I get white clothes suitable for sailing' or 'how do you keep them clean' but that I had my 'colours' done and was told 'never to wear white as it was too draining on my pale complexion'! However, I soon sailed regularly and wearing my sailing whites made me feel part of and connected to the Club. Personally I still value the importance of the 'uniform' we wear when competing as a Member of RPYC and seeing the Wardroom full of sailors wearing their white sailing rig reinforces the sense of identity and belonging.

Balancing the value of tradition with the need for change is an interesting but necessary challenge. This balance is vitally important for our Club when our membership spans several generations.

So what are the characteristics of our Members in terms of generational differences and how do we adapt and change to be relevant to as many Members as possible?

We have the *Traditionalists (1900-1945)* who experienced hard times whilst growing up and followed by times of prosperity; the *Baby Boomers (1946-1964)* those Post War babies who grew up to be the radicals of the 70's and yuppies of the 80's; *Generation X (1965-1980)* who grew up having to take care of themselves early and the first generation to not do as well financially as their parents and *Millennials or Gen Y (1977-2000)* who had a sheltered upbringing as parents strived to protect them from the world, the first generation of children

with schedules and also getting trophies for coming in 6th place out of 6!

Being aware of what influenced each generation, the differences in generational core values and attributes, work ethics and family experiences, differing views on work/life balance, spending habits and communication styles is extremely useful. It brings a better understanding of motivation and expectations across the generations.

It is important to recognise these generational differences exist, that 'one size does not fit all' and what has worked in the past, is working well now and what will work in the future is very likely to be different.

In a sport such as ours where we are able to actively participate from the age of 8-80+ the on-going challenge is to ensure a varied program that meets the expectations of individuals, their families and generations alike.

Take cricket for example. I declare up front that I am not a big cricket fan and remember the childhood boredom of the 5-day test. It was usually the only thing on the TV and at least one or two days were rained off during the British summer. (BTW- I am an Aussie Citizen for the purposes of the Ashes - this year at least!) However, for me Twenty20 cricket is far more appealing putting aside the fact that cricket should be played in whites! Although the principles of the sport are essentially the same, the limited number of overs alters the strategy of the batsmen and bowlers. The fixtures generally start in

the late afternoon/evening or at weekends when more people are able to attend without taking time off work. It suits the current lifestyle, is far more exciting to watch and appeals to families. Traditionalists would probably have been horrified at the thought of this but there is no doubting that since Cricket Australia established the Big Bash League in 2011 it has gone from strength to strength and importantly so has cricket at grass roots level as well.

Thinking about participation in keelboat activities at RPYC Wednesday sailing numbers remain strong. However, at the moment we are struggling for numbers in our Saturday sailing Division fleets. Skippers are finding it hard to get enough crew and crew that are prepared to commit week on week along with multiple other reasons that need to be unpicked.

Whilst the traditional courses with as many long legs as possible to maximize time on Melville waters appeals to some, others want more short course upwind and downwind sailing. On writing this article we are heading into an afternoon of short course Saturday racing in Matilda Bay. This is an initiative led by the Race Sail Divisional Fleet Captains and includes live streaming of the race using the RACE-QS App onto TV's on shore including the Wardroom to bring the race closer to families and friends on shore. We are also involving our Power Boat Members inviting them join in and take other Members out to enjoy the action in close quarters. A coach will also be out on the water providing feedback to the participating boats. It is great to be able to support

▶ this Member initiative from a Boating Operations point of view though clearly we rely on Member support to *give it a go* and make it a success.

We have an active well-subscribed Keelboat Crew and Helm Course. Translating the graduates of these courses into active sailors at our Club is the next step. However, our traditional Saturday sailing may not be each graduates aspiration, nor may they be able to commit in the way that previous generations have due to competing work, family and lifestyle commitments. It is important that we provide the opportunity for new and old Members to be involved in different ways.

Older Members bring experience and structure; younger Members bring innovation and cultural diversity. What is clear is that we all want to enjoy being a Member of Royal

Perth Yacht Club and our shared sport of boating.

The resistance to change comes from a desire to hold onto traditions that have value. Traditions can and do change, some more slowly than others. What is clear is that change is inevitable and our future depends on balancing expectations whilst maintaining tradition and building a strong sustainable community of Members. Not everything we try on or off water will be a hit first time but please give it a go! Most initiatives will need refining; some we may not be ready for yet. Constructive opinion is welcomed.

So what will Saturday Sailing at RPYC look like in 2 years, 5 years and 10 years time? Please let us know your vision. We want to hear! ■



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REMINDER

We ask you to kindly remember that Mobile Phones are not to be used for the purpose of making or receiving phone calls in the Wardroom, Cocktail Bar and function rooms.

If you need to make or take a call, please step into the foyer area or onto the Balcony.

Please don't forget to advise your Guests, so that they don't get asked to ring the Bell and shout the Bar.



WHEN CAN YOU DINE AT THE CLUB?

BREAKFAST

SUNDAY 8:30am - 11:00am

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



St Patrick's Day

~ Eve Twilight Cruise ~

FRIDAY
16
MARCH



They say that the Irish like to do things a little differently – so if you can't beat them – why not join them – **WE'RE CELEBRATING ST PADDY'S DAY THE NIGHT BEFORE.**

So get into the spirit of St Patrick's Day and kick start the weekend with an enjoyable cruise on the river or bring down your friends and family and join us on the lawn for dinner.

We'll have live music and entertainment on the lawn.

CRUISE STARTS FROM 6PM

Food will be available from 6:30pm onwards.

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

CAPTAIN DINGHIES REPORT



■ Andrew McAullay
Captain Dinghies

Welcome back, after the Christmas/NY break. I hope you all had a safe and enjoyable break from the racing program.... Well, some of you had a break. For others it's the time for the most important sailing of the year, with the various national

titles being held around the country.

Some extremely keen sailors headed east many weeks prior to their Nationals to take part in some warm up events.

Sail Melbourne was held out of Royal Brighton this year, and RPYC had two sailors competing.

Harmon McAullay sailed his first regatta in the Finn class and finished a commendable 15th.

Matt Wearn in the Laser standard sailed another superb regatta finishing 2nd

Sail Sydney followed hot on the heels of Sail Melbourne, Harmon and Matt again competed in their respective classes. Harmon improved his results from Melbourne finishing 11th.

In a very tight podium, Matt was 1 point off winning the regatta but had to settle for 3rd.

Open House day was a very busy day at DD, Visitors and guests could see the division in full action, with all the Club's training boats in use. The day was close to the busiest it has been in a long while. Numbers continued through to our afternoon racing with well over 30 boats, the most I have seen in my years at the Dinghy Division.

Royal Freshwater Bay held its annual International Classes Regatta on the 25th and 26th of November. There was plenty of breeze with Saturday morning at 15-20 knots and it built to 20-30 knots in the afternoon. Sunday went back to a pleasant 15-20 knots again.

The Optimist Gold fleet had the added competition of ten Singapore sailors.

Notable results from this event were:

- Optimist Silver
Adam McAullay 4th
- Laser 4.7
Lawson McAullay 4th
- Laser Radial
John Winteringham 1st
Grand Master

WAIODA conducted its Optimist Teams racing event at SoPYC.

RPYC this year fielded 3 teams, the most teams from any Club. This is a great achievement, and a testament to Goldy and the Opti coaches.

It was a fun and competitive event where each team must field at least 1 silver fleet sailor.

Final results saw RPYC 1 (William McAullay, Jake Hindmarsh, Adam Hindmarsh and Adam McAullay) finish in 3rd. Well done to all teams you all represented the Club well.

The Windsurfing program took off with a bang, the first board racing was held at the beginning of November with ▶



■ Sabre Nationals Perth Day, 5 Jan 2018



► eight boards on the start line. Great fun was had by all, and it looks like being a very successful part of the Division's program.

RPYC is taking its board enthusiasm national. Ethan McAullay will compete in this year's Australian Youth Champions on the Bic Techno at the Royal Queensland Yacht Squadron in Brisbane. We wish him luck.

Sabre Nationals were held over the Xmas New Year break, hosted by Perth Dinghy Sailing Club, RPYC had four competitors. Ian James was 23rd overall and 3rd in the Veterans, Kim Short was 33rd, Alan Thomas was 38th and 1st in U60kgs and Kate Best was 42nd and 3rd U60kgs and 4th in the Ladies. Well done guys, an excellent job for a developing fleet at the Club.



Flying Ant Nationals conducted by Mounts Bay Sailing Club, were also over the Christmas / New Year period. Sam Best and Kathryn Hawkins with limited training took part. The heavy winds were less than favourable for their limited time in the boat, but they showed great persistence and great improvement throughout the regatta to finish 7th overall with a best heat finish of 4th. excellent work girls, well done. ►

The Oceania & Australian Laser Championships were held at the Royal Queensland Yacht Squadron.

RPYC had competitors in the 4.7 and standard fleets. In the 4.7s, Lawson McAullay started out strong in his first Laser nationals, but faded on the last few days but still finished with a good result 18th in a 62-boat fleet and 7th in the Junior division.



► In the standards Matt Wearn and Ethan McAullay sailed strong regattas. Matt got back into winning form finishing top of the podium. Ethan, the youngest in the fleet, finished 9th overall and 2nd in Male U21.

UPCOMING EVENTS:

The Argonaut Mini Series is from the 3rd to the 4th of February. This year the event will also be State Championship for the Optimist and the Hansa fleets. The regatta will attract well over 150 entrants.

With this many boats, most of the lawn areas of the Club will be occupied by competing boats, as will the entire carpark in front of the Dinghy Division. We ask for your cooperation with this by not leaving your cars in this carpark over this period.

We will be again hosting a team from the Japanese Junior Yacht Club Union. They

will arrive at the Club from the 1st of February and consist of 3 Laser 4.7 sailors, 3 Optimist sailors and 5 Coaches and support people. Please make them feel welcome if you see them around the Club.

On Saturday the 10th March, The MonkeyFist Marine Mini Night Marathon will be on again. This 12-hour event starts with the firing of the canon at 1800 and finishes at midnight. With a rounding mark in front of the AC mast, music and fine food, it is a fun and entertaining night. So, stay on after Saturday racing and join in the fun.

If you are interested in getting involved in the Dinghy Division, contact myself or Club Development Officer Chris Goldacre.

Don't forget to follow us on the Dinghy Division Facebook page and keep up to date with all things Dinghy Division as they happen. ■



SUNDAY WARDROOM BREAKFAST

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



Enjoy the Summer with Sunday Breakfast

MAINS

- Two eggs on ciabatta toast** ...\$10
- Chia pudding...**
with fresh fruits, yoghurt, berry coulis ...\$12
- Eggs Benedict...**
Poached eggs, toasted ciabatta, ham, spinach and rich hollandaise sauce ...\$18
- Pancakes...**
with banana, toffee sauce, roasted pecans ...\$15
- Open Toasted Bagel...**
Served with smoked salmon, spinach, poached egg, avocado, tomato and hollandaise sauce ...\$18
- Breakfast burrito...**
Bacon, egg, sausage, spiced beans, cheese and avocado salsa ...\$16
- Skipper's Kippers...**
Served with toasted sourdough, scrambled eggs, grilled tomato, spinach ...\$18
- RPYC Big breakfast...**
Toasted sourdough, bacon, pork sausage, grilled tomato, hash brown, beans and fried egg ...\$23

SIDES

- (can be added to any main dish)
- Grilled Bacon ...\$5
 - Beans ...\$4
 - Grilled chorizo sausage ...\$5
 - Hash brown ...\$4
 - Sautéed mushrooms ...\$4

BEVERAGES

- Apple, Orange, Pineapple Juice ...\$3.00
- Coffee ...\$4.50
- Selection of teas ...\$4.50



WHO DOESN'T LOVE Yum Cha??



JOIN US FOR A
Yum Cha night
AT THE WARDROOM GRILL.

13 APRIL FROM 6:30PM

Simon and his team have created a menu of dumplings, steamed buns and other Yum Cha favourites for you to choose from.*

Enjoy scrumptious Asian styled desserts to end the night.

Book with the Wardroom on 9423 5511 or bookings@rpyc.com.au

* Other options will be available.

DIVISION 2 REPORT

Jamie Mercer, Fleet Representative

With the first half of the season already over, and the mince pies and Christmas cake of the festive season already a dim distant memory, we look forward to some beautiful summer weather for the races for the rest of the season.

Up to Christmas the overall division results are as follows:

AMS CONSISTENCY (3 RACES NO DISCARDS)

<i>Itinerant</i>	3pts
<i>Big Diamond</i>	8pts
<i>Seahawk</i>	11pts

DIVISION 2 CONSISTENCY (9 RACES NO DISCARDS)

<i>Big Diamond</i>	36pts
<i>Frenzy</i>	38pts
<i>Perie Banou III</i>	51pts

Whilst most of us were relaxing or cruising with the family, there were a couple of Div 2 yachts who weren't content with the holiday break and headed down to Rockingham for the Cockburn Sound Regatta hosted by TCYC. Congratulations to Jeremy Kerr on *The Black Smoke* who won the consistency passage race down to Rockingham on Boxing Day. He finished the week with a second place overall in JAM 3 fleet, *Huckleberry* competed in JAM 2 with a 3rd overall and 2nd in the JAM 2 IRC fleet.

The Governor's Cup this year produced some great results for RPYC Division 2 yachts, with 5 finishers in the top 20:

- 2 *Ragnar*
- 3 *True South*
- 6 *Big Diamond*
- 14 *Swagman*
- 19 *Perie Banou III*

The RFBYC windward leeward invitation races in November and the SoPYC invitation race in December produced some successful 'over line' results for RPYC, with domination of podium positions in all races. The handicap results were varied but for the season so far *Ragnar* is second and *Big Diamond* fourth overall. The invitation races have unfortunately clashed with the Farr 9.2 Metro heats so far this year and this has meant reduced entries for this usually very popular series. Perhaps we need a revision of the calendar for next season.

The family race day in January will have taken place by the time this report is published, but with live tracking on TV screens at the club and spectator boats to watch the short course racing in Matilda Bay, this should be a fun day for everyone. ■







NEW YEAR'S EVE





NEW YEAR'S EVE



OFFSHORE REPORT



Commodores Mark Hansen and Dean McAullay (RFBYC), with Scott Glaskin (*Cougar*), winner of IRC State Championships, Division 2. Also with Paul and Ceris Arns (FSC), Winners Division 1 (*Obsession*).



Andrew Waldby (*Swagman*), 3rd WA IRC Championships with Commodores from RPYC and RFBYC. Also in photo Chris Higham (*Argo*), 3rd Division 1.

The sail to the Christmas season was busy. There were two consecutive, full weekends of sailing outside the bridges. Finding crew for both weekends was extraordinarily difficult and by Sunday 3rd December, the offshore fleet was well and truly looking forward to a Christmas break.

A series of seven races was sailed over the two weekends of 25th/26th November and 2nd/3rd of December. The passage races were stand-alone events, but when combined with the 4x windward/leeward races, made up the WA IRC Championships for this season.

The 25th November kicked off with the Carnac Island Race and there were three

windward/leeward races on 26th. *Wasabi* with Nick White and his crew, entered in Division 1 and *Cougar*, *Swagman* and *Wyuna* in Division 2. *Cougar* romped home in the Carnac Island Race with a very satisfying 1st on IRC and YAH. *Wyuna* was 3rd and *Swagman* 5th. The following day, it was the three Division 2 boats that had the better results; with *Cougar* once again heading the fleet, but *Wyuna* and *Swagman* had a good day too! This meant that the competition would be fierce the following weekend to complete the series. The hunt was on to find crew not committed to Christmas partying and available to come to Rockingham.

On December 2nd the Dolphin Race was sailed to Rockingham. A smaller fleet turning out to race reflecting the difficulty in finding crew on two consecutive weekends at this time of the year. However, it was a really lovely sail; tacking down the channel on an early sea breeze, which slowly built as we headed in to Cockburn Sound. There were only three Division 2 boats from RPYC with *Wasabi* electing not to sail. *Swagman*, skippered by Andrew Waldby and his great crew sailed brilliantly and won first on both IRC and YAH. *Cougar* and Scott Glaskin was third. *Wyuna* withdrew from the race after the finish, after sailing around an incorrect mark close to the finish.

The next morning, the breeze was blowing strongly from the east and was swinging north. We started the day with a windward/leeward, which was very competitive. *Cougar* trumped us all. Scott had imported crew specially, and with the breeze and the weight in the boat, it suited the Farr 30 beautifully. *Swagman* was 3rd and *Wyuna* 5th. This was followed immediately by the Gordon Craig passage race back to Fremantle. The unusual direction of the breeze for the time of the year meant that most of the race was sailed with spinnakers; each time there was a gust it was as if you were being blasted by a hairdryer on full. *Cougar* was obviously in her element



Scott Glaskin, 1st IRC and YAH, Carnac Is Race



The Australian entry in 2018 Eurovision Song Contest!!!!!!



■ Andrew Waldby



■ Scott Galskin

► and won with *Wyuna* 3rd and *Swagman* 4th.

The presentations were held at RFBYC the following Wednesday. *Cougar* was crowned the IRC Champion and *Swagman* was 3rd. Well done to the Skippers and crew of these boats. Being able to sustain the standard across 7 races and two weekends is no mean feat. Organizing Authority duties were shared across both weekends between RPYC and RFBYC. Each did a fantastic job and it was wonderful to see the Annexe used for the presentations on Sunday 26th November. Thanks to the Commodore and Captain Sail for their attendance and entering into the fun.

During the Christmas break, many in the fleet have headed off to participate in other adventures around the country and also in Fremantle. Many of the offshore sailors at our club are equally skilled in other fleets. Particular congratulations to Darren Palmer who was part of the crew of *Indian*, from RFBYC. They sailed a very good race in the recent Sydney to Hobart. Kingsley Piesse also competed in the Sydney to Hobart onboard *Chutzpah*, achieving 8th overall on IRC in his 36th race. Good luck to frequent offshore crew member Ryan Honschooten (*Huckleberry*), in his forthcoming tall ship adventure from New Zealand to Cape Town; and best wishes to Vera Waldby

(*Swagman*) and Karen Koedyk (*Joss*) who are participating in the Etchell Nationals in mid-January off Fremantle. If I have left anybody out, I simply am unaware of your being involved! It will also be very very exciting to welcome some new boats into the Club soon. I hear Hugh Warner has an exciting project on the go, and Simon Torvaldson will soon be taking delivery of his fabulous new JPK 1080 from France.

The offshore season resumes with the 3 Ports Race on 20th January followed in February by two consecutive weekends. The Pot of Gold and Shepherdess on 3rd and 4th of the month, followed by SOPYCs Round the Sound on Saturday 10th

In March RPYC is facilitating a sailing 'cruise in company' style-event 'outside'. The thought is to go to Mindarie Marina on the Thursday, then across to Rottnest Island for Friday night and back to the Annexe on Saturday for a barbeque. Please direct your enquiries to the sailing office if you wish to have an adventure outside the bridges without the pressure of racing.

As ever, if you would be interested in doing some crewing for some of the forthcoming races, please get in touch with the sailing office or the skippers of the yachts who sail in them. As you can see from this year's schedule, we are always on the lookout for crew! ■



■ Offshore sailors enjoying the hospitality at the Annexe



■ Prizes.....(except Boomer the roo).

S80 REPORT



S80 LEGENDS' DAY

On 29th November RPYC hosted the 2nd S80 Legends' Day. Following the success of the inaugural S80 Legends' Day in 2016, the 2017 event proved to be a magical spectacle with 24 boats on the start line in a true celebration of the S80 Class. Skipped by former S80 skippers, some of National, International and Olympic fame, the helms and crews fought out a close tussle. John Hassen, sailing *Balancing Act*, finishing ahead of the pack taking out the Legends' Day Perpetual Trophy.

The popularity of the event was such that key organiser John Johnston, ran out of boats available for loan. The day was preceded by a lunch and a fascinating address from S80 designer and builder Kim Swarbrick. A huge thank you

goes out to Daine Airey, sister of the late Alan Tough, for getting her siblings together and donating the perpetual Legends' Day trophy.

A more comprehensive wrap up of the Legends' Day race written by Bernie Kaaks, is published elsewhere in this issue of *In The Wind*. Legends' Day will definitely be a regular feature on the S80 calendar, but I don't know if it could ever get bigger and better than this one.

UK SAILMAKERS MELVILLE WATERS CHAMPIONSHIPS – OUR SOUTH OF THE RIVER COUSINS SHOW US HOW IT'S DONE.

This event was held over two consecutive Saturday mornings, 25 November, and 2 December. In typical light and shifty Easterlies, *Shadowfax* (Mark and Jim Gooding SoPYC), *Front Up* (Wally Philippe SoPYC) and *Fusion* (John Johnson RPYC) each won a heat on the first day to lead the points table, followed by *Vintage Red* (Tony Strickland RPYC) with 2 seconds. If we thought it was shifty on the first day, Hughie (the wind god) was playing games on the second day. But again, *Shadowfax* and *Front Up* duelled it out, *Shadowfax* winning twice and *Front Up* the other. The

overall championship winner was *Shadowfax*, followed by *Front Up*. *Fusion* snuck into third. The handicap winner was *Vintage Red*, followed by *Surcouf* (John Guhl RPYC) and *Alchemy* (Con Macarlinio SoPYC).

GRAND PIANO STRIKES A NEW NOTE

Some may have noticed an S80 parked near the southern boundary of the club since late December. *Grand Piano*, staging a re-appearance since being previously sold by David Yu back in March 2016, was originally destined for Princess Royal Sailing Club. A change of plans by owner Darin Maher (RFBYC) saw the boat return to the marketplace late last year. This was too great an opportunity for the S80 Association to miss – a dry boat in great condition, complete with jinker - so a hurried Sunday morning committee meeting resulting in some well considered due diligence, followed by a couple of unanimous resolutions to buy the boat, saw *Grand Piano* come home to the river at Crawley.

The S80 Association will establish *Grand Piano* as an S80 fleet training and development vessel and although operating independent of RPYC, will work closely with Club

trainers offering newly qualified keelboat graduates and others an opportunity to advance their sailing skills under race conditions. The boat will also be offered to visiting crews wishing to compete in S80 championship events.

One observation made is that new (younger) sailors seem to be more receptive and learn more quickly if given the opportunity to stay together and develop sailing (and racing) skills as a coherent unit over an extended period. We believe that retention rates within the fleet are likely to be higher and the prospect of new skippers emerging to take on their own crews is a positive way forward for the class.

Further information on the S80 *Grand Piano* Program and training opportunities can be obtained by contacting the Association on S80.assoc.wa@gmail.com

S80 STATE CHAMPIONSHIPS

Held each year over the March long-weekend, the S80 State Championships will again be sailed on Owen Anchorage based out of the Annexe. Planning work has started on what is always an enjoyable (but exhausting) ▶



Legend's Day photos courtesy Bernie Kaaks Photography

▶ regatta, again this year sailed in company with the S97 fleet. The 2018 nominations will include at least three entries from Koombana Bay Sailing Club – *Miss Behavin* (Phil Slee), *Rum Runner* (Ray Leguire and Greg Rowe) and *En-Garde* (Rishi Origioni). There is no doubt that Phil Slee will be working his crew hard to improve on his last year's championship 2nd place to reigning State Champion *Fusion* (John Johnston).

The call is out for volunteers to help out over the States regatta, so if you think you might like to spend a weekend (or even just one day) out on the water pulling marks, helping out generally and mixing it with some nice S80 sailors, just get in touch with myself or Tony Strickland. ■



ROYAL PERTH YACHT CLUB



TUESDAY NIGHT DINING

BRING ALONG YOUR FAMILY AND FRIENDS
THIS SUMMER FOR A FANTASTIC FEAST
IN THE WARDROOM

Open from 6pm, you'll enjoy a Buffet meal
for only \$30 per person.

A GREAT NIGHT AT THE CLUB FOR ALL AGES

Tuesday Night Dining books out quickly – so please
call 9423 5511 or email bookings@rpyc.com.au to
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MARINE

Northern Tour

MARCH 15TH-17TH 2018



THREE DIVISIONS:

Racing, Cruising and Power Cruise in Company.

ENTRY FEE:

\$230 (If you hold a current Rottneest Island Mooring or Admission pass).

\$280 Which includes Landing Fees for two people.

Entry includes mooring fee for Mindarie Marina and complementary nibbles at Mindarie and Rottneest.

For all information, the NoR and to enter, please visit www.rpyc.com.au



■ UK Sails Championships



The new owner of S97 *Total Recall*, Maxy D'alessio, is celebrating 2 regatta wins in as many months. With skipper Sean Wallis and a very capable crew, Maxy is showing why he is regarded as an international yachtsman of the highest calibre.

In the recent UK Sails Swan River regatta, *Total Recall's*

best 5 results were three firsts, a second and a third. S97 *Hejira* also finished with three firsts a second and a third. With both yachts on 8 points a count back gave the trophy to Maxy and his team as they won the last heat. A few points back in third was the ever consistent *Deja Vu* skippered by Mark Hanaford.

Hejira won the handicap trophy.

The final race before Christmas was the last heat of the S97 Metropolitan Championship.

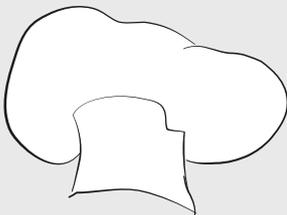
Once again *Total Recall* sailed brilliantly to win the heat and the championship. *Hejira* had to settle for second with *Terra* third.

Consistency results in Saturday Club races has seen wins to Ron Meyers' *Hornet's Nest* and Nick Timony's *Jolie Breeze*.

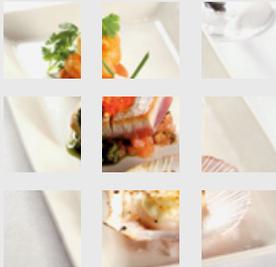
The success of the S97 fleet was showcased at the November Charity Twilight with fifteen S97s battling it out and raising a handsome sum for youth suicide prevention. Hats off to Alastair McMichael for his organisational skills. A great night was shared with our guests and sponsors.

I'm writing this on anchor in Longreach Bay. *Hejira* has been here for a couple of weeks with *Deja Vu*, *Terra* and *Total Recall*. The 2018 State Championship is not far away and hopefully S97 skippers will make the trek to the Annexe to enjoy what has always been a fabulous March long weekend. ■





Chef's Corner



Chocolate Fondant

What you will need

- 250g Chocolate
- 250g Butter
- 75g Plain flour
- 150g Sugar
- 5 Eggs



Preparation

Melt chocolate and butter together over a water bath. Once melted sit for 5 min to cool slightly then whisk in sugar, flour then the eggs. Grease 6 ramekins then dust them with flour and knock out any excess, $\frac{3}{4}$ fill ramekins with fondant mix then bake at 170° for 8 – 10 min. Remove from the oven and let stand for a few min then carefully turn them out of the ramekins onto a plate.

Summer BEVERAGE SPECIALS in The Wardroom

'Wine of the month'



**CAPE MENTELLE
GEORGIANA
SAUVIGNON BLANC**
\$9 & \$45
α glass α bottle

- **Georgiana** is a fresh, vibrant expression of Margaret River Sauvignon Blanc. Every effort is utilized in the vineyard and the winery to promote the clean aromatics and punchy citrus characters of this variety. Georgiana is distinctively textural on the palate, with bright and refreshing acidity providing balance to create the perfect summer white.



**CAPE MENTELLE
'MARMADUKE'
SHIRAZ**
\$9 & \$45
α glass α bottle

- **Marmaduke** is a Shiraz sourced exclusively from Margaret River. The aim is to produce a fruit forward, soft and spicy red wine, which exhibits the regional expression of Margaret River and varietal intensity of shiraz. Rich juicy berries with pepper and spice are the hallmark characteristics of this wine.

'Beer of the month'



**GAGE ROADS
SINGLE FIN
SUMMER ALE**
\$10 \$5 \$20
α pint half pint α jug

- **More** refreshing than a face full of Freo Doctor, this beer is brewed with sun-drenched summer days in mind: light-bodied and chock full of aromatic Galaxy and Enigma hops. Big tropical fruit bowl aroma is balanced by subtle bitterness, and a clean finish.

'Dessert Wine'



**VASSE FELIX
CANE CUT
SEMILLON**
\$8 & \$40
α glass α bottle

- **This wine** is produced from Semillon using the Cane Cut method, where each fruiting cane is detached from the vine. The bunches are left hanging until the fruit has dried and concentrated in flavour and sugar.



■ Ann Hodgkinson

SAILABILITY SUNDAY MORNING TRAINING ACTIVITIES

Sailability Members attending the training program are enjoying great improvement to their sailing skills by competing in a series of mini races conducted during the morning. Short races keep the sailors interest and focus. Enthusiasm levels are high and the races are very competitive! The session, which is conducted in Hansa 303 double dinghies has been very well attended all season with all eight boats being used each weekend.

SAILABILITY VOLUNTEER OF THE YEAR AWARD

Sailability volunteers enjoyed a light Christmas lunch after the last Sailability session, to thank them for their fantastic contribution and great efforts in making the programs run smoothly and successfully. A long standing Sailability volunteer and RPYC Member Peter Leggatt was honoured as “Sailability Volunteer of the Year”. Peter is an extremely dedicated volunteer, who puts in a lot of additional time looking after one of the Sailability yachts *Wildfire* as well as skippering her for the Wednesday morning program every week, without fail. All the Sailability Members who sail with him in *Wildfire* appreciate his commitment to providing them with a great sailing experience. He was presented with the trophy by Sailability Committee Member Graham White, who also thanked all the volunteers who had donated their time and energy to help with the programs. ■





Fremantle Annexe



■ Clem Rogers
Harbour Master

ETCHELLS NATIONALS IN TOWN!

Pre Christmas activity at the Annexe was hectic with the Etchells Swan River Fleet conducting their Syd Corser Regatta with some 20 competitors fighting for honours. This event was the pre-cursor to the the Etchells National Championships. As well as representation from RPYC and RFBYC, a contingent travelled the Nullabor to challenge the metal of our WA teams! A total of some 120 team members and volunteers made the Annexe a very sociable place after racing each evening.



HERE'S TO 2018!!

I sincerely hope everyone has had a relaxing Christmas time and New Year and are ready to get into the swing of a summer full of great boating. Although by the time you read this article summer is supposedly half way through, it is really only from mid-January that we get the kindest of weather to enjoy our coastline.

A total of 32 yachts were accommodated in the Annexe together with their road trailers, jinkers and ancillary equipment for the National Championships. My grateful thanks go to all Annexe pen holders for their support of this event. I believe we met the needs for Members' parking during the period and I trust that no one was inconvenienced in any way.



VISITING VESSELS-SUMMER PROTOCOLS

In order for the Annexe to run smoothly and to ensure that we meet the needs and requests for Members, can I please ask that you get in contact if you are wishing to visit the Annexe with your vessel. We certainly have alongside space available but often this has been pre-booked by Members in advanced. Space is at a premium, so please be courteous to your fellow Members and if you are planning to come for the afternoon, stay overnight or

for a couple of days, get in touch with me on 9430 4590 or 0418 947 285.

SHORE POWER CABLE TAGGING

A notice went out earlier reminding that it is that time of the year for annual tagging of all shore power cabling to be done. Jetty inspection will be taking place during January and February so check dates and compliance, please see that your power cable is up to date.

Happy Summer Boating! ■

FROM THE

Archives

A FEW TRIVIA FACTS FROM THE ARCHIVES:

- Our data base has now in excess of 14,000 entries; each entry contains an average of 3 pieces of information multiplying out to in excess of 42,000 pieces.
- Our Archive storage is just under 100 linear metres.
- Our media files contain over 800 News Clippings some dating back to the early 1800s.
- Our collection of CD/ DVDs mainly consisting of scanned documents, minutes, oral Histories and photos, exceeds 700 discs.
- Our Club's oldest Trophy is dated 1884.
- Our collection of Burgees numbers in excess of 300 and represents most Major Yacht Clubs throughout the world.
- We have a Significance Ranking of **A** with the National Library of Australia, indicating our *Collection to be of National Significance*.



■ Oldest trophy



■ PYC and RPYC Burgee

- Royal Perth Yacht Club is the only Club in WA authorised to fly the undefaced Blue Ensign and only 9 Clubs are authorised to fly the Blue Ensign in Australia.
- Our book collection numbers in the 100s, hopefully when renovations are finished, these books will be available to Members.
- Our collection of photos, slides, prints and negatives numbers is in the hundreds many of which are yet to be catalogued.



■ Photo collection: Amy Johnson



■ Photo collection: Raising the Blue Ensign

QUIZ

Quiz Number 50 for December.

How many kilograms of cheese did the Wardroom Members consume in the last 12 months?

The answer, a staggering 386kg

Although there were a number of guesses, there were none anywhere near the correct weight.

Quiz Number 51 for February.

Is to correctly guess the number of nautical miles that Jon Sanders travelled to complete his 10th circumnavigation of the Globe?

First correct entry wins.

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



RECENT DONATIONS TO THE ARCHIVES

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

- **Sylvia Foulkes** – A Photo Album with photos taken at the 1987 America's Cup Defence in Fremantle.
- **Peter Reynolds from Adelaide** – a number of News Clippings.

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.

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Ray Smith

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