



IN THE WIND

ROYAL PERTH YACHT CLUB NEWSLETTER

APRIL 2019

**AUSTRALIAN
SAILING YOUTH
NATIONALS**

**KIMBERLEY
FISHING
EXPERIENCE**

**2019 CITY OF PERTH
FESTIVAL OF SAIL
AND WARREN JONES
INTERNATIONAL
YOUTH REGATTA**

**MANDURAH CRUISE
IN COMPANY**

CLUB MARINE NORTHERN TOUR

ALSO FEATURING

- Visiting the Royal Thames Yacht Club • Flying Finns
- New Members Night • Saturday Social



Mother's Day

Sunday 12th May

9:30am – 1:30pm

To the woman who loves us when we're grumpy
Who has been there when we're happy and sad –
through our achievements and disappointments

Who cherishes us day in and day out
Whose patience often deserves a Medal
Mother's Day is the day we get to honour
and thank you.

So why not
make Mum's
day and bring her
down to the Club for
our Mother's Day Brunch.

Designed with all Mum's favourites – eggs benne,
smashed avo and feta, fruits of the forest and so much more -
she'll want for nothing more.

Face painting and activities for the kids.

Adults \$55 | Children \$27.50

Book on 9423 5511 or bookings@rpyc.com.au

Make sure you let us know how many Mums are with your booking!





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Australian Sailing Youth Nationals – check out our Superstars!

LASER 4.7 NATIONALS

Lawson McAullay

The Laser 4.7 Nationals were held at the Mersey Yacht club in Devonport, Tasmania. For the first time in a number of years we were able to spend Christmas day at home as the official regatta start date was moved to the 1st January.

We arrived in Launceston on the 28th of December and were able to get Dad's van which Harmon (my oldest brother) had delivered with the boats before Christmas after he had competed in Sail Melbourne. After a reasonably short drive to Devonport, we got settled in our accommodation at the caravan park near the yacht club.

The next day we headed down to the yacht club to set up my boat and check out the facilities before a few days of training started. I began training the following day and was lucky enough to join in with the Singaporeans who I already knew from traveling to the Singapore Nationals back in June. Over

the rest of the training days I went out with the other sailors from Western Australia while I got my head around the conditions.

The last Laser Nationals held in Devonport some 30 odd years ago lives in folklore for the windy conditions experienced. During training we experienced some big winds and some of the biggest waves and I was expecting the regatta to be like that, so I was surprised

on the first day when there was very light conditions and we were not able to get a race in. On the second day the conditions were still light and made for a tricky day of racing but fortunately we were able to get three races in and at the end of day 2, I was first overall. The wind slowly picked up as the regatta went on with the last race on day 6 being 25 knots with 4 to 5 metre swells. It was a closely fought regatta at the front end with 4 or 5

sailors in contention coming into the last day. Ultimately, I finished 2 overall behind the Open sailor Kristen Wadley from Queensland, whilst I was first in both the Junior and Youth divisions.

I was really proud of my performance and felt it was the perfect way to finish off my time in the 4.7. I plan on doing the WA States and then I will move up to the Radial class. Thanks to the Club and my Coaches



© Beau Outteridge / 2019 Oceania & Australian Laser Championships



► LASER 4.7 NATIONALS

Lili McAullay

This year was my first nationals in a Laser and I sailed the 4.7. The regatta was one of those with days of no wind at all, days with a whole lot of wind and currents that would pull you all the way down the bay as soon as you got out of the boat if you weren't careful. Then on the last day we were met with massive waves which came with the thumping wind.

We landed in Devonport a few days before the regatta so we could prepare and settle in. We went down to the yacht club early in the morning on the second day and were surprised with the size of the yacht club. We couldn't imagine how all the boats were going to fit at such a small club. We trained most days before the start of the regatta getting used to their winds and waves. It was a really long sail out along the Mersey River to Bass Strait and the tides were huge. Most days it took us an hour to sail out to the race course, the Radials had even further to go than the 4.7s.

The regatta didn't start off well with a long sail out to the course with no wind and then we sat continuing to drift for 5 hours while the start crew insisted that the wind was coming. I don't think they could believe a non

windy Devonport either! The second day was light but we still managed to get in 3 races, on the third day we started to get more wind. The windy conditions built through out the regatta from then on until the last day where it was absolutely pumping and half the fleet timed out, including me.

I finished the regatta in 35th place and was happy until dad told me there were actually only 36 boats. But despite where I came, I am still so happy with the experience I was given and all the things everyone taught and helped me with throughout the regatta. I am so grateful for the experience I got and I will always remember that I didn't capsize on the last race and Lawson did!

LASER STANDARD NATIONALS

Ethan McAullay

After competing at Sail Sydney and Sail Melbourne through December we transported our boats to Tasmania prior to coming home for Christmas. When we returned and arrived to our boats in Tasmania, we were able to get straight into it and enjoy some big windy sea breezes in Bass straight through pre regatta training. This was pretty much a totally new experience with some huge swell, conditions we just don't get back home.

After a few days of training and rest over new year, we finally were able to enjoy some racing. Except the wind had changed from these windy sea breezes to light cloud effected winds which meant inconsistent and tricky racing. Day one of sailing had no races sailed as well as a postponement on the morning of day 2. In the late afternoon we eventually hit the water for racing where we sailed in a light cloud effected northerly. I was happy with my day scoring a 14, 8, 6. Day 3 brought a bit more wind in a very shifty westerly breeze, I sailed reasonably with a 6 and 14. Day 4 was a little more tough with large wind shifts and a lot of waiting on the water. Unfortunately I really struggled to get off the startling line clean putting

me in about 30th each time at the top mark, I sailed well to recover though my results were still disappointing scoring a 20, 13 and a 12.

Day 4 of the event brought more consistent wind from the west. Though I still struggled on the start, relying on my down wind speed to pull back placings, finishing with a 9 and a 12. The last day of the event was forecast to be huge and it didn't disappoint. The first race of the day was sailed in a building 12-15 knots where I had a bad start but recovered finishing in 10th. The last race really picked up to 20-25knts and about 4-5 metre swell (and some of the biggest waves I have seen in my life.) The race was really one of just hanging on, which I didn't quite pull off, capsizing on the last run to finish 11th.

Overall this put me 12th and 3rd under 21. In this regatta I felt like I was fast and making good decisions (sailing well) though I let myself down in just not being able to start cleanly. I'm probably a little disappointed with my result though it did bring a lot of lessons and areas to focus on in training this year. I'm really excited to get back into training this year now that year 12 is out of the way. As always I would like to thank RPYC for the support of my sailing and assistance with my travel. ■



© Beau Outteridge / 2019 Oceania & Australian Laser Championships



■ Tight action in the Warren Jones International Youth Regatta.

What a start to the year

Well 2019 has certainly kicked off at a cracking pace. There have been catch-ups with the great team I did the Cumberland Cup with in London back in May last year, the Warren Jones International Youth Regatta and the Dinghy Division's Mini Series. Then a new experience for me, skippering the support team for a solo swimmer in the Rottne Channel Swim, and at the time of writing the Laser State Championships are only a few days away.

It is amazing how you can know people, but not know them well until you sail with

them in a very intense event like the Cumberland Cup team racing. We had such a good

time at that event and we all learnt so much, it has been great to see all those people since I got home. What a team and what a bunch of special friends now.

names who cut their teeth at this events is long, and when we watch the current crop of competitors we know we are looking at the future of sailing, and we know that our sport is in good hands.

The Warren Jones International Youth Regatta is one of my favourite events of the year. When I look back over the years that it has been run and look at the sailors who came here as little more than kids, for many it was their first international match racing regatta, now they are some of the best professional sailors in the world. The list of big

For those of us who have been around for a while, the Gala Lunch on the Friday of the Warren Jones Regatta is always a special occasion. While raising funds to continue the Foundation's help for up and coming young sailors, we catch up with mates we probably haven't seen since last year's lunch.



© Rick Stewart from Perth Sailing Photography

■ Warren Jones International Youth Regatta, right on the Perth waterfront.

▶ The first big event I did in my Laser after I bought it at the end of 2011, was the Argonaut Mini Series, it was the first time I'd faced competition that was bigger than our Sunday Club races, and it was great. The Mini Series has now grown into what is probably Western Australia's biggest annual dinghy regatta, which is a huge compliment to all the people who put in such an effort to make it happen, and happen well. This year there were 148 entries from all over the state and so many smiling faces.

Back in October last year I got an e-mail from my old friend Mark Turner, yes he's the guy who created the Extreme Sailing Series, was CEO of the Volvo Race and put Ellen MacArthur on the map. He is now into big swims and wanted to come all the way from Switzerland, where he lives, to do the Rottneest Channel Swim - solo. Could I put a support team together for him?

Well there's a challenge, when someone is coming halfway around the world, you want to make sure you get things right. I managed to borrow my son's Bertram 20, which turned out to be the ideal boat for the job. I spoke to a friend, Will Read, who I knew had help with the event in the past, and he agreed to join us, he is Mr Cool, Calm and Collected, he can handle situations.

My friends John & Pip Sharpe have done paddling duties for more Rottneest Channel Swims than they can remember, so when we were cruising with them off New Caledonia in October last year, I fed them some strong cocktails and asked the question. I got the right answer.

Team created! Now I just had to study the rules of the event and learn as much as possible about how to do it in the most efficient way. I attended briefings, talked to as many people as I could who had experience and got various unlikely bits of kit together.

For example, why would you need a shallow prawning net for the Rotto Swim? To hand the swimmer his sustenance mid swim, because he's not allowed to touch either the boat or the paddle board.

Whatever preparations you do, nothing can prepare

you for the stress of the first couple of kilometres on the day, boats, paddlers and swimmers everywhere. Thank goodness I had picked the A team, everything went smoothly and Mark finished in 6 hours 16 minutes, not bad for a bloke in his fifties.

We had a few beers at the other end, and Mark taught us one of his tips for long distance swimming. To get the taste of salt water out of your mouth, gargle with vodka. I don't think my morning swim at South Beach quite qualifies me for a vodka with my coffee every morning! ■



■ Mark Turner and the team enjoying a few beers after the swim.



■ Chasing down the opposition at the Warren Jones International Youth Regatta.

Photo courtesy John Roberson

© Rick Steuart from Perth Sailing Photography



© Drew Malcolm from Drew Malcolm Photography

The 2019 City of Perth Festival of Sail incorporating the Warren Jones International Youth Regatta

The 2019 City of Perth Festival of Sail, held the last week of January, was yet again another successful Royal Perth Yacht Club hosted event.

The Festival of Sail saw the 17th edition of the Warren Jones International Youth Regatta sailed in Perth Waters over 5 days of ideal conditions. The sun was out, the breeze was in and the match racing was world class. Short, sharp flights saw a top of the table battle between the highest ranked teams; local sailor Will Boulden, from Royal Freshwater Bay Yacht Club, Harry Price from the Cruising Yacht Club of Australia (NSW), Nick Egnot-Johnson from the Royal New

Zealand Yacht Squadron and Jelmer van Beek from Vereniging Watersport De Twee Provinciën (NED).

The final was raced between Boulden and van Beek which resulted in a 3-0 loss to Boulden, making him the bridesmaid for the second year running, and making van Beek the first ever European winner of the Warren Jones International Youth Regatta. It was quite a fitting end to the week, considering that this year's event was the most

Internationally represented ever with teams from Australia, New Zealand, the Netherlands, Sweden, France and the United States of America. These were the final standings for the 2019 Warren Jones International Youth Regatta;

1st Place
 Jelmer Van Beek (skipper), Rutger Vos, Robin Jacobs, Jordan Van Roojen & James Farquharson
Team Dutch Wave – Vereniging Watersport De Twee Provinciën (NED)

2nd Place
 Will Boulden (skipper), Ryan Donaldson, Damien Garbowski, Harry Hall & Niall Morrow
Alpha Racing Team – Royal Freshwater Bay Yacht Club (WA)

3rd Place
 Harry Price (skipper), Taylor Balogh, George Anyon, Josh Wijohn & Conor Mashlan
DownUnder Racing – Cruising Yacht Club of Australia (NSW)



© Rick Steuart from Perth Sailing Photography



© Drew Malcolm from Drew Malcolm Photography

► **4th Place**

Nick Egnot Johnson, Zak Merton, Sam Barnett, Bradley McLaughlin, Tim Sneddon
KNOTS Racing – Royal New Zealand Yacht Squadron (NZL)

5th Place

Tom Grimes (skipper), James Hodgson, Louis Schofield, Max Paul & Ben Vercoe
Cruising Yacht Club of Australia (NSW)

6th Place

Ethan Prieto-Low (skipper), George Boulden, Adam Brenz-Verca, Hayden Hunt, Mitch Evans & Giacomo Helliard
Swan River Sailing Team – Royal Freshwater Bay Yacht Club (WA)

7th Place

Johanna Bergqvist (skipper), Isabelle Bergqvist, Johanna Thiringer, Beata Törneman, Julia Carlsson, Hannah Lanz & Jessica Angus
Team Bergqvist Match Racing – Royal Gothenburg Yacht Club (SWE)

8th Place

Conor Nicholas (skipper), Zac Littlewood, Romë Featherstone, Caelin Winchcombe, Kai Coleman & Finn Odea
Quantum Racing – South of Perth Yacht Club (WA)

9th Place

Aurélien Pierroz (skipper), Baptiste Hulin, Marie Zugolaro, Swann Pain, Arthur Richer & Pierrick Letouze
Normandie Université Sailing Team – Société des régates du Havre (FRA)

10th Place

Marcello Torre (skipper), Conall Hansford, Owen Ready, Raffael Torre, Andrew Henderson & Ethan McAullay
Columbus Racing – Royal Freshwater Bay Yacht Club (WA)

11th Place

Clare Costanzo (skipper), Juliet Costanzo, Emily Nagel, Emma May, Ruby Scholten, Celia Willison & Charlotte Porter
Fusion Racing – Royal Prince Alfred Yacht Club

12th Place

Charlie Welsh (skipper), Robert Garrett, Nathan Jamieson, Julia Lines & Sam Wright
Red Star Sailing Team – Newport Harbour Yacht Club (USA)

The Festival of Sail also saw many other engaging events including two full-days of Free Sailing, including ‘Tackers’ & ‘Discover Keelboats’ from Elizabeth Quay, which saw over 900 people experience sailing, many for the very first time. Over 70 women experienced sailing at the Women On Water networking morning, over 90 businessmen and women competed in the Corporate Cup, over 50 volunteers and 30 garbage bags full of rubbish were collected at the Beach Clean Up and nearly 200 guests attended the Warren Jones Gala Luncheon on the final day. It was a fantastic event that would not have been possible without the ongoing support and assistance of the Royal Perth Yacht Club and its’ team of dedicated, hardworking staff and volunteers.

In 2020, the Warren Jones International Youth Regatta will celebrate its eighteenth birthday and will be hosted by the Royal Freshwater Bay Yacht Club, once again, in the last week of January.

For the remainder of this season, Swan River Sailing are looking forward to holding the Womens State Keelboat Championships and the Youth State Keelboat Championships on Saturday, 16th & Sunday, 17th March, hosted by the Royal Freshwater Bay Yacht Club followed by the Inter Club Championships on Friday 6th, Saturday, 7th & Sunday 8th April hosted by South of Perth Yacht Club and then, finally, the College Cup on Sunday, 5th May hosted by Royal Freshwater Bay Yacht Club.

Please head online to www.swanriversailing.com/regattas for more information ■



© Rick Steuart from Perth Sailing Photography



© Rick Steuart from Perth Sailing Photography

The flying Finns



■ Koper Sailing

Photograph © Luke Elliott

Since August last year I've been fortunate to be able to travel to a number of regattas in the Finn.

SILVER CUP

The Silver Cup is the Under-23 Worlds in the Finn Class. The regatta was held in Koper, Slovenia, a coastal town on the Adriatic Sea. Two other Australian's attended the event, Jock Calvert from Tasmania and Lachy Gilham from Perth. We were fortunate enough to be able to get Luke Elliott, a member of the Australian Laser Squad to coach us for the regatta.

Our pre-regatta training and the regatta itself was mainly light, we really didn't get a lot of chances to pump on our downwinds. Unfortunately, I had a tough week, and just didn't put together the performance I would have liked. My starting throughout the week was a major issue, and with a course that

required being in the front pack to take advantage of the shift on the headland I left myself too much work to do. Despite this I walked away having learnt a lot of lessons about light air Finn sailing, 32nd wasn't the result I had hoped for, but it left me with some clear areas to improve.

SAIL SYDNEY

At the start of December, I headed over to Sydney to compete in Sail Sydney. This year the regatta signaled the start of my summer program and I was excited to see how I had improved from last year. Unfortunately, Sail Sydney was a tough week for me, I really didn't manage to put into practice the things I had been working on in Perth since the Silver Cup and was made to pay by a really high

quality fleet. Unfortunately, I had once again had a long break between regattas, and Sydney harbor is a tricky place to sail, but I felt as though I was beginning to sharpen up tactically by the end of the week. In the end I finished up 20th overall.

SAIL MELBOURNE

From Sydney, I traveled straight down to Melbourne. The Sail Melbourne International Regatta was once again held at Royal Brighton Yacht Club, which also happens to be the venue for the Finn Gold Cup at the end of the year. We were fortunate enough to have many of the top sailors over competing at the regatta as part of their preparations, some participating sailors included: Giles Scott (current

Gold Medalist), Ed Wright (current European Champion), Nicholas Heiner (Past Laser World Champion), Andrew Maloney and Josh Junior (America's Cup Winners). It was a super fleet and I was much happier with my performance. I found a little bit more speed, and managed to get off the start line in better shape. In the end I finished up in 18th, right behind a few of the Australian squad members.

AUSTRALIAN NATIONALS

Definitely the most fun event of the summer, the Australian Finn Nationals held a Black Rock Yacht Club really turned it on. Overall it was a windy week, and it was great fun to test myself against some of the worlds best Finn sailors in wind and waves. I was fairly



■ Nationals Onshore



■ Victorian States

► happy with my regatta, which saw me hold onto the top guys for extended periods of time, but I just couldn't quite finish it off. In the end I finished up in 14th overall.

VICTORIAN FINN STATES

On the last weekend of February, I traveled back to Melbourne again to compete in the Victorian Finn States at Royal Brighton Yacht Club. 6 races over 2 days, in some different conditions made the trip very worthwhile to my preparation to the Gold Cup at the end of the year. I was fairly happy to walk away with 3rd place overall, not my greatest effort, but definitely a solid weekend, where I could see some of the work paying off.

Overall, I am pretty happy with my summer. To finish as the first Classic hull (older hull shape) at Sail Melbourne and the Nationals was a good result. At the Victorian States

I was fortunate to be able to charter a Fantastica (new hull shape) and I could see some solid steps coming from the upgrade. Hopefully, a new hull and mast will help me step up the order, and compete

more regularly with the front runners as I continue to prepare for the worlds at the end of the year.

I'd like to thank Royal Perth Yacht Club and its members

for the continued support they have provided me with. If you're keen to follow my progress, you can 'like' my Facebook page, Harmon McAullay Sailing. See you on the water. ■



■ Koper



Mandurah Cruise in Company

After many months and too numerous to count meetings, the day for the Mandurah Cruise in Company was finally here. After a huge response to our expression of interest, we finally had to cap our numbers as our pen allocation had been fully utilised. In the end we had 15 Power Boats depart for our Cruise in Company with nearly 50 members and guests, including two children and a babysitter.

My first duty on Saturday was to meet those departing from Crawley and to distribute quiz packs to them. At this time I had the opportunity to meet a couple that had been members of our yacht club for nine years and didn't know anyone at the Club. My response to them was that after this weekend they would know quite a few members very well.

The cruise to the Annexe was very comfortable and after meeting the Fremantle departees we were ready to begin our Cruise in Company.

After our Alpha and Bravo fleets had logged on with Fremantle Sea Rescue en masse we were advised to open the quiz packs that were

distributed earlier and to commence the competition.

We had 15 questions to answer, some nautical, some general knowledge and some brainteasers. It certainly kept us entertained for our two-hour journey.

After our arrival in Mandurah, either at MOFSC or at the Marina, we had a short break before our Meet and Greet began.

At the Meet and Greet members and guests were randomly assigned into teams, ready for the Power Olympic Games. The games hotly contested were Finska, Roll the Dice, Quoits, Bean Bag Toss and 2 Brain Teasers. It was a great way for members





► to mix and mingle and make new friends.

During the games we were treated to an amazing grazing platter, which everyone much appreciated. Our final game, Double Dice, had everyone in stitches, I can't reveal exactly how that game went just in case you might like to join us at future Cruises in Company.

In the evening we had what I think was potentially the highlight of the trip, our Tropical Soiree function. We had Louise Anton providing some background music whilst we enjoyed the buffet meal.

True to form, everyone was dressed resplendently in their bright tropical attire complete with the obligatory illuminated flower crowns, created by Deb.

Following dinner the prize winners were announced, with the winner of the quiz competition being the crew from *Black Felix*. The winning teams for the hotly contested Power Olympic Games were also revealed. The third place getters were the blue team with Sandy Busio, Sandie

Cazzoli, Commodore Mike Campbell and Commodore Mark Hansen as competitors. The second place getters were the crimson leopard team with Mark Busio, Steve Lansell and Brenton Priest as competitors. Our overall winning team was the pink team with the fantastic, Vanessa Campbell, Susie Harrison, Tracey-Ann Morris and Helen Rowbottom. Congratulations to everyone for taking part in our Power Olympic Games, in the end everyone was a winner because we had such a fantastic time.

Following our prize giving the Power Boat Committee took the opportunity to thank Kelly for everything she did to make our event so successful. There seriously was a lot of work involved but it was gratifying to see the final result.

We continued to enjoy the evening and danced the night away with Louise Anton who had everyone tapping their feet by the end of the evening.

The following morning (not too early) we gathered to be assigned to RIBs and Power Boats for a scenic cruise through the Mandurah

canals which was followed by a steamy lunch in South Yunderup.

All too soon it was time to return to the marinas for a quick swim, a nanna nap or to continue socialising, (some people couldn't get enough). By dusk we had between 16-20 at any one time gathered for a party off F jetty (where most of our boats were penned). Others enjoyed a boat cruise to a nearby Italian restaurant.

Eventually everyone started to drag themselves away so that they could be up and ready for a morning departure back to our beloved Club.

It was clear the members and their guests were enjoying themselves and we received a lot of positive feedback, a few standout comments made include the one already mentioned:

- Been a member for nine years and we don't know anyone (that definitely changed!!)
- From a long-standing member - this could possibly be one of the best

power boat events that we have ever attended

- And a comment thanking us for being so inclusive and getting everyone involved.

This is our first major social boating event as a Committee but given the feedback and apparent success of the Mandurah Cruise in Company, it won't be our last.

Very soon we will have Closing Day and the Northern Tour follows this on April 26th, which includes a yacht race and a Cruise in Company. This is another great opportunity for Power Boats to participate in a whole club event which starts from Fremantle and heads to Mindarie, overnight at Mindarie Marina, then cruise to Rottnest the next day to overnight there and finally head to the Annexe on the final day to celebrate the winners of the yacht race and to once again dance the night away.

We are excited by all the plans that are coming up for the Power Boat community of Royal Perth Yacht Club if you are too, just contact Kelly at marketing@rpyc.com.au to get involved. ■

Kimberley fishing experience

The concept of the trip was developed over a couple of long lunches with six guys seeking an experience a little different from the Abrolhos and Monte Bello adventures that we'd all enjoyed in previous years. There were timing considerations too, as not all could make it during the summer and autumn months and the Perth winters encouraged escape.

The team, all boaties except Billy, who was more interested in the World Cup soccer than fishing, had limited training sessions ahead of the commencement of the adventure and met at Perth's Terminal 1 from where direct flights to Kununurra are run by Virgin, a relatively short 3½ hour flight getting us to the tropics by about 4 in the afternoon. The first night was spent at the Freshwater East Kimberley Resort in Kununurra, a very pleasant place to rest up before the crack of dawn drive to Wyndham, the drive was a reminder of the magnificence of the Kimberley's ranges.

Joining the Kimberley Pearl we were welcomed aboard by skipper Gavin, engineer Sam, chef Andrea and deckie Georgie, setting off soon after on the top of the tide up the Cambridge Gulf, nourished by a first class fruit salad and pastries from the galley,

The six hour run up the gulf was again a reminder of the splendour of the Kimberley landscape, exaggerated by the glass calm water. The team adjourned to the foredeck for celebratory refreshments. Stopping at Helby Creek at the top of the gulf we fished near low tide with two of us each in the well-equipped dinghies named Jack, Barry and Trevor for obvious reasons. Very few hits, but Pete L scored the first barramundi of the trip, a 60cm specimen. Unfortunately, while fighting the fish Pete took a dive and wound up in the water ensuring he convincingly won the first day's stuff-up award. He was rescued promptly only a little the worse for wear.

From there we began the long steam to Koolama Bay at the mouth of the King George River dropping anchor around 2am. Awakening in the morning we were surprised to see Ponant Cruise Lines'

L'Austral cruise ship alongside us disgorging passengers onto several large Zodiacs. Several other charter and private vessels were in the area and soon the King George River resembled a highway, but plenty of room for all. King George Falls, typically impressive after an average wet season were near dry after several months without replenishing rains. Three of the team. Pete L, Paddy and Bill scrambled up the scree slope to the top of the falls, enjoying the vista of the rim of the gorge in its entirety. Even to some of the team who had visited the falls previously the wonderment of the scenery left them breathless, such is the magnitude of the gorges.

Trolling our way back to Kimberley Pearl up against the edges of the waterway with its sheer cliffs interspersed with mangroves, we found plenty of trevally keen to hit lures along with the occasional

small estuary cod. Good light tackle fun – all released.

Back at the boat, another sumptuous lunch awaited as we set off for the next destination, Vansittart Bay arriving early the next morning. An early morning fishing expedition around the rocky outcrops in the middle of the bay was productive for light tackle again yielding excellent size queenfish and some tough trevally to around 4kg. With only three of us in each of the sturdy tenders in flat calm conditions it was enjoyable fishing. The afternoon had us at Jar Island, the site of some striking historic Bradshaw art on each side of the island, accessed after anchoring close to a pearl farm with its extensive system of floats.

Steaming through the evening and arriving at the excellent anchorage in the Mitchell River about 11:30, with the



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► vessel True North nearby, a barramundi fishing plan in the morning turned up plenty of mangrove jack, blue nose salmon and a single legal-size barramundi. Water temperatures of just 21 deg were not conducive to barramundi action, but for the first time with the muddy banks exposed to the morning sun, crocodiles were seen cruising the waters. On return to the boat, lemon sharks came right up to the transom seeking a feed of fish frames.

Mangrove estuaries had appeared, creating a target for one of the main pursuits of the charter – mud crabs. Engineer Sam and a couple of the team took off with 9 nets, reappearing after ½ hour with tales of capturing five of the delicacies in one pull. The credibility of the story led to another team being recruited for the second pull, who came back with even bigger stories. The doubters were told the crabs were in a big plastic catch box in the dinghy. Yet another team was recruited for the final pull and recovery of the traps. That group pulled two nets before having to

return to the mothership for an extra box for the catch. Credibility was restored and on the retrieval of pots most of the crabs were released. Back at the Kimberley Pearl, the crustaceans were counted and the excess over the legal limit released. Calming the crabs down in an ice slurry so they could be handled before cooking in the boat's steamer took just a couple of hours after which they were stored alive.

On the move again that afternoon we headed for the overnight anchorage at Cape Voltaire awakening the next morning to scenery quite different from what we'd seen elsewhere, low scrubby hills and sandy beaches. Some of the guests opted for fishing which was very successful with barramundi, fingermark bream, mangrove jacks and trevally being the main catch. Off the moored boat, snapper were plentiful and we were joined by a couple of 3m tawny nurse or lemon sharks that obviously knew the presence of boats meant an easy feed.

Those who joined the excursion to the rock art galleries were not disappointed with the sites' Bradshaw images and the Wandjinas including one known as the grandfather Wandjina, a large halo shaped head with many other smaller heads tacked on. Kangaroo, fish and other animal images were in the same area as were other Bradshaws which appeared to have been partially covered with the more recent images. The latter site was at the southern end of Swift Bay at Muna Island.

Late in the day we motored down through Scott Strait and York Sound to Boongaree island, named after the indigenous member of Philip Parker King's voyage aboard the *Mermaid* arriving at around midnight. The dead calm morning revealed yet another change of landscape with cliffs up to 240m high bathed in the early morning sun to the west of us. But Boongaree is a fishing destination and a very successful one at that. Multiple streams with rock bars and gutters

(and crocodiles) provided barramundi, cod, jacks and fingermark. A rock structure in the middle of the main bay to the island's west held some GTs which gave a good account of themselves.

As we had been rounding the northern edge of the Kimberley, the skipper had been masterfully working the tides in his favour to reduce fuel usage and minimise transit times. Into the river or bay on the flood tide, out to sea on the falling tide. This also gave us as guests, optimum fishing conditions fishing mostly before, through and after the bottom or top of the tide. This was the case as we left Bungaree Island at the top of a 4.7m tide headed for Careening Cove, where Philip Parker King in 1820, beached his vessel *Mermaid* to complete essential repairs before continuing down the west coast then eventually to his home port of Sydney. A record of his visit was left as an inscription on a boab tree.

An overnight run in the now usual smooth sea conditions to the Prince Recent River ►





► we arrived at Camp Creek at 0400 and greeted by a sunrise of brilliant light against the sandstone cliffs alongside the entrance to the creek. Again, our group of visitors split up between those who wanted to explore the upper reaches of Camp Creek and its waterfall and the fishermen. This was when the first concerning encounter with a crocodile occurred. Anchored behind a small island and successfully catching fingermark and cod in the slack water on the runout tide, we spotted a croc of about 2½m moving toward the tender, increasing its speed as it approached. With the dinghy having only 400mm of freeboard it was unanimously decided that the best side of the boat to be on was the inside! A disconcerting situation. A quick slap of the paddle on the water just in front of its nose when it was just a metre away had it scampering in the opposite direction, it then took up a position about 15m away and watched our activities for maybe 30 minutes before losing interest. The fishing went off at that spot at around the same time so a move to a big creek heading north east off the Regent presented us with some steep drop-offs holding big fingermark and catfish. The gorge through which it flowed was topped with stands of Livistona palms.

Awaiting enough water, we made a late afternoon run to Kings Cascades, the well-known waterfall on the south western side of the gorge. Not a lot of water coming over,

spectacular nonetheless and sufficient for a freshwater shower on the dinghies. Further upstream is a waterfall known as the Amphitheatre named aptly for its high semicircular form with water pouring from its rim. Tide and debris were against a full entry to the pool below it, but all got a glimpse – saved for another day. A long but satisfying day embracing the magical scenery of the river before overnighting in the calm anchorage adjacent to Camp Creek.

Departing the anchorage at around 0730 and heading out on the ebb tide we passed through the huge St George Basin with the unmistakable profile of Mount Waterloo to our north. This is a stunning area with photographic opportunities of the mesas of mounts Waterloo and Trafalgar and St Patricks Island.

Navigating the lower reaches of the Prince Regent through Treachery Passage into the beautiful Hanover Bay, fishing lures were deployed ostensibly to pick up a mackerel or other pelagic. In reality it was to stretch the arms of our mate Paddy when we put him on strike immediately after running a bucket out on the lure, much to the encouragement and amusement of all. After “landing” the bucket we continued outside Augustus Island towards Deception Bay. Plenty of humpback whales with calves were spotted during this passage with the

anchor being dropped just before sunset. A long day of steaming through some of the most spectacular river and coastal scenery in the Kimberley.

Deception Bay is a very protected bay with a river system at each end. Upstream at the northern end is a spectacular rocky gully with a short walk over rocks leading to a freshwater swimming hole. The fishing at the headlands on either side of the entrance to the bay was some of the best experienced with big trevally and queenfish attacking lures. On the fringes of the bay close to low tide there were plenty of mangrove jacks, with one dinghy catching 8 on lures before a 2.4m hammerhead broke up the party. On the flood tide we steamed towards Doubtful Bay with the push of the southerly current getting us to an anchorage not far north of 3-ways shortly after nightfall.

Since leaving Perth we had not felt other than warm to hot. The following morning, Wednesday was the first experience of cold encountered, with a departure in the dinghies before sunrise. Into the large rivers making up the 3-ways system. It was very slow fishing with little to show for it. One phenomenon that would not be experienced in many other parts of the world was a set of reverse

rapids. Going upstream on an incoming tide, approaching a rock bar was a rapids structure where the water was flowing up-river, a reversing tidal waterfall. Within 20 minutes the level had risen sufficiently to allow us to motor up and over the rocks. The afternoon was spent fishing with good catches of mangrove jacks and fingermark as well as a black jewfish (similar to a mullet). A couple of encounters with curious small crocodiles was a further highlight of the day.

With the trip’s emphasis on fishing all were very pleased with the results to date albeit that legal-size barramundi were not prolific, not unexpected given the low water temperatures.

A short steam in the evening took us to Red Cone Creek where the next morning we arose early to fish the snags in the tributaries and the rocky shores in complete glass out conditions. Some good barra hits, but no prizes unfortunately. The visitors then split up into the mud crabbers and the water fallers. Mud crabbing being an essential activity to replace the now consumed Mitchell River cohort. The walk to the Ruby Falls waterfall was a little strenuous but the bonus of a swim in a fresh water pool made it well worthwhile. A two-hour steam to Montgomery Reef spotting ►





► more humpbacks, was rewarded with a brief session of lure trolling in what quickly became known as trevally alley. The life on this reef, apart from the coral and the gushing gullies coming down from the top of the reef held an incredible abundance of turtles, seabirds, crustaceans and fish.

A late sail had us at Boonook Bay on the mainland, by 12:30 the next morning, rising early for another early fishing session in the adjoining bays and creeks. The terrain is significantly different in the Bonaparte Archipelago, with lower hills covered by sparse vegetation. There are also very steeply bedded sections of rock creating a razor-like appearance. The bay itself is protected by the mainland to the south and east and the

remainder by rocky islands. The fishing, fickle in the morning but yielding cod, silver bream, big queenfish, mackerel and barracuda improved in the final session of the trip, with more large trevally and queenies, along with the fish of the trip, a 10kg long-tail tuna.

The last evening on the boat was spent in perfectly calm weather devouring hot fresh mud crabs from the previous day's efforts at Red Cone Creek. Following some fellowship with the crew, our resident celebrity magician Bill announced a plan to saw Georgie in half, but in the absence of an adequate saw settled for a card trick to the delight of all.

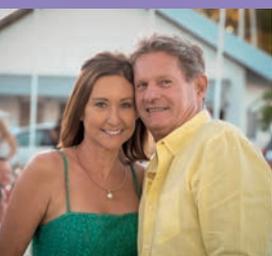
Setting off on the incoming tide towards Cygnet Bay, we

enjoyed a final dinner and discussed plans for a future trip. The next morning we disembarked at Cygnet Bay, took a light plane to Broome, another brilliant experience, then the Qantaslink flight to Perth.

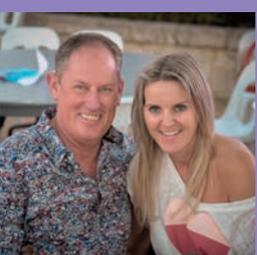
The immensity of the Kimberley coast, its estuaries, rivers and gorges and the diversity of scenery and activities are awe-inspiring. The number of charter and private boats and the recent commencement of cruise ship visits has made it much more accessible. There is no doubt that the smaller luxury vessels with experienced crews get to achieve the best visitor experience for those who enjoy getting up close to nature. The beauty of the creeks and gullies lined with mangroves and rocky cliffs

and outcrops can only be experienced in small boats or dinghies. The experience, in July 2018, our group of six had aboard Kimberley Pearl, with its outstanding crew and voyage plan was unforgettable for all the right reasons. Twelve days was a good bite size piece, it would be very easy to have more than that. Perhaps the best solution to enjoying the Kimberley is to break it into several adventures. But be quick, it is becoming a victim of its own popularity.

The essential part of an up-market charter business is to get customers coming back and spreading the word through others. To do this you need the expectations of those customers to be exceeded. Kimberley Pearl exceeded our expectations in all respects. ■



AUSTRALIA DAY



Reservations at the Royal Thames Yacht Club Knightsbridge Clubhouse

After a short letter of introduction sent by our General Manager, I was able to make reservations for accommodations at the Royal Thames Yacht Club (“RTYC”) Knightsbridge Clubhouse. I was due to be in London for a week of work and I wanted to do something a little different for my stay, so I took a gander at RPYC’s reciprocal yacht clubs and zeroed in on one of the “Royal’s” oldest continuously operated clubs. RTYC has a number of well appointed “cabins” that you can reserve as a member of the “royal yacht club” family. And, they have full-service dining making it easy to return after a full day of touring or work, relax, dine and sit amongst the history of yachting. I recall as a teenager reading about many of the world’s most accomplished yachtsmen and designers associated with sailing on the Solent and worldwide. The Royal Thames Yacht Club (along with the Royal Cork Yacht Club) was very prominent in the development of modern yacht racing.



For those of you that haven’t had the opportunity to visit RTYC, the club was established in 1775 (a year before my home country declared its independence) originally as the Cumberland Fleet by the namesake, Duke of Cumberland. The club formally became the Royal Thames Yacht Club in 1830 when William IV took the throne. RTYC has a number of facilities with the present London clubhouse on Knightsbridge being established in the early sixties as one of the “Coffee

Houses” for meetings and social gatherings. Today, the mission of RTYC is “to provide the members with outstanding yacht cruising, racing and social opportunities in the UK and internationally, building on the Club’s unique heritage, central London facilities and close reciprocal relationships with other leading yacht clubs around the world.” The London clubhouse is also closely located near Herrod’s, many nice restaurants and bars, and Hyde Park, making it easy to get out an exercise

(especially your wallet) and enjoy the area.

The Commodore’s position at RTYC is traditionally held by a member of the royal family. The current Commodore is HRH The Duke of York, Prince Andrew. The Patron of the club is the HRH Duke of Edinburgh. As many of you already know, RPYC has participated in the RTYC’s annual Cumberland Cup (Teams Racing) that is held at the Queen Mary Reservoir using their fleet of J80’s. In fact, the RPYC Team

is diligently practicing for the upcoming event in a couple of months.

The Knightsbridge Clubhouse is very stately and steeped in history. As expected, a nautical theme runs throughout the clubhouse. During my stay, there seemed to be something happening almost every evening. Fortunately, my schedule allowed me to attend a short lecture by James Grogono. Grogono was the designer of Icarus and is nicknamed ‘the grandfather of foiling’. Back in the late 60’s and early 70’s, Grogono invented the first hydrofoil conversion using a standard Tornado sailing catamaran, which was able to reach speeds in excess of 20 knots – a speed almost unheard of in that era.

What was really striking to me was my tour of the Model Room which holds one of the most extensive collection of half models in the world. Maybe only second to the New York Yacht Club’s Collection, RTYC has models ranging from the 18th century Cumberland Fleet to modern day racing yachts such as Wild Oats and Ran. The half models are arranged in chronological order around the room and are generally at similar scale. ▶



► Strolling around the Model Room you can easily follow the development of hull, keel, and rudder designs as time progressed: designs by William Fife, C.E. Nicholson, Sparkman & Stevens from the late 19th and early 20th centuries to further innovation from Doug Peterson with his ground breaking IOR “one-tonner,” Ganbare. Other pioneers that are prominent in the Model Room include Bruce Farr (Saracen), Ed Dubois (Police Car), German Frers (Hitchhiker), and Ron Holland (Imp). These designers, at the time, were pushing the envelope in keel, rudder, and rig designs. You can see the influence of this era on the simple evolution of keels from boats in our own fleet - the S80 (fin keel) to the S97 (elliptical form keel) - as designers searched for increased hydrodynamic lift at the same time seeking to reduce drag.

It’s clearly evident in the Model Room that the International Offshore Rule (IOR) dominated

yacht racing in the 70’s and 80’s which produced fast, seaworthy yachts but quite challenging to sail downwind. One of the most under rated yacht designers, but somebody that had a great influence on the yacht designs (and designers) of this era, was Gary Mull from California. From 1979 to 1987, Mull chaired the International Technical Committee (ITC) of the Offshore Racing Conference (ORC). The ORC was established in 1969 to create a single international handicap standard by combining two pre-existing dominant handicap standards. This combined rule set, became the IOR. Later, the ORC developed the International Measurement System (IMS) in the early 1990s and was widely used to the early 2000s.

Mull’s influence also extended through the development of one of the first downwind flyers in the early 70’s with a boat called Improbable. Known as the “Red Rocket,” this boat was built in New Zealand under the watchful guidance of Mull’s new



hire at the time, Ron Holland. Notable crew during its racing campaign included Doug Peterson, Skip Allan, Warwick Tompkins (“Commodore”), and Ron Holland. This project also launched Ron Holland’s career as a yacht designer and later designed Imp for the same owner, Dave Allen. Imp had a revolutionary interior aluminum space frame to take the high rig loads so it hull could be designed for minimum weight. Imp went on to dominate the “two ton”

fleet in the US and Europe. Ron Holland along with Doug Peterson and German Frers, provided much of the genesis of many well-known racing yachts of the time.

I could go on.

So, the next time you find the need to book accommodations is some far-off land, I encourage our members to first check out our Reciprocal Club listing to provide a different experience in line with our passion for sailing! ■

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23RD APRIL.

COMMODORE'S MESSAGE



■ Mark Hansen
Commodore

We are now getting to the tail end of the Summer season, and preparations are well underway for Closing Day. It is always hard to believe it comes around so quickly. There are still numerous events to be held between now and then, so make sure you get involved. Things don't stop after the end of the Summer season of course, with events such as the Northern Tour, the beginning of the winter series, Power Boat time trials, and the Commodore's Ball all on the program.

I mentioned in my last article that the Naturaliste Race will have been sailed and won by the time you received the Newsletter. At the time of writing that, it had not been sailed, but now we can congratulate the winner, Phil Sommerville-Ryan and the rest of the crew of *Huckleberry*. They did exceptionally well, winning their two division prizes as well as overall. Well done. We had a few more entries this year which is pleasing to see.

Diane and I also attended the long table beachside dinner held on the Ceremonial Deck and the adjacent lawn. What a fabulous event that was! The weather was perfect and the food and matched wines were superb, and the service exceptional. The only disappointment was that although it was a virtual sell out, there were not more Club Members there to enjoy the

experience. Make sure you come to events like this and enjoy your Club.

The Club was also host to the Warren Jones regatta this year. As is always the case, it showcased some exceptional sailing. Congratulations to the winners of course, but also to all the participants.

The RPYC Mini Series was another outstanding success with again over 100 boats participating. A big thank you is extended to all those involved in the preparation, organising, and running the whole event. It again shows how well RPYC does these things.

With both of the above events, and with the Regatta at Walpole and the various State championships all being held at the time of writing, our Club provides a large number of high quality volunteers, and I would like to acknowledge their service and commitment. Any participants should make it a point to thank those volunteers.

As I mentioned earlier, there are various events coming up in the next few months. One of these is the Annual General Meeting. This year there will be a change in the Flag Officer positions as our constitution allows each Flag position to be occupied by the same person for only two consecutive years. There is not the same constraint on the rest of the positions on General Committee. As with each AGM, there is an opportunity to put your name forward for election to the Committee.

The GC meets approximately every six weeks and is responsible for the strategic management of the Club, whereas the operational management is controlled by our General Manager. It is important therefore when considering yourself for the committee that you look at the skill set that you will bring. However, it is also important that GC is not just a board of bureaucrats, but are active Club

members, because at the end of the day we are a Club, and we need committee members that are representative of the Club Members by being amongst them.

Our Constitution does not dictate that the Standing committees are chaired by a particular Flag officer. This enables flexibility for who chairs Regatta and House committees, one being the Vice Commodore and the other being the Rear Commodore. Each member of GC (except the Commodore!) is also on at least one other Standing Committee, so there is certainly time commitment required. However, it can be extremely rewarding (not financially, there is no pay!) and enriching and a great opportunity to learn new things. If you are interested at all and would like to know more, just ask any of the current GC members.

A great example of participation by committee members at Club events was the recent Fremantle to Mandurah Cruise in Company. This event was the initiative of the Power Boat committee which is a sub-committee of Regatta. We had nearly 50 members and guests enjoying this wonderful weekend, they were joined by myself as Commodore, the Vice Commodore and the General Manager. Admittedly we were all there because we wanted to be there not because it was expected. It certainly was a great opportunity for us to enjoy the company of other members, including some we hadn't even met before.

As always, make sure you get involved in all the things happening around the Club. It is your Club, so use it.

Fair winds. ■



**NEW MEMBERS
— CEREMONY —**

TUESDAY 11TH JUNE | 6PM | WARDROOM

**Come down and welcome our
new Members in true RPYC style.**

**Why not stay on for our Italian
Feast after the ceremony.**

**Book with Gillian on 9423 5503 or
membership@rpyc.com.au**

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Easter Sunday
Brunch Buffet

Sunday 21st April | 9am - 1pm



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Even better still – bring the kids along and let them design their own loaded pancakes with choices of choc chips, berries, bananas, whipped cream, syrups and jams! It's all available from our Chefs at the live cooking station.

\$40 per person | \$20 Children aged 7-12 | Children 6 and under eat for free

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Book on 9423 5511 or bookings@rpyc.com.au

VICE COMMODORE'S MESSAGE



■ Greg O'Neill
Vice Commodore

Fellow Members,

It is hard to believe that, yet again, we are in the last few weeks of a busy summer sailing season. I hope that you have all been enjoying your Club and making the most of the activities available.

The Dinghy Division Mini Series, held in February, was a great success with over 140 boats enjoying a busy weekend

of sailing. Many thanks to all involved for such a huge effort.

There has already been a wide variety of sailing in March, ranging from State titles for the S80's and S97's sailed out of the Annexe, to Laser's at RFBYC and Optimists at FSC. Our members performed extremely well in these events and I will leave it to the relevant Captains to report in more detail. Another successful Walpole Regatta was held on the long weekend. Special thanks to all volunteers for these events.

Geographe Bay Race Week was held in February, hosted by Geographe Bay Yacht Club. Six yachts (out of 36 in total) from RPYC participated in either Premier Cruising or Jib and Main. I had a great week on *Fortuosity* with Captain Sail, coming in second overall after 4 fastest times. GBYC did a great job of organising the week, both sailing and

socially. We have had preliminary discussions about getting reinvented in the event next year in conjunction with GBYC. This will depend on the level of interest from our members and I would encourage any skippers interested in participating next year to express their interest to the boating office. We will be sharing more information about next year's event over the next few months.

On the long weekend, around 16 power boats headed down to Mandurah for a Cruise in Company. An outstandingly well-organised event and my thanks, on behalf of all participants, goes to all who were involved. Particular thanks to Kelly who spent Saturday with us at Mandurah co-ordinating activities and the evening's dinner.

Our regular social sailing events are gathering momentum and the next one is scheduled for March 23. This is the same evening as the Dinghy Division Night Race which starts at 1700 and finishes at 2300. Come down and enjoy family activities and entertainment from around 1600.

The Albany race is scheduled to depart Fremantle on April 12 and, at this stage, we have 6 confirmed entries. This is one of the premier offshore events on the calendar and I would encourage all eligible offshore boats to consider participating.

The close of the Summer season will, as usual, be held on Anzac Day with the Anzac Day service followed by the Digger's Cup with the traditional party to celebrate the end of the season following results.

The second Northern Tour will be held on the weekend after Closing Day. While timing is a little tight for yachts who wish to participate, it will be worth

the effort to get down to the Annexe early on the Friday morning to head off.

Implementation of the Club's strategic plan is progressing well. From a Regatta perspective, a number of initiatives have been implemented and, in some cases, completed. We have reached a decision on the new fleet of training boats to be acquired and owned by the Club and we are currently working through a range of funding options. The recruitment of an additional staff member to focus on members and create a bridge between on and off water activities has been completed. Please introduce yourself to Zoe Clarke when you see her at Club events.

The introduction of our windsurfing programme has been taken up with great enthusiasm resulting in a national champion already.

Youth keelboat sailing is well underway with a team participating in the Colin Mullins regatta, a qualifying event for the Warren Jones Regatta held in February.

Regatta Committee met recently to review our progress and identify the next group of strategic projects. From a list of twelve projects, we have selected three as our next focus areas – the further development of women's and youth match racing squads, the expansion and development of our race management group and increased participation in social sailing. Other projects will be worked on as well but these will be our main focus.

As mentioned, Closing Day is not that far away. Come down early for the Anzac Day service and the Digger's Cup then stay for the Closing Day party to celebrate the end of another great season.

Fair winds ■

MEMBERSHIP

Karen Koedyk, Membership Chair

Welcome to our new Members – April 2019

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

Prof. Steve Cringle, Mr Dale Harris, Ms Rebecca Mills, Mr Ben Stubbs, Mrs Shanie Alford and her children Cash and Chess Alford, Mr Boyd Mathieson and Ms Nadine Frame and their children Rhys and Dane Mathieson, Mr Andrew and Mrs Kelly Reynolds, Master Fedor Alfimov, Master Benoît Durty, Master Max Harrison, Mr Drew Bellamy, Ms Pauline Cole, Mr Andy Daultrey, Miss Shannon Hinks, Mr Con Kamaras, Dr Annalise Martin, Mr Paul Blenkinship, Mr Dale Jordan, Miss Phoebe Howie, Mr Glen Hutchinson, Mr Martin King, Mr Kevin Luttrell, Mr Andrew Matthews, Mr Jeff Milligan, Mr Ben Durham, and Mr Greg Juckert.

We welcome back Mr Oliver Dunkel.



REAR COMMODORE'S MESSAGE



■ Shawn Offer
Rear Commodore

Another summer boating season has sailed right on by and preparations are underway for the **Closing Day Party on ANZAC Day**. Obviously **feedback from members** can help the various committees improve the member experience, so please tell us what you liked and what you thought could be improved around the club for the next summer boating season. This feedback can be provided by either, emailing the club directly, or, if you would prefer to contact committee members directly, go to the **Member Directory** on the club's website within the 'Member Area' to get their details. You too can **add your own contact details** within this directory by navigating to the 'Opt In & Alerts Page' available when you first log into the Member Area. You will also notice this is where you can opt in to receive the **Race Result Alert Emails** as they are published each race day!

As with recent years, the club will hold an **ANZAC Ceremony** at 12.30pm before the **Digger's Cup** race. It is important to understand that the Wardroom is unable to open before 12pm due to the liquor licensing restriction imposed on that day. The Closing Day Party after the Digger's Cup should be a great evening and follows on the back of two bigger social nights after our Saturday Special Race Days in February and March. The March event was timed to also incorporate the Dinghy Division Night Marathon race. Check out the photos within this edition

of the magazine, on the website or the club's social media outlets. These events are only feasible if we have good support from members attending, particularly with family and friends. These days do cost the club a considerable amount of money to run and if there are a good number of people enjoying themselves, the decision to spend the money gets much easier.

Zoe Clarke, the new **Membership and Marketing Assistant** has been instrumental in organising the '**Social Party**' after the Special Racing Days. Her position sits firmly between Regatta and House to tie in the on and off-water aspects of events and regattas at the club. Zoe will also have a presence during the Saturday sailing days and will be keen to speak to all members about their experiences within the club and to gather intel for future events and parties. If you need merchandise from the club on a Saturday, Zoe is someone who can help you out on a regular racing day. Remember that club merchandise can also be purchased via the **Online Shop** on the club's website and collected from the admin office or the Wardroom.

Recently the club hosted members and their guests for **Australia Day** and held the **Club Open Day** event for the general public. On Australia Day this year there was a 20 per cent increase in the number of people who attended year on year. This was a fantastic turnout and all reports came in that it was a wonderful day. This year's Club Open Day was turned on its head by the club's management. The timing was shifted from mid-morning to the 4pm onwards and the result was amazing. By the Friday prior registrations were above 180 and they all largely turned up. With the help of some wonderful members, who we thank dearly, members of the public were taken for a little jaunt on their boats or the children had a frolic in the Optimist in the pond at the front of the club. Some of

the children also had a play on the Stand Up Paddle Boards. The kitchen team were kept busy and though the numbers were anticipated, between the public and our members the kitchen nearly ran out of all of the food. A huge congratulations to the club management and the food and beverage team for making the day a great success.

At the most recent House Committee meeting word had spread that the Regatta Committee were talking about the health and well being of club members and what the club could do to help members achieve their goals in this regard. So from a House Committee perspective I take this opportunity to remind members that the club does have a **Fitness Centre** that is free to all senior members and can be accessed for a nominal fee by other members. Get in contact with the front office to organise access if you find that your card does not allow you to open the Fitness Centre door. This centre is located on the ground floor to the east of the Twilight Bar near the side entrance to the male toilets. If you would like to work out those abdominal muscles on the water, the club also has **Stand Up Paddle Boards** available for use by members and again this can be arranged via the office.

Whilst spruiking the value component of memberships I will also take the opportunity to remind **Senior Members** of

the fact that they receive a **10% Discount** off statement when they use their charge account at the club for Wardroom purchases. This only occurs when you utilise your account and does not occur if you pay using cash or card over the bar. In a similar vein, any **House Support Scheme** (HSS) credits can only be applied if members charge items to the membership charge account for each membership that the HSS fee applies to. If you find yourself paying the HSS as part of any membership even though you do support the club via regular Wardroom purchases, not charging to your account would be the reason why.

Booking events to your club account also utilises any member HSS credits and one big event coming up that members should not miss is the **Commodore's Ball** to be held this year on Saturday June 29th. This event is always heavily subsidised by the club so value can be guaranteed. Don't miss out you can book today!

So before long the **Annual General Meeting** will be upon us, this year it will be on the last Monday in July, this year being the 29th. It is amazing how quickly the years roll past. I think my contribution to *In the Wind* is yet another marker in the year making life seem like it is passing at a startling pace. That is all for now from the Committee of Parties, Pies, Pints and Parking! ■



LEST WE FORGET

The Club will be holding an Anzac Day commemorative ceremony prior to the commencement of the Digger's Cup.

Please meet at the front of the Australia II ceremonial deck.

25 APRIL, 12:30PM

The commemorative service is open to Members, family, friends and crew.

Please be aware that all Bar Service will be suspended during the Service.

SAVE THE DATE

Get whisked back in time at the

Commodore's Ball

29 June ✦ 7 for 7:30pm

Celebrate the amazing term of

**Commodore Mark
and Diane Hansen**

Enjoy a spectacular night of fine
food, fine wine and dancing



Tickets: \$150 pp

Reserve your tickets with
Kelly on 9423 5500 or
marketing@rpyc.com.au



SIGNALS FROM THE ENGINE ROOM



■ Stuart Walton
General Manager

We have been displaying the plans and finishes board adjacent to the ground floor entry door for some weeks now and I am very pleased to report that we have received many extremely supportive comments. The only recurring question has been, 'when can we start?' As I have offered previously, if any Members would like to take a deep dive on the plans, please don't hesitate to come and see me.

SAND REMOVAL

At long last we have all of the approvals in place to allow us to dredge the sand build up adjacent to the Dinghy launching beach. We hope to start the work soon after closing day.

TRIAL OF NEW ENVIRONMENTAL SYSTEM

I am pleased to report that, in concert with local distributor Shorewater Marine, we are

about to install a 'Floating Trash Collector' called **Seabin**. The device has a pump built in and works a little bit like a swimming pool skimmer. Made in France the **Seabin** has been in service for a little while and has proven to work very well. If the trial proves effective in removing floating debris from the marina we will look to installing a few of them in areas know to suffer from rubbish build up. The unit is pictured below. ■

CCTV CAMERAS

I am pleased to report that we have completed the installation of 17 new CCTV cameras around the marina and hardstand at Crawley. The system provides very high resolution images with very few blind spots. It has been decided that the images from the new cameras will not be available on the website however if Members wish to review the footage following an incident they are most welcome to do so. The 5 existing cameras on top of the Australia II mast and looking at the drive way will remain in service thus bringing the total volume of cameras on the Crawley site to 22. Assuming the new units prove reliable we plan to install the same system at the Annexe.

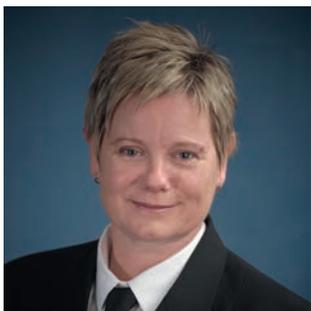
CRAWLEY BUILDING RENOVATIONS

As predicted in my previous signals the project is now ready to go to tender. Whilst we have a pre-tender estimate from our quantity surveyors the final decision to proceed will not be taken by General Committee until the tenders have been received and carefully evaluated. Early indications are that the project is affordable however the Finance Committee will be testing the financial modelling that has been done before they report to the General Committee.



■ The Seabin Project

CAPTAIN SAIL'S REPORT



■ Dr Janet Hornbuckle
Captain Sail

With just a few weeks left of Summer Keelboat Racing how has your 2018-19 sailing season gone? What are your highlights for the season? Have you been actively competing as skipper and/or crew in RPYC organised and other events? Perhaps you have been enjoying more of the social side of sailing with Thursday Twilights? Maybe you are one of our many volunteers who support our Boating Operations Team with our weekly sailing calendar or our larger regatta style events? Some of you may have been involved in all areas of on-water activity! Thank you for your active participation and commitment to supporting your sailing program.

Don't forget there are still great opportunities to get out on the water over the last few weeks of the Summer Season with our usual

weekly program including Twilights as well as special events including the Interclub Championships (5th -7th April) where RPYC will be defending the trophy, the Fremantle to Albany Race (12th April) which is the last race of ORWA's Bluewater Series, Diggers Cup and Closing Day Party (25th April) followed by the Club Marine Northern Tour (26-28th April).

I was missing in action at RPYC results for a couple of weeks recently when I took *Fortuosity* to compete in her 3rd Geographe Bay Race Week (GBRW). After a lengthy stay on the hardstand to ensure that the keel was securely attached to the hull and other essential maintenance, *Fortuosity* ventured out under the Fremantle bridges into the Indian Ocean for the passage down to Port Geographe. The weather was reasonably kind to us and the south westerly only picked up for a couple of hours on the first day as we approached Bunbury. We made good time (under motor!) on the second day arriving late morning into Port Geographe Marina. All of the marina staff were welcoming and it was great to see them racing around on bicycles to assist with mooring lines as the fleet returned to the marina after racing each day. Most of the off-water activity, including daily presentation of results,



was at Geographe Bay Yacht Club and congratulations goes to Nigel Chesterfield-Evans - Rear Commodore Race Week, Commodore Terry Compton and other volunteers at the club for running the Regatta and the social program. Whilst the program at the yacht club for presentations was good, I wonder whether returning the presentation of results to the Marina would increase the atmosphere. There were 33 boats competing across 4 divisions with 6 RPYC yachts represented at the Regatta including *Dubonnet*, *Aida*, *Variaties* in Premier Cruising and *Heaven Can Wait*, *Lady Liza*, *Fortuosity* in Jib and Main. The flat waters and lighter breezes in Geographe Bay really suited

Fortuosity and after 4 fastest places, two 1st places and one 2nd place she was placed 2nd overall in the JAM fleet. A big thank you to my GBRW crew consisting of Commodore Mark Hansen - Foredeck(!) and Navigator as he was the only one able to read the handheld GPS without glasses, John Allpike - Main, Vice Commodore Greg O'Neill, Dawn Voges and Bill Hampton - Trimmers, and finally to Commodore Mike Campbell -Tactician and Trimmer on the first 2 days who pushed us hard and stuffed up our handicap for the week! Thank you also to our off-water support crew who packed our lunches, washed our whites and kept our wine glasses

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► topped up each evening. We all had a great time at GBRW and it would be fantastic to see more RPYC yachts enjoying the perfect sailing conditions in Geographe Bay. It is certainly in my sailing calendar for next year.

My duties as Captain Sail were conflicted over the Labour Day long weekend as whilst several of our keelboat fleets were having their state championships, I had

committed to supporting the Walpole Yacht Club's 'In The Trees Regatta' which is held in the Nornalup Inlet over the same weekend.

Walpole Yacht Club (WYC) is located on Coalmine Beach and physically consists of a single room with kitchen facilities, a covered outdoor area and storage facilities. However, since 2014 the regatta has gone from strength to strength with 148 dinghies and trailer sailor

boats from 23 associations and clubs competing across 10 divisions this year. The regatta culminates in the Presentation Dinner held on the Sunday evening serving 350+ sailors, volunteers and their families in the Walpole Sport and Recreation Centre. Small practical prizes are given to each sailor placed 1st, 2nd and 3rd in each race and division with engraved trophies for championship and consistency across the divisions. The youngest competitors also receive a participation medal. So how does such a small club pull this off so successfully? This truly is a community event with an army of local volunteers along with race officials and on-water volunteers from RPYC, RFBYC, MOFSC, PRSC to support the local team. It is testament to the enthusiasm and passion of the members of WYC that sailors, race officials,

volunteers and sponsors return year-on-year to make the event the success that it is. This was the 4th year that I had joined the 'In the Trees Regatta' on-water support and I've already booked my place on the team for next year.

Whilst we are fortunate at RPYC that we are one of the larger clubs with an operational team to support club activities, the ongoing success of our club also relies on our personal sense of community and belonging. Active and committed participation in on and off-water club events by all members will not only benefit you individually, it will also enhance our club and the wider sailing community. What are you going to commit to at RPYC over the coming months? Whatever it is I'm sure you will enjoy it! Look forward to seeing you out there! ■



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EXPERIENCE A PART OF
WEST AUSTRALIAN HISTORY AT RPYC

BE PART OF THE

BATAVIA'S LONGBOAT

VISIT TO PERTH



She'll be alongside the Collector Jetty in Crawley from Friday 12th to Monday 15th April and at the Fremantle Annexe from Saturday 20th and 21st April

If you'd like the opportunity to enjoy a sail on the Longboat, please register with Tracy on 9389 1555 for:

Sunday 14th April

Times: 9am, 10:30, 12 noon, 1:30pm, 3pm

If you'd like to know more visit <http://batavialongboat.org> or search Batavia Long Boat on Facebook.



Kingdom of the Netherlands

2019 MINI SERIES



THERE'S A NEW SHERIFF IN TOWN BY THE NAME OF
CAPTAIN DINGHIES ANDREW MCAULLAY

WANTED

• **COWBOYS AND COWGIRLS** •

FOR DINGHY DIVISION PRIZE NIGHT



IT'S GONNA BE A

WILD WILD WEST NIGHT OF NIGHTS

FRIDAY 3RD MAY 2019

6:30PM

ENJOY A BUFFET DINNER AND DANCING

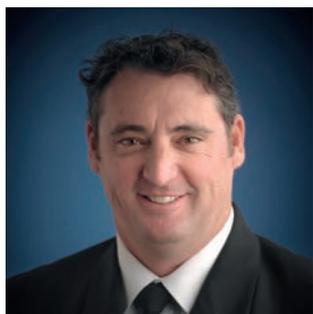
SUITABLE OUTBACK ATTIRE ENCOURAGED

TICKETS: Adults - \$44
Children under 12 - \$34
Under 8 - \$24

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



CAPTAIN DINGHIES REPORT



■ Andrew McAullay
Captain Dinghies

Strong numbers at Sunday training and racing have been a great advertisement for our Dinghy programs. Led by our Laser fleet which regularly has more than twelve sailors. Five new board sailors have joined the program, plus a number of new Opti green sailors now has us at more than twenty-three across the three Optimist fleets.



With the continued success of a number of sailors, we have now introduced the High-Performance Squad. Led by Fabio Canto, this squad will target sailors across all supported classes who have

shown a high level of ability and have their eyes firmly set on top results at international and national level. The squad will work on Nutrition, Fitness, core strength and off water regatta management, as well as the usual on water training. They will continue to work with their normal Sunday coaches, but will be extended with this program.

The Japanese Junior Yacht Club Union again sent a Team to compete in the Optimist and Laser 4.7 classes. RPYC members opened their homes to these young sailors for the week-long stay. It was great to see Hidemichi again, with another group of youngsters experiencing their first international event.

The Mini series was also a success on the water, with RPYC sailors featuring in the results:

Laser 4.7:

1st Lawson McAullay,
8th Lili McAullay and
10th Lachlan Hawkins.

Laser Radial:

7th overall and 1st Masters
Dave Hinton.

Laser Std:

2nd Ethan McAullay,
5th Scott Blanchard,
6th overall and
3rd Masters John Roberson,
7th John Winteringham,
8th Kim Morrison and
9th Chris Hopkins.

Finn:

1st Harmon McAullay,
4th Mike McAullay.

Bic Techno:

1st Jake Hindmarsh,
2nd Kai Marns-Morris and
3rd Will McAullay.

The Mini series was held on the weekend of the 2nd and 3rd of February. 147 boats took part and we had over 50 volunteers. This event in my opinion, but I am a little biased, is the best dinghy event in WA. It's so popular with sailors, that we have Classes asking to be invited.

Events like this just don't happen on their own, there is a massive amount of lead up work involved and so much to do over the weekend. Huge thanks must go to Goldy, Dean, Hayden and all the RPYC staff for all their efforts. Our canteen ladies again produced a gourmet selection, so thank you to Helen, Jen and Mary, and all the people that helped in the canteen throughout the regatta.

I could go on and on, so many people help make this event so successful. To all Volunteers, THANK YOU.



When is your CLUB OPEN over Easter?



GOOD FRIDAY:

Closed

EASTER SATURDAY:

Wardroom Open 10am till late

EASTER SUNDAY:

Easter Sunday Brunch – 9am to 1pm
Wardroom Open 9am to 6pm

EASTER MONDAY:

Wardroom Open 10am to 7pm
(Kitchen Closed – sandwiches, party pies and rolls)

► **Optimist Gold:**

1st Antun Janekovic and
4th Adam Hindmarsh.

Hansa:

1st Mike Cull,
3rd Genevieve Wickham,
4th Tracy Odium and
4th Robert Crofts.

Sabre:

2nd Kim Short and
4th Sam Best.

Congratulations to Lloyd and Skip Lissiman for winning the Tasar State Championships. For the 4th year in a row RPYC won the teams trophy, the team also included Kate and Roger Best and Kayne and Louise Binks.

Optimist State Championships were held at Fremantle Sailing Club over the March long weekend RPYC had six competitors, three in Open and three in intermediate.



All had solid performances in sometimes testing conditions at both end of the wind spectrum.

Notable results:

Antun Janekovic 4th,
Adam Hindmarsh 7th,
Meg McAullay 2nd Open Girl
and Rebecca Best 3rd
Intermediate Girl.

At the same time the Lasers held their states at

RFBYC. Thirteen sailors represented RPYC a number of these first timers to state championships. We had the most 4.7's, with seven sailors.

Congratulations to everyone and in particular to our prize winners:

Lili McAullay - 4.7 1st Junior Girl
Lawson McAullay - 4.7 State
Champion, Youth Champion
and Junior Champion

Will McAullay - 4.7 3rd Junior boy

Lloyd Lissiman - Radial 1st
Grand Master
Ethan McAullay - Standard
2nd Open and 1st U21
John Roberson - Standard
3rd Grand Master / Great
Grand Master

Fantastic results all round. ■

ROYAL PERTH YACHT CLUB

TUESDAY NIGHT DINING



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

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

A GREAT NIGHT AT THE CLUB FOR ALL AGES

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



ONLY
\$30 PP





CLUB MARINE

NORTHERN TOUR

FRIDAY 26TH -
SUNDAY 28TH
APRIL 2019



Photo courtesy of Tom Baric

*“ We had a terrific time mixing with both sailors and fellow Power Boaties. Along with making new friends, the event was super well organised. **I’d encourage all to participate!** – J.A. ”*





CLUB MARINE

NORTHERN TOUR ITINERARY

THREE DIVISIONS:

Racing, Cruising and Power Cruise in Company.

ENTRY FEE:

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

\$280 Which includes Landing Fees for two people.

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



"The Northern Tour provided us the perfect excuse to drop the mast and combine some offshore sailing with a packed social calendar - we had an absolute ball!" - M.C.



"We completed the inaugural Northern Tour last year, everyone had a great time, lovely food, good sailing conditions and great company, and we'll be back to do it all again in April." - P.S.

DAY 1

DAY 2

DAY 3



THE MARINA
MINDARIE



Day one takes the boats on a 20nm cruise up the coast from Fremantle to Mindarie finishing outside the reefs.

Stop #1: Mindarie Marina

The Pavilion – Cabana Pool & BBQ
Friday 26th April | 6pm – late

Hawaiian Pool Party

Imagine this: You're laying by the pool, in your finest Hawaiian Shirt, Pinna colada in hand. It's all possible on the first night of the Northern Tour!

So slip on your grass skirt, bright shirt & colourful Lei and join us at our Hawaiian Pool Party at the **Cabana Pool & BBQ**.

Canapés, Pool Floaties & DJ provided



On Day two you'll venture the 16nm from Mindarie to Rottneest finishing outside Phillip rock.

Stop #2: Rottneest Island

Hotel Rottneest – South Island Bar
Saturday 27th April | 4pm – late

Nautical Northern

Sailors A'hoi! Pack your finest Captain's Cap, crisp navy stripes, silky satin scarves and gather your nautical novelties to dress the part!

An Island Bar at **Hotel Rottneest** will welcome us to enjoy the sun setting over the horizon – a sight not to be missed.

A night of drinking, dancing and fun awaits!

Prizes for THE BEST DRESSED CREW each night – so get your team together & 'WOW' us!



On Day three there are two course options depending on the conditions, option one takes the fleet to Fremantle via Challenger passage, option two takes the fleet directly back to Fremantle.

Stop #3: Fremantle

Fremantle Annexe
Sunday 28th April | 3:30pm – late

Gage Roads Paella Party

Settle in to a relaxing evening at the Annexe to celebrate the final night together.

Proudly supported by **Gage Roads Brewing Co**, enjoy a selection of complimentary beers accompanied by Paella, Live Music and Lawn Games. The perfect way to cap off the festivities.

Paella Dinner - \$20 p.p.

Please ensure you book your Dinner Ticket with either Zoe or Hayden before departing.



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

"We enjoyed the 2018 Northern Tour, as it facilitated our first visit to Mindarie Marina, provided us the opportunity to meet other Members and catch up with old friends. We hope that more boats will participate this year. Extend your horizons!" – D.P.

WANT TO KNOW MORE?

Send through your questions & queries to Hayden

9423 5504 | boatingoperations@rpyc.com.au

REGISTRATIONS CLOSE APRIL 12TH, SO GET IN QUICK!



BEACH DINNER UNDER THE STARS





LET'S CELEBRATE

Italian Style

WITH A GRAND FEAST!



TUESDAY
11 TH
OF
JUNE
2019

7PM (Following our New Members ceremony)

It's a night of Italian fare and we'd love to see you there!

Bring one bring all - it's also New Members Night!

BUFFET STYLE: \$48 per person and \$24 for children under 12

Book with Gillian on 9423 5503 or
membership@rpyc.com.au



Over the last several weeks, the Division 1 fleet has been lacking in numbers. Depending on the weekend, we've had a low of one boat (*Waitipi*) making it to the start line to the most five. As of this writing, *Waitipi* is comfortably holding first place on Consistency with only a handful of races left. I encourage all Division 1 skippers to get their boats out on the water and let's have a strong finish to the 18/19 summer sailing season.

On 2nd of February, we had the last two races of the Combined Club Division 1 Series. This was a seven race invitational series that was open to all Division 1 boats from each of the host clubs.

This series is very competitive with almost twenty boats competing. *Boom* placed with a 3rd for the overall series with *Waitipi*, *Wasabi*, *Hitchhiker*, and *Time Out* also competing.

The Bricklanding Trophy Day was held on the 17th of February with five Division 1 boats competing. This trophy goes to the boat with the fastest elapse time. The race was a box start with essentially two laps up to Bricklanding A/B. *Boom* took the trophy this year with a time of 1 hour 30 minutes. The club also records the handicap finishers with *Wasabi* taking first, *Italian Job* taking second, and *Boom* third.

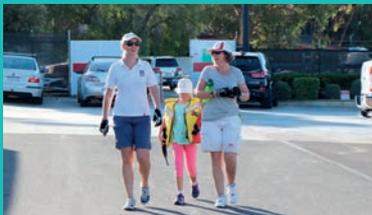
On the 23rd of February, a late afternoon start for two Windward/Leeward races were held with a social function afterward out on the club lawn. The Race Sail Committee is trying to put some variety into the summer race schedule and thought a late afternoon start would give crew some time to enjoy other pursuits on a Saturday that is otherwise taken up with the traditional mid-afternoon sail. This particular Saturday came with beautiful weather and we found that we had the Swan River essentially to ourselves. The first race was won by *Wasabi*, with *Waitipi* taking second and *Boom* third. The second race was

won by *Adrenalin Rush* with *Boom* taking second and *Waitipi* third. The club and the Race Sail Committee, in particular, would benefit from any feedback you might have regarding the format of the racing and the social function. Please send any comments to Zoe.

Finally, I would like to take this opportunity to thank our volunteers for their efforts to provide race management and safety lookout. If you (or anybody you know) might be interested in learning how a start line is set up and how a race is conducted, let someone in the sail operations office know and they can help get you out on the race committee boat. ■



CLUB OPEN HOUSE



DIVISION 2 REPORT



What an amazing way to start the New Year – an inter-club invitation race with thirty one boats on the start line. It was SoPYC’s turn to manage the event, but the RFBYC boats excelled themselves with nearly two thirds of the turnout. The host club’s boats did, however, manage to claim all the handicap podium positions with *Don’t Panic* winning over *Ballina* and *Natalouka*. The magnificent Swan 40 *Bella Gioia* was fastest on the water closely followed by *True South*.

A couple of weeks later saw the final of this inter-club Invitation Series which took the form of two short course windward leeward races. SoPYC again took the handicap win in both races with *Colusion* and *Natalouka* getting the first flags.

This finalised the 2018/19 Invitation Series and the results were incredibly close with only one point separating the first three boats on consistency:

<i>Big Diamond</i> RPYC	18 points
<i>Don’t Panic</i> SoPYC	18 points
<i>Natalouka</i> SoPYC	19 points

RPYC boats swept the board taking all top three positions for the AMS trophy:

<i>Big Diamond</i>	5 points
<i>Itinerant</i>	14 points
<i>Farr Farr Away</i>	14 points

The Monkeyfist Marine Trophy the following week saw all the yachts battling the light breeze all afternoon and our standard SW course proved to be too long – only *Big Diamond* managed to finish and with the clock ticking had only a couple of minutes to spare at the shortened Knot Spit finish line. It was disappointing for

the other crews who fought all afternoon to seek the elusive breeze but weren’t rewarded with a result.

It was great to take our new Membership and Marketing Assistant Zoe Clarke out for a late summer twilight on *Big Diamond*. With only limited on-water experience she confidently skippered the boat for most of the race and even won a bottle of wine for her efforts! Judging by her enjoyment I am sure we will see a lot more of her out on the Swan River in the future. ▶



► The second RPYC Special Event racing day of the season was held at the end of February in conjunction with the Saturday Social. The breeze stayed in long enough for the sailors to compete in both the races and still get back in time to join their families and enjoy the festivities on the lawn in the front of the club. With live music, bargain priced meals and games for the children this rounded off a wonderful day at our wonderful yacht club.

The final Special Events Day & Saturday Social will be held in conjunction with the Dinghy Club Night Marathon, which I am sure will make entertaining viewing from the clubhouse lawn. ■



SUNDAY WARDROOM BREAKFAST

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



Autumn is here, enjoy a delicious Sunday Breakfast

MAINS

Two eggs on ciabatta toast ...\$10

Chia pudding...
with fresh fruits, yoghurt, berry coulis ...\$12

Eggs Benedict...
Poached eggs, toasted ciabatta, ham, spinach and rich hollandaise sauce ...\$18

Pancakes...
with banana, toffee sauce, roasted pecans ...\$15

Open Toasted Bagel...
Served with smoked salmon, spinach, poached egg, avocado, tomato and hollandaise sauce ...\$18

Breakfast burrito...
Bacon, egg, sausage, spiced beans, cheese and avocado salsa ...\$16

Skipper's Kippers...
Served with toasted sourdough, scrambled eggs, grilled tomato, spinach ...\$18

RPYC Big breakfast...
Toasted sourdough, bacon, pork sausage, grilled tomato, hash brown, beans and fried egg ...\$23

SIDES

(can be added to any main dish)

Grilled Bacon ...\$5

Beans ...\$4

Grilled chorizo sausage ...\$5

Hash brown ...\$4

Sautéed mushrooms ...\$4

BEVERAGES

Apple, Orange, Pineapple Juice ...\$3.00

Coffee ...\$4.50

Selection of teas ...\$4.50



FARR 9.2 REPORT



Another two races in the Swan River Metro Series are complete, so we're getting close to the sharp end of the Farr 9.2 racing season. In between races, we have noticed a few of the boats disappearing from their pens for a cheeky hull clean, and a few of the skippers have been spotted in the water wearing diving gear - fortunately, only in proximity to their own boats! All signs point to another hotly-contested series.

Heat five, hosted by Royal Freshwater Bay Yacht Club, had the entire fleet finishing in just over 90 seconds corrected time, with plenty of changes of placings over the race to keep all the teams on their toes. Breaking away from *Farrlap* (Andrew Hossen) at Bricklanding A for the homeward leg, *Elusive* (Richard Brisbane-Cohen) took the fastest flag, as well as second on handicap. *Frenzy* (Murray Rowe) continued their streak of great form to finish first on handicap, and *Lionheart* (Warren Westaway) at third.



Back at RPYC, heat six had the 9.2s out in plenty of sun but a shortage of breeze. The light and variable winds had all boats raising and lowering their spinnakers at least twice between the day buoy and Bricklanding A, keeping the foredeck teams busy in the heat. Even after the shortened course, only four of the fleet made it back before the time limit, with *Itinerant* (Commodore Mark Hansen) home first and fastest, followed by *Elusive* (Richard Brisbane-Cohen) second and *Seahawk* (Pat Jones) third. *Farr Fetched* (Bruce Meakins) just made it across the finish line in time, but the rest of the fleet weren't as fortunate. ▶

► With six of the eight races of the metro series complete, the interim results are looking very close, with only a point between *Farrlap* and *Elusive* at the top of the ladder on championship results. Consistency results are just as competitive, with *Frenzy* and *Lionheart* vying for first, also separated by a single point. The next two races – heat seven at Claremont Yacht Club for their historic Commodore’s Cup, and heat eight at RPYC for the Allan Coutts Memorial race – should be a great finish to this competitive series.

Continuing the competitive theme, the annual Farr 9.2 Lady Skippers’ Championship was held on the 28th of February, and, like previous years, brought some serious rivalry between the boats racing. A decent amount of wind and a superb sunset provided great sailing conditions for the evening race. Regular competitor Sarah Liddiard finished first and fastest racing *Farrlap*, Fiona Laing on *Itinerant* took second place, and Jen Leen on *The Black Smoke* third. Following closely,

Yolande Bennett brought *Frenzy* over the line fourth.

It’s almost that time of year again where the fleet sails down to Rockingham for the Farr 9.2 State Championships, hosted by The Cruising Yacht Club. This year, it’ll be happening on the 30th and 31st of March. For those unfamiliar, our State Championships consists of a weekend of racing, of several windward/leeward courses and one around-the-buoys race on TCYC’s weekend courses. This year is looking to be well-attended by the fleet, so should again see some great racing, as well as the fantastic social events run alongside!

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. ■

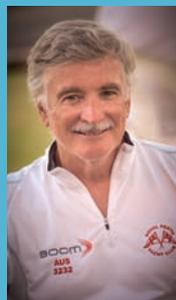


2019

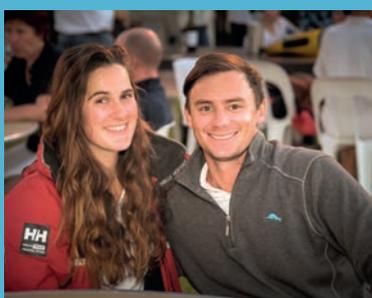
RPYC
upcoming
events for
your diary

save the date

12TH APRIL	Albany Race
19TH-22ND APRIL	Easter – no racing at RPYC
21ST APRIL	Easter Sunday Brunch
18TH APRIL	Closing Twilight
25TH APRIL	Diggers Cup and Closing Day Party
26TH-28TH APRIL	Club Marine Northern Tour
3RD MAY	Dinghy Division Prize Night
12TH MAY	Mother’s Day
15TH MAY	Hyatt Regency Perth Summer Series Presentation Lunch
19TH MAY	Frostbite Race 1
25TH MAY	Gra Rosser CPYC State Heat 1
2ND JUNE	Frostbite Race 2
11TH JUNE	New Members Night and Themed Dinner
29TH JUNE	Commodores Ball



SATURDAY SOCIAL



S97 REPORT

John Bailey, Fleet Representative

Congratulations Alistair McMichael and the *Silver Fern* crew who sailed a most consistent regatta over the March long weekend to take home the S97 State Championship and the Frank Farrelly trophy.

Alistair showed us why he is regarded as a world class skipper with his brilliant tactics and calm approach on the race course. His wife, Judy, as team manager and middle of the boat person on strings was the other half of this dynamic duo ably assisted by their five team mates.

At the end of Day 1 of the regatta, Mark Hannaford, and *Deja Vu* had three wins and a third and were looking hard to beat. However, the fleet was ready to take up the

challenge and at the end of eight races there were five different heat winners. *Deja Vu* was relegated to a commendable second place overall. Simon Plunkett and the *Terra* crew sailed really well to fill the final spot on the podium. *Total Recall* took out the handicap honours.

On Owen Anchorage it's always champagne sailing with perfect water colour and a variety of breezes. Back at the Annexe Clem, RPYC harbourmaster was the perfect host, as always, and the vibe post race was brilliant. Thanks to Jeff Crookes and the S80 committee for once again letting the S97s share this great event. ■



■ S97 State winners

ENDEAVOUR 24 REPORT

By Man Singh

THE ENDEAVOUR LIFE CONTINUES, BY ONE OF THE LUCKY FEW (TO OWN AN ENDEAVOUR)

The Endeavour 24 National and State Championships were conducted out of Royal Perth Crawley over the March long weekend. These dates have been a long held tradition for the Endeavour fleet, stretching back over 30 consecutive years.

A small though enthusiastic fleet competed for this year's honours, with defending National and State champion Mark Dymond (*Mistral*) and JAM champion Bob Davis (*Little Tiger*) tuned up and rearing to go to defend their trophies.

Race one started in a 10 knot sea breeze, with the fleet lined up evenly – *Mistral* 2 boats lengths over the line at the starting signal, and the rest of the fleet tightly bunched, just behind the line. Is that the normal definition of even? *Amber* (Peter Cook) sailed well to record first in the open fleet, with *Little Tiger* showing a clear pair of heels to the JAM competition. Was this an omen of the future?

Race two started in 15 knots, with the wind building to over twenty during the race. *Mistral's* new starting technique of being behind the line appeared to work well and she took out first place, with *Vagabond* (Tony Finch) following behind. *Little Tiger* was attempting another clean sweep and came first in JAM.

The wind continued to build before race three, and *Little*

Tiger decided to retire before they damaged their highly tuned, minimum weight, high performance Endeavour 24 yacht. Alternatively, was it that they had run out of beer and the bar was beckoning? Who knows? Ask Bob Davis himself for the truth next time you see him.

Vagabond completed only one lap (of the two lap race) and went straight to the finish line, resulting in a score of did not finish. Obviously, with three accountants on board, counting was not their strong suite.

The end of Day one saw *Mistral* one point in front of *Amber*, who was one point in front of *Vagabond*. In the JAM fleet, *Little Tiger* was tied with *Mindarie* (Ian Passmore) for bragging rights.

Day two was forecast for more strong winds, which did not arrive, leading to a very pleasant days sailing, with *Mistral* showing off her speed and easily taking out the National and State Championships, with *Amber* close behind. Bob Davis packed sufficient beer for day two and did not need to retire early, allowing him to retain his JAM fleet trophy, which was probably a good thing, as rumour has it that the trophy has been bolted to Bob's mantelpiece for some years now.

Thanks to everyone who competed plus our great band of helpers, including Sandy Dunn, race officer (from SoPYC), club stalwart Gerry Purcell, Pat Giles (Div III) and Helen Dymond.

A great time was had by all. ■



GUEST CHEF AND NEW MEMBER NIGHT



WE'RE EXCITED TO INTRODUCE YOU TO HAYLEY



Growing up in the Ferguson Valley I have always had a strong ambition to become an events manager. My first job in the events industry was for a not for profit, the Val Lishman Health Research Foundation, at the age of 17, in which I assisted in organising fundraising events that raised money for autism research.

In 2015, I moved to Perth to attend university. I studied a Bachelor of Arts Majoring in Event Management, Tourism and Public relations at Murdoch University. While studying I began pursuing internships with a number of event companies to gain experience and to figure out exactly what type of events I was interested in. While some of the internships I undertook were focused on smaller corporate social functions, the main company I worked for was Offworld Productions, which organises large music festivals. After interning for a few months I was employed as an assistant event manager and stayed in this role throughout my time at university. I gained invaluable experience in managing large public events with multiple facets and improved my skills in multitasking and coming up with creative solutions.

After graduating university at the end of 2017, I decided to move away from the music festival industry to focus on smaller private functions. I was employed by Hyatt as an event sales executive and worked in the hotel for a number of months before transferring to the club to temporarily cover Annabelle's maternity leave. I thoroughly enjoyed being a part of the club and experiencing the sailing season over the summer months. When Annabelle moved back to the hotel to pursue her own career goals, I was given the opportunity to remain at the club permanently, which I immediately jumped at.

I could not be happier about the move to the club and am very excited to get involved in the clubs activities and get to know all of you. How can I help you at the club? In my role, I'm here to help you plan your special occasions such as birthdays, engagement parties and weddings. My role doesn't stop there, I can help you organise meetings and corporate dinners. One of my favourite events to organise are the association prize nights, it's fantastic to see so many of you celebrating achievement. So please know I am here for you to help make your events a success. If you haven't met me yet I'd love for you to pop into the office and say hello or you can reach me on 9423 5509.



CHEF'S CORNER

Vietnamese Rice Paper Wraps

WRAP

Ingredients:

250g Bbq pork (sliced into thin strips)
12 x Prawns (large cooked)
12 x Rice Papers
1½ cups Shredded lettuce
1 cup Glass noodles (soaked in boiling water to soften)
½ packet Snow pea shoots
12 sprigs Coriander
24 x Mint Leaves
50g Cashew nuts (crushed)

PREPARATION

To start, make sure you have all your ingredients ready, then fill a baking tray (big enough to soak rice papers in) with warm water.

To soften the rice papers, place them in the warm water for about 20 seconds, then remove and shake off any excess water and lay on a clean tea towel.

Next, place some lettuce and noodles in a line across the middle of the wrap, then lay all the other ingredients on top.

Fold the rice paper over to form a semi-circle, fold over the ends then roll up tightly.

SAUCE

Ingredients:

1 Tbsp Palm Sugar
2 Tbsp Lime Juice
1 Tbsp Fish Sauce
1 red chilli
1 shallot
Soy Sauce to taste

PREPARATION

Finely slice the shallot and chilli, add the palm sugar, lime juice and fish sauce, then mix and taste. Add soy until the sauce is to your liking.

OFFSHORE REPORT

A FINE TAIL OF HUCKLEBERRY (THE 71ST BUNBURY AND RETURN OCEAN RACE)

A year ago we witnessed the trauma and tragedy of the 70th Bunbury and Return Race. Twelve months on, and after a tumultuous year, the 71st version of this 170 NM race rolled around: and it was as if the scriptwriters were at the helm.

Twelve yachts started the race. Each one hoping that the 'perfect Rottneest Swim conditions' would in fact transform into a breezy 24 hours. It was not to be.

The fleet headed out to the western windmills, in a fickle 10 knots of breeze, turned left, and many headed south. As the sun set on that balmy Friday evening, each of the fleet chose their fate. Some made the decision to head west towards Madagascar, hoping a building breeze would bring them in to Bunbury at speed. Others chose to stay inshore hoping to benefit from breezes coming off the land.

Huckleberry with his wily skipper on board, decided to

head inshore. They had a date 11 NM off Bouvard. There, they toasted and shared beer with greatly missed friends. Also on board *Huckleberry* was Cameron Biddle, a crew member on that fateful night 12 months ago, Bill Henson the Offshore Capt. of FSC and Skipper of *Circa*. *Circa* was heavily involved in the search for survivors last year. The others on board were new to *Huckleberry*. I am not sure they realized they were involved in a movie script. *Huckleberry* was the cavalry with the karma crew on board.

Darkness fell, the moon rose, we could see the lights of the distant masts as the fleet searched for that elusive breeze and attempted to avoid the dreaded cray pots in the water (for those inshore). As the sun came up on Saturday morning, *Huckleberry* was mid-fleet, almost riding the breaking waves on Preston Beach, with her big blue and white kite filled.

Those who stayed a little further west were struggling to keep moving, and according to the AIS, those who had gone via Madagascar may have been on to something, and



■ Waiting for a breeze

were returning to Bunbury with a puff of speed.

Atomic Blonde, the other RPYC yacht in this race, was not enjoying those conditions. Weight was moved around

the sides, a bit of sleep, and finally pulling up the A1.5 to chase *Huckleberry*. Trimming the kite as we gybed behind her it was hard to not have a quiet grin about the possible fairytale ending of this race.

Atomic Blonde turned at Bunbury at about 4pm on Saturday, putting up a Code 0, to head north, *Huckleberry* was just astern. He was apparently 10 hours ahead on corrected time at this point. The gauntlet was really down.

Those who had turned early got away quickly from Bunbury, heading for home. They were also able to capitalize on the available breeze before it shut down. For those caught further back in the fleet the breeze died. Once again the fleet crisscrossed in front of each other, as we searched for zephyrs of wind. *Huckleberry* decided (as his skipper says), to take the most direct route home—a straight line! The



■ Sunset Saturday night



■ *Huckleberry* inshore riding the break at Preston Beach



■ Finished

► night was so still we could hear Saturday night partying on the shore. The moonlight on the water helped avoid even more cray pots.

Atomic Blonde moved slowly, but we did keep her moving. Hours of painstaking kite trimming were rewarded with a top speed of 4 knots at times! The fastest yachts had made it to the finish in Fremantle in the early hours of Sunday morning. *Atomic Blonde* was some hours later at 7am. An hour later *Huckleberry* made his way triumphantly to the VIP Jetty (as has become his habit!), at

FSC, knowing they had beaten the fleet on corrected time by sailing to their handicap. Later that day there were cheers and a few tears at Royal Freshwater Bay Yacht Club as sailors gathered to remember our lost friends, but mostly to raise a glass to the Cavalry on *Huckleberry*. Newer, or nominally faster vessels may have been disappointed not to have won, but all agreed that it was the script writers dream and all were happy with the result.

The 71st Bunbury and Return Race will be remembered for being the longest for 29

years. But the result was a great one. 1st *Huckleberry* (Phil Somerville-Ryan by 17.12 mins), 2nd- *Checkmate* (Geoff Bishop) and 3rd *Joss* (Ian Clyne).

THE REST!

As I write this, the fleet is preparing for one of it's favourite events of the year.

The Halls Head and Point Robert Return Ocean Races.

There are four RPYC Yachts entered.

Atomic Blonde.
Huckleberry.
Wasabi.
Wyuna.

It is great to see *Wasabi* back out there; defending the Mandurah Cup, which she won last year. The weather looks bleak for sailing though.....you have to wait and see what happens.

The Albany Race is now coming up really quickly. It would be fantastic to see a few more entries form RPYC. If interested you must act quickly, as there is preparation to be done. Hayden or Dean will be happy to assist you. ■



■ Winners. L-R Geoff Bishop, *Huckleberry* Phil, and Ian Clyne



■ Happy crew

S80 REPORT

The inaugural S80 South West Championships, held at Koombana Bay Sailing Club over the Australia Day long-weekend, were not just a hugely rewarding success for the hard working volunteers and organisers, but also a sheer delight for the seventeen S80 sailors making up the four visiting crews from RPYC. The club extended a very warm and friendly reception and gave us two days of very enjoyable competition on that lovely stretch of water, with even the famous Bay dolphins turning on a good welcome.

Local S80 owners Barry Garvey (*El Bandido*), Keith Bryce (*Flying Circus*), Ben Olsthoorn (*Afrayed Knot*) and Peter Swanson (*Still Dreaming*) were very generous in lending us city folk their boats for the event, alleviating the need to sail our own boats south in what would have been challenging conditions in the lead up to the event.

In sometimes variable and challenging breezes, the RO David Pilbeam and his team set some great courses. Placings for the regatta were nailed by three KBSC boats – 1st Phil Slee (*Miss Behavin*), 2nd Ray Leguire (*Rum Runner*) and 3rd Rishi Origioni (*Engarde*). David Hepburn



Photos courtesy Richard Koedyk

(*Afrayed Knot*) took out the consistency 1st place.

The fantastic social atmosphere at the club over three nights was further embellished on Saturday night with the City of Bunbury Australia Day fireworks right on the doorstep. A delightful 'touch of class' high-tea was also served on Sunday afternoon for those non-sailing partners who made the trip.

Thank you KBSC – the S80 South West Championships

is now an annual feature of the S80 calendar and we are definitely on for next year!

February brought a very sad note with the untimely passing of long time SoPYC S80 sailor and committee man, Wally Philippe, or as he was known to his *Front Up* crew – The Admirable Wal. Wally was a formidable on water opponent; a very humorous individual and regarded as a kind and true gentleman to all of us he ever came into contact with. In

addition to his outstanding lifelong sailing pursuits, Wally was a football fanatic, golfer, former squash player, a keen traveller and a well loved family man. A celebration of Wal's life was attended by some 250 plus people at Fremantle Cemetery on Friday 1st March and was a fitting tribute to a life well lived. Our heartfelt sympathies go out to Faye; to Wally's sons and their families.

The 2019 S80 State Championships were sailed



► at Owen Anchorage over the 2nd – 4th March Labour Day weekend. Twelve entries made the program this year, including four visiting boats from Koombana Bay Sailing Club and a team of young guns on the S80 Association training boat *Grand Piano*.

The RO John Hassen and his highly skilled team staged some excellent courses making absolute advantage of the prevailing conditions over three days of racing. The wind gods were smiling (mainly) and gave us some great conditions with champagne sailing on Sunday afternoon and Monday.

Individual race results <https://www.revolutionise.com.au/s80yawa/racing/2019-s80-states/> show how close the racing was with a good mix of individual heat winners across the weekend with no clear outcome until Race 8 was completed on Monday morning, creating some anxious moments to the last.

After three-years of determined campaigning, careful planning and dogged determination, Phil Slee (*Miss Behavin*- KBSC) took out the Championship on 16 points to Ray Leguire (*Rum Runner* – KBSC) on a close 17 points and Mark Gooding (*Shadowfax*-SoPYC) on 21 points.

Series consistency 1st went to Dave Beresford (*Sweet Babs* – RPYC), 2nd Ray Leguire (*Rum Runner* – KBSC) and 3rd Darrin Tinley (*Escape* – KBSC).

Congratulations to the winners and well done to all who competed in what was a highly successful regatta.

The Ron Tough Match Racing Regatta will be sailed on Saturday May 11th at RPYC. Any non-S80 owner wishing to take part in this event is welcome to get in touch now and secure a boat. The NoR and SIs will be published in due course.

Happy sailing ■



All too soon it will be time for us to say goodbye to Summer, but all is not lost for the Power Boat community of Royal Perth Yacht Club. As you will have read in our article on the Mandurah Cruise in Company, we have been busy on the social boating front.

Just prior to the March long weekend we had our Club Open Day, this day was a huge success with over 200 people attending. Many were given the opportunity to take a short cruise on the Power Boat, *Sapphire II*, whilst these people may not rush off to buy a boat, it did give them a taste of what our club has to offer.

You will have noted that the date for the Northern Tour will be shortly upon us, this is

a fantastic chance for Power Boat members to once again Cruise in Company before winter emerges.

With winter comes the Time Trialling season for Power Boats. For those who are unaware, Time Trialling is a great way for members to use their boats during the winter, learn the vagaries of the Swan River, to locate the navigational marks and to socialise with other members.

To compete in Time Trialling events a vessel capable of navigating at a speed between 5 and 15 knots under power is required. You will also need timing devices, map of the course, a club burgee, competition boards (available from Dean in the Boating Operations office) and a navigator (also

affectionately known as a naviguesser).

The objective of time trialling is to navigate a set course between fixed marks on the river at a nominated speed and to arrive at those marks at your allocated time to the second.

A Notice of Race will be circulated prior to our first event in May and will outline which events will constitute our 2019 time trialling season.

An invitation is extended to anyone interested in competing in time trialling to come aboard one of the already competing boats to experience what this sport is all about.

We also are looking for people who would like to join our

volunteer pool as Check Point Marshalls. This involves identifying the Power Boats as they arrive and to note the time they pass the mark you are manning.

More comprehensive information on time trialling is available under the Power Boat section of RPYC's website.

Winter is not all about competing, so for those who'd rather barrack from the sidelines, we plan to also have social events to participate in.

If you would like to investigate further about time trialling at Royal Perth Yacht contact Dean at bso@rpyc.com.au

We look forward to either seeing you out on the water or at the Club in the near future. ■



WHEN CAN YOU DINE AT THE CLUB?

BREAKFAST

SUNDAY 8:30am - 11:00am

LUNCH

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

DINNER

TUESDAY NIGHT 6pm - late
Buffet - changes weekly
FRIDAY NIGHT 6pm - late
Grill - A la Carte



Celebrate the Winners

The presentation lunch for the Hyatt Regency Perth Wednesday Summer Series will be held on Wednesday 15th May.

Join your fellow sailors in the Wardroom from 1230 for lunch, with the announcement of results and presentations taking place from 1315.

A BUFFET LUNCH will be available for \$35 pp.

Sharing lunch with your crew and competitors is a great way to see out the summer and welcome in the winter one.

Find out who in your fleet are the winners of the coveted trophies and wine glasses – it may even be you!

Please book tables for five or more people in the Wardroom on 9423 5511.



GET INVOLVED WITH TIME TRIALLING AT RPYC

TIME TRIALLING EVENT CALENDAR 2019 SEASON

POWER YACHT STATE CHAMPIONSHIP HEAT 1

Saturday, 25 May 2019, 14:00, CPYC

INVITATION RACE POWER LLOYD ANDERSON RACE

Sunday, 9 June 2019, 10:00, CYC

POWER YACHT STATE CHAMPIONSHIP HEAT 2

Saturday, 22 June 2019, 14:00, CPYC

CPYC HEAT 1 & 2 DINNER

Saturday, 22 June 2019, 19:00, RFBYC

INVITATION RACE POWER TI TU TROPHY RACE

Saturday, 6 July 2019, 14:00, SoPYC

POWER YACHT STATE CHAMPIONSHIP HEAT 3

Saturday, 20 July 2019, 14:00, CPYC

POWER YACHT STATE CHAMPIONSHIP HEAT 4

Saturday, 17 August 2019, 14:00, CPYC

CPYC HEAT 3 & 4 DINNER

Saturday, 17 August 2019, 19:00, CYC

INVITATION RACE POWER KYLIE CUP TIME TRIAL

Sunday, 25 August 2019, 10:00, RFBYC

INVITATIONS RACE RPYC SEAFEARERS TROPHY

Sunday, 15 September 2019, 10:00, RPYC

CPYC PRIZE NIGHT DINNER

Friday, 20 September 2019, 19:00, SoPYC

END OF SEASON CELEBRATION DINNER AT RPYC

Tuesday, 1 October 2019, RPYC



TO REGISTER YOUR INTEREST OR FOR ANY QUESTIONS, PLEASE CONTACT
Dean Motteram in the Boating Office on 9389 1555 or bs@rpyc.com.au

STARTING OFF WITH A SHORT PLEA ...

Do any of you or your sailing friends have any old Personal Flotation Devices or Life Jackets that you no longer use or need, children's ones as well, that you could donate to Sailability please? If so, please drop them over to the Sailability office - we'd love to have them!

A great deal happened at the tail end of the year which was fun and exciting. Genevieve Wickham was announced as the WADSA Sports Star of the Year for her sailing successes over the last year - big Congratulations to her on gaining another gong!



In November we had Gian De Polini from the ABC down to join us at Sailability. He met, interviewed, videoed and photographed participants, carers, family and Volunteers at the Wednesday social sailing session for an article in his series looking at human inclusivity. We also had a guest from Sailability UK visiting us that day so he got to join in as well. The result

was a piece on ABC Online News, ABC Radio 720 and ABC Facebook. To see his interesting story please visit the Sailability Website www.sailabilitywa@rpyc.com.au or our Facebook page **Sailability at RPYC** where we have reference and links to this interesting day.



In early December two of our sailors, Genevieve Wickham and Rob Crofts, went to Melbourne to sail in the inaugural Australian Para Sailing Championships held at Royal Brighton Yacht Club, held in conjunction with the Sail Melbourne International Regatta. The weather was varied on the days of sailing which on this occasion suited Rob who gained a Bronze medal - his first podium finish after only a year of sailing - well done Rob! Many Congratulations.

Volunteers are the backbone of our program - we have over 40 on our books (always looking for more who are free on Weds/Thurs mornings!) and without them we wouldn't function. As a thank you two joined the Co-ordinator and attended an afternoon tea for 'International Volunteer Day'. In splendid weather Billy Bradbury from the Wednesday group and June Tognolini from the Thursday group enjoyed a few hours in the gardens of Government House where Volunteers at large were entertained, enjoyed afternoon tea and were thanked by the Governor

of WA, His Excellency the Honourable, Kim Beazley for their service - it is a way of the State thanking them.



Starlight Children's Foundation and Swan River Sailing hosted an event at RPYC to give sick children and their families a fun day out. Two of our Committee Members (Peter Sim and Gary Griffiths) offered their fully crewed boats for the day and we also used the floating pontoon from Fishability *Nev Thomas* to give the children and families the opportunity to experience some time on the water. Shore-based Volunteers once again gave their time willing to help get the participants ready and on/off the various boats. There were also a lot of activities on shore for those unable or not keen to sail.



At our Volunteers Wednesday Christmas Lunch held in the Wardroom we also presented the 'Volunteer of the Year Perpetual Trophy' to Frank Rennie. Frank has been involved in Sailability for a long time and has adopted one of our boats, *Eric-O*, and skippers her on Wednesdays. A committed cheerful Volunteer Frank is always happy to help out with maintenance, 'busy-bees' and also fundraising by selling his handcrafted wooden pens and donating the total to Sailability. His pens are used as far afield as UK and Italy!!



Recently three of our sailors participated in the RPYC Mini-Series. There was a Hansa Liberty fleet of five that competed and two of our sailors reached the podium. Experience was key as the weather, again, varied on each day so Mike Cull took out 1st place with Rod Angwin from down south in 2nd and Genevieve Wickham locked in 3rd on a count back. Peter Sim took out his little motor launch as a spectator boat which got us up close to the action. Thanks to the various support workers and Volunteers who helped on the day.

If anyone else would like to become involved with Sailability - please do get in touch we enjoy welcoming new people. ■

FREMANTLE Annexe



■ Clem Rogers
Harbour Master

for S80 and S97 Association fleets. With some combined yachts in the harbour and one hundred or so sailors on site there's never a dull moment. The weather this year right the way through Saturday to Monday was the best in a long time and gave a good variety of conditions with racing down to the wire on the last races to decide the victors.

For a change the results and prize giving was held at the Annexe and Mr Paella served up some excellent food to satisfy all appetites. The photos supplied

hopeful give a flavor of the true spirit of Club racing that the two Associations offer.

The end of March sees another State Championship unfolding with the Swan River Etchells Association hosting the event at the Annexe, the prelim to a big year in 2020 for the Etchells with "The Worlds" being held in Fremantle. Watch my column in *In the Wind* for information as it becomes available for this major yachting event in the racing calendar.

ELECTRICAL SHORE POWER CABLE IN DATE TAGGING

During November it was noted in my column that all shore power cable need to be tagged annually, there are still a number of vessels with poor quality and degraded cables and either zero tagging or expired, if they are not replaced or retagged with a currency day by 31st March 2019 steps will be taken to disconnect those cables and owners advised accordingly.

Here's to the final days of summer sailing 2019.

Clem Rogers ■

This summer has been a real mixed bag of weather. Our summer pattern of hot dry days in January and February just didn't seem to happen. The winds were uncomfortable too and usually cold in the evenings when the sun went down. This means that summer traffic has definitely been lower than normal and now with Autumn on the calendar the likelihood of an "Indian summer" seems less likely.

The Labour Day holiday at the beginning of March always signifies that the Annexe comes alive with the state championships



FROM THE

Archives

CATALINA'S

In 2010, a RPYC Junior Member James Blaxill, as part of his schools curricula, wrote a comprehensive journal on the history of the Qantas Catalina Base and Patrol Wing 10 located where our Club House and Maintenance buildings now exist. The cover photo on his book depicts Catalina Number 43915 an aircraft that is still in existence and flies regularly out of RAF Duxford, Cambridgeshire UK. The story doesn't end here – during early February, the Archives had a visit from Jeff and Liz Boyling who by coincidence is with a few partners, the owner of the pictured Catalina. Jeff and his wife are at the end of a world holiday visiting all places famous for their Catalina History. Catalina No 43915 takes part in aeronautical displays all over UK and the Continent.

While in Perth, Jeff Boyling was interviewed by Malcolm Burns of The Subiaco Post. I thought the article was well worth posting as it directly relates to the activities of Qantas and Patrol Wing 10 and RPYC.



Page 6 – POST, March 2, 2019

Catalina memories 'buried'

By LLOYD GORMAN

Crawley has some of the world's richest flying boat history but that past has been barely recognised, visiting aviation expert says.

Jeff Boyling, originally from Brisbane but a long-term UK resident, and his wife, Liz, left Perth this week, after a three-week holiday in WA.

They visited a niece in Dunsborough but spent most of their time in Broome, Albany and Perth hunting for information and stories about the Catalina flying boats of World War II.

"The history of flying boats in Australia – especially here on the Swan River – is incredible but it is sad how poorly displayed it is," Mr Boyling said.

He is one of a group of pilots flying the last Catalina in Europe, Miss Pick Up.

Last year, the 1943-built flying



Jeff at the Qantas Double Sunrise Memorial in J. H. Abrahams Reserve, this week. Photo: Malcolm Burns

boat – a replica of a Catalina shot down during the war – flew 125 hours at airshows and events in the northern hemisphere, with Jeff behind the controls for 45 hours.

Of the 3300 Catalinas built, only 10 remained airworthy, he said.

The couple visited the Aviation Heritage Museum in Bull Creek where a very similar model Catalina to his (PBVA) is on display.

"It looks good from the outside but I didn't get to have a look inside," he said.

He said it was disappointing how the Catalina connection with the Swan River was being forgotten.

When the American air force set up Patrol Wing 10 in Matilda Bay they arrived with three Catalinas but at their peak there were as many as 70.

Sunday March 3, will be the 72nd anniversary of an attack by nine Japanese Zero fighters on 17 flying boats at Broome.

"The planes were refuelling and the crews were resting when they were hit," he said.

All the flying boats were destroyed and 80 people were killed," he said.

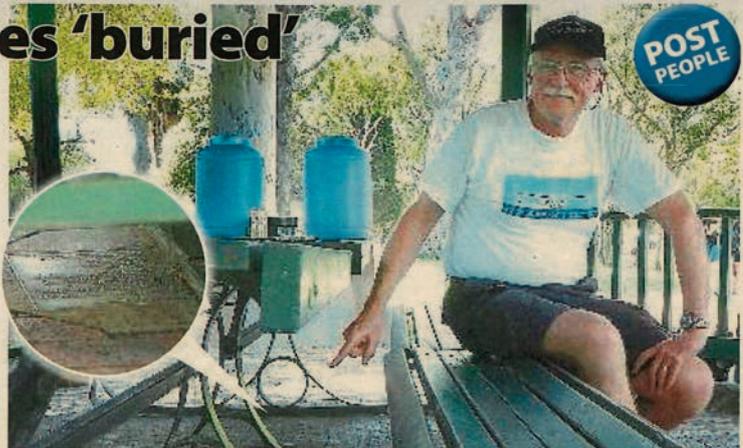
"They were all on their way to the base at Matilda Bay."

Mr Boyling walked into the sea in Broome to the crash scene of a flying boat destroyed in the war.

He found memorial plaque set into the ground of a Matilda Bay rotunda for a 1994 international reunion of the Catalina flyers and their crews. It was dirty and hidden underneath the legs of wooden picnic tables.

"I found another plaque [on the wall outside the Bay View Kitchen] but only by accident, and it has bird poo on it," he said.

He said the situation was bet-



Jeff Boyling points to a hard-to-see memorial plaque for the Catalina crews in of a rotunda in Matilda Bay. Photo: Billie Fairdough



A Catalina at Matilda Bay in 1944.

ter at nearby Pelican Point in J.H. Abrahams Park, where a large rock with a plaque stands. "Many visitors, let alone locals, may not fully appreciate the role the flying boats, mainly Catalinas, played," Jeff said.

"They provided an escape route from Indonesia for about 8000 Dutch evacuees in 1942, patrolled the west coast of

Australia and Qantas operated a vital route to the UK via the 271 Double Sunrise flights without loss from Perth to Ceylon (Sri Lanka).

"In my opinion the plaque in the rotunda should be properly mounted on a stone plinth similar to that used for the Qantas Double Sunrise flights at J.H. Abrahams Park.

"As well as that would it not be a great idea if there were some story boards along the foreshore telling the history of the area?"

During his visit Jeff said he had received amazing assistance and support from a lot of people.

In particular he wanted to thank UWA archivists Maria and Lesley, Jon Readhead, the curator at Royal Perth Yacht Club, and local studies librarian Anthea Harris at Nedlands library, the Broome Visitor Centre, Aviation Heritage Museum at Bull Creek and Discovery Bay in Albany.

"While I was in Royal Perth Yacht Club doing some research this guy, who was eating a burger and chips said 'I hope you don't mind me saying this, but my father flew Catalinas here during the war'."

"It was amazing to hear his stories."

Newspaper clipping courtesy of The Subiaco Post

VALE GEORGE FRANCIS MUHLING

26/04/1916 – 19/02/2019

George, who was the Club's oldest Senior Member, sadly passed away in February after having faithfully served his Club for 57 years. George will be sadly missed by all who knew him.

NATIONAL TRUST'S AUSTRALIAN HERITAGE FESTIVAL

During May this year, RPYC will be participating in an Exhibition for the annual Heritage Festival titled "Tides" to be held at Council House in the CBD. Our Archives will be providing material and artefacts for the exhibition which will feature Swan River Stories and all aspects of the Swan River from aboriginal perspectives through to Colonial and present times.

The Exhibition will be of great significance to RPYC Members. I will further advise of dates and times when they become available.

25/50 REUNION LUNCHEON

On Wednesday 13th March our annual 25/50 Reunion Luncheon will be held. The Club encourages Members who are due to be awarded their respective Pins to attend. This year there are 12 Members who are eligible for their 25 year Pin and 13 Members who are eligible for their 50 year Pin. Come down to the Club and enjoy the luncheon and a chat with your fellow Members.

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 9 3861897 or 08 9 3891555
email: clubarchivist@rpyc.com.au**

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 56

The International Code of Signals has 40 Flags made up of 26 Letters – 10 Numbers – 3 Substitutes and the code pennant. Flag signals are made up of 1, 2, 3 or 4 flags.

Which is the only one of the letter flags not to have a single flag meaning?

The correct answer is R. Kevin Farrell you are a winner, please call to the Archive and collect your fine bottle of **RED**.

Quiz Number 57

You're sailing a two masted boat with a mizzen mast located forward of the steering post – what type of boat are you on:

- A) Schooner
- B) Sloop
- C) Ketch
- D) Yawl

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.



RECENT DONATIONS TO THE ARCHIVES

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

- **Mrs Swan** – Artefacts from the estate of Ivan Denny.
- **Mowson Family** – A number of sailing books.
- **Phil and Sonia Constance** of Melbourne – Several sailing books.

"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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