



IN THE WIND

ROYAL PERTH YACHT CLUB NEWSLETTER

DECEMBER 2018



AUSTRALIAN SAILING AWARDS

SPITSBERGEN ODYSSEY PT2



AIRLIE BEACH AND HAMILTON ISLAND RACE WEEK

WARREN JONES INTERNATIONAL YOUTH REGATTA PROGRAM

ALSO FEATURING

- Movie Competition
- Camp Quality
- Melbourne Cup
- Combined Mess Night
- Swan River Retro Yacht Series



ROYAL PERTH YACHT CLUB

CHRISTMAS PARTY

THURSDAY

20TH DECEMBER 2018

FROM 5:30PM

A sundowner cruise on the river followed by a Christmas themed feast on the lawn.

There will be entertainment for the kids and maybe even a surprise visit from Santa.



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





ROYAL PERTH YACHT CLUB

Crawley

PO Box 5, Nedlands WA 6909
T: (08) 9389 1555
club@rpyc.com.au
www.rpyc.com.au

Fremantle Annexe

T: (08) 9430 4590

Editor

Kelly Scott
Public Relations Officer
Royal Perth Yacht Club
T: (08) 9423 5500
E: marketing@rpyc.com.au

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Annie Bramley
T: (08) 9252 1325 | M: 0405 144 296
E: annie@scruffydogdesigns.com.au



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CELEBRATING AUSTRALIAN SAILING



Australian Sailing Awards

The annual Australian Sailing Awards were held on Friday the 20th of October in Sydney, recognising the achievements and contributions of dedicated members of our sailing community.

By Kate Wearn

Royal Perth Yacht Club was well represented during the evening with Commodore Mark Hansen in attendance, to witness our members who were awarded the following honours.

MATT WEARN - MALE SAILOR OF THE YEAR

After an impressive year on the International Laser circuit, Matt's success and dedication was acknowledged with this honour. The year included top 10 finishes at all major regattas and strong performances resulting in podium places at World, European and Olympic Test events.

Matt's sailing highlights from the last 12 months include

gold medals at the Laser European World Championship in La Rochelle, France and the Princess Sofia Regatta in Palma, Spain. Matt was closely defeated at the Sailing World Championships in Aarhus, Denmark for the gold medal and took home the silver.

JON SANDERS - AUSTRALIAN SAILING HALL OF FAME INDUCTEE

A legendary ocean sailor who has completed 10 circumnavigations of the world, Jon is a deserving inductee, to be forever immortalised in the Australian Sailing Hall of Fame.

Notably, Jon completed a double non-stop solo

circumnavigation of the globe in *Perie Banou* in 1981/82 and then a triple non-stop solo circumnavigation in *Parry Endeavour* in 1986/88. Jon most recently completed his latest trip around the world last year.

We are incredibly proud of Jon and his achievements and are delighted to share these with the world with another well-deserved level of recognition.

JOHN LONGLEY AM - LIFETIME ACHIEVEMENT AWARD

After being involved in sailing nearly his whole life, John was deservedly recognised for his outstanding

contribution to the sport of sailing with the Lifetime Achievement Award.

John's sailing achievements include racing pursuits from dinghies to ocean racing, America's Cup campaigns from 1974 to 1987, including the victorious *Australia II* campaign and the Transatlantic Race.

John also contributes heavily to the sport of sailing, initiating the replica build of *Cook's Endeavour* and is the current Chair of the Dragon class and assisting in the management of the 2019 World Championships, amongst many other local and global projects. ▶



► **PHIL SOMERVILLE-RYAN AND THE CREW OF HUCKLEBERRY – SOLAS TRUSTS BRAVERY AWARD**

Phil Somerville-Ryan and *Huckleberry* crew members Robin Morritt, Cameron Biddle, Gareth Owen-Conway and Bruce Ellery were recognised for their immense act of bravery and seamanship during the 70th Bunbury and Return Ocean Race.

The *Huckleberry* crew were the first boat available to respond to the tragic capsizing of the yacht *Finistere* during the race and in exceptional circumstances, rescued three of the six crew members from the water and in doing so saved their lives.

The *Huckleberry* crew, led by Phil, acted in an efficient, brave and skilled manner on that evening. Without their input an already tragic outcome with two lives lost could have become so much worse. These sailors will forever be remembered for their outstanding contribution and this acknowledgement of their bravery is well-deserved.

Royal Perth Yacht Club congratulates all who were nominated and honoured with awards on the evening. You can see the full list of finalists and award winners on the Australian Sailing website <https://www.sailing.org.au>. ■



Spitsbergen Odyssey 2018

POLAR BEAR SIGHTED AND MORE STUNNING ADVENTURES TO COME



Following on from our last issue, just a reminder of the position overnight: The position at 1800hrs on 21 July 2018 was Lat 80 deg 28' N, 26 deg 29' E, Course 107 deg, speed 10.4 Kn, Wind 10 Kn SE, air temp 4 deg C, sea temp 2 deg C.

PART 2

The next morning we were immersed in thick fog, just east of Kvitoya ('White Island'), but as the fog lifted a Polar Bear was sighted along the shore from our Zodiacs, then moved inshore, making its way through an Arctic Tern nesting site. The Terns were ferocious in their response to his presence. Further on a sleeping Polar Bear was found, then another, and one walking along the shore with that familiar deceptive gait, just in front of us.

In the eerie Arctic light, the ice cap atop of Kvitoya eased its way down to the water, where at the icy face, a magnificent blue water fall cascaded from above.

Continuing along the coast of Kvitoya in the afternoon, we observed from the Zodiac

a huge haul-out of over 50 Walrus on a rocky outcrop, inclusive of a number of calves. We executed a brief landing at the monument to Salomon August Andree's balloon expedition to the North Pole, 1897. Our position at 2045hrs 22 July 2018 was Lat 79 deg 54' N, Long 29 deg 45' E, Course 231 deg, speed 9.4 Kn, Wind 5 Kn SW, air temp 4 deg C, sea temp 2 deg C.

The longest glacial front in the northern hemisphere greeted us along the southern shore of Nordaustlandet the next morning. A wonderful sight in pastels of blue and pink, as we eased our way through brash ice and ice bergs, recently calved from Brasvellbreen, on the southern edge of Austfonna. The combination of an adjacent icecap, Vegafonna

and covering 8500 km² makes this the third largest ice cap in the world.

While the Snorkelers and Divers investigated an Ice Berg, the Zodiacs and Kayakers ventured along the face of the glacier for 5km, taking in the cascading meltwaters from the 20m high ice wall, the colours, shapes and patterns of the offshore Ice Bergs exciting our imaginations.

The conditions were ideal late in the morning, upon re-boarding the ship, in the form of glassy still water with no fog, and the willingness of 14 brave souls to tackle the POLAR PLUNGE (I admit, I was one of 'em, donning my Speedos and diving into water at 3 deg C, at Brasvellbreen, 79 deg 17.9' N, 22 deg 31.4' E).

The southwest corner of Nordaustlandet, found us at Torelleset, the dry, stony and desolate polar desert, receiving approximately 200mm annual precipitation. Features of this area are isostatic rebound, raised beaches and a landscape bearing little but Svalbard Poppy and Purple Saxifrage.

As a Polar Bear was seen sauntering down the beach where we planned an afternoon landing, we reverted to a Plan B. In effect we decided to observe from the Zodiacs, and follow this Polar Bear as it (she?) covered an impressive distance in little time, disappearing occasionally behind the beach berm. Suspenseful entertainment ensured as she walked toward a very large haul-out of Walrus, split into two



► groups. She appeared to spook several animals off the shore and into the water, then amble on through the remaining 100 or so, giving rise to multiple head turning tuskers, some quite vocal.

An evening Zodiac cruise, post a most informative, on-board lecture on Arctic waterbirds, saw us in the shadow of Alkefjellet cliffs, observing the natural wonder of 60,000 pairs of Bruniich's Guillemots, nesting in the columnar structure of a doleritic intrusion. An air traffic control nightmare, compounded with 'eau de Brunichs' and the occasional anointment!

Our position at 1830hrs on 23 July 2018, Lat 79 deg 33' N, Long 19 deg 08' E, Course 292 deg, speed 11.2 Kn, Wind 8 Kn SW, Air Temp 5 deg C, Sea Temp 3 deg C.

Cruising through Freemansundet, the strait between the Svalbard islands of Barentsoya & Edgeoya was the scene as we approached the beginning of another Arctic morning. Our destination for the morning was Kapp Lee, on Edgeoya, the third largest island in the archipelago. A landing on the Tundra, a contrasting green from the desolate landscape of Nordaustlandet and Kvitoya.

Two Arctic Fox kits, morphed into their summer, dark chocolate coats, were playfully running through the rocks, as a greeting on land. Svalbard Reindeer were observed further down the shore, some displaying an impressive rack of antlers.

We walked to a shore sporting an octagonal hut, used by geologic researchers and deserted trappers huts, accompanied by a lone, curious Walrus performing antics just offshore.

On-board lectures were the de rigueur for the remainder of the day, educating us

all about the Mammals of Svalbard and a historical account of the Norwegian explorer Fridtjof Nansen and his ship, the *Fran*, which is prominent in the Fran Museum in Oslo.

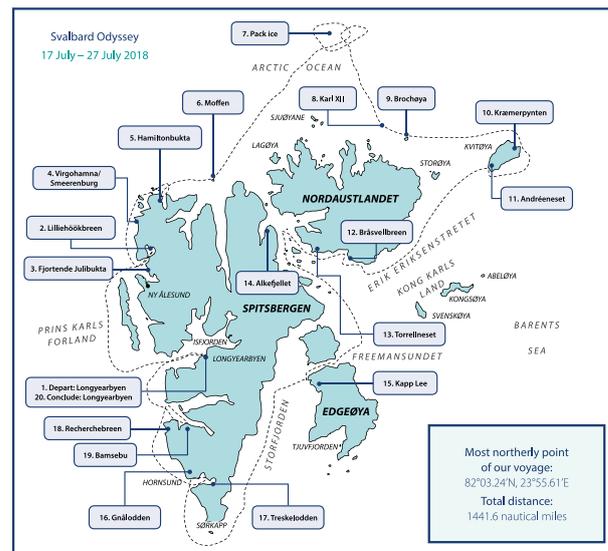
Our position at 1805hrs on 24 July 2018 was Lat 77 deg 04' N, Long 18 deg 51' E, Course 211 deg, Wind 15 Kn SSW, Air Temp 6deg C, Sea Temp 5 deg C.

A landing was planned for the morning at an abandoned trapper's hut on shore beneath massive cliffs, where nesting Kittiwakes heralded their presence, circling high above. Intelligence at hand advised that 'our' landing place had a Polar Bear swimming in the water and he'd gone ashore to check out the hut. In Zodiacs, we followed his (appeared to be about a 3 year old male, tagged, with a tattooed lip and a scarred face) progress along the beach, along with Barnacle Geese, Guillemots and Eider Duck in the water. The bear decided to gain a better vantage point to keep an watchful eye over the Zodiacs and Kayaks, by climbing a hillock, lying down and gazing out over the water and us!

We cruised through many photogenic Ice Bergs and were excited to encounter a pod of about 10 Beluga Whales, hugging the shoreline.

In the afternoon, a first choice landing site was abandoned as 2 Polar Bears were in the vicinity. Due to fog and intermittent rain, Treskelodden was chosen for a landing by the Zodiacs, the divers content to play beneath an Ice Berg and Kayakers to paddle where they wished. Negotiating rocky ridges and crossing Tundra bogs, we made our way to a tessellated headland graced in fossilised shells.

VOYAGE MAP



Our position at 1730hrs 25 July 2018 was Lat 78 deg 59' N, Long 16 deg 33' E, Course 299 deg, Speed 7.7 Kn, Wind 8 Kn NNW, Air Temp 5 deg C, Sea Temp 3 deg C.

The *Polar Pioneer* had an opportunity to dock alongside the wharf in Longyearbyen at midnight 26 July 2018 (in lieu of needing to anchor off-shore in the fiord), so there was an expectation that following the last day's activities on 26th, we'd be underway.

Entering the Recherchebreen Fjorden, we launched the Zodiacs to navigate the opening to a Moraine created lagoon, trapping calved ice from the end of the Recherchebreen Glacier. The ice bergs trapped within the lagoon, were destined never to see the ocean and just melt as best they could over summer.

Finding a reasonable landing place near the face/base of the glacier, an armed reconnaissance by a Staff member (a practice performed for all landings) confirmed it was do-able, though a fast flowing river of melt water, knee high needed to be forded to get to the ice. That done, we negotiated a very rough, hard icy surface

to the glacier, navigating along cracks to provide a less precipitous foothold. I can't help thinking, a quick getaway (folly anyway!) off of this surface, should a large, white, fluffy predator make his presence be felt, would not be possible.

A further landing was executed at a historical site, where the serious capturing of Beluga Whales was performed, the legacy being an old timber hut, at the highest point a stone cairn as a look-out point, a timber Windlass for hauling in the boats or nets, vertical timber posts as potential net fixing, but prominent in regular piles along the peninsula was a graveyard of Beluga Whale bones. On the Tundra adjacent to this site, 2 grazing Reindeer at times ran about, as if to drawer our attention.

At 0900hrs on 27 July 2018 we disembarked *Polar Pioneer* in Longyearbyen, after travelling a total distance of 1441.6 Nautical Miles in the Arctic, providing a unique lifetime experience, so different to our normal environment.

My need to observe Polar Bear in the wild has been satiated.

A privilege. ■

Para World Sailing Championship

SHEBOYGAN WISCONSIN, USA

A record 98 sailors from 39 nations raced at the Para World Sailing Championships in Sheboygan, Wisconsin, USA from 18-22 September 2018.



Sheboygan Yacht Club and the waters of Lake Michigan welcomed numerous Paralympic and World Championship medallists who sailed in 2.4 Norlin OD, Men's and Woman's Hansa 303 and RS Venture Connect.

Genevieve Wickham and Robert Crofts competed in the Hansa 303 and have two very different experiences they recall. Rob who commenced sailing less than 12 months ago

and after many intense months of private coaching decided to go for it and registered for his first serious regatta outside Australia. His uplifting story is for him to share.

Genevieve was competing as a member of the Australian Para Sailing Squad and received competition support from Australian Sailing. She has a

vision to be part of enabling Para Athletes to achieve sporting excellence and thus inspire and excite the world. She is passionate around celebrating the capabilities of people with impairments while promoting safe and fair participation which leads to more inclusive societies with fully accessible environments. Proudly wearing her Australian Sailing uniform she was ready to make a difference whatever that might be.

Para Sailors are frequently faced with many challenging dynamics adapting to their

physical and functional issues around the logistics of racing. Genevieve has these challenges along with severe verbal communication limitations which never fail to throw in a few extra hurdles especially when competing on the World stage. Much planning went into establishing the weak links in her previous competitions and plans made to facilitate smooth transition and where possible the elimination of such stumbling blocks. Consultation followed with key personal of her immediate Team and plans made with





► transparent goals to ensure that nothing was left to chance. Her first Para World Sailing Championship in June 2017 Kiel Germany in the Hansa 303W provided her with some very valuable insight and experience. She did not finish this regatta with any impressive numbers. However, the fleet was never out of sight and on many occasions she was within reach. Sailor research showed that this group of international women sailors, almost unknown to her were a dynamic very serious number of Para sailors from many Nations and most having had recent Paralympic sailing experience.

Come 2018, as the Para Worlds approach and participants registered, it emerged that

she had a greater knowledge of the abilities of sailors that would challenge her. Her desire was to realistically finish 5th or above. Fresh from a four day Training Camp at Royal Brighton Yacht Club Melbourne and boosted by selection as part of the Australian Para Sailing Squad of 5, she was ready to race on Lake Michigan USA.

Five days of sailing transpired in fickle breeze that varied from 3-5 knots. Then, after these days of light challenging breeze Lake Michigan showed a different side on Friday as strong winds whipped up just off Sheboygan, Wisconsin USA at the Para World Sailing Championships. Gusts of up to 35 knots were recorded and racing was cancelled for the

day. For the Hansa 303W fleet nine races were completed and Genevieve had finished in 4th place and hooray became eligible for the Medal Race. Something, that she hadn't considered but was very excited to be included in. The final race on Saturday was very thrilling. The course was close to the shore to enable spectators' good viewing. Genevieve said she was encouraged at the sight of Australian flags fluttering in the distance knowing that her Team members were watching every manoeuvre as the lead changed many times. Marques, from Brazil claimed Gold with Wickham and del Reino from Spain fighting hard for Silver. Wickham clinched second as the Spaniard settled for Bronze.

Two golds and a silver for Australia at the Para World Sailing Championships and

being part of the Squad was absolutely awesome. The next Para Sailing Championships will be held in Puerto Sherry Spain in June 2019.

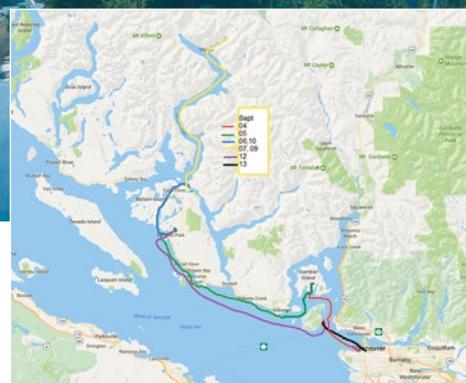
I wasn't there, but one spectator mentioned there were several fist punches of jubilation as Genevieve crossed the finish line. Her newest piece of bling has already been exposed to Time Square and the Empire State Building New York.

Genevieve is delighted and honoured to share her Silver Medal which would not have been possible without the huge Tapestry of people at RPYC and beyond that have facilitated her success over a long period of time. If you are reading this, then assume that you are one of these many significant persons. Your time and input is most valued and she wishes you all to know that she is truly appreciative. ■





■ Swan Song at Pender Island outstation



■ Cruise itinerary map

ICOYC 2018 British Columbia Cruise

Many members know that RPYC has extensive reciprocal arrangements with other leading clubs around the world. But are you aware that Royal Perth is also a member of the International Council of Yacht Clubs? In addition to its primary mission of fostering closer relations at Flag Officer and General Management level between leading yacht clubs around the world, the ICOYC provides opportunity to participate in cruises, which are open to all ICOYC yacht club Members.

The inaugural cruise in the Pacific North West was hosted by Royal Vancouver Yacht Club in 2009. Since then there have been 8 others: two in the Bay of Islands/Huaraki Gulf, the San Juan Islands, Solent, Danish Isles, Chesapeake Bay, the Finnish Archipelago, and around the island of Elba.

The latest was a 11-day cruise in early September along the edge of the Straits of Georgia and into the glacier-eroded western edge of mainland British Columbia, known as the Sunshine Coast. These are the home waters of the

Seattle Yacht Club and Royal Vancouver Yacht Club, our joints hosts.

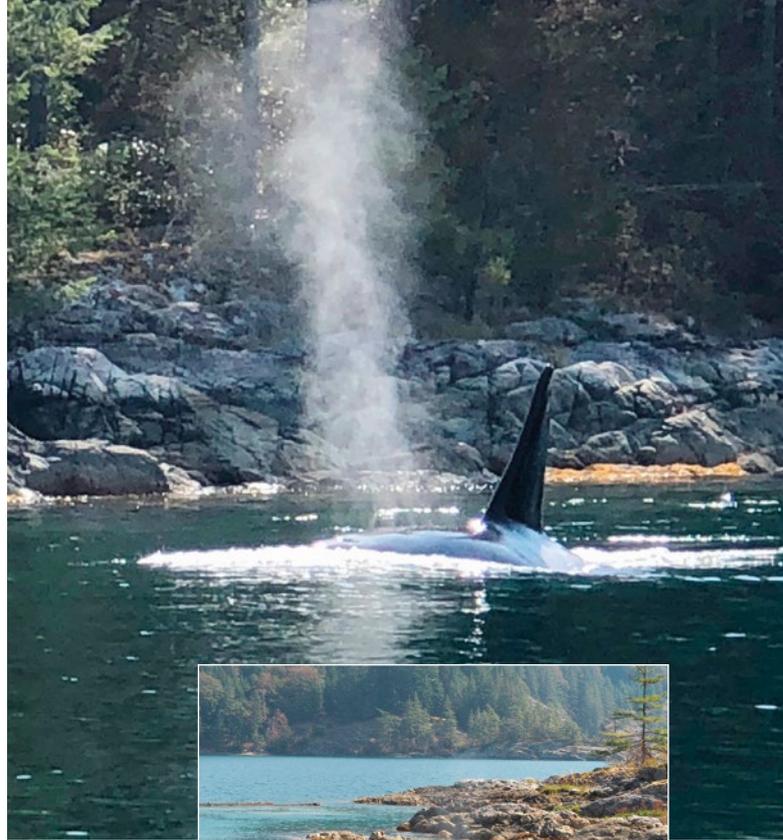
The fleet consisted of 26 yachts (8 power, 17 sail and 1 catamaran) with 95 participants from 11 yacht clubs. Fiona and I were graciously hosted by George and Diane McCully, members of SYC, on their luxurious Alaskan 56 motor cruiser *Swan Song*. Other Australians were from the Royal Sydney Yacht Squadron, Royal Tasmania Yacht Club and Sydney Amateur Sailing Club, who crewed 3 charter yachts.

After meeting our hosts and provisioning at RVYC's Coal Harbour Marina with the dramatic background of the city, the welcome dinner was held at RVYC. The next day the fleet enjoyed a sun-drenched cruise to one of the many outstations maintained by RVYC on Alexandra Island. We were fortunate to be an early arrival and witnessed an amazing lunch-time attack by 5 Orca Whales on a large group of harbour seals lazing on logs just 20 metres off the finger jetty. The seals came off second best!

After a comfortable cruise and overnight stop at RVYC and SYC outstations in Pender Harbour, we took off on the highlight of the cruise, a breathtaking voyage through Agamemnon Channel into Jervis Inlet, a spectacular fiord with 2000m high glacier-capped mountains on both sides and depths up to 680 metres. After transiting Malibu Rapids (max current 9 knots) at close to slack we transited Princess Louisa Inlet and anchored off Chatterbox Falls at its head, which is glacial fed year-round. ▶



■ Alexander Island outstation



■ Marauding orcas



■ Entering Malibu Rapids



■ Jervis Inlet

► Unfortunately, the next day the “Sunshine Coast” reverted to type, with low cloud and rain setting in.

We returned to Pender Harbour via Back Eddie

Marina, and took a jet boat to view the world-famous Skookumchuck Rapids. The perfect kayaker’s wave is formed by the tidal movement at the entrance to Sechelt

Inlet - 760,000,000 m³ of water passing through on each tide means the difference in water levels on either side of the rapids can exceed 2 metres with current speeds between 16 knots and 18 knots!

The return to Coal Harbour was via the RVYC outstation at Secret Cove and the Union Steamship Marina at Snug Cove. The final night was highlighted by another exquisite dinner at RVYC. There was a feeling of joy and sadness as this fabulous cruise was now over and newly found friends would soon depart.

Whilst the light winds and substantial currents frustrated those wanting

to sail between ports, the opportunity to socialise with the other participants more than compensated. Five of the dinners were hosted, two at RVYC, a BBQ at Alexandra Island, a hamburger dinner at the Garden Bay Pub, and a salmon BBQ at Snug Cove. On other nights we first enjoyed a ‘Greenbox’ - a SYC term for the evening social hour before dinner, normally held on the dock, to enjoy the camaraderie of fellow cruisers. Often these extend into the night; otherwise we self-catered aboard *Swan Song* or sought out local restaurants.

Future cruises under the ICOYC banner include the 50th Annual Cruise in the Broken Bay area (Pittwater, Cowan



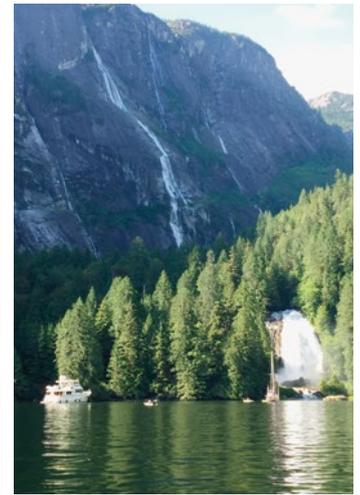
■ Vancouver backdrop

- ▶ Creek, Coal & Candle Creek) being organised by RSYS in April 2019 (www.rsys.com.au/cruise/annual-cruise), and another in the Solent being planned by Royal Southern Yacht Club for late 2020.

Whilst members of the organising Club(s) are given first preference, rarely do they take up all the places available. The first option for participation is to nominate your own charter vessel (power or sail). The alternative, which Fiona and I along with 11 others chose, is to put your name down for any spare berths on participating vessels. This has the advantage of being hosted by a local, minimising the immense logistical challenge of organising your own cruise and defraying costs.

I encourage RPYC member participation in future cruises as a way to share our passion for being on the water, making new friends, and having memorable experiences.

(Information on future cruises can be found at www.icoyc.org. Or speak to Commodore Mark Fitzhardinge, our current delegate on ICOYC, or the General Manager.) ■



■ On anchor at Chatterbox Falls, Princess Louisa Inlet



■ (Above) Cruise Participants at Snug Cove

■ (Below) Snug Cove marina

■ (Right) Secret Cove outstation



■ Kayaking at Skookumchuck Rapids



■ Gathering for a 'Greenbox'

10th season of the Swan River Retro Yacht Series

The 10th consecutive season of the SRRYS, otherwise known as the Retro Series, starts in October. This summer series has in the past been hosted alternatively each season by RFBYC and RPYC. But for our 10th season the honours will be shared by the two clubs.



The Retro Series is open to club members and non-club entrants, and features one race per month on a Sunday. The Series is open to a loose definition of vintage and classic yachts; gaff, gunter and yawl-rigged boats; and any gaff or Bermudan-rigged designs pre-1975.

The events are “jib and main” format only, free of the hustle and bustle of Saturday racing, so that the old boats can be protected and shown off. At least 5 of the registered yachts are each well over 100 years old. An emphasis is put on the end-of-race socialising amongst sailors with a passion for wood and varnish and sailing heritage.

The Retro Series has been built up over the last 9 seasons by stalwarts from both RPYC and RFBYC, particularly under the passionate leadership of Manfred Speicher, and ably supported by Les Valmadre, Steve Ward, Kim Roberts, Bill Hampton, Mark Fitzharding, Rowan Chick and Chris Robinson, to name a few.

The Retro Series has provided mutual benefit to the Old Gaffers Association of WA Inc (OGA) whose members and boats make up approximately half of the participants in the SRRYS.

Each race comprises 3 divisions of gaff and Bermudan-rigged yachts according to size, generally. Division 3 attracts numerous trailerable gaffers, comprising a colourful array of locally-built and imported yachts such as Drascombe Longboats and Canadian yawls.



A clever handicapping system, masterminded by Bill Hampton and computed by Sharon Skinner, provides divisional competition and an overall winner for each event.

Each race is sponsored generally by a skipper from one of the older classic yachts, starting with Race 1 in October racing for “The Lady in Red” trophy, courtesy of Kim Roberts. Each race features a mid-river start, to encourage yachts from all the river clubs, and assist the trailerable yachts utilising boat ramps.

RPYC will manage the first 4 races of this season, with Races 1 -3 finishing at RPYC. Race 4 will finish at South of Perth Yacht Club, to recognise the classic yacht *Eun-Na-Mara*, and the corresponding trophy provided by her skipper and owner Ralph Newton.

The remainder of the races February to April will be managed by RFBYC, with those races finishing there.

Many thanks to Hayden Swanson for this season's

preparation; the RFBYC and RPYC admin teams; Race Officers and crew from both clubs and the many other supporters that have combined to make the SRRYS WA's premier exhibition of historic and classic yachts, and yacht racing.

Entry forms for the Retro Series are available via the club websites.

For further information refer to:

SRRYS Organising Committee:
Owen Stacy; RPYC;
(0411 264 519;
stacy1950@iinet.net.au)

Manfred Speicher;
RFBYC; (0416 018 407;
manfred@ysi.net.au)

Hayden Swanson;
Boating Operations Manager,
RPYC (boatingoperations@
rpyc.com.au; 9423 5504)

Sharon Skinner: Sailing
Administrator, RFBYC
(sharon.skinner@rfbyc.asn.au;
9286 8206)

OGA of WA Inc website:
(www.gaffrigsailinginwa.org);
President: Andrew Bochenek ■



Airlie Beach Race Week and



These winter sailing regattas never cease to delight, and although Summer is on its way in Perth, it was not so long ago that we were suffering the cold and rainy conditions of a typical local winter's sailing.

Last year was supposed to be the last time the *Misty Sea* team competed in the Whitsundays – the boat went to new owners at the end of the regatta in 2017, and although we had been tossing around some ideas of a new boat, it was supposed to be long term purchase decision. Imagine my surprise last April when David Davenport revealed that he was going to buy a Sunfast 3600 from the factory in France and have it delivered to the East Coast to compete once again.

The timing was extremely tight and all sorts of option decisions had to immediately be made to enable the factory

to build the boat in time. The boat arrived by ship in Brisbane at the beginning of July and it was a mad rush to commission, rig, fit all the electronics, do the hull graphics and measure & weigh for IRC prior to launching on 11th July. The test sail and rig tune followed, and then the delivery crew provisioned the boat for a late July departure and approximately 600nm sail up the coast to Airlie Beach.

Crush, as the new boat is named, was entered for both Airlie Beach Race Week and Hamilton Island Race Week and arrived at Able Point Marina with only 3 days to spare before the start of

competition. Whitsunday Sailing Club was the host for Airlie Beach Race Week which was celebrating the 30th anniversary of the event. With nearly 120 entries and a mass downwind start on the first day, it was an interesting shake down for a boat that nobody had raced before. We revelled in the strong breeze downwind and kept pace with the larger boats in our division, but suffered the punishment of a harsh personal handicap adjustment post-race. The next day was light which favoured the larger boats who managed to pace the strong tide. We were lucky to finish after 5½ hours of racing, seven boats behind

us didn't manage to make the time limit. The rest of the week produced a variety of trade wind strengths from truly spectacular downwind blasts in 25 knots, to tide battling 7-9 knot breezes that delayed starts and faded towards the end of the day. The race committee led by Dennis Thompson did a fantastic job to juggle courses and start times for the 11 divisions and get all races away each day.

The whole town of Airlie Beach comes alive during race week, with post-race celebration each night commencing at the sailing club for presentations, food and bands, followed by



Hamilton Island Race Week



► a migration to the bars and clubs in the main street where competitors continue to party on until late into the night.

The day after the final ABRW celebrations turned out to be hot and windless, perfect for the quiet motor over to Hamilton Island 18nms away. With a day for registrations the timing is perfect for a lead into Hamilton Island Race Week.

This is a much bigger affair with fifteen divisions, 223

boats and close to 2000 sailors. The marina is full to the brim with yachts which vary from trailer sailors to multihulls and supermaxis. Both *Wild Oats XI* and *Black Jack* battled it out on the water and were the spectacle of the week on the strong breeze days.

We entered IRC division 4 and were joined by another Sunfast 3600, *Interloper*, from Royal Queensland Yacht Squadron. We were

also joined by RPYC member Jonathan Clough who flew in for the week having fitted all the electronics to *Crush* earlier in Brisbane.

The racing was a combination of round island and windward leeward races, sailing in the beautiful turquoise waters with a backdrop of the towering peaks on the many neighbouring islands. This year there seemed to be more whales than ever and helms needed to be ever vigilant to avoid running into the migrating mothers and calves.

Main Street, just next to the marina, is the post-race gathering point where sailors assemble for happy hour drinks and friendly banter with opposition crews whilst waiting for the day's presentation. The many

restaurants and pop-up cafés are an easy stroll away and the street gets packed again later in the evening as the live band begins to entertain the happy sailors.

Race week concluded with a spectacular prize giving celebration in the revamped convention centre. After two full weeks of racing, we were happy to sit down and enjoy wonderful food whilst drinking to the health of the fleet winners. We finished 5th in our division and well ahead of the other Sunfast 3600, so were pleased with our performance on a brand new yacht.

Crush has now been trucked back to Perth to compete on the West Coast. Will this be last Whitsunday Race Week for a while? Let's wait and see....■





Camp Quality Sailing Day

SEPTEMBER 9TH 2018 By Joani Coutts

Royal Perth Yacht Club was again, invaded by Pirates on the morning of Sunday the 9th September.

The Skippers, crew and children from Camp Quality all taking part, and entering into the spirit of the day. Some Skippers and crew were hard to recognise after donning their pirate attire and special thanks to all of you who make this day so memorable for the children.

The sunny day was ideal for a sail with much frivolity and the water-guns provided added excitement for the children. The sail was followed by lunch provided by the Mt Lawley Rotary Club and Royal Perth Yacht Club.

Thank you to Graeme White and Greg Jackson on the safety boat, who took Bevan Marshall out to photograph the respective families on the yachts and motor boats. (Thanks again Bevan). These photographs were printed and laminated during their lunch and the look on the children's faces when they receive their certificates made the exercise well worthwhile. Thanks to everyone for helping with these.

It was good to see many of the skippers and crew staying for lunch with their families.



We had 9 visiting Rotarians from Oregon who also enjoyed the day.

Camp Quality is always very appreciative of the efforts of Royal Perth Yacht Club and special thanks to Kelly and Kate for their excellent organizational skills, and to all the generous helpers of The Rotary Club of Mt Lawley.

This is a major event on their calendar, and the most popular.

In finishing I received a letter from one of the children which read-
"To the lady in the red and white striped top (striped)

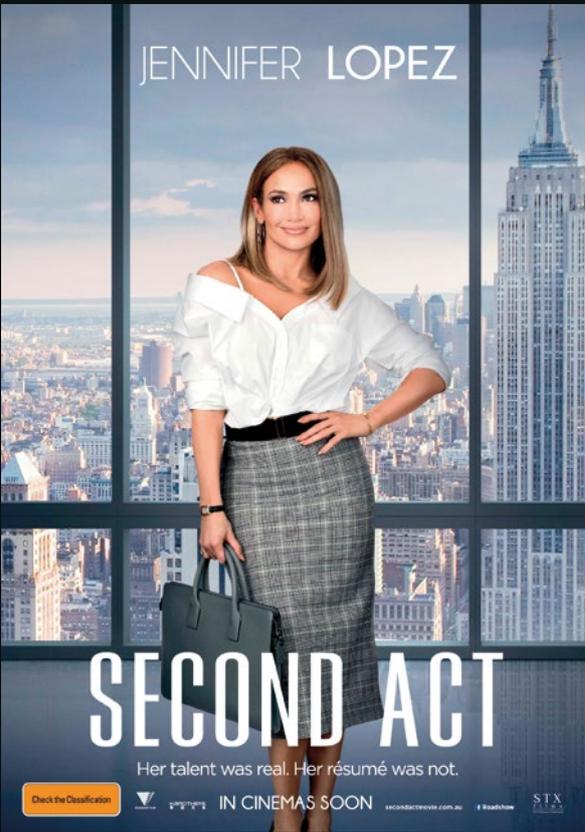
That was the BEST DAY OF MY YEAR"

Pirate 7.
(I guess that was his age!)

I think this says it all. ■



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OPENING DAY





OPENING DAY



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COMMODORE'S MESSAGE



■ Mark Hansen
Commodore

Welcome to the Summer Season! What a fabulous Opening! It may be hard to believe because this year has been flying past. Before you know it, it will be time for Christmas parties, and then looking at the end of the Season! Make sure you get down and enjoy the Club as much as you can in the meantime.

For our Opening Day, the weather forecasts played havoc with the organisation of our most wonderful Garden Party, and I can only share the disappointment with the staff who had worked so hard to organise that event. However, in true RPYC style, all was not lost, and the relocation of the Garden Party to the Carpet Party upstairs still made for a really enjoyable event that carried on through the afternoon and well into the evening. Many thanks to everyone involved in making that happen, it was very much appreciated. Professor Len Collard gave a magnificent "Welcome to Country" to the Club, and presented the Club with a "message stick", a very significant gesture that is highly appreciated. It is on display in the cabinets in the passageway. The Governor, the Honourable Kim Beazley AC, was able to attend and officially open the Summer Season to add to the splendour of the event. We wholeheartedly thank both of them. The weather did not

turnout quite as bad on the day as the forecast, but that is the vagaries of the weather, and I am sure that the sailors were appreciative of the lack of rain whilst out sailing.

We were able to present some Club Awards at Opening Day. Two of these were Horace Rumble awards. The first was presented to Jon Sanders in recognition of his amazing feats of sailing around the world, records which I think will never be broken. The second was to Phil Somerville-Ryan and the crew of *Huckleberry* in recognition of their remarkable contribution to the rescue of three of the crew from the tragedy of *Finistere* in the 70th Bunbury and Return Race in February this year.

I had the honour and pleasure of attending the Australian Sailing Awards dinner in Sydney the week after Opening Day. At these awards, the above recipients were also recognised at a National level. Jon Sanders was inducted into the Australian Sailing Hall of Fame, with great acclaim. Phil Somerville-Ryan and the crew on *Huckleberry* of Robin Morrirt, Gareth Owen-Conway, Cameron Biddle and Bruce Ellery were awarded the Cruising Yacht Club of Australia Solas Trusts Bravery Award. The CYCA Safety of Life at Sea Trusts were set up following the loss of six lives in the 1998 Sydney-Hobart race and is awarded for acts of bravery, where personal safety has been risked, or sacrifices made beyond what is reasonably expected during an incident that occurred in an event anywhere in Australia. This was incredibly well deserved, and there was hardly a dry eye in the room. A huge congratulations must also go to Matt Wearn, recognised for his hard work and achievements, in winning the prestigious Male Sailor of the Year.

Those that were there at Opening Day will have heard further announcement from me regarding our building works. For those that were not there, I will bring you up to speed. We were at the stage of just requiring the final signature from the Minister to enable us to move to our next step. It has now been signed! This has taken more time than was expected, but we

have importantly gone through all the steps. We are progressing (!) and next steps will be to finalise plans before going out to tender.

I hope I will see many of you down at the Club for all the sailing and social events coming up soon on the Calendar. I will be there, how about you?

Fair winds. ■



ROYAL PERTH YACHT CLUB

IMPORTANT DATES AND TIMES

for the Festive Season

WARDROOM:	
Friday 21 December	Open Normal business hours including Grill
Saturday 22 December	Open – 10-6pm
Sunday 23 December	Closed
Monday 24 December	Closed
Tuesday 25 December	Closed Christmas Day (Public holiday)
Wednesday 26 December	Closed Boxing Day (Public holiday)
Thursday 27 December	Open Sandwiches, rolls and pies
Friday 28 December	Open Sandwiches, rolls and pies
Saturday 29 December	Open Normal business hours
Sunday 30 December	Open Normal business hours
Monday 31 December	Closed
Tuesday 1 January	Closed New Year's Day (Public holiday)
TUESDAY NIGHT:	
Closed 25 December 2018 and reopens 17 January 2019	
FRIDAY GRILL:	
Closed 28 December 2018 and reopens 19 January 2019	
SUNDAY BREAKFAST:	
Closed 23 December 2018 and reopens 21 January 2018	
CLUB OFFICE HOURS DURING THE FESTIVE SEASON:	
Friday 21 December-Wednesday 26 December	Closed
Thursday 27 December	10am-1pm
Friday 28 December	10am-1pm
Saturday 29 December-Tuesday 1 January	Closed
Open normal business hours from Wednesday 2 January 2019	
NORMAL SUMMER WARDROOM OPENING HOURS:	
Monday – 10am-7pm	
Tuesday-Saturday – 10am-late	

VICE COMMODORE'S MESSAGE



■ Greg O'Neill
Vice Commodore

Fellow Members,

Our 154th sailing season is now underway. It commenced with a wonderful day for Opening Day. Even the weather held off despite the predictions of the meteorologists. The decision was made early to move the

ceremony and garden party upstairs. The new format worked well and resulted in members and guests using the Club all afternoon and late into the evening. Approximately 74 yachts registered for the days sailing and enjoyed a great day on the water. Numbers were a little down on last year, influenced by the weather forecast.

The summer season is here. If you still haven't registered for the season, please do so. A new addition for this season is late starts (1630) on some Saturdays with a variety of racing. This will be combined with organised social activities before, during and after sailing. The first of these is on December 1. Jib and main fleets will also be sailing on some Saturdays with the

first race on December 15. Please see the Red Book for details.

By the time you read this article, the Hyatt Regency Perth Winter Series Prize lunch will have been held and all the stories told about the season. Whilst some races were cancelled due to weather conditions, fleet sizes were extremely good and the camaraderie in the Wardroom before and after racing has been fantastic.

The Seafarer Marathon Time Trial was held at the Club in September for the first time in 14 years and was enjoyed by all involved. Despite some extremely good results by our members, the trophy was taken home by an SoPYC boat, *Dalusional*, skippered by Troy Dalglish. All other places were taken by RPYC boats. Thanks to the many members who volunteered to assist on check boat duty and the start/finish line as well as the great efforts of the Club staff.

The Club has finally received planning approval for the renovations to the downstairs areas. Whilst this has taken longer than expected, it has been out of our hands. The time has not been wasted however, with a lot of detailed development work continuing in the background.

Participation of Club members in overseas regattas continues. I'm sure that more details will be provided in other articles. Genevieve Wickham and Rob Croft represented the Club at the Para World Sailing Championships in Sheboygan, Wisconsin. Genevieve won a Silver medal in the Women's Hansa 303, a fantastic result. Rob finished a very creditable 12th in the silver fleet of the Men's Hansa 303 in his first regatta and after only 12 months of sailing.

As I write this, the World Etchells Championships are concluding in Queensland

at RQYS. RPYC members have performed extremely well. Preparations are underway for the 2020 World Championships which will be held in Perth in November 2020 and will be co-hosted by RPYC and RFBYC.

I have been invited to represent the Club at the Opening Days of several other yacht clubs of various sizes. It is interesting to observe the different ways Clubs, including our own, are run. One of the common threads through all is the involvement of, and reliance on, volunteer members. In our case, volunteers are critical to the running of our Race Management, training squads, Dinghy Division to name but a few. In some other Clubs, volunteers do everything including running the bar! We are extremely fortunate to have a strong and dedicated volunteer group at our Club, something we are very proud of. There are a number of major events over the next few years that will require strong involvement and we are very conscious of not overloading our volunteers. I would encourage all Members to consider how we can support and grow our volunteer base. Friends and family may be interested in becoming involved at the Club as volunteers. There are opportunities to develop a wide range of skills including race management skills.

Club Members featured strongly at the recent Australian Sailing Awards. Matt Wearn was awarded 2018 Male Sailor of the Year after an extremely successful year and Jon Sanders was inducted into the Hall of Fame after an outstanding lifetime of sailing achievement. Phil Sommerville-Ryan and the crew of *Huckleberry* were awarded the CYCA SOLAS Trust Bravery Award. Well done to all!

Fair winds ■

MEMBERSHIP

Karen Koedyk, Membership Chair

Welcome to our new Members – December 2018

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

Mr David Robins, Mr Andrew & Mrs Chloe Halpin, Master Leo Kawakami, Master Kai Marns-Morris, Mr Deryck Graham, Ms Laura Robinson, Mr Sean Whitehead, Mr Mark Tremain, Mr Robert Andrews & Ms Lynda Brunell and their children Kailan and Tayissa, Mrs Jade Harris and her children Holly, Chloe and Henry, Mr Amarjit & Mrs Jesvinder Sidhu and their children Sanjay and Sonia, Mr Gideon & Mrs Sarelome Van Niekerk and their children Clarise and Gideon (Jr), Mr Johannes & Mrs Leanda Visagie and their daughter, Genevieve, Mr Scott Blanchard, Miss Emma Cassim, Mr Phil Roberts, Dr Chris Welman and Mr Tim Davies.



REAR COMMODORE'S MESSAGE



■ **Shawn Offer**
Rear Commodore

Another couple of months have gone past and here we are again telling you about all that has gone on and all that is coming up. The last edition of *In the Wind* provided some great coverage of what the membership were up to over the winter months, it was great to read so many stories about our members antics in those articles.

In the recent weeks some of the club's members have been recognised by state and national bodies for their contribution to sailing, boating and safety at sea. This recognition went to **Martin Box, Jon Sanders, Phil Somerville-Ryan and the crew of Huckleberry** respectively. I am very confident in stating that Royal Perth Yacht Club members are very proud, very lucky and very grateful to have such dedicated people in our midst. They all show no signs of slowing down and are great role models to the rest of us mere mortals!

In September the club hosted the **Combined Mess Night Dinner** that switches every year between Royal Perth Yacht Club and the Royal Freshwater Bay Yacht Club. Whilst **Adam Negri**, a member of both clubs, was very entertaining on the mike that evening, the real talk of the town was how well the RPYC Food and Beverage team performed on the night. It was a meal worthy of all of

the discussions at both clubs in the weeks after and the team have certainly raised the bar for when "Freshies" host the event next year. People must have known how great it was going to be, the event was fully booked out in July. Congratulations to **Simon, Courtney, Cathal, Dylan, and the team** for a fantastic night. Lucky we did not pay for the entertainment ;p

The team in the Wardroom have also been keenly reacting to member requests. **Snacks in the Wardroom** after 3pm had been support early on and now hopefully with the warmer weather in the coming months the team will be rewarded for their efforts. The team have also rolled out a new **Children's Menu** and have a **Family Meal Package** available for families on twilight nights.

Twilights by now should be in top gear. Members throughout the summer season should be now enjoying the lounges on the lawn, the mood lighting that is in use as opposed to the floodlights and there should be quite a warm atmosphere with the new long tables being used for meals and then we also have the games on the lawn. If you have not had the opportunity to enjoy the new setup, get your family or friends down to the club on a Thursday evening soon. Do not forget the **Christmas Sundowner** on Thursday December 20th for entertaining work colleagues, families and friends. This is a worthwhile evening to highlight and is very popular. See the promotional material for further information.

The club's **Garden Party Opening Day** plans were thwarted by the weather this year. It is obviously inconvenient to have it rain on our special days however we must think of the bigger picture, it is better to be looking at the rain than looking for it. It was such a

shame as the General Manager and his team had a very different concept ready to go this year. That annoying rule of Murphy and Huey blew in and the weather was fine in the end anyway; however the right call was made when it needed to be made. We will hopefully enjoy some parts of that Opening Day plan at another lawn event very soon.

To start the new sailing season the General Committee supported a motion from House Committee to review the **Entrance Fees** applicable to prospective members of the club. Entrance fees for Full and Full Family Members have now been reduced to 50% of the current entrance fee and the requirement for other membership categories has been set at zero dollars. This reduces a barrier to entry for those wanting to join as social members in particular. This also removes the waiting games by potential members who delay applying for membership expecting that the General Committee will offer reduced entrance fees for Discover Sailing Day. This is a much simpler way for anyone wishing to join and get involved at the club. The fee for **Centreboard Membership** was also reduced to \$500 per year to better align with other clubs.

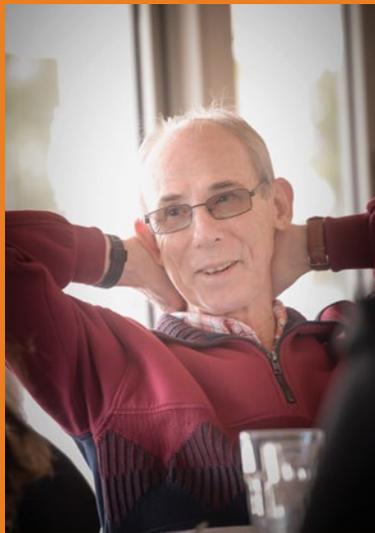
One of the many benefits of being a Member of the Club is the ability to visit and stay at clubs around the world with

our Reciprocal arrangements. Over the last few months, Gillian has facilitated **Letters of Introduction** to other reciprocal yacht clubs around the country and around the world. It seems our Members like to travel; there was only two letters of introduction written to the same Australian club!

The Royal Thames Yacht Club in London has been the most popular so far followed by New York Yacht Club – interestingly enough the two club's that provide great accommodation in the centre of their respective cities. I must say I was surprised to not see Royal Sydney Yacht Squadron on the list for the same reason. They too have great accommodation right near Kirribilli House on Sydney Harbour across from the Opera House! If you plan to use the accommodation at any of these clubs book ahead as they are popular! This is a great benefit of your membership no matter what level you are.

SO we reach the end of another year – a year of weather I would rather forget, however it is now time for enjoying ourselves with family and friends. Annabelle and I wish your families a safe and happy festive break and smooth sailing to all of those who are competing in the various regattas around the country, Season's Greetings. ■





FATHER'S DAY



SIGNALS FROM THE ENGINE ROOM



■ **Stuart Walton**
General Manager

CRAWLEY CLUB HOUSE REFURBISHMENT

As reported elsewhere in this edition we have received planning approval for our development. Some members have asked what the scope of this project is so I have provided a brief explanation below:

- The entire front (southern) car park will be dug up, new drainage installed, resurfaced and landscaped to create a softer look with more plantings (and no less parking bays!).
- The main entrance to the Club will be modernised with a new staircase leading up to the Wardroom, the staircase will be installed in small extension to the existing building allowing for a new and impressive lobby.

- The Ladies and Gents bathrooms on the ground floor will be completely demolished including the existing concrete slab. This has enabled us to start with a clean sheet of paper and design very modern and functional bathrooms. Good news for the ladies, your facilities will be quite a bit larger with proper ventilation and some air conditioning.
- A new fully accessible unisex toilet and shower will be built in the room adjacent to the lift. This will also serve as a parent's room.
- The corridor to the river side of the building will be nearly doubled in width with tasteful displays of memorabilia down each side.
- The existing Radio Room will become a combined archive office and reading room accessible whenever the Club is open.
- The pro shop and reception will be remodelled to match the look of the corridor using contemporary furnishings and an open plan design.
- The river side stairs to the Wardroom and River room will be replaced by twin staircases either side of a

new river side lobby which will be nearly double the width of the existing area. This will allow views from the front entry to the river.

- The twilight bar will be completely re-built with a second kitchen built into some existing store rooms. This will allow us to serve light meals directly from a new servery, perfect for twilights or any outdoor events.
- From the twilight bar some of the lawn area will be under shade with multi zone casual seating and dining areas.

For those that haven't seen the 'fly through', log into the members area of the website and you will find it under 'resources' It really does allow one to visualise what is planned.

The question I get asked most is when? We are planning to start construction by the end of April. In the meantime there is much to be done in preparing tender documents, obtaining a building permit and of course re-visiting the financial modelling to ensure affordability. Once all of those boxes have been ticked the Finance Committee will scrutinise the work ahead of

a full review by the General Committee.

Exciting times ahead!

STAFF CHANGES

After 5½ years Kate Wearn has moved on to bigger and better things. As I said at her farewell, I have never seen her other than with a happy smiling face. Kate will be greatly missed by members and staff alike, she did a fabulous job for us. I hope to announce her replacement by the time you receive this edition of ITW.

MISCELLANEOUS BOATS AND TRAILERS

It never ceases to amaze me how many times we find boats or trailers on the carpark with no identification on them, sometimes they sit for months before we can track the owners down. For anyone reading this who is guilty, please understand that members pay for an allocated bay so why should some people get away with just dumping a trailer without telling anyone. 'I thought it wouldn't cause a problem' is not a valid excuse!

CHRISTMAS IS WITH US AGAIN!

On behalf of our dedicated staff I would like to wish you all a safe and happy Christmas and safe boating. ■



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CAPTAIN SAIL'S REPORT



■ Dr Janet Hornbuckle
Captain Sail

After a seemingly long wet Perth winter the weather remained our foe on Opening Day.

Fortunately it was not as bad as predicted and we were able to send 74 keelboats across 9 fleets around the river to start off the RPYC 154th Summer Sailing Season.

Thank you to everyone who managed to navigate the revised online registration form to register your intention to sail during the 2018-19 season. We have 116 keelboats registered for this season, which is fantastic.

By the time you read this we will be well into the Summer Sailing Season with winter far behind us and we will have celebrated the winners of the Hyatt Regency Perth Winter Series with our presentation luncheon. With 4 races cancelled due to strong winds and one race abandoned due to lack of breeze the weather has not been kind to Wednesday afternoon sailors this season. Otherwise the fleet numbers remained strong with on average 40 boats out on the water each week.

Congratulations to the winners of Division A – *R Six*: Gary Rodoreda and *Adrenaline Rush*: Ron Carterton, Division B – *Farr Fetched*: Bruce Meakins and Mario Tascone and Division C – *Swanny Weaver*: Frank Rennie, all of whom win a coveted 'Rudder' Trophy hand crafted by Rudi Muller and Peter Locke, and an overnight stay at Hyatt Regency Perth. Thank you to the Hyatt Regency Perth for their on going support of Wednesday Afternoon Sailing at our club.

With the Summer Season well underway so is this seasons Seashells Night Series: a series of 7 races held on Tuesday Nights closest to the Full Moon.

I remember my first season at RPYC in 2004-5 and my first night race experience. I had only been sailing a few weeks and had not yet completed my Crew and Helm Course. At that point my role on *Ferrari* – a Farr 9.2 then jointly owned by Peter Hugo, Dave Mitchell and Ian Murchison- was 'Intelligent Ballast' during Wednesday JAM racing. My naivety meant that I didn't even know what a spinnaker was let alone know what to do as they called for me to pull the brace back as the spinnaker was hoisted to the top of the mast. I was truly in the dark!

However, I also remember the joy of warm moonlit nights racing on the Swan River and having the best eyesight to spot the rounding marks as someone pointed out their approximate vicinity.

For the first Night Race of this season I joined Pamela Strickland – Race Officer and Don Barker as they undertook their Race Management duties.

A mixed fleet of 18 yachts crossed the line – 3 of which emerged from the Crawley Marina after the 5 minute gun- and similarly enjoyed the first Night Race of the series under the moonlight in 8-12 knot breezes. We also welcomed *Crush* from East Fremantle Yacht Club who should give *Boom* some healthy competition at the front of the fleet in the faster design boats.

When the fleet was underway I joined our Race Management volunteers onboard *Challenger* ably skippered by Don Barker and cruised to the top mark to keep an eye on the fleet. The row of green navigation lights heading towards Sanders Buoy was great to see with at least 6 of the fleet in close quarters. After rounding Sanders Buoy the yachts then sailed downwind – the majority under spinnaker – with the moon lighting their way.

Challenger followed the fleet back up river and left them to round Como Buoy as we headed back into Matilda Bay to set up for the finish. *Challenger* was moored across the usual RPYC finishing line, shortening the line and making it easier to spot the yachts as they raced across the finish. Clearly Pamela and Don are old hands at this as they seemed to spot most of the navigation lights on the yachts as they passed Outer Dolphin Spit.

The crews then joined each other in the Ward Room to enjoy the Tuesday Night Buffet with the winners celebrated in the usual RPYC style.

Tom Ainge and Greg Jackson manned the Safety Boat *Pelican* and were called to assist one of the yachts that somehow ended up the wrong side of Foam Spit. We heard all about that in the usual manner with a 'shout' for the bar after results.

Not only will the winner of the Series win the 'Night Series

Trophy' an old Ship's Lantern but they also win a weekend for two at any of the Seashells Resorts in WA. Thank you to Seashells Resorts and Paul King for your ongoing sponsorship of this event.

Good luck to all skippers and crew participating in the Seashells Night Race Series though all of you are already winners when sailing under the moonlight on our beautiful Swan River! Remember we can all have that experience on our Thursday Twilights and we are looking for keelboat owners willing to share that experience with other members of the club. So, if you have a spare spot on your yacht for a Twilight please let the Boating Office know and we will introduce you to other members wanting to enjoy a social sail. You never know, as well as making new friends you might find new crew too!

Look forward to seeing you out there! ■

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COMBINED MESS NIGHT



CAPTAIN DINGHIES REPORT



■ Andrew McAullay
Captain Dinghies

It's great to see how strong the numbers have been over the winter months, if this is any indication we are looking forward to a massive season at Dinghy Division. With the new Friday Night Board racing, plus Friday night training for Optimists and Lasers, it looks like being a busy summer on the lawn.

In the lead up to Opening Day the Dinghy Division had

its annual Busy Bee, to tidy up the Opti shed and all the boat storage areas, plus our lovely canteen ladies gave the canteen a thorough clean. A massive thanks to all those who made it down, the sausages and beer afterwards were well deserved.

Some have managed to get some sailing in overseas during the last few months. Matt Wearn travelled to the 2020 Olympic venue in Enoshima, Japan for the World Cup and Olympic test event and picked up a silver medal for his efforts. Another great achievement for Matt and more ammunition for his Olympic selection.

John Roberson was in Dun Laoghaire, Ireland at the Laser Masters World Championships. He had a fair number of DNC's during the event, so he must have had a great time in the hospitality tent.

Harmon McAullay travelled to Koper, Slovenia for the Finn Silver Cup for his first international Finn event. I look forward to reading more about it in his article.

Genevieve Wickham and Robert Crofts competed at the Paraworlds sailing in Sheboygan USA. Racing in the Hansa 303, Genevieve finished 2nd in the womens and Robert Crofts, in his first major regatta after taking up sailing 12 months ago, finished 29th.

Rob also travelled to Hiroshima for the Hansa Liberty World Championships. He finished 24th overall, placing as high as 14th. A huge effort for someone who has only been sailing for just on a year.

Adam Hindmarsh travelled to New Caledonia with the Australian Optimist Sailing

Team Junior Development Squad, to compete in the New Caledonia National Championships. After a three-day training camp in solid winds, the four day regatta offered lighter conditions. Fourteen races were completed, and he achieved 19th position. Well done Adam, I am sure you gained a lot from the experience.

The Australian Sailing WA State Youth Championships were sailed from RFBYC and a number of RPYC sailors took part. RPYC had some terrific results with Lawson McAullay finishing 1st in the Laser 4.7 and Antun Janekovic 3rd and Adam Hindmarsh 4th Optimist gold, where only one point separated 1st from 4th, and 2nd to 4th all finished on equal points.

Opening Day forecast was for pretty dismal weather,

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► keeping numbers down. But, for those who did come along, it was fantastic day. Dry skies and favourable winds, were what we had on offer and made for some great sailing.

It was great to host the Sabre association once again, for their opening days series.

Friday Night Boards got off to a great start the Friday after opening day. Thirteen boards joined in over the evening, with some strong interest for future Fridays. If you have an old board in the shed and want to get involved in some fun racing and some great socialising, racing starts from 1700 each Friday followed by a BBQ and a few drinks.

It was great to see our Juniors giving back to the club and to the promotion of sailing; big thanks to Will and Meg McAullay, Jake Hindmarsh,

Kathryn and Lachlan Hawkins, Lili and Lawson McAullay and Monte Dowdell for volunteering at the Perth Boat Show. These guys spent the 3 days taking interested youngsters out sailing on Elizabeth Key on the optimist training fleet.

We welcome new boards coach, Bastien Escofet to RPYC. He is a current PWA competitor and previous French National Team RSX sailor. His knowledge and experience will greatly benefit our board sailors.

We have also named our 2018/19 Junior Captains. Congratulations to Anna Pederson and Ethan McAullay, a well-deserved honour. They have shown strong leadership on and off the water and the Dinghy Division committee believe that they reflect the values of RPYC. ■



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FESTIVAL PROGRAM

**SUNDAY
27 JANUARY**

Free Discover Sailing

**MONDAY
28 JANUARY**

Free Discover Sailing

Warren Jones Regatta Crew Weigh in & Practise Sessions

Warren Jones Regatta Race Day 1

**TUESDAY
29 JANUARY**

Warren Jones Regatta Race Day 2

Opening Function

**WEDNESDAY
30 JANUARY**

Beach Clean Up

Warren Jones Regatta Race Day 3

Corporate Cup

**THURSDAY
31 JANUARY**

Women On Water

Warren Jones Regatta Race Day 4

**FRIDAY
1 FEBRUARY**

Warren Jones Gala Luncheon

Warren Jones Regatta Finals Racing

Presentations
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THE WARREN JONES STORY

Warren Jones of "Australia II" fame died suddenly on 17th May, 2002. His sudden and untimely death was a bitter blow to his many friends throughout Australia and around the world.

Warren made a fabulous contribution to local and international yachting with perhaps his greatest achievement occurring in September 1983, when as Alan Bond's lieutenant, he led a group of Australian yachtsmen to victory to win the 1983 Americas Cup from the New York Yacht Club for the first time in 132 years of competition. This feat brought Australia to the forefront of international sailing competition.

Warren also became one of Australia's leading businessmen and community leaders and played a big role in the development of young sailors.

He had a down to earth nature, enormous amounts of energy, a competitive spirit, great courage



and determination to reach his goals and was always ready to give the younger generation his words of wisdom and moral support.

The aim of this yachting regatta, named in Warren Jones' memory and started by his many friends and associates, is to give a new generation of yachtsmen and women the chance to live their dreams – just as Warren did his.

The Warren Jones Regatta trophy was gifted by the "Australia II" Jubilee Committee who was awarded the New York Yacht Club's trophy in recognition of "Australia II's" achievement as being the "Greatest Benefit to the Sport in 150 years of the America's Cup".

The "Australia II" Jubilee Committee decided that the Warren Jones International Youth Regatta could use this prestigious award as a perpetual trophy for the event, named after Warren Jones, in a similar way that the America syndicate in 1851 was awarded their 100 Guinea's Cup now called the 'America's Cup' for future generations to race for. ■



2018 Warren Jones International Youth Regatta Champions (left to right)- Matt Stenta, Harry Price (Skipper), Corey Hamilton, Murray Jones & Cam Seagreen representing DownUnder Racing from the Cruising Yacht Club of Australia.



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EVENT MANAGER



2019 CITY OF PERTH FESTIVAL OF SAIL

COMMODORE'S WELCOME

Welcome to everyone involved in the Warren Jones International Youth Regatta for 2019. This event will be conducted in Perth Waters for the third year running, as a major feature of the City of Perth Festival of Sail. This brings the thrills of the sport right in front of the city and Elizabeth Quay.

The spectacular standard of sailing is equally matched by the standard of race management and umpiring. It will once again prove to be an exceptional event.

This regatta is often thought of as an event which aims to provide competitors with the opportunity to gain the experience and competitiveness necessary to advance to the world stage. There is strong evidence that the Warren Jones International Youth Regatta has achieved that aim, and more. Indeed, it is pleasing to see such strong interest in the regatta bringing in a mixture of Local, National and International teams.

The Regatta is hosted in alternate years by Royal Perth Yacht Club and Royal Freshwater Bay Yacht Club, and this year it gives me great pleasure on behalf of Royal Perth Yacht Club to invite everyone to enjoy all that our Club, the Regatta, and Perth have to offer. I wish all competitors the very best with their racing. ■

Mark Hansen
Commodore
Royal Perth Yacht Club



CHAIRMAN'S MESSAGE

It is extremely encouraging to see a highly energised Warren Jones Regatta for 2019 with over 29 expressions of interest to compete in this year's event, which was over double the number of positions available. The vibrancy and energy in and around the regatta is evident with the wide array of interested local, national and international competitors. It is due to this success that the Colin Mullins Youth Regatta will be back in 2019 as the decider for the last qualifying entry position into the 2019 Warren Jones Regatta.

With the Colin Mullins Regatta returning, after not being held since 2012, it is an exciting time to be a young match racer in Western Australia. Local export Cam Seagreen, who was a part of Torvar Mirsky's World Match Racing Tour Championship team in 2017, also took out the title as Warren Jones Regatta Champion when he featured in Harry Price's winning crew last year. Cam has since spent the Australian winter sailing M32s across their European Series, living out every young match racer's dream. Harry Price, from the Cruising Yacht Club of Australia, after winning the Warren Jones Regatta last year, topped the World Match Racing Rankings in July this year, and has consistently been in the top eight over the last 12 months. Harry is planning to be back in Perth again this summer to defend his Warren Jones title.

It is fantastic to see so many past competitors in the Warren Jones Regatta and the Colin Mullins Regatta achieving their full potential on and off the water. These events do have a legacy that their namesakes would be exceptionally proud of. On behalf of the Warren Jones Foundation, many thanks to the volunteers and committees, donors and sponsors who work tirelessly to make the event the success that it is. You have all done a remarkable job. Good luck to the competing teams for 2019. ■

Ron Packer
Chairman
Warren Jones Foundation



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2019 COMPETITORS

INVITATIONS

Nine Invitations sent out on Friday 26th October 2018

LOCAL WILD CARD

One Wild Card to be given out to a local team Prior to 25th December 2018

2018 JESS MATCH CUP

One position given to the top finishing Eligible Team

2019 COLIN MULLINS YOUTH REGATTA

One position given to the top finishing Eligible Team



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2019 CITY OF PERTH FESTIVAL OF SAIL

PERTH TO PALMA

BY CAMERON SEAGREEN

Sailing is extremely physically and mentally demanding of its' competitors. Whilst these factors make a sailor great, the competitors at the pinnacle of the sport show outstanding abilities to communicate efficiently as a team unit. What separates the America's Cup sailors from the rest is their ability to not only be well rounded in all areas, but to adapt to every situation they face on the water. In my path to achieve such prestige, I have had to overcome many obstacles, which of most have been in the mind. If there is one piece of advice I can give to young competitors, it is that with every negative come a silver lining. Always think of how a situation can result in your benefit.....

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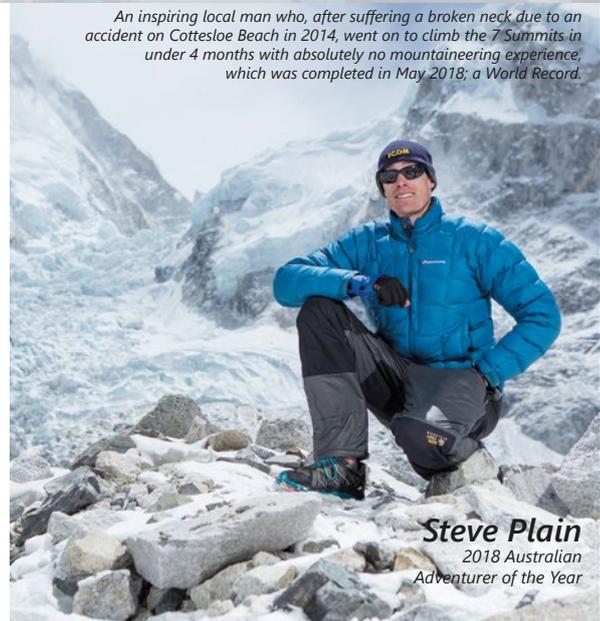


THE WARREN JONES
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ETCHELLS REPORT

Mark Crier, Etchells Fleet Captain

The RPYC Etchells fleet took to the road and played an away game at Royal Queensland Yacht Squadron.

The away game being the 2018 Etchells World Championship.

Pre-cursor event was the Queensland states. Both events were filled with high calibre crews from around the world, the states having 75 boats and the worlds 94.

Both events were sailed on Morton Bay between the outer islands of Stradbroke and Morton and the inner islands of Green and St Helena. This passage having High tidal flows with wind on current playing a big part in the overall outcomes with many of the favourites struggling to get it right. The conditions changed hourly with in coming and turning out going tides, full moon creating up to 2kts in current flow and with

the general light air rotating wind directions it was a challenge for all.

RPYC was represented by Ray Smith *The Cure* 19th, Grantham Kitto *Rat Pack* 40th, Bill Steel *Chelsea Lady* 43rd and ME on *Forte* 59th. Other RPYC members were seen on some RFBYC boats and on eastern states boats. The Swan River Etchells fleet was well represented in total with 25 local WA personnel attending the event .

Overall race results can be found on the Brisbane Etchells Web site.

The highlight result saw Ray Smith take a win in race 7 of the worlds, one of nine different race winners in the event helping him achieve a commendable over all place of 19th and the best performing WA boat.

Martin Hill from CYC was crowned the King of Etchells for 2018 after a very consistent regatta, a very deserving and popular winner.

Having the opportunity to be part of this great event and along with the other WA fleet members we were able to see the effort that will be required to run our November 2020 worlds in Fremantle,

which is co-hosted by RPYC and RFBYC. The volunteers base was deep, and they played a crucial role in the smooth running of the event and their efforts were much appreciated by the 94 entrants. It makes me ponder the challengers we face in the lead up to our event and the need to lean on many members to successfully run our event. ■



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DIVISION 1 REPORT

Opening Day saw a total of seventeen Division 1 boats on the Start Line representing RPYC, RFBYC, and SOPYC – all vying for handicap and line honours. Bill Quinn and his faithful crew sailed *The Italian Job* and came out on top with First on Handicap. Well done Bill! Not surprising, Nick Dussen driving *Black Betty* was over the finish line first to capture Fastest (even with a miss read of the course sheet and having to double back from almost Dolphin West after mistakenly rounding Sanders!). Many of us in the fleet got much pleasure out of watching this unfold for *Black Betty* and another competitor, to be nameless, as they headed confidently to Sanders. Rod McGregor,

helming *Aida*, was awarded 3rd place. SOPYC had a good showing with *Naughty Black Shorts* placing 2nd.

Now that the new season is upon us, you may have noticed that we've made a few subtle changes to one of the Division 1 courses, which I hope will improve safety for the fleet. Some of you probably noticed some of these improvements as we essentially sailed this new version on Opening Day. These changes were based on specific feedback from the Division 1 Skippers and I would like to take this opportunity to briefly explain the thinking behind it. Firstly, referring to Course 3, after rounding the Day Buoy,

instead of going to Hallmark and then Sanders as in the past, we are now directing the fleet to Armstrong (s) and then to Bricklanding A/B (p). The intent is to send the fleet, as best we can, away from the RPYC Start Line to avoid potential crossing issues with Division 1 boats on port gybe returning toward the Start Line in direct conflict with the starting fleets. Also, by eliminating Hallmark, we can further avoid the shallow water in that area. The intent

of going onto Bricklanding A/B is to try and get the fleet well west of the RFBYC Start Line. Secondly, after Squadron, instead of crossing the fleet on the way back to Bricklanding A/B, creating another potentially dangerous situation with boats crossing, we now send the fleet on a close reach to Bartlett (s) and then a kite run onto Como.

I also received some feedback that it would be preferable to have shorter courses to allow



► crew more time on Saturday’s for family and/or more time in the Wardroom for “socialising.” (I also received feedback, my own in the case, that longer courses would be preferred!). However, what Hayden and I agreed to do is to throw in an occasional “shortened Course 1” by removing the last beat from Dolphin West to Bricklanding A/B. This shorter course would be communicated to the Division 1 fleet prior to that day’s race by posting it on the Notice Board. We considered communicating this course change prior to the race with Race Management hoisting a shorten course flag out in the water at the start but thought this could potentially confuse the subsequent starting fleets that wouldn’t be sailing a shortened Course 1. As Fleet Rep, I will try and communicate this shorten course selection prior to the

race by prior email to the Division 1 Skippers. However, this should be a reminder to always check the Notice Board prior to any race!

Finally, we completed the first race of the season competing

for Camp Quality Trophy Day and we saw another First Place on Handicap by Bill Quinn and *The Italian Job*. Second and third places went to Nigel Simpson with *Waitipi* and Commodore Pearce with *By & Large*.

Fastest elapse time went to Rob Scharnell with *Oom*.

In closing, I would like to encourage all Division 1 Skippers to muster their crew and fill up the Start Line!! ■



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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
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Power Boats – why not shadow the fleet or raft up in Matilda Bay!

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5-6PM
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DIVISION 2 REPORT

Jamie Mercer, Fleet Representative



It is great to see such a fantastic turnout for Division 2 this season. *Jacqueline* has returned after several years' absence, and the two Sonars - *Boomer* and *Cape Bouvard* have been making regular appearances on the start line following a winter of intensive two boat training.

Open Day was expected to be a windy and wet affair, but, after moving all the festivities inside, the rain held off and the wind moderated to produce a spirited, albeit short race. *Swagman* got the red flag in the mixed division, *Frenzy* and

Lionheart got equal first on handicap in the Farr 9.2 fleet race.

The first invitation race for 18/19 was hosted by RPYC on the last weekend in October. The sun shone, the sea breeze built and with 30 boats on the start line there was close competition throughout the fleet. *Big Diamond* executed a perfect hat-trick with first and fastest for AMS, Club and Invitation results. The Invitation Series will continue throughout the season, being rotated through the clubs as usual. The series will include

the windward leeward race days hosted by RFBYC. Both handicap and AMS results will count towards a series win for the year.

This season has a number of new initiatives including three special event days with late afternoon starts and family involvement on shore. The social events on shore are designed to entice the friends and family members who are not on the water, and will continue into the evening for post racing celebrations. So keep a note of December 1st, February 23rd and March 23rd

in your diaries and let your families know that the club would be delighted to have them join in with the festivities before, during and after racing on those days.

For those Division Two boats that haven't been able to sail regularly because you can't get enough crew, or because you are uncertain about using a spinnaker because of crew inexperience, the club is now running monthly jib and main races on Saturday. There is no excuse now not to get out on the water and enjoy some competition. ■





Invite your friends, family and work colleagues along to our Members Christmas Sundowner. Relax and enjoy the festive celebrations with platters, beverages and entertainment amongst the beautiful surrounds of Matilda Bay. Perfect for smaller groups of up to 20, our Christmas Sundowner offers you the opportunity to celebrate the season as the sun sets over the sparkling Swan River.

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Contact Tracy on 9389 1555 or reception@rpyc.com.au to find out more.



ENDEAVOUR 24 REPORT

By the Mystery Scribe

2018/19 is already proving to be an interesting and variable sailing season.

Opening Day saw four Endeavours crossing the line for a 3:30 start, with *Vagabond* (Tony Finch) leading the way, closely followed by *Little Tiger* (Bob Davis), *England Expects* (Derek Cockle), with *Mindarie* (Ian Passmore) a few minutes late, but still keen to make a good showing.

Vagabond sailed exceptionally well, getting further and further in front, only to discover later that the crew were partially blind and were sailing the wrong course. Bob Davis in his normal skilful manner took advantage of the situation and recorded a well-earned first and fastest, with Derek second and Ian deciding he had sailed enough and went to the bar without finishing.

The next week was Royal Freshwater Bay opening day, with *Vagabond* and *Argo* (Barry Rosen) the sole participants. The crew on *Vagabond* were still partially blind, misread the sailing instructions, and started 7 minutes late. *Vagabond* sailed the course none the less and chased *Argo* all day, finally catching them on the way to the finish line. Well done to Barry and his crew for their first and fastest.

Week three was a normal club race at Royal Perth, and the first club heat of the season. Missing in action was *Mistral* (Mark Dymond) as a result of a

late return from Europe where he had been celebrating his wife's fortieth birthday. Imagine, putting family before sailing! *Breeze* (Man Singh) was still out of action, having to replace the mast step before they could venture out for another season. *Amber* (Peter Cook) was not sailing as Peter had decided that sailing on a Foundation 36 on the ocean in 25 knots was faster and more exciting than an Endeavour – who would have ever thought. *Odetta* (Michael Hallam) was simply missing.

With all the no shows, this left two boats – *Vagabond* and *Argo* to battle for the ultimate

honours. *Vagabond* led, with *Argo* close behind all race, with *Vagabond* gaining a good lead, only to surrender it on the next tack. Barry Rosen seemed to be sailing exceptionally well, although his concentration did seem to wane when on port tack, and *Vagabond* got away. Sailing to the finish, *Vagabond* realised that the starboard jib car was eighteen inches too far back, with the port one in the correct position, which is what was causing the erratic sailing speed. And you can guess who was to blame – the partially blind crew of course!

Next week is short course racing, with the Endeavours having four races. I'm sure you are already looking forward to the next edition of *In The Wind* to hear about the exploits of the *Vagabond* crew. ■



THE SUBLIME TO THE RIDICULOUS!

The two Offshore races to date could not have been more different. Such is the lot of the Offshore Fleet.

The Season opener (sublime), the George Law Race, has traditionally been sailed anti-clockwise around Rottnest, returning via Challenger Passage. Due to weather concerns (fear of no wind), an inshore course was sailed with the top mark in Cockburn Sound. The yachts set off with enthusiasm; hoisting kites at the day buoy and heading down the shipping channel. RPYC was represented by *Wasabi* in Division 1, and *Atomic Blonde*, *Cougar*, *Huckleberry* and *Wyuna* in Division 2. *Atomic Blonde* showed the fleet a clean stern as she headed off; her yellow 'S' kite up, chased closely by *Cougar* and *Wyuna*. After the turning mark in the Stirling Channel it became obvious we were in a dying breeze. *Huckleberry* and *Wasabi* suffered most as they tried to get to the Jervoise cardinal marker, where the rest of the fleet had parked up waiting for breeze. When it did eventually come in softly, *Wyuna* was able to make the best use of the 're-start' to carry the fleet home. RPYC had a clean sweep in Division 2. *Wyuna* came 1st, *Cougar* 2nd and *Atomic Blonde* 3rd on IRC. *Wyuna* also had the best corrected time for the race across the fleets.

And so to the ridiculous! Whilst most of the RPYC Club-members were enjoying the

Opening Day party, *Atomic Blonde* lined up as the sole representative of our Club, in the Three Ports Race. A relatively new race to the Offshore calendar, it is 130 nautical miles; with a sail south to a virtual mark off Bouvard, then NE leaving Rottnest to the east to another virtual mark at Yanchep before the homeward leg from there to Fremantle. The weather forecast was for steady breeze by day building after dark to 30-35 knots around midnight to 2am! So we were aware of that and made preparations accordingly. 10 Yachts arrived for the start across Divisions 1, 2 and DH. With pressure as expected at the start we again hoisted the kite at the day buoy and headed to the channel where we dropped it as the breezes clocked. That was the last we saw of the big yellow flag. The course turned into a drag race, with *Checkmate* (King 40) and *Joss* (J112) off our bow and stern. It was a pleasant reach to the southerly virtual mark which we turned as expected. *Checkmate* had other issues to sort so withdrew from the race. We shadowed *Joss* into the dusk still reaching with the breeze on our port side. The breeze got stronger after dark, we put in the first reef and stuck with the No 2 genoa, then we dropped the second reef in and changed down to the number 3. We felt we were in good shape, all kitted out in foul weather gear, PFDs and tethered to the boat. The breeze became a wind, the wind became a gale and the gale became a storm. We were hit soon after coming

past the West End of Rottnest. *Atomic Blonde* rose up onto her starboard chine, her boom in the water and mast heeled right over. The noise was deafening as sails flapped and the sea crashed. Balancing up top became a skill as we hung on. The sea was a raging swirl of white water, all lit up by lightening. This, whilst we were being pelted with hail, which really hurt! We fought to get to the Yanchep mark, and turned for home. We roared home still with the No3 and two reefs, crossing the finish line at Fremantle at 4.30am; the only Division 2 yacht to do so. *Joss* was knocked down, and withdrew. *Circa* lost her mast and *Lithium* (DH) went to Hillarys. Thankfully nobody was hurt on any boat. There were four Division 1 boats ahead of us. They all got to Yanchep before the worst. So while they had lots of wind, and a storm, as well as a fast ride home; we got the worst of it.

This was an enormous test for *Atomic Blonde* and her crew. The boat felt strong and secure throughout. It was amazing to feel her sit up on her chine and truck along. Being very broad-beamed, it was a long drop into the water! I have so much respect for the knowledge and ability of her crew who were calm, collected and skilled throughout. There was no point in talking, no one could hear so we just did. The boat had a few little bits to fix up afterwards, but nothing major. The crew a few bruises and a bit of vomit! Not bad for the smallest boat in the fleet. This is the

adventure and exhilaration which offshore sailing brings. When our amazing navigator Steve Humphries analyzed the data afterwards, he found we had sustained 50-knot winds for fifteen minutes at the storms worst and had recorded a gust of 67 knots. When we roared across the Fremantle Harbour entrance it was blowing 40 knots constantly. I feel the Offshore Race Control team on the South Mole, were pretty happy to have us home! I think our Skipper Simon Torvaldsen is seeking a medical opinion as to whether his right arm is now longer than his left after steering through the worst of it. Congratulations to the Skipper Simon, also Mike Finn, Steve Foster, Steve Humphries, Bill Davey and Nick Anthony. You could not go to sea with a better group.

SAILING SHORTS

All the Offshore Family in WA is so proud of Phil Somerville-Ryan and the Crew of *Huckleberry*, who were honored with the SOLAS Award at the recent Australian Sailing Awards in Sydney. At the same event, that icon of offshore sailing, Jon Sanders, was inducted into the Australian Sailing Hall of Fame.

If you considering going offshore, please also consider doing your SSSc. There are now requirements for (Cat 3+ in WA) for a % of all crew to have this qualification. Please see them at AS or online for details. The Albany Race in April is Cat 2 and that has a 50% requirement. Now is the time to sort that all out. ■



■ Simon Torvaldsen, Skipper of *Atomic Blonde* at the helm.



■ Safety and Survival at Sea Course participants at RPYC in Oct.



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A WEDDING LIKE NO OTHER

We all know that our views of the Swan River and city skyline are simply exquisite. Pair this with the five-star dining prepared by Hyatt Regency Perth and you have *a wedding like no other*.

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2018/19

RPYC
upcoming
events for
your diary

save
thedata



30TH
NOVEMBER

A Summer Cocktail adventure

16TH
DECEMBER

Final Sunday Breakfast for 2018

18TH
DECEMBER

Final Tuesday Night Dining for 2018

20TH
DECEMBER

Christmas Sundowner
Christmas Twilight (Final Twilight for 2018)

21ST
DECEMBER

Final Friday Night Dining for 2018

10TH
JANUARY 2019

First Twilight of the year

17TH
JANUARY

Tuesday Night Dining reopens

19TH
JANUARY

Friday Night Dining reopens

21ST
JANUARY

Sunday Breakfast reopens

26TH
JANUARY

Australia Day Concert on the Bay

2ND & 3RD
FEBRUARY

RPYC Mini Series

9TH
FEBRUARY

Long table dinner on the lawn

SUE ANN R1
Expressions of
interest invited

Phil Mostyn 0403 466 528





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with smokey bbq sauce.



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with herb salt and Thai sweet chilli sauce.

MOROCCAN LAMB SKEWERS \$14

with yoghurt dip.



COCONUT AND LIME PRAWNS \$14

with spiced mayo sauce and fresh lemon.

MARGARET RIVER BRIE \$15

or Mature cheddar or Blue cheese, fig paste and quinoa crackers.



*Meal periods such as Tuesday Night Dining and Wardroom Grill excluded.

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Every Farr 9.2 racing season needs a good start, so this season's social events began with the traditional pre-season cocktail party, hosted by the very generous Helen and James Baker. This year, Helen had also organised a fantastic set of trophies for the 9.2s competing in RPYC's Winter Wednesday series. Results for those were:

Across-the-line winner:

Equalizer - Ian Barron & Peter Hugo

Handicap winners:

1st: *Farr Fetched* - Mario Tascone & Bruce Meakins

2nd: *Equalizer* - Ian Barron & Peter Hugo

3rd: *Itinerant* - Commodore Mark Hansen

Given that a few of the teams couldn't make it to the cocktail party – we can only assume that they may have been working hard on their pre-season training – the results were also presented in the Wardroom after Wednesday racing on the 17th of October.

CLASS RULE UPDATES

Astute members may have recently noticed a little rigging work occurring at the top of the Farr 9.2s' masts recently. At the previous AGM, the association voted to approve the addition of a backstay "flicker" to the class rules, keeping the backstay clear of the mainsail in lighter winds. These have now been fitted to the fleet by Edgar at Yacht Rigging Solutions. This means that a manual shake of the backstay is no longer required to pass the main through during a tack, and possibly less shouting from skippers who have forgotten to do so.

FARRAGO FOR SALE

Good news for aspiring Farr 9.2 skippers: there is now another option for joining our fleet, as *Farrago*, currently owned by Steve Breen and penned at RFBYC, is for sale. She joins *Dragonheart* on the market; both would suit racing under our class rules, but with slightly different configurations. For details on either, head over to the Farr 9.2 website at farr92.asn.au.



Farr 9.2 AGM

SWAN RIVER METRO SERIES

The primary series for our fleet over summer has begun, with the first race of the Farr 9.2 Swan River Metro Series held as part of RPYC's Opening Day. The new courses for Opening Day may have surprised some of the skippers, with a bit of extra sailing around the vicinity of Foam Spit. Even so, results were very close, with first place a tie between *Frenzy* (Murray Rowe) and *Lionheart* (Warren Westaway). *Farrlap* (Andrew Hossen) came in third, and fastest across the line.

The metro series has us racing in eight heats over the year, at varying clubs around the river. Upcoming Metro Series heats will have the fleet over at SoPYC for a couple of races, where we'll be competing at *Igawa's* home club.

CREW OPPORTUNITIES

The Farr 9.2 fleet are always keen to welcome newcomers – both for serious sailing and not-so-serious social events. If you'd like to join one of our boats, a few teams are looking for new crew – either for occasional fill-in spots or regular race commitments. Email Jeremy on secretary@farr92.asn.au to get in touch. ■

Itinerant and Farr Fetched



S80 REPORT



A perfect summer day is when the sun is shining, the breeze is blowing, the birds are singing, and the lawn mower is broken.
James Dent

It's not quite summer yet, but it's getting to feel a little warmer and the daylight hours longer. The S80s however marked an early (chilly) start to the season with Heat 1 of the Bay Marine Maintenance S80 Metropolitan Championship Series at East

Fremantle Yacht Club Opening Day on 23rd September. In a contrast with previous years, some boats struggled in the light conditions to get to the start line and the RO very kindly postponed our start for some 20 minutes to await their arrival. Subsequent heats to mark opening days were sailed at Nedlands Yacht Club, South of Perth Yacht Club, Royal Perth Yacht Club and Royal Freshwater Bay Yacht Club, which for most part were in almost perfect conditions with tight racing and some very thrilling

finishes with only seconds between the first three or four boats. The deciding heat hosted at Mounts Bay Sailing Club on Sunday 28th October saw *Front Up* (Wally Philippe) repeat last year's performance and take out overall series 1st place, with *Surcouf* (John Guhl) 2nd and *Windmill* (Bob Hay) in 3rd place. Great work from all involved and a huge thank you again to the host clubs for their invitations, race management and hospitality.

It was great to see the S80 training boat *Grand Piano* participating in these heats

with thanks to John Carlson for getting involved and giving keelboat trainees an opportunity to experience crew work in real race conditions. Well done John and well done the trainees involved. Anyone wishing to develop race skills in a competitive one-design fleet is encouraged to get in touch with John, Tony Strickland or myself.

In an effort to underwrite maintenance costs for the S80 training boat, we have issued 100 tickets for sale in the *Grand Piano* 100 Club ▶



- ▶ draw. Tickets (lottery permit LS211377818) are available for purchase for \$100 each with the chance to win a \$1000 cash prize to be drawn on Legends Day, South of Perth Yacht Club, Wednesday 28th November. Ticket holders will have their names recorded in perpetuity on the S80 Association website. Anyone wishing to get their hands on a ticket with a chance to win \$1000 and help this worthy initiative, should email me at jeffcrookes@iinet.net.au

Wednesday 28th November is the date for the third annual S80 Legends Day Race at South of Perth Yacht Club, when again a bunch of S80 legends and sailing luminaries will line up to compete in the S80 Legends Race. Many of these guys sailed S80s in the heyday of one-design fleet racing on the Swan when it was not unusual to have 20-30 or more S80s compete on a Saturday afternoon. If last year's race at Royal Perth Yacht Club is any indication, there will be a spectacle of good spirited close racing, good humour and many tall tales. The coveted Alan Tough trophy already bears



the names of Mark (Skid) Robins (2016) and John Hassen (2017). Who will it be presented to in 2018?

It has probably not gone unnoticed that *Frakka* has a new owner/skipper. Annette Koenders, keenly supported by her husband David

Hepburn, took over the helm during the winter, assembled a very capable crew and has already notched up a credible set of results. Well done and happy sailing Annette.

On the subject of boat ownership, the owners of S80 *Windmill* have decided to offer

the boat for sale. *Windmill* is situated on 'E' jetty and anyone interested should look up the sales details on the club notice board or on the S80 website <https://www.revolutionise.com.au/s80yawa/home/>

Come on summer! ■





WHEN CAN YOU DINE AT THE CLUB?

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

DINNER

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Buffet - changes weekly

FRIDAY NIGHT 6pm - late
Grill - A la Carte



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S97 REPORT

John Bailey, Fleet Representative

I was blown away by the recent WA Opera Company presentation of Mozart's Don Giovanni at His Majesty's Theatre. When asked who was the stand out star, I thought for a second, was it the baritone Teddy Tahu who played the insatiable Don, or the girl who played peasant bride Zerlina?

No, it was nobody on stage. It was Mozart's music which couldn't be seen but filled the air.

This is a good analogy for sailing on the Swan. We are blessed to live in a city that has a beautiful sea-breeze that we, as sailors, should never take for granted. The wind is the star of the show. We can't see it directly but it powers our sport and enjoyment.

Recently the new S97 President, David Hepburn, started his term with energy and commitment and put together The inaugural RPYC S80/S97 WINTER REGATTA in late August. Unfortunately the star of the show, the wind, forgot to turn up.

Not so on Opening Day, which was blessed with a steady eighteen knots. *Deja Vu* got off to a great start and extended their lead on every leg. A week later *Total Recall* won the RFBYC Open Day race. There were four lead changes during this race and if this trend continues it's going to be a hotly contested season for the S97s. ■



Photo credit: Lindsay Preece, Ironbark Photos

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POWER BOAT REPORT



Once again life in the RPYC Power Boat community has been hectic since our last report. The day finally arrived where we saw the re-introduction of the much revered Seafarer Marathon Event hosted by our very own yacht club.

And what a marathon effort it was to bring it back to the waters of the Swan River. We had close to 30 volunteers on station so that we could enjoy the competition that ensued. It is important to note that the majority of our volunteers were sourced from within our sailing community. The significance of this cooperation has not gone unnoticed. Many of our Power Boat community have become RPYC Club Boat accredited and hope to be able to return the favour to the sailing community in some form in the future.

The day was glorious, the competition was tough and the camaraderie was outstanding. Sadly, however, the trophy was wrestled from our grasp, the last winner being Graham Cerini, who was present to award the trophy to Troy and Bradley on *Dalusalional* from SoPYC. *Noah Genda* with Ray and Gary Smith representing RPYC were within 2 seconds of winning the Championship trophy but proudly came away with the Consistency trophy.

Our best performing boats for the Seafarer were *Noah Genda* with a loss of 10 points, followed by *Pure Indulgence* with a loss of 24 points and *Cosmos* with a loss of 29 points.

Our next event was the CPYC Prize Night hosted by RPYC where the State

Championship winners and place getters were announced. The overall places and winners saw RPYC place 3rd in the Teams Event, 3rd for the Stamford Trophy (*Noah Genda*) and 1st place for Consistency for *Noah Genda* with Ray Smith receiving the Skipper's trophy and Gary Smith receiving the Navigator's trophy. We were thrilled with these results and look forward to building on them during next season.

Our final winter event was our End of Season Celebration held in the River Room.

And oh what a night it was!

We had close to 40 people join us for our End of Season Celebration. We enjoyed a lovely long table meal, celebrated the winners and place getters for the time trialling events and laughed

as the story of *Sapphire II's* misdemeanour was shared.

It was great to see not only those who participated in the Time trialling events attend but also the many friends and volunteers that were part of our events. We were joined by the Commodore, Vice Commodore, Captain Sail and the General Manager, who helped to make sure the evening was the success it was.

For the first time in over 10 years the 100 and 101 competition numbers were awarded to the championship and consistency winners.

Well done to the place-getters as follows:

Noah Genda – Ray and Gary Smith
1st Overall Club Championship – Awarded the 100 competition numbers



▶ *Pure Indulgence* –
John and Deborah Allpike
2nd Overall Club Championship
1st Overall Club Consistency –
Awarded the 101 competition
numbers

Cosmos –
Terence and Sandra Mullins
3rd Overall Club Championship
2nd Overall Club Consistency

Smooth Moves –
Gary Gliddon and Kerry Dorman
4th Overall Club Championship
3rd Overall Club Consistency

Sapphire II –
Mike and Peter O’Loughlin
5th Overall Club Championship
4th Overall Club Consistency

Juno –
Greg and Janet O’Neill
6th Overall Club Championship
5th Overall Club Consistency

Black Felix –
Geoff and Susie Harrison
7th Overall Club Championship
9th Overall Club Consistency

Bindi –
Don Brooker and Peter King
8th Overall Club Championship
6th Overall Club Consistency

Elysium –
Mark and Sandy Busio
9th Overall Club Championship
8th Overall Club Consistency

Maggie May –
Richard and Sarah Court
10th Overall Club Championship
10th Overall Club Consistency

Precious –
Gary Silcock and Vanessa
Robinson
11th Overall Club Championship
7th Overall Club Consistency

Miss TAYCOE –
Michael and Ros Coe
12th Overall Club Championship
11th Overall Club Consistency

La Nina –
Michael and Valerie Hulbert
13th Overall Club Championship
12th Overall Club Consistency

Many people came together to make this season the success it was, but the Power Boat community would like to extend particular thanks to Kate Wearn who has acted as a Power Boat Administrator over the last couple of seasons. Her dedication to setting up our time trialling season calendar and learning the vagaries of the result system, Checkpoint, together with her communications with our members and participating Kindred Clubs has contributed significantly to a wonderful season. We

will definitely miss Kate as she follows her dreams but wish her every success with her future endeavours.

Now that winter is over the Committee are working feverishly to produce a summer social calendar, which will hopefully include dates such as Club events, a Cruise in Company, twilight Time Trial and impromptu (pop-up) events.

If you would like to participate in any of our events, be it time trialling or social boating events please contact Hayden in the Boating Operations Office on 9423 5504 or boatingoperations@rpyc.com.au. It is a great way to take part in what your club has to offer and to meet other club members. We look forward to seeing you out on the water or in the clubrooms. ■



MELBOURNE CUP LUNCHEON



The last few months have been busy getting the Sailability season ready to start and supporting sailors who have been preparing for competition or actually overseas competing at International level.

We had Kylie Forth travel to Rhu in Scotland to participate in the Blind Match Racing World Championships 2018 at the Royal Northern & Clyde YC. Kylie sailed with Erin McGlew her regular crew and a partially sighted Canadian Jodi Munden who joined them on arrival in Scotland. Prior to the competition starting there was a three day Match Racing Clinic where participants gained valuable tips and tricks to take into the Championships. Even with that, sailing with an unknown crew member, from a different country was interesting, with accents and simple things like vocabulary for techniques being different. 'Goose-winging' is known as 'wing on wing' for instance, which in the heat of a competition can prove challenging. They were the only all woman boat in the competition and the least sighted winning a critical race against the USA who finally took the bronze on the podium. The crews used Sonars from the club and rotated each race and Kylie tells me they always flew an Aussie flag on the backstay. The social side of the competition was excellent apparently (whisky tasting !?), the locals very supportive and friendly and the weather, the best in living memory so they were told! The highlight for Kylie and many other sailors was meeting HRH Princess Anne who came to the Yacht Club and watched the racing on Day 4 and then met and spoke to each competitor. She is the hardest working Royal and has a passion for sailing so that was a fabulous experience for all of the sailors. Kylie and her team came fifth behind two



local British Teams, USA and Canada and is as positive and buoyant as ever. Another great effort.

While Kylie was competing in Scotland, Genevieve Wickham and Rob Crofts were busy preparing and training with their coaches in Crawley water for their tilt at the 2018 Para World Championships in Sheboygan, USA. There were separate competitions for the Men and Women in the Hansa 303 class and Genevieve sailed brilliantly to gain a Silver medal, slightly behind the Brazilian. Not wishing to steal her thunder you can read her story in a special article elsewhere in the magazine. Rob entertained us with an excellent travel diary of his first overseas Championship which we uploaded to our website – it was witty, insightful and informative and I would like to thank Rob for taking the time to keep us in touch. My favourite story from his journey is of him being wheeled in a borrowed airport wheelchair,

to a connecting flight going through security and then being stopped and frisked because there was gunpowder remnants on the wheels !! There were two fleets in the Mens competition Gold (17 sailors) and Silver (16 sailors) and Rob was in the Silver fleet. Rob did really well early on in the competition but sadly didn't make the final cut of a collective ten from both fleets to sail in the semi-finals. The final comprised the top four sailors from that series, with the winner taking the title of World Champion. Rob ended the competition at a respectable 29th place and gained some valuable competition experience. Chris Symonds from Tasmania took out Gold.

No rest for the wicked - after a quick turnaround in Perth and a few training sessions with Nickie Brown, Rob Crofts then headed to Hiroshima to compete in 2018 World Hansa Championships. Rob had a very commendable final ranking of #24 of out of a field of 34 mixed ability (some

very experienced) sailors. He sailed really well gaining a 14th place at one stage but an OCS impacted points and his final position.

While all that excitement was unfolding overseas Sailability back at RPYC was undergoing preparation for the coming season. Maintenance, training, a busy-bee, admin and offers have resulted in another over-subscribed social sailing season on Wednesday and Thursday mornings for individuals with disabilities and participants from Agency organisations. We have a great volunteer base who willingly give their time each week and Goldy from RPYC also helped us with a 'refresher' for some of our RST certified volunteers. We had our AGM in October and a new Committee has been elected and we would like to thank Tracy Odiam, outgoing President and other Committee Members for their hard work and commitment over the last year. I will introduce the new Committee next issue. ■

Fremantle Annexe



■ Clem Rogers
Harbour Master

Christmas will be just around the corner by the time you read this article. Firstly I want to wish one and all the Merriest of times and a Happy New Year and most importantly safe boating!

IN LIKE A LION!

An anecdote going back to the 19th century says that if March comes in like a lion and leaves like a lamb then spring leading in to summer would be good weather. This winter has certainly seen the weather being like a lion and traditionally we have seen late September through to the end of October pretty windy and big squalls pass through the Annexe. Watch out for this

year, if “the winds doth blow” then maybe we’ll get a fine exciting summer of boating, let’s hope for it!

On the note of big winds and swells the month of July saw swells up to 6m outside in Gage Roads, the impact of which filled the harbour higher than normal and the ducts in the northern breakwater wall took a while to flush the additional water out in to Bather’s Bay. This meant that mooring lines tightened and boats came under some stress, especially with prevailing winds in the NE/NW vectors as the lines ordinarily were being set up for SW/SE summer wind directions...an additional spring line does not go amiss.

REGATTA CALENDAR

There are no plans for any major regattas here at the Annexe for 2019 other than the S80/97 State Championships on the March long weekend and the Etchells State Championships on the 17 and 18 March.

LANDSCAPING

The grounds have been well tended by our landscapers and new hedging planted in the southern car park area, reticulation modified and garden beds trimmed, we hope you will enjoy the changes.

CAR PARKING

Talking of Car Parking, I make the annual gentle reminder that the facility here at the Annexe is “FOR MEMBERS ONLY PARKING”. I ask that you all please respect this privilege as a Member and ask your guests to use the public parking areas to the north and south. The machine allows for weekend parking as it is charged by the hour and credit cards are accepted by the machines.

GOLDEN GLOBE RACE – SUSIE GOODALL

RPYC’s HF radio at the Annexe was fired up during October to speak with Susie Goodall an English yachtswoman as she passed under us heading across the Bight. Her sponsors DHL wanted to maintain a supportive link after passing South Africa and before Tasmania and New Zealand. A short stopover of 90 minutes is allowed to drop off video in Tasmania and this will have occurred around 31st October. At the time of reading she should be entering the Pacific and heading to round the Horn. At one point some 300nm off Esperance a weather front with 70knots across the deck and 13 metre seas went over the top of her, she was knocked down twice! A plucky lady to say the least

and still the Horn and some 12,000nm of sailing to do to finish at Les Sables D’Olonne in Western France. Follow race progress at: www.goldenglobberace.com

FLARES EXPERIENCE/ SAFETY BRIEFING

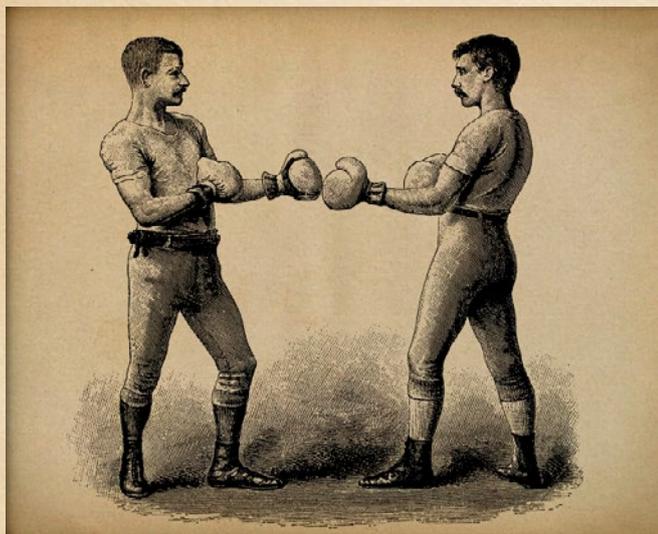
In line with upcoming summer boating an evening was held on Thursday 25th October where DOT Marine Safety Education Department through David Philpot gave an opportunity for individuals to experience firing off a flare and learning some pointers for better and safer boating, some real thought provoking scenarios including “Can you tell which flare is which?” or “Can you grab the EPIRB, send an emergency call on VHF, find the flares and put a lifejacket on in 30 seconds?” Quite clearly from those “volunteered” in the attending group to have a go couldn’t! Members of the Fremantle Volunteer Sea Rescue Group also contributed to their take on how to be safe when out on your boat. The key message was “Sign on - Sign off”. FVSRG: Ch 73vhf / Call sign VJ6 LP.

Have a wonderful 2019

Clem Rogers ■

FROM THE

Archives



Due to recent sporting activities on the jetties, I thought I might do some research on the Sporting Prowess of RPYC Members. Coincidentally and mysteriously, a newspaper article from the *West Australian* titled "Hale School Bouts", appeared in the Archive Room, revealing that several of our Members were proficient in the art of Pugilism.

At the Annual Hale School Boxing Tournament on 8 November 1940, several major fights were listed with some prominent RPYC Members as participants. It was revealed that J Langer and N (Newty) Roberts (RPYC) were figured as the best match in the three rounds for the Feather Weight Division. Langer, a clever boxer and a clean puncher finally won on points fighting of the sturdily built Roberts, whereas J (David) Foulkes (RPYC) outpointed his opponent P Winsley to win the Mosquito Weight Division. Not to be outdone, B (Brian) Guhl (RPYC) also won his fight by a knockout against J Zimbulis in the Welterweight Division.

It seems that RPYC Members have not lost their touch.

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**

MURDER ON THE SWAN

During the next couple of months, the Museum of Perth will be conducting an exhibition, "A showcase of intriguing events and unsolved crimes along the Swan River from 1832 – 1947". This exhibition has some Royal Perth Yacht content coupled with several Historical items and photographs provided by RPYC.

This exhibition brings a smattering of stories to the surface - from 1832 and a fatal riverside dual, to 1947 when a murderer went free and an innocent man died.

The Museum of Perth is located in the old Atlas Building at 10 The Esplanade Perth. Your attendance will be more than welcomed and a reminder that Viewer discretion is advised. **Exhibition content is graphic and some may find this distressing.**

TROPHY

The Archives were recently been able to source an old Power Boat Trophy. The inscription reads:

RPYC
Power Boat Races
"Cruisette"
HA White
7/6/58

Although this Trophy is not overly valuable, nevertheless it does represent the Power Boat Division of RPYC.





RECENT DONATIONS TO THE ARCHIVES

We would like to thank the following Members and Friends of RPYC.

- **Colin Sanders** – Log book of Jon Sanders Double Circumnavigation by Jack Seabrook.
- **David Rattigan** – A mint copy of Rigby's Americas Cup Cartoons.
- **Lucas Family** – A large collection of Scrap books depicting Bill Lucas, the Lucas family and their sailing careers.
- **John Rosser** – A selection of America's Cup News clippings.
- **Chris Hoskins from Adelaide** – 1983 America's Cup Challenge - Artefacts.
- **Andrea Cousins** – A rare Wedgwood *Australia II* commemorative Plate.

QUIZ

Due to the fact that *In The Wind* is delivered over several days into various suburbs, the Quiz winner will now be drawn from the hat rather than first received.

Quiz Number 54 for September

A pair of old Royal Perth Cuff Links has recently been donated to the Archives.

Can you explain why they can no longer be used?



The winner for Quiz Number 54 was Commodore Mark Hansen. His correct explanation was as follows: The cufflinks have the Tudor Crown which was used from the early 1900 to 1953 on badges etc., until the accession of Elizabeth II, when she requested it be replaced by the St Edward's Crown (with depressed arches) that she wore at her coronation". *Very impressive Commodore*. Please call to the Archive Room to collect your fine bottle of **RED**.

Quiz Number 55

In the 1908/09 Sailing Season, four new West Australian Clubs came into being – The Princess Royal Sailing Club, Victoria Park Sailing Club, The Raters Yacht Club and the Waverly Boating Club. Where was the Waverly Boating Club located?

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

"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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