



# IN THE WIND

ROYAL PERTH YACHT CLUB NEWSLETTER

MARCH 2024

**SUN  
FAST  
3600**

**ATOMIC BLONDE  
AND WYUNA  
IN THE SYDNEY  
TO HOBART**

**2024  
REFINED EDGE  
MINI SERIES**

**ILCA OCEANIC  
AND AUSTRALIAN  
CHAMPIONSHIPS**

**WINDSURFER  
LT WORLDS**

**GEOGRAPHE BAY RACE WEEK  
CELEBRATES 21 YEARS**

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ROYAL PERTH YACHT CLUB



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# TASTE OF WA

**New Members Night**

**Tuesday, 12th March**

**Ceremony 6pm, Dinner from 7pm**

**\$55pp | \$27.50 for children under 12**

(RPYC cancellation policy applies)

To book your spot call/email  
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# COMMODORE'S MESSAGE



■ Dr Janet Hornbuckle  
Commodore

Happy New Year to everyone! What an action packed couple of months we have had at the Club with on and off water events. The F&B team had a very busy November/December with over 2800 functions guests served after choosing to have their end of year celebrations at the Club between Christmas and New Year. The on-water team were also busy with the Hansa Class State Championships, Refined Edge Mini-Series, Rotto Blast for the Windsurfers, including preparations for the S80, S97 and Farr 9.2 State Championships over the March long weekend and the Cape Naturaliste Race as part of the ORWA Blue Water Series.

Thank you also for your patience as we had unexpected facilities issues including a major water leak under the roadway near A&B jetties and multiple power outages to E&F jetties which has now been identified as a critical failure in the cables supplying power to these jetties.

## CONGRATULATIONS

Congratulations to Matt Wearn after his back to back success in the ILCA (Laser Class) World Championships in February as well being the 2024 Australian National Champion. This year the event was held in Adelaide which meant that Mum and Dad (aka Brad and Karen) were able to go and watch

him compete and celebrate his success in person. We were also fortunate to host Anna Meares, Chef de Mission for the Australian Olympic Team for the announcement of Matt Wearn's selection for the Paris 2024 Olympics.

During the media interviews at the time Matt spoke of his journey to recovery after COVID including a protracted recovery from long-COVID since his victory in the Tokyo Olympic Gold Medal win and the effect that has had on his preparation. This makes his winning success in the Olympic Test event in Marseilles and the World Championships even more remarkable, showing true determination and dedication as a performance athlete. RPYC wishes you every success in Paris Matt, as you try for back-to-back Gold Medals aiming to keep an Australian as the Men's Laser Olympic Champion since London 2012.

Congratulations also goes to our other current World Champion, Jayia Marns-Morris who competed in the weeklong Windsurfer LT World Championships held at South of Perth Yacht Club. Jayia's determination throughout that week, with hands heavily strapped to hide the full thickness blisters, led to her becoming the Overall Youth Windsurfing World Champion. Several of our other OTB windsurfers competed in that event with RPYC strongly represented. We look forward to further success with that squad.

Congratulations to Simon Torvaldsen and Hilary Arthure for competing in the Sydney-Hobart Race and of course completing it, in some gruelling conditions with 50 knot winds. Simon on his new *Atomic Blonde* came 2nd in Division 3 and finished 37th across the line with Hilary and the crew of *Wyuna* coming 9th in Division 4 and 67th over



the line. I was very fortunate to be at CYCA on race day and see the build-up for the few hours leading into the race, managing to catch up with Simon and Hilary before they set off to wish both teams Fair Winds and Following Seas, not that they had either in the end! I also was on the Official Start boat on the Division 1 start with all of the big boats and got to see the action as they crossed the line; not the big VIP boat with the cannon but the smaller boat with the flags, principal race officer and timekeeper. What an honour. Once the fleet was clear we pulled up anchor to get out of the way of the other 3 fleets and followed them to the turning mark, managing to get some great footage of the smaller boats on water as they sailed the harbour, images that the TV never shows. We then returned to CYCA where I joined the Race Management team for drinks, just like a normal post-race at RPYC. It was a fantastic day and certainly the closest I'll ever get to crossing the S2H start line.

As you are aware, we have a long-term partnership with Sailability which give people with disabilities the opportunity to enjoy sailing and being on the water. What you may not be aware of is that we also have a partnership with Fishability,

a similar organisation which supports disabled people to get out on the water to go fishing. This partnership was established 16 years ago and we were delighted to celebrate the launch of their new Fishability Pontoon, the *Nev Thomas 2*, named after the founder of the organisation. This purpose-built larger pontoon is designed to take up to 10 disabled people, their carers and volunteer support people out on the water. The pontoon is also used by Sailability to give on-water experience to those unable to get into a yacht and RPYC also has access to it for on water events too. It was a great finish boat for Alpha Course in the recent refined Edge Mini-Series. So, in the spirit of Inclusivity, Diversity and Opportunity, why not volunteer for Fishability, Sailability or as on-water support for our Club events. Contact the boating office for more information about how to be involved. Look forward to seeing you out there!

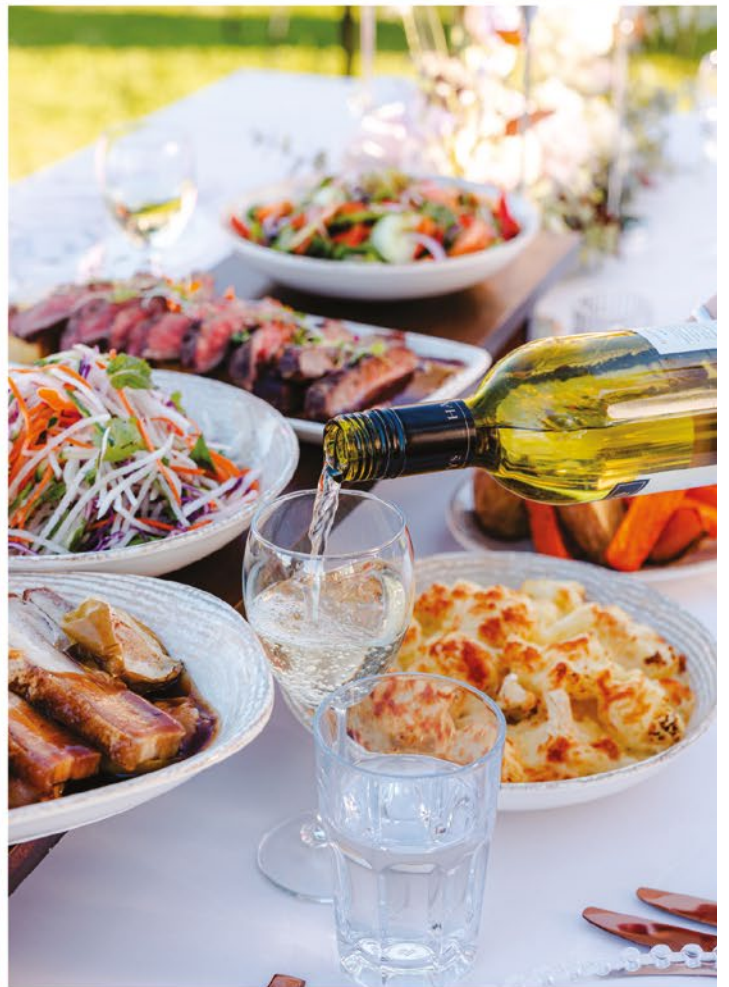
Finally, I would like to thank Outgoing Rear Commodore Mark Busio for his time and commitment on General Committee and of course, in his role as Captain Power and Rear Commodore. Best wishes Buzz and Sandy and I know we will see you involved in on and off water Club activities into the future. ■





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# VICE COMMODORE'S MESSAGE



■ Andrew McAullay  
Vice Commodore

Here we are already in the back end of the 2023/24 season. The business end for a fair chunk of Members.

So far we have had *Wyuna* and *Atomic Blonde* compete in the 2023 Rolex Sydney to Hobart Yacht Race, with Simon and team on *Atomic Blonde* placing 3rd in Div 3 IRC. Other RPYC Sailors with notable results were Kingsley Piesse, in his 40th Hobart, competing on *Chutzpah*, finished 3rd on IRC Div 2 and Mike Hughes on *Maritimo 54*, was 4th in the same IRC division.

We welcomed a new World Champion in Jayia Marns – Morris claiming the Youth title at the Windsurfer LT Worlds and a Runner up World Champion in Monty Dowdel in the Junior division of that same event.

Will McAullay finished 5th in the light weight division and 2nd in the Opens. A most successful event for our windsurfing program and with some of the individual race performances from other Members of the squad we have a great depth of talent.

Meanwhile in Adelaide, the ILCA class gathered for the Australian and Oceanic Championships, this year was an ultra-competitive regatta with huge contingent of internationals, as it was a lead in to the ILCA 7 World Championships, Both events hosted by the Adelaide Sailing Club.

## FINAL RESULTS:

**ILCA7 –**  
Matt Wearn 1st ,  
Ethan McAullay 10th,  
Lawson McAullay 5th U21.

**ILCA 6 –**  
Lili McAullay 2nd U21 Female

**ILCA 4 –**  
Addison Heatley 4th U18  
Female

These are just the result highlights, Captain Dinghies I am sure will have more details.

A few weeks later at the ILCA 7 Worlds, Matt Wearn goes back to back world championships in a dominant display.

Meanwhile we had Orland Ligovich at the Brighton and Seacliff Yacht Club for the Optimist Nationals.

*Jolie Breeze, Huckleberry, Seahawk, Perie Banou III and The Black Smoke* competed at the annual Cockburn Sound regatta.

The Commodore and myself sat on the hill at RBYC to watch the JESS Match Cup Final a few weeks back between our very own RPYC Squad and a RBYC team. Geeze it was exciting.

The day started with RPYC having two teams in the Youth State Keelboat Championships skippered by Bindy Vitales-Jones and Will McAullay. This was a fleet racing format with the top four qualifying for the JESS Cup match racing in the afternoon.

This was the first time in a long time we have had two team entered. Both teams sailed extremely well, with Will and team finishing 2nd and moving through to the JESS Match Cup.

The breeze was up and after a couple of mishaps they managed to win through to the final against accomplished match racer Marcello Torre. This would be the best of three one lap races. After trailing most of the way to the top mark in race one, the RPYC team rounded the mark first only to be piped lengths from the finish.

In race two team RPYC again lead around the top mark, this time protecting the left side of the course with Torre hot on their transom, but they held on for the win.

In the deciding race, it all came down to the start. Wanting to go right they faked but it didn't pay off and they got caught to leeward of Torre. From that point on they could never get across to the right hand side of Torre that they used so successfully all afternoon.

Second was the final result in the JESS Match Cup.

Well done to the Team: Will McAullay, Celina Trinh, Lili McAullay, Antun Janekovic and Lachlan Hawkins.

At the end of January RPYC supported the Geographe Bay Race Week. Royal Perth had 16 boats competing. Overall RPYC had a fantastic result across many divisions

Just a reminder from the Race Committee to all skippers when light winds are forecast. Please leave the marina with enough time to reach your starting line for your allocated start time. The safety boats first priority is to assist the Start Team in preparing the course and laying any extra marks that are required. Please do not take offence if they decline to tow you out to the start. Particularly if you are starting at another Club.

Start times will only be delayed due to winds, not late boats.

The Race Management Committee will be taking a hard line with breaches of RRS 14, in summary: failure to avoid a collision. If you have the time and opportunity to avoid a collision, you should take it. Even if you believe you have the right of way. If you feel that strongly about the infringement, you can seek redress in the protest room.

Habitual offenders may find themselves taking some time off from on water activities.

## COMING UP

Club Marine WA Keelboat Championships (Annexe)

WAIODA State Championships (Annexe)

Cape Naturalist and Return (Annexe)

Around the Island Race (Annexe)

Diggers' Cup (Crawley) ■





# REAR COMMODORE'S MESSAGE



■ Mark Busio  
Rear Commodore

Hello Members, Family and Friends.

I write this as we have a lay day down here at the Port Geographe Bay Race Week. The event this year has exploded to a size not seen in many years. There are around 73 boats entered in the event across a range of classes. I am very proud that RPYC have 15 yachts competing. Everyone is having a great time and the Club camaraderie both out on the water and at presentations is wonderful.

## RECAP ON SOME FABULOUS EVENTS!

The **Rib River Run** saw 6 or so boats trek up the river to Woodbridge Tavern for lunch. We set off from Crawley, following our Captain Power, Fiona. The skill of the skippers and crew ensured that we all arrived and returned safely - albeit rather wet on the return journey due to high jinks with water canons! I have no doubt that everyone is looking forward to participating again next year - I'll be taking my wet weather gear! Thanks to Captain Power for a great day out.

The **New Members Night** on 5th December, Taste of Greece, took me right back to the wonderful islands of Greece. It was another busy night and such a pleasure welcoming our new Members to the Club. The food was very good. In fact, I honestly thought the

Mousaka was better than any that I've had in Greece. Well done to all, particularly Simon and the team.

It was great to see so many Members and families at the **Christmas Markets** on 14th December. I think that you will all agree that this event format was a resounding success. The artisan stalls were perfect, and the background music hit just the right note for a chilled and relaxing atmosphere. Thankfully, the weather God's smiled on us and as the sun went down our Christmas tree lights shone brightly, this was a great initiative and would certainly have been a great addition to the City of Lights.

The **Mandurah staycation** is on the long weekend of March, and we have taken up the 15 pens that were reserved. There was a waitlist for pens but, news flash, as some more pens have become available. Captain Power and the team have put together what is sure to be a fantastic weekend. With 15 boats already we may get 20 boats to Mandurah.

I hope you will all agree that our hospitality team behind the bar in the Wardroom and Catalina bar have been doing a fantastic job. Rick has been working hard with the staff, who are an integral part of our Club. Whilst training is important it is also vital that Staff feel valued, and I am delighted to say that I have seen nothing but warm and welcoming with respectful interactions between Members and Staff.

## MAINTENANCE

As you will all know, over the last few months we have been hit hard with some unexpected maintenance costs. Thankfully, the repairs to the boat lift finger jetty's went well, unfortunately, some further defects were discovered once works had commenced. The crew managed to complete all of the work in the original

timeframe and the finger jetty's are now solid and secure. The sacrificial anode replacement at the annexe will be complete by the end of February, protecting our jetty's well into the future. The burst pipe under the hardstanding area has also been fully repaired and the whole area inspected.

## GOODBYE!

Unfortunately, this will be my last *In the Wind* article as Rear Commodore. As you will know from the Commodore's recent communication, I have resigned my position due to the need to focus my efforts on personal matters and I did not want to only be a part time flag officer.

I really want to take this opportunity to express my absolute thanks for the support and encouragement I have received from Members during my time as Captain Power and as Rear-Commodore - you truly are a great bunch of people!

More recently the support and concern that many of you have expressed to me individually has been heartwarming and has given me the strength and desire to return to the committee as soon as possible.

I will still be an active sailor and power boat Member and look forward to seeing you down at the Club and out on the water.

Thankyou Members one and all. ■

## MEMBERSHIP

Tony Strickland, Membership Chair

### Welcome to our new Members – ITW March 2024

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

Mr Clint Jeuring, Mr Troy Lowrey, Mr Peter Medich, Mr Mark Richards, Mr Kyle McCormack, Mr Paul Packer, Mr Jules Pemberton, Mrs Peach Sanders, Mr Myles Ferguson, Mr Ashley Monck, Mr Lee and Mrs Olivia Spurr and their children Isla and Arlo, Ms Lauren Biebrick, Ms Rosie Donnellan, Ms Lisa Marshall, Mr Niklas Polo, Mr Alfio Silvestro, Mr Robert Wallwork, Mrs Marilie Birkett, Mr David Cook, Ms Jennifer Dunmill, Mr Brad Johnson, Mr Daniel Jones, Mr Luke van den Hoek, Mr Bill Wallwork, Master Kele Readhead, Master River Fitzhardinge, Miss Florence Offer, and Master Ryan Sceney.

We are also delighted to welcome back Mr Neill Brennan, Mr Justin White and Miss Kathryn Hawkins.





# COATE'S NOTES



**Rick Coate**  
General Manager

Dear Members.

As we welcome in 2024, the Year of the wood Dragon, I reflect on the past 3 months as being filled with fun, teamwork, variety, victories, and challenges. The Club proudly supported by incredible volunteers, who we could not operate, have fun, compete and be safe, without. In December we averaged 7 on water events a week. From the GC, Off the Beach and Time Trialling to the Start Box crews, Protest Committees, and Start Boats, thank you one and all.

We have witnessed some incredible achievements

on the water; Matt Wearn's back-to-back World Title, *Wyuna*, and *Atomic Blonde*'s stellar performances in the Sydney to Hobart, Jaiya Marns - Morris being crowned World Champion Youth LT Windsurfer. Not to mention skyrocketing participation in Geographe Bay Race Week and huge increases the Elliott 7's Team Racing, Keel & Helm, and Women's courses. There is plenty of action on the way too - with the State Keelboat Championships, 2nd March, WAIODA States, 9th-10th March, 60th Cape Naturaliste, March 22nd, the Etchells Worlds at Fremantle, March 17th-22nd.

We are now eight months into the Financial Year. As at 31st January our Net Profit is \$248,980 (after depreciation of \$1,053,933), compared to a loss of \$125,945 the same time last year. While this is largely driven by Functions, Membership Fees, and Pen Fees, I would like to thank all Members who have patronised and supported the F&B Operations. In December Food & Beverage

served 4,896 covers in 3 weeks - that's around 350 people per day, every day!

We have encountered some urgent Repair & Maintenance expenses recently, these include replacing the power cables to E&F Jetties (\$150-\$200K) rectifying burst water pipes underneath the Boat Yard (\$11K), rectifying Concrete Cancer in the Boat Lifter walk out fingers (\$34K), replacing a Kitchen Fridge (\$8k), completing the installation of anodes at the Annexe (\$28K). In contrast, the Capital Contribution fund has raised only \$85k since its inception in September. So, we have chosen to be conservative and maintain a cash balance of around \$500k (forecast to May 31st). This means delaying of Car Park (\$100K), new Software and Website package (\$167K). More details will be shared at our forthcoming General Meeting on Tuesday February 27th from 1900 hours.

Our Marketing on Social Media was recently ranked as the 12th most popular Yacht Club in the country!

And 1st in the State! Please 'Like' and 'Share' our posts as this not only makes everyone engage, but drives our interest, pride and enjoyment, no matter where you may be.

The Membership Sub-Committee has been re-activated with GC Member Mike O'Loughlin as Chair. We are seeking expressions of interest from Members to join. Our focus is squarely on recruitment and retention or put it more simply, marketing and engagement. Members are the Owners of the Club so please consider investing your time in its future and prosperity.

Lastly, but importantly if you see a Hazard, please report a Hazard immediately.

As always, it is a privilege to be your GM and the Team and I are here to make your experience memorable and pleasurable. I look forward to seeing you at the Club, your Club, soon.

Sincerely,  
Rick Coate  
General Manager. ■



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# CAPTAIN SAIL'S REPORT



■ Alan Thomas  
Captain Sail

Congrate's to ICLA 7 Dual World Champion; Matt Wearn. It's rare for a RPYC sailor to win a World Championship and so it's extra special when they win back to back Worlds. Matt has maintained his dominance of the ICLA 7 since winning Gold at the Tokyo Games and left no stone unturned in his last victory winning the regatta by 10 points which included a win in the Medal Race; I'm sure I speak for all Members in wishing Matt the best of luck in Paris at this year's Games. His selection for Paris is being announced in Perth week.

The sailing season is well underway and it's not long before most of the one design class will have

finished running this season State championships. Many of our sailors will be gearing up for the WA Keelboat State Championship for S80, S97 and Farr 9.2 held over the long weekend in March from our Fremantle Annexe. This is always a weekend the sailors enjoy close sailing and the comradeship during the regatta. All the best for those competing and we look forward to celebrating the success of all the sailors have during the regatta.

The 20th Geographe Bay Race Week was run from 2nd to the 9th Feb this year. Our Club had the biggest showing amongst the fleet of 75 with 16 of Royal Perth Members representing the Club. As usual the bay turned on a great range of sailing conditions. This year for the first time a Super 30 class combined started Div. Division 2 also combined with S97. The regatta

has Premier Racing and Div 1 and 2 for Jib and Main sailors. The regatta committee are planning bigger and better things for the 21 Regatta next year so it is worth looking at a making it part of your sailing schedule in Feb 2025. I'm sure over 100 boats will register





► next year, as the popularity of this regatta is growing again with a range of New Sponsor's. It's a great week of sailing with both passage races and shorter wind/leeward course racing in the race program. You can find the results for all the fleets at <https://www.gbyc.com.au/raceweek/2024results>. Our S97 showed the way with *Silver Fern* helmed by Alistair McMichael winning the S97 Championship "Scratch" and 2nd place was *Terra* helmed by Simon Plunket. *Jollie Breeze* helmed by David Hepburn was 1st winning on countback in the S97 Handicap Result. In Premier Cruising A 2nd Place was *Fortuosity* helmed by Janet Hornbuckle and in Premier Cruising B 2nd Place was *Torvalean* helmed by Jonathan Wallwork.

A reminder that the ongoing training is available at the Club

all year round. We have a variety of ways to be involved with Learn to Sail or Skills advancement courses continually being run over the course of the season. The Teams racing squad offer a number of opportunities each month to join in and is one of the best avenues to improve your knowledge of the rules and technical aspects of sailing. Each session has a coach and you can jump on the rib with the coach to pick up some tips prior to joining in on the water. Congratulations to our coach Adam who was part of winning crew, which also won Back to Back Titles in the recent Warren Jones Matching Racing Regatta. The Elliot 7 are a fun and easy boat to improve your sailing skills.



I would like to wish the our Etchell sailor's the best of luck with both State, National and World Championships just around the Corner. Keep an eye out for the results on the Etchells web page. ■





# CAPTAIN POWER'S REPORT



**Fiona Laing**  
Captain Power

The RPYC Power Community has been very busy over the summer season with exciting power boat adventures bringing family and friends together on the water. Here's just a sample of the thrilling events over the last 2 months:

The Rib River Run to Woodbridge Cafe is one of our more leisurely power boating adventures, at least we thought. This scenic journey took us along the picturesque riverbanks of the upper Swan River. The destination, Woodbridge Cafe, provided a welcoming oasis where boaties relaxed, and enjoyed delicious food. The trip home was a wild ride with water flights between ribs. I think almost everyone got a drenching especially our newcomers, Azelene,

Glyn and family. They will be coming along next year better prepared and perhaps with a little more fuel.

One event that truly showcases the power boating community's spirit is the Riviera Raft Up. This gathering brings together owners of Riviera boats. Imagine the sight of a record 73 Riviervas rafted up in a circle, creating a breathtaking spectacle. It was a fantastic day on the water with boat hopping, dancing and fun times had by all.

There was also a contingent of keen Members who headed to the Rockingham Beach Cup for the most unique racing experience. A fantastic spectacle watching horse racing on the beach from their boats on the water.

Many of our Power Community took the opportunity over the Christmas break to head to Fremantle, Rottneest, Mandurah and beyond for extended stays and it's great to see people using their boats and enjoying our great weather. Whether it's fishing, partying, or relaxing with family and friends, on the water is a great place to be.

New Year's Eve calls for a celebration like no other,

and the power boating community knows how to make it unforgettable. E-jetty was transformed into the theme 'Colour', with Members and friends dressing up and adorning their boats in lights. The long table dinner down the middle of the jetty, music, laughs and the customary game of Jenga created a vibrant atmosphere as everyone welcomed the new year in true RPYC spirit.

What a better way to celebrate Australia Day in style than to head out into Perth waters for an impromptu raft up capped off with the fireworks and drone show.

It was wonderful to see strong representation from our Power Community joining in the sailing at Geographe Bay Race Week. RPYC power and sail together, fostering camaraderie and friendly competition.

It's really encouraging to see more power boat Members volunteer to help at Club events. There are so many ways we can help our fellow RPYC community run successful events.

We have welcomed almost a dozen new Members to our Facebook page. If you would like to know more about the

happenings in the Power Community please request to join the RPYC Power Community Facebook group.

So what do we have coming up?

- The Mandurah Staycation weekend on 2nd-4th March is almost booked out with 15 boats from RPYC heading down to join in the fun. MOFSC are hosting the Mandurah Estuary Extravaganza with a Hawaiian themed party, boat rally, time trial and fishing comp organised.
- CPYC 2024 Time Trialling Season kicks off on 25th May with CPYA Heat #1 at SoPYC and runs through until 7th September with 8 heats. Invitational Events such as the Kylie Cup, Ti Tu, our own Seafarer, and Lloyd Anderson are all fantastic social events. You can attend one or all of the events, so let's see if we can get more boats represented from RPYC.

I really look forward to seeing everyone at the Club or out on the water. Please check your safety equipment and weather conditions before heading out on your adventures, have fun and stay safe. Happy boating. ■



ROYAL PERTH YACHT CLUB

2024 CPYA TIME TRIAL SEASON HEAT #3



ROYAL PERTH YACHT CLUB | CRAWLEY

# SEAFARER TIME TRIAL

SAVE THE DATE SATURDAY 22ND OF JUNE 2024



ROYAL PERTH YACHT CLUB



# OFF THE BEACH – CAPTAIN DINGHIES REPORT



Michael Jones  
Captain Dinghies

## WHAT A SEASON IT HAS BEEN SO FAR.

I would like to thank all our volunteers that help out week-to-week with Club racing and the others that step up and help in the other regattas we host at our Club and also travel to help at other Clubs. Thank you.

We have just completed the 2024 Refined Edge Mini Series with just under 100 boats sailing on 3 racecourses with

our amazing volunteers who support our sailors on and off the water over the two days. Also, a big thank you to our amazing staff in the boating office Travis, Anna, Dana, and Dan setting up all the support, start and finish boats, etc. Well done to everyone. RPYC sailors did very well. Once again, we had our hosted Japanese Junior Yachting Union (JJYU) during the Mini Series where 1 ILCA4 Sailor and 3 Optimist sailors which stayed at host OTB Families.

Well done to our RPYC OTB sailors you have done our Club proud.

Later in the year around July RPYC will be sending 1 ILCA and 3 Optimist sailors to the Japanese Junior Yachting Union Friendship Regatta. Which is the return of us hosting them in the Mini Series. Keep an eye out to see who will get selected and the announcement of the coach who will be going with the team. Finally, I would like to say a massive thank you to the 4 host families who looked after the 4 Japanese sailors for a week of their visit to Australia, Thank you. ▶





► On Friday the 16th of February RPYC some of our visiting sailors and a group of Optimist sailors had the pleasure to watch on as Matt Wearn was introduced as a member of the Olympic team for Paris. Orlando was lucky enough to interview Matt for the Australian Olympic Committee and that can be found on the OTB Facebook page. When all the formalities had finished the kids got to go for a sail with Matt while the media took footage for news reports and then they all had a moment to talk and get autographs with Matt before he headed off.

Jaiya Marns Morris has had a cracker of the start to 2024 first winning the Windsurfer LT World Championships at South of Perth Yacht Club.

Jaiya sailed 9 course races, a 90-minute marathon in a 25-knot breeze, and 8 Slalom Heats. The next day after the marathon, Jaiya sailed in both single and double elimination in slalom, including 3 final heats, making it 6 heats in a row for her, with her hands taped and gloves on. But that was not the end of it either. The following day Jaiya had 3 more course races to do! She showed true grit, mental toughness, and superb sportsmanship, sailing fantastically, and cementing her Youth World Championship title (the Youth title included both boys and girls!) and a fully paid trip to Spain for the next world championships! Then in February heading to Margaret River Wave Classic and finishing 3rd in Women's

and 2nd under 21 girls. You are an inspiration to all our junior board sailors.

The ILCA sailors also travelled to Sail Sydney and Sail Melbourne this year which gave them good training leading up to The Nationals at Adelaide Sailing Club.

From the 1st of January to the 8th of January, we had the Australian and Oceania Championships at Adelaide Sailing Club. We had a good representation of our Club sailors head over.

**ILCA 4 Gold Fleet**  
14th Fedor Aifimov  
26th Addison Heatly and  
3rd U18 Female

**ILCA 6 Gold Fleet**  
19th Lili McAullay and  
2nd U21 Female  
27th Issac Biczó  
30th Josh Till

**ILCA 7 Gold Fleet**  
1st Matt Wearn  
5th Luke Elliott (coach at OTB)  
10th Ethan McAullay

**ILCA 7 Silver Fleet**  
4th Lawson McAullay  
42nd Liam Cox







▶ Then some of our ILCA 7 sailors stayed on in Adelaide for the ILCA 7 World Championships from the 24th to the 31st of January. Where Matt Wearn won back-to-back world championships. What an amazing effort by Matt.

**ILCA 7 Gold Fleet**

1st Matt Wearn  
10th Luke Elliot  
20th Ethan McAullay

**ILCA 7 Silver Fleet**

2nd and 104th Lawson  
McAullay

We also had our oldest ILCA sailor John Robinson (Robo) head over the ILCA Masters at Adelaide Sailing Club.

We sent a team to the Jess Cup at RFBYC in January lead by Will McAullay and Bindy Vitales-Jones and Will came away with a 2nd and Bindy 6th. Well done to both skippers and crews. It was a great experience for all.

Our youth squad went to the Rumble on the Reach this year with two of the Club's Elliots. With the skippers Antun Janekovic and Kiara Parkinson. This is a great day

of racing and not for the faint-hearted. But this year was a lighter wind Rumble and still action-packed. Well done to Antun who won the rumble and Kiara coming in 5th.

But we also had the Adello Kilcullen out on *Melee* who came in 4th. Well done.

Rotto Blast was on again this year and there were 9 Techno ▶





► sailors and 3 Foilers, who embarked on an unforgettable journey from Fremantle to Rottnest. The voyage began with light winds, which soon escalated to a challenging 20 knots accompanied by a hefty swell. It was a true test of skill and endurance, but every sailor made it safely, showcasing some real character-building moments!

Despite a not-so-promising wind forecast, our coaches, Premo and Tim, did an exceptional job. They maximized our time on the water and had us up and ready for on-water training by 7am. We dived into slalom racing and even attempted to cross the island. However, we had to abandon this challenge as the wind dropped and the swell grew. But hey, that's part of the adventure, the days were packed with fun and team-building activities: tow foiling, wakeboarding, wing

dinging, freeride, wave sailing, kitesurfing, and course racing and slalom sailing.

December, we had the 2023 Hansa Class State Championships with 12 Hansa sailing in 2 classes. There were some very close races and a friendly regatta. It was a pleasure to be the Race Officer for these sailors.

**Hansa Liberty**  
1st Michael Cull  
2nd Genevieve Wickham  
3rd Rodney Angwin

**Hansa 303**  
Michael Symonds  
2nd Richael Cox  
3rd Adello Kilcullen

In November, we had a visit from coach Griselda Khng and a team of Singaporean Optimist sailors who trained for a week out of the Annexe, which our own Optimist sailors had an open invitation to train with this team. And

what a great experience these sailors had.

Also in November, we had the 2023/24 ILCA State Championships in the Matilda Bay with 75 ILCA sailing in 3 classes plus the masters. Lots of great sailing and the wind was quite favourable close racing in every fleet.

**ILCA 4**  
4th Addison Heatly  
5th Fedor Aifimov

**ILCA 5**  
2nd Josh Till  
3rd Issac Biczo  
4th Antub Janekovic  
10th Alastair McMichael  
11th Lili McAullay  
12th Lochlan Hawkins  
14th Phoebe Blaxill

**ILCA 7**  
1st Lawson McAullay  
8th Liam Cox  
9th Toby Jones  
14th John Roberson  
17th Philip Blaxill

18th William Morrison  
19th Peter Laczko  
20th Paul Cornwell.

I know there is more but trying to remember all the things that go on around our great group of sailors is hard, so if I have missed you out, please don't take offense. It's hard to remember everything we do.

Finally, I would like to thank all our volunteers who have made this season to date a huge success, without the hours you have spent on and off the water we couldn't have done this. But also, our Boating office with Travis Anna Premo, and Dana. But we can't forget our Bosan Dan which makes sure our boats are ready to go on the water each week and our marks and anchor set are ready to go. Thank you all.

See you around the club or on the water. ■





# The Story of Sydney to Hobart: *Atomic Blonde*

*Like all great adventures (or follies) the origins of our story go back a little. In 2015 a JPK 10.80 was 2nd overall and almost won the S2H outright. I took another look and clearly JPK was the performance boat to have. A few trips to France persuading Jean Pierre I would be worthy owner and I had my first AB back in WA.*

The 10.80 proved a fantastic boat, winning many races and a Siska trophy. Thoughts of going over to Sydney occurred, but along came COVID and all ideas were put on the back burner.

Fast forward to 2022, and yes we could go, but the 10.80 was maybe not quite as competitive. And the new king was the 11.80, winning in the Fastnet, Middle Sea race, Bermuda 600 etc. Analysis showed that on every parameter it was a bit better, even against its higher rating.

And then they were going to be built in Australia! A partnership would be ideal, as cost was a major issue, but every plan seemed to fall through. Somehow in the end I agreed to go it alone, telling myself there was an investment property I could sell to make up the shortfall. Having the ▶



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▶ boat built in Australia and supporting local industry was a deciding factor. And we would be ideally placed for a trip to Hobart...

I have been there before but spec'ing and building a new boat is a major task, especially when it is only the second one and semi-custom build. It was to be the best IRC race boat possible, and I wanted the best specs and no cutting corners. It involved an awful lot of time and stress, and hundreds of decisions, which I think were mostly but not always correct.

What I was not fully prepared for was the cost. I know boats are expensive, but grand prix race boats are in a different league. I felt that I was building a F1 boat on a Ford budget! This boat seemed to have all the same gear (& more) as a TP52, just slightly scaled down. I worry about the future of our sport when the entry cost of a new offshore boat gets to \$1m+.

As you may have guessed, the original budget was well and truly blown. I have a reasonably high pressure job and am used to dealing with all sorts of things, but as launch time drew near trying to find the funds to pay for it all was one of the most stressful experiences of my life. That bit was certainly no fun.

I had great support from my crew and especially Mike Foster and my navigator Steve Humphries. Steve drove to Nowra and did all the boat wiring and electronics, including a very high tech lightweight lithium battery system, computer, satphone and top line B&G electronics. There were so many workers on the boat during the day that Steve had to work overnight.

We got the boat launched just in time, Mike went over to join Steve and there was an intense process of finishing and getting it all together and sailing. I chose a team that was mostly Sydney based,

as we had to get things up to speed in a hurry. There is an awful lot of set up and tuning on a new race boat, it is impossible to do from the other side of the country. I had to spend time in Perth earning money to pay for it all whilst they got things going in Sydney.

I have never employed professionals to sail with me, we do it for fun and friendship. This time I had to break my rule, as I needed to pay a professional in Larry Jamieson to oversee everything and get the crew together and functioning. Otherwise we would have not got to the start line. Larry worked well and did get things together. He had very good local contacts which solved many problems.

We had precious little time to get the boat ready. Our first "race" was Bird Island and it was a debacle. A lot of systems not fully sorted, it was 25 + knots, our reefing systems didn't work, the jib blew out of the track – it was not a good look. But we learned exactly what we needed to do. Our second race around Cabbage Tree Island was hampered by lack of wind, but once going we put in a better performance. The boat showed potential. But we still weren't right up with the leaders.

Lots of practice and race day drew near. The CYCA were amazingly helpful, everyone was very friendly and we really enjoyed our time there. We were joined by Hilary and the team from *Wyuna* which was nice. But the focus was on the big race.

I am used to doing press conferences and media, but not about yacht racing. It brought home to me that this was an event on an entirely different level than anything I had done in WA. It is one of the world's two great offshore yacht races, the other being the Fastnet, and is often described as the "Everest of Sailing". Being asked to do an "Overall Contenders" press conference with four other



Photo © Andrea Francolini

skippers really brought that home. On one side of me I had the current trophy holder Sam Hynes and on the other Max Klinks, overall winner of the Fastnet. If I had any doubts that I was now in the big league, it was driven home to me.

**“  
it wasn't about “just finishing”. I did not want to be there just to make up the numbers.  
”**

I think one helpful thing was that sailing a S2H was never a “bucket list” item for me. I knew I could sail the course, it wasn't about “just finishing”. I did not want to be there just to make up the numbers. I did want to put in a good performance and I think that made me focus on ensuring the boat and crew preparation was as good as possible within the time available.

I had a bit of help from George Kennedy from the 2022 Divisional winner JPK 11.80 Sunrise. It was worth paying

his airfare and expenses to get the extra 11.80 experience. I also had Brad Favelle, North's superyacht sailmaker and now running the program from the Alinghi AC team. So although basically an amateur boat we did have a bit of expertise on board with these guys, some of my regular crew and some top Sydney sailors.

It is still a bit nerve wracking going out to a S2H start with over 100 of the world's best offshore racers. Especially when your own Commodore is on the start boat!

Fortunately I managed to make a good start, and we headed out of the harbour in fine style, swapping between jib and Code 0. It was all looking pretty good, although we knew the weather forecast was anything but – 24 hours of fickle light winds, followed by a long upwind slog all the way to Hobart. Exactly the conditions that a JPK 11.80 does not shine in.

And so it proved. The wind gradually faded to almost ▶



► nothing, even the best forecast and modelling was useless, it was so local, patchy and unpredictable. A total lottery, and our unfamiliar boat with its large sticky stern was not doing very well. My wife Rosemary who had lovingly made all our food and seen us off on Boxing Day, was sitting back in Sydney despairing at seeing us about 70th overall. This was not what she had signed up for!

Eventually next morning the southerly got to us. And I started getting reports on our rivals: “20nm ahead”, “30nm ahead”, “40nm ahead”. It was like the tennis stars being 2 sets down in the AO finals.

But like a tennis final, it is a long race. We got going and started clawing our way back. We hit Bass Strait and the wind increased, 20-30 knots, still all upwind but at least we could get going. We smashed our way through lumpy, confused seas, it was a rough trip but the boat was hammering along and we were forcing our way back into the race.

By the time we got to the Tasmanian coast we had left most of our fleet behind, and it was coming down to a race between us and the J133 *Patriot*, a much longer, heavier boat with a lower rating. We needed to be about 3 hours ahead of them.

The breeze again faded out, although for a short time coming aft and we got the spinnaker up. We began gradually overhauling *Patriot*, and we found ourselves amongst a fleet of bigger, higher rated boats.

This time we knew the forecast was for plenty of breeze – in fact a gale around Tasman Island. As the breeze picked up, we sailed past *Patriot*, and changed down to our #4 jib. We were now close reaching down the Tasmanian coast under jib and main in 20-25 knots and this was something the JPKs do well. Although upwind, not being able to plane and get away, we knew it was going to be a tough ask to make our time on *Patriot*. All we needed was

a few hours of hard running, but it was not to be.

As night fell on the 29th we were approaching Tasman Island in the lee of the cliffs where it was still blowing 25-30 knots. The closer we got the harder it blew. It was now 30 knots and we were blast reaching fully powered up and at times a bit over powered.

We already had one reef in (thank goodness we had got that reefing system sorted!) and getting close to the turning point I called for the second one. George looked at me and said “we won’t need that, we can handle 35+ knots with a single reef and we never put a double reef in *Sunrise* in any of our races”.

We tried to explain that this was going to be a bit different. I over ruled George, we reefed and as soon as we poked out around the island we needed the third reef. It was pitch black, blowing 35-40 knots and starting to gust harder.

Meanwhile Rosemary was having dinner with friends in Hobart. Long-time sailors, they got onto the weather app. Rosemary says she saw something she had never seen before, a large circular patch of deep purple centred on Tasman Island.

She said to them, “what does all this purple really mean”? The reply - “it is bad, very bad”.

Out at sea it was starting to look that way. The wind was starting to get into the 40s, the seas were steep and increasing. Unfortunately at this point Larry misread a headland in the dark and told me to bear away a bit as we could lay Cape Raoul. Who was I to argue? I was on my first Hobart and he was doing his 37th. I made the mistake in the dark and noise of not questioning or sending someone to ask Steve the bearing. We ploughed away at least 10 degrees lower than achievable, until Steve came up and said “where are you going, you need to tack out”. ►



Photo © Andrea Francolini





► The damage had been done, we now had to tack and claw our way out head on into a ferocious gale and 6m breaking seas that were coming on to us almost vertically, like surf breaking. I fought to keep the boat going as smoothly as possible. It was 3am, cold and we were all getting very tired.

Then bang – the jib blew out of the track. It was flogging, banging and cracking with explosive force. It broke our port bow rail, bending it horizontal. I now had two guys on the bow, fighting to get it down and get the storm jib up. Launched into the air one moment, buried under a wave the next. I forgot all about racing, slowed the boat and rode the waves as gently as possible. Even tethered, if one of them went off the bow they would be seriously hurt or killed, and it would be on my conscience forever. No yacht race is worth that.

Meanwhile, the moon had risen and not far away was *Patriot*, with their mainsail

completely down, sailing under #4 jib alone. And actually going faster than me trying to keep my crew on the boat.

After what seemed an age, in reality about 30-40 mins we got the storm jib up, and took off again. Now chasing *Patriot* once more and worrying about lost time on the boats behind.

We got around Cape Raoul and bore away in a softening breeze. It was still 30+ knots but it didn't seem like it. We gradually got more sail up, hoisted our jib top, used the storm jib as a stays'l and sprinted towards the finish. *Patriot* just in front of us - highly experienced, they sailed well, made no mistakes and we were not going to catch them in the few remaining miles. Not that it would have altered the results, as we could not make IRC time on them.

On the morning of the 30th we came up the Derwent in a patchy breeze that never

quite dropped out. We crossed the line 2nd in Div 3 and 13th overall. We beat both last year's winner *Celestial* and Max Klink in *Caro*. Plus a whole lot of other high profile and professional teams. We felt that for a new boat, only our second full race and in conditions totally unfavourable, we had done OK. We were not just making up the numbers but had held our own against some of the best sailors on the planet.

As if to reinforce me, once past the cheering crowds on the wharf we were directed to a separate pen next to *Comanche*. As most of you would be aware, they were 2nd placed in their Division also. We were not in bad company!

And the rest as they say, is history. Lots of celebrations, a very high powered trophy presentation where I was handed my trophy by the Hobart mayor. A fond memory is being congratulated and a handshake from Duncan Hind, the skipper of the winning boat *Alive*.

Thanks to Steve and Fossie who not only made sure we got to the start line but also sailed the boat home. It's a very long way back to WA.

It was quite an epic adventure, and required far more time and resources than I ever imagined, but was it all worth it? Logic says no, but then what is the point of a lot of human activity or any sporting achievement?

The reality is that it was something never to be forgotten, and an experience and achievement that money cannot buy. I will never again have to answer the question "but how would you have gone against real competition, in the Sydney to Hobart?"

Just maybe, if funds ever allow, I might be able to get it together to go back and go one better, and bring a 1st place trophy back to RPYC. But now is the time to come back to earth and enjoy sailing with my friends in the sunshine and warm breezes of WA. ■



# The Story of the Sydney to Hobart: *Wyuna*

*In the last addition of 'In the Wind' I explained a bit about our preparations for the Rolex Sydney to Hobart Yacht Race. As part of her qualification, 'Wyuna' completed the 170-mile Cabbage Tree Island Race in early December. A fleet of 70 yachts including the 100 footers gathered on the start line for a 1900 start on 1st December. Breezes were very light as we turned left out of the harbour for the trip north to an Island 'turning mark' just off Port Stephens. For 'Wyuna' the most important part of this race was to finish and to have made successful radio calls on the HF radio, thus signing off those items for the Hobart Race. This we did. We finally finished on Sunday 3rd having been becalmed for 6 hours. We were going to Hobart.*

The crew flew back to Perth and I remained behind cleaning up and sorting out, before following them. I hadn't really been in Perth since October. I returned to Sydney with a long list of jobs to be finished off before we could get to the start. Gradually the CYCA jetties were filling up with participating yachts from all over Australia, as well as Ireland, the UK, France, and New Zealand. Kingsley Piesse arrived back with *Chutzpah* which he brought up from Melbourne. The CYCA was buzzing as last-minute repairs and adjustments were carried out and the bar and restaurants were full.

Christmas sort of came and went! Antun's parents were here so he went and celebrated with family. Todd had his children with him so we all eventually gathered for an exchange of secret Santa

gifts. However, my head was somewhere else! There was a quiet anxiety about what lay ahead. Walking to CYCA from our apartment at 0600 on 26th December, the water was mirror like and there was not a breath of wind.

The final briefing confirmed the light conditions expected for the start and for us the early part of the race. The breeze and sea state was predicted to build as we went south. The media was everywhere as we packed up the boat with our food, which was delivered on the morning of the race. The jetties were crammed with well-wishers and sight seers, and I remember it was noisy. Taking a few moments to ponder it all so far, I was very clear in my mind that starting this race was not the goal but finishing was. We had worked very hard to get to the start, but the job was not done.

It was a treat to have Commodore Dr. Janet Hornbuckle present to wish *Wyuna* and *Atomic Blonde* well. The warmth of the backing from RPYC was very important in the leadup.

At about 1045 we threw off the lines and departed CYCA for 'Wyuna World' where we could eat something and get focussed on the task ahead. We motored to Start line 2 in order to hoist our storm Jib, which is usual in a Cat.1 event, before returning to hover around start line 3 where we were to start, along with about 25 other boats of a similar rating. This keeps the large 60-100 footers well away which suited me fine! There was a quick thunderstorm which sent us all looking for wet gear for the start.

At 1300 the gun fired. We were off. Breeze was weak and there was lots of sloppy water from the number of yachts and spectator fleet who accompany you down the harbour on either side. The breeze was far enough around to put up the Code Zero. Our first manoeuvre went like clockwork. We dropped it again at the 'sow and pigs'. That was the last time we had anything other than upwind sails set! We wallowed in the swell of the Harbour entrance for a while. Not *Wyuna* weather! We are wide, with a big, wetted surface and two rudders. We like a breeze. Our plan was to get in the current and use the additional speed it would give us. The East Australian

Current was strong in the days around the race, and it was also extending further south than usual, so we moved south in the current with not much wind. The promise was for coming strong wind ahead. Our new Doyle Main and No1 Jib looked very nice.

**“  
Bass Strait is amazing. Each time I have been there I am filled with wonder. This time was no different.  
”**

Over the next couple of days, we settled down to the watch system and those who could eat did so, some suffered from sea sickness but gradually recovered. The breeze built nicely, and *Wyuna* hit her straps. Things were going well. The HF Skeds were at 0630 and 1830 and we were being heard as well as hearing others. We smiled at the compliments Kingsley received from the radio relay vessel JBW, as he relayed the coordinates of several vessels near him. Our first goal was to be able to make a call at Green Cape to state all was well and we were going to cross Bass Strait.

Bass Strait is amazing. Each time I have been there I am filled with wonder. This time was no different. There was blue sky and that accentuates the deep blue of the water. There are huge swells rolling through which break on the back too. *Wyuna* would drive up the wave and depending on who was driving, would slide off the other side. Being





▶ clipped on was essential, but I found that even on the short tether, if a wave hit us towards the stern it would pick up the boat, dump tons of water on the helm and wash me off. Todd and John had greater mass and therefore were more stable.

We prepared early for the expected stronger winds and reefed the main, as well as using the No. 4 and then No. 5 Jibs. Our course took us slightly east of the rhumb line. The current was still assisting us. However, we needed to tack back towards the coast and Tasman Is.

We could see other yachts around us from time to time. We had a port and starboard with *Bacardi* a couple of hours before she retired. There were 103 yachts who started but they then sail 103 different courses. As night fell on our 4th night at sea, we put up our J5 and 3 reefs in the main as the breeze increased. We had been living life at 45 degrees for a couple of days by then. Upwind all the way with increasing wind and giant seas. The noise was horrendous as we launched off the top of 4 and 5 metre swells, airborne for 3 seconds then a huge 'bang' as we landed, and everything shook. By then we were eating sandwiches, snacks and bacon and egg pies as it was too rough to boil the kettle to heat our meals. Apart from all that, things were going ok!!

By the morning of the 30th of December we were well south and spent the day

sailing towards our turn at Tasman Is. The weather was grey, and the sea was raging with 50 knot gusts. It was an amazing seascape. Our turn at Tasman Is was later than planned. We could see a boat on AIS on a collision course with us. However, with the sea state it was very hard to see their mast and they couldn't see us either. They called on the radio. It was one of the Clippers on their Fremantle to Newcastle leg. When we had passed them, we turned at Tasman Is and into Storm Bay. The gale was howling the grey seas were raging but the basalt cliffs in the distance and Cape Raoul is one of the great sights of this race. We hurtled across Storm Bay as the sun went down. There was a magnificent complete rainbow on our stern as I looked back, set against the grey raging swell. As we sailed further across Storm Bay, I began to believe we would finish. However, I also knew we were going to get a dose of the Derwent. We passed the Iron Pot, a lighthouse on the end of the Derwent, in the dark and gradually shook out each of the reefs in the main. The breeze dropped. Suddenly the noise was gone we could hear water splashing as *Wyuna's* bottom sat down in the now calm waters. By midnight the river had totally shut down and the lights of Hobart were mirroring in the water. The contrast was extraordinary. It took us until 0400 to finally cross that line. Having been looking at it for 2 hours!

After a few minutes of ruing the fact, we were caught out

by the river, a wave of relief flooded over me. We had got there, we were in good shape and not too much wreckage on board...well there was a bit! Our tough little 36 footer had done well. I am full of gratitude to the amazing crew who each worked so hard to achieve our shared goal. Todd, Ian, Maire, Jon, Andy and Antun were amazing.

Being greeted so early on the jetty by Kingsley, Foss, and John's family was very special. They had been following us on the tracker and watched us wallow just shy of the line for hours. The feeling of elation is second to none. We knew there was some wreckage to be fixed before we could sail her home but for now it was celebrations.

*Wyuna* and *Atomic Blonde* shared a meal on New Years Eve with 28 people, most of them from Perth and Fremantle. The celebrations then adjourned to the boat where we watched the Hobart fireworks. This was hugely emotional.

“  
**Steve Humphries and Mike Foster from Atomic Blonde were my right-hand men whilst in Sydney. They trouble shot when trouble occurred**  
”

I cannot write this without saying thank you. I have always said it takes a city to get me on the water. The city was amazing. However, Dennis Vincent always believed in me. I think he

thought I was mad! Kingsley Piesse was the most amazing support and font of knowledge it is possible to have. He was presented with a commemorative medal to celebrate 40 years of Sydney to Hobart this year. That is an astounding achievement. He shared his knowledge generously. Amazing man. Will Hammond kept our sails; poles battens and many other tasks happening. Anthony Kirke from FSC was an amazing giver of wise advice. Steve Humphries and Mike Foster from *Atomic Blonde* were my right-hand men whilst in Sydney. They trouble shot when trouble occurred (and it did) and kept it real as we rampaged around boats and boatyards in Sydney from October. None of these guys ever laughed at my ideas or ambition, but just got in and helped. And thank you to each of you at RPYC. Commodore Janet and General Manager Rick smoothed my path on many occasions and Janet making it to Sydney was brilliant. To each of you Members who asked how it was going, followed on the socials, rang, or texted, thank you. I am so grateful and appreciative of you all. However, no yacht can sail without her crew. To Todd Giraud, Ian Ball, Máire Connolly, John Rayner, Andy Buchan and Antun Janekovic the biggest thank you of all. They were always there when it counted and worked as a team to get the job done. I am grateful beyond words. ■





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# Refined Edge Mini Series

*The 2024 Refined Edge Mini Series once again was a great success for the Club and RPYC Competitors.*

Similar to previous years the regatta was saturated in the heat of summer, with 43 degrees both days and little to no wind forecasted.

We had 95 boats out with over 100 competitors spread over 12 fleets the Club was packed with eager competitors looking to make waves in Matilda Bay.

The very anticipated regatta commenced on Friday afternoon with registrations and t-shirt collection for both volunteers and competitors. This year, t-shirts were especially sort after due to our new and fresh design, voted on by competitors! Thank you to Dre Fly for helping our Refined Edge Mini Series t-shirt vision come to life!

Saturday kicked off with an early start for our competitors, which was then met with an AP flag to keep our competitors safe from the heat. However this gave many the chance to brainstorm any last minute tactics

with coaches, test out the new Ping Pong Table, or shop at the Skiff Gear Online Trailer whilst we awaited news of wind from the Etchells States. We were on the water shortly after with five races to fit in between 12pm and 5pm. All our Race Officers, Captain Dinghies Michael Jones, Emily Jones and Nick Robinson did extremely well to fit five great races in before heading to the Catalina Bar.

On Sunday our Charlie course, got an early start around 6:30am, giving our boards and foils a chance ▶





▶ to soak up all the wind and get a few races completed before the heatwave set in. Despite the heat, our Alpha and Bravo course sailors took to the water for a 9:15am first warning signal. Unfortunately the wind decided not to play in Matilda Bay, leaving Racing abandoned at 10:30am following a few starts on the Alpha and Bravo course.

RPYC Sailors had a fantastic series, with results up on the board for almost all fleets:

**29er Fleet**

3rd – *Impace*  
(Bindy Vitalies-Jones & Issac Biczo)

**Finn Fleet**

1st – *The Wombat*  
(Harmon McAullay)  
2nd – *Kasare*  
(Roger Best)  
3rd – *200 Degrees*  
(Paul Cornwell)

**ILCA 4 Fleet**

1st – *Vida Loca*  
(Addison Heatley)

**ILCA 6 Fleet**

1st – *Ska*  
(Antun Janekovic)

**Sabre Fleet**

3rd – *Another Random*  
(Kim Short)



**ILCA 7 Fleet**

1st – *Slamdunk* (Toby Jones)  
2nd – *Squid* (Phil Blaxill)  
3rd – *Kati* (Peter Laczko)

**Tasar Fleet**

1st – *Tae Think Again* (Lloyd Lissiman & Fiona Campbell)  
2nd – *Butterfly Effect*  
(Kate Best & Geoff Munt)  
3rd – *Yes Boss* (Kiara Parkinson & Sophia Pracillio)

**Hansa Liberty**

1st – *Anastasia*  
(Genevieve Wickham)  
2nd – *Spirit of Ricardo*  
(James Baker)  
3rd – *Rob Carter* (Rachael Cox)

**Optimist Open Fleet**

3rd – *Gone With The Wind*  
(Orlando Ligovich)

**Bic Techno Fleet**

1st – *8118* (Cameron Jones)

**Bic Techno Silver Fleet**

1st – *Bib 11*  
(Ailee Milne)

**Windfoil Fleet**

1st – *King Pumpkin III*  
(Ben Robinson)  
3rd – *Kaboom*  
(Will McAullay)

**Windfoil Silver Fleet**

2nd – *Adam2095*  
(Adam McAullay)  
3rd – *Uluwatu* (James Stephan)

A big thank you from all of us at RPYC goes out to our competitors, our volunteers and Race Officers who all spent countless hours over the weekend in the heat, showing dedication to the great sport. A great thank you to our sponsor Refined Edge Homes by Brian Burke Homes, whose continued support has helped keep the momentum of the Mini Series for many years.

Looking forward to 2025. ■





# REFINED EDGE MINI SERIES REGATTA









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2024



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# 2024 ILCA Australian and Oceanic Worlds

*On the 1st of January to the 8th of January at Adelaide Sailing Club, SA, both the ILCA 4 and the ILCA 6 fleet sailed a total of 10 races, with the ILCA 7 fleet sailing 11 races. Every day was challenging, and the phrase “its not normally like this here” was used frequently throughout the week. Majority of races were held in 12-15 knots winds, with the direction being mainly south west, although it occasionally shifted south east.*

The regatta, showcased the resilience and skill of competing sailors, and presented a diverse range of challenges over the course of its duration.

The first four days of moderate winds set the stage for intense competition. The tactical and strategic decisions made during these days separated good sailing from excellent sailing. However, the regatta took an unexpected turn on the fifth day as a lightning storm swept through the area, forcing a necessary pause in the racing schedule. Safety is paramount in these events and, as always, it remained a top priority.

The final day saw sailors facing the powerful forces of a 20 knot sea breeze. The high winds added a thrilling dimension to the competition, testing all the sailors and showcasing their ability to adapt to varying conditions.

I extend my gratitude to the Adelaide Sailing Club, the dedicated organisers, volunteers, and sponsors who made this regatta possible. The regatta not only provided an opportunity for intense competition but also created a great atmosphere, and really gave a boost to the Australian ILCA community.

The 2025 ILCA Australian National Championships will take place in Queensland at the Royal Queensland Yacht Club.

## RESULTS:

### ILCA 7:

- 1st - Matt Wearn (WA)
- 2nd - Tom Saunders (NZL)
- 3rd - Philip Buhl (GER)

### ILCA 6:

- 1st - Brooke Wilson (NSW)
- 2nd - Frances Beebe (QLD)
- 3rd - Patrick Cummin (VIC)

### ILCA 4:

- 1st - Aiden Simmons (VIC)
- 2nd - Jasper Stay (WA)
- 3rd - Chase Taylor (QLD) ■



# 2023 Windsurfer LT World



*Between the 29th of December and 4th January a team of 8 RPYC board sailors competed in the 2023 Windsurfer LT World Championship held at South Of Perth Yacht Club. With 250 boards competing this was the biggest event that most of our team had ever competed in and without any large fleet racing since the 2020 Techno Nationals there was an atmosphere of excitement and nervousness as we all hit the water on 'day zero' fine tuning our boards and sails before attending the Opening Ceremony that evening.*

**Day one** entailed 2 course races in a light, shifty, fluky easterly breeze that turned the fleets on their heads. A slow day for our sailors as many of us, along with many ex-olympians and world champions struggled to pick the breeze leaving the standings looking quite interesting heading into the afternoon. The lightweight and women's divisional slalom commenced in the afternoon with all our sailors making it through round one.

**Day two** was much livelier and suited our group much more. We were blessed with winds of up to 26 knots across 4 course races with several

of our group skyrocketing through the fleet achieving multiple top ten and podium finishes between us. Not an easy feat given the strength and experience of many of our competitors.

**Day three** was the highlight for our group and brought back plenty of nostalgia for many competitors. The Marathon. 1 start line, 250 boards, 2 laps to Majestic Point and back, and a building seabreeze. We all hit the water as keen as ever! Impressively we all managed to get off the start line cleanly and continued toward the top mark, the building breeze making the

upwind ever more difficult. Upon rounding the top mark, we revelled in the windy downwind conditions hitting speeds in excess of 20 knots and reeling in the competition before rounding the bottom mark and doing it all again. A huge shoutout must go to Jaiya Marns-Morris, who had the world's biggest blisters on her hands but battled through the race finishing a very tidy 5th place in the women's division and in the words of coach Tim Slatter "hit beast mode" on the final leg overtaking several boards.

**Day four** finished the slalom for all divisions, another shifty, gusty easterly made for

many zero to hero moments. The spectators and live commentary at the end of the jetty certainly added to the atmosphere as our sailors pumped their hearts out through heat after heat, 4 of them making the finals. A discipline that relies heavily on pumping fitness and board handling our sailors certainly got the chance to showcase their skills 2 of our 4 finishing within the top 5.

**Day five** was our final day of course racing. 3 races were conducted in another shifty but strong easterly. Again, the results were given a shakeup. Our boards sailors had a mixed bag of results



# Championship



▶ with multiple top 10's and a notable second place for William McAullay in race 2, the highest placing of any of our sailors in the course racing discipline. The afternoon featured the freestyle event, live commentary and pumping music accompanied by old-school freestyle moves certainly kept the crowd impressed and entertained, although not counting towards overall results.

**Day six** featured the 'super-slalom' where the top 4 slalom sailors from each of the 4 weight divisions battled it out to crown the overall slalom world champion. The final presentations then followed and much to our delight RPYC now boasts windsurfer LT world and vice world champions! Jaiya Marns-Morris claimed the overall youth world title and Monte Dowdall claimed the junior vice world title! Along with a myriad of other divisional place getters our Club should be immensely proud.

Our sailors learnt an incredible amount from this experience. Sailing alongside

numerous ex-olympians and world champions we were able to develop our tactical racing brains which go largely unused in windfoiling as well as unlock several new 'gears' for sailing in different wind strengths which many of the fast sailors seemed to have endless numbers of.

A huge thank you must go to our boards coach Tim Slatter and Premo Jacniacki for providing on water coaching that was invaluable to our sailors as well as all the parents who supported us during the week and have been a huge driving force behind the boards program

since it's inception at RPYC. Finally, a huge thanks must go to RPYC and all the Members who have invested in our boards program that has gone from strength to strength producing champions not only on a national but world scale all while maximising the fun factor. ■







# GBRW Celebrates 21 Years

*Geographe Bay Race Week 2024, celebrated its 21st anniversary, presenting an unparalleled surge in enthusiasm and participation.*

The regatta has witnessed a remarkable uptake in entries, from 43 to an impressive 74 boats, solidifying its stature as the paramount event on the Western Australian Sailing Calendar. Sixteen yachts from RPYC participated in almost every race division!

In a riveting turn of events, the introduction of “Super 30s” delivered an even more exhilarating spectacle, marking their inaugural appearance at the Geographe Bay Race Week. Designs represented in this division included: Melges 32, Thompson 870, Flying Tiger, Barrett 31, Esse division was

850, and the Cape 31. RPYC’s BOOM a Melges 32 Skipped by Rob Scharnell Competed.

The opening night at Geographe Bay Yacht Club (“GBYC”) set the tone for an action-packed week, with the Mini Regatta Viper and Flying Fifteen fleets braving a building southerly breeze on Sunday morning. Under the watchful eye of Race Director Scott “Scotty” Olney, the fleets were granted a late start, unleashing the exhilarating potential of the Geographe Bay waters. The racecourse transformed into a vibrant canvas as spinnakers adorned the horizon, accompanied by

a few heart-pounding near capsizes in gusts exceeding 20 knots.

The Mini Regatta race management team operated seamlessly, orchestrating four exhilarating races for the day. The backdrop of the massive keelboat fleet, racing near the Busselton Jetty with 74 boats, added a picturesque start to the regatta, showcasing the unity of sailboats against the stunning coastal backdrop.

As Day 2 unfolded, racing recommenced at 10am, providing enthusiasts with a front-row seat at the famed Busso Jetty for the starts

and a relaxing afternoon at GBYC, indulging in ice cold Shelter Brewing ales and West Winds Gin & Tonics. Race Director Scott Olney expresses his excitement, stating, “We are thrilled to reach this significant milestone of 21 years for the Geographe Bay Race Week. The overwhelming increase in entries and the debut of “Super 30s” highlight the growing appeal of our regatta, a testament to the dedication of our sailing community and the enduring allure of Geographe Bay.”

Windward/Leeward action Tuesday afternoon for





► Division 1, Super 30's, Div 2 and S97s provided a long day on the water but smiles all round as these tough battles were fought on the water.

Acknowledging the instrumental role of sponsors, including the City of Busselton, Shelter Brewing Co, Club Marine Insurance, and other partners, Scott emphasizes their pivotal commitment to the race's triumph. The collaborative spirit among sponsors ensures the continued success of this remarkable event, fostering a profound love for sailing and

“  
***The collaborative spirit among sponsors ensures the continued success of this remarkable event***”

creating indelible memories on Geographe Bay.

The week-long festivities, graced by the iconic Busselton Jetty, promised to captivate seasoned sailors and newcomers alike, fostering camaraderie, sportsmanship, and an unrivalled passion for sailing. GBYC extends a warm invitation to participants,

supporters, and spectators to immerse themselves in the excitement, both on and off the water.

**NOTABLE RPYC PLACEMENTS INCLUDE:**

**Division 1:**  
 3rd – *Wyuna* (Hilary Arthure)

**S97 Handicap:**  
 1st – *Jolie Breeze* (David Hepburn)

3rd – *Silver Fern* (Alastair McMichael)

**S97 Championship:**  
 1st – *Silver Fern* (Alastair McMichael)

2nd – *Terra* (Simon Plunkett)

**Premier A Cruising:**  
 2nd – *Fortuosity* (Commodore Dr Janet Hornbuckle)

**Premier B Cruising:**  
 2nd – *Toravean* (Jonathan Wallwork)

**JAM B:**  
 1st – *Lady Liza* (Tony Mills)  
 3rd – *Still Cruisin'* (Tony Carter)

In addition to member yachts competing in the event, RPYC provided other resources in support of the regatta, including the use of *Challenger* as the main fleet start boat. ■





# Analysis of the 2023 Cockburn Sound Regatta

*The Rockingham based Cruising Yacht Club's Cockburn Sound Regatta (CSR) 2023, between 26th to 30th December was a pleasant, windy – but not to excess, vibrant occasion. 'Perie Banou III' performed excellently taking out 2nd place on consistency after 7 races in JAM Division 2.*

It was my first attendance at this revitalised series of events since the 1980s when I raced with some success the original *Perie Banou (PB)* which I was part owner; brother Jon the other partner. He was away at these times on other business like circumnavigating the globe 3 times on *Parry Endeavour*. That's another story. The first *PB* now belongs to the WA Museum in storage since 1990.

Phil Somerville-Ryan (*Huckleberry*) has sailed for a number of years in the CSR

and he urged me to come and join the post-Christmas fun where the two S&S 34s could show off again their ocean competitive attributes. Phil over the past 4 years has been ably supported by my grandson Cameron Biddle who now, in effect, is my yacht's sailing master. Phil's pleadings for friendly competition on Cockburn Sound captured my daughter Kathy's (*PB III's* bowhand) imagination and of her own volition she booked apartment accommodation in Rockingham. The dice had

been thrown, we the family were now hooked in, so to speak. Included in our team was son Andrew bringing his skill as a former laser dinghy champion, and Heather Williams who has crewed for a number of us at RPYC.

The CSR commences (at least for Fremantle, Swan River and northern marina yachts) with a 'feeder race' to Rockingham on Boxing Day starting at a reasonable 11am. It's a straight-line passage with a minor dog leg and when the sea breeze is

in – it's a course more or less directly into the wind. Just what the doctor would order!

The wind was 13kn rising to 17, the perfect setting for an S&S 34. We fortunately earlier had invested in a carbon fibre #2 headsail with a 35% overlap admirably suited to the conditions. We used that sail for most of the week.

The fleet comprised a mix of designs ranging from a trimaran, a number of Division 1 yachts from FSC, Division 2 cruising and racing boats







► up to 44ft and Division 3 competitors. There were 5 yachts from RPYC:- the two S&S 34s, plus *Jolly Breeze* (S97), *Black Smoke* (Farr 9.2) and S80 *Surcouf*. (Hopefully their story will be given elsewhere).

The upshot of the ‘feeder race’ was *PB III* finishing in front of both *Black Smoke* and *Huckleberry* to take out 2nd place. I wondered how such a varied set of yachts could be reasonably handicapped?

For the actual regatta, the late December winds were true to their usual mid-summer sequence a couple of fresh to moderate SW seabreezes, then prevailing morning easterlies moderating in the afternoon. There were two races each day except the last day (30 December – morning race) and no race had to be abandoned through lack of wind.

The four RPYC Division 2 yachts sailed in Division

2 JAM fleet with all of us performing significantly in the warm, blue sky conditions. Both S&S 34s had handicap wins: *PB III* 2; *Huckleberry* 1; and *Surcouf* 2 with *Black Smoke* hanging in to not receive less than 4th place over seven races. The competition between the RPYC yachts was stark as in most races we followed each other over the finish line in one order or another – it would have looked like a red number fleet to the interested observer.

The consistency winner for Division 2 JAM was the Hillaries Yacht Club Farr 9.2

*Farrouk* skippered by Des Riley which had 1 win and 5 consecutive 2nd places on handicap. That is consistent?

It is worth a shout-out to The Cruising Yacht Club of Western Australia (to give them their correct name) for their tireless organisation administered by loyal, dedicated volunteers. Exceedingly well done.

And what is fascinating, maybe complex, is that there are up to 16 courses to cater for the various divisions and possible wind direction, which also means 2/3 of the alphabet in flags; but they do kindly radio the

course for each division at the commencement of each racing sequence. On the other hand it is really easy and appreciated that for each race a boat simply ‘signs on’ by radioing its name and the number of persons on board. Cheers to that.

I think it is fair to say that the CSR was an enjoyable experience, well organised, with close racing, good fellowship, and may it continue as such. I commend it to others.

Accommodation styles are broad and available during the post - Christmas period. ■

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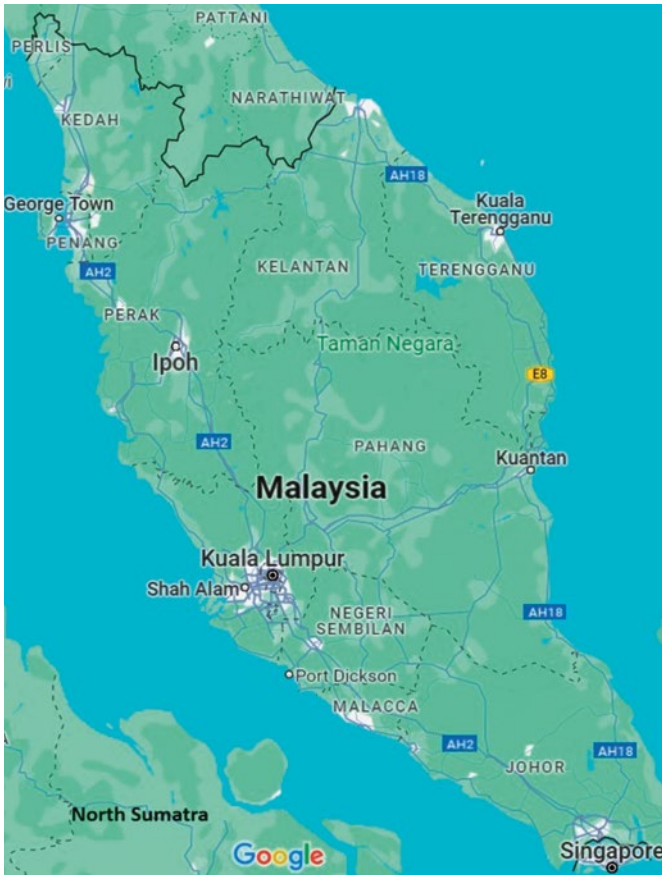
# 2023 TWILIGHT CHRISTMAS MARKETS











# 9 Lives – Passage to Langkawi

*After sailing to 20 Indonesian islands in 4 months, cruising catamaran ‘9 Lives’ headed to Malaysia. The Passage to Langkawi was a more relaxed rally with five marinas in five weeks, along the west coast of mainland Malaysia.*

The Passage to Langkawi attracted 30 yachts. Most had accompanied us on the Wonderful Sail 2 Indonesia rally which finished just outside Singapore in mid November 2023. It was great

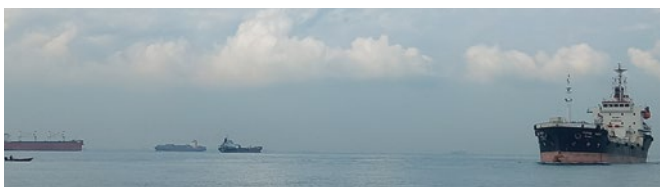
to be able to continue our travels with our new friends and meet a couple more on the way.

Crossing the Strait of Malacca from Batam Indonesia, past

Singapore to Jahor Baru on the southern tip of Malaysia, was a change of pace. The Malacca Strait is one of the busiest in the world and at just 1.5 miles wide near Singapore, and with over 300 ships

passing through each day, you need to be awake to cross the traffic. Choosing a favourable current also helps.

Fortunately, we successfully dodged the giants and made it ►







► to the other side, marvelling at the tiny fishing boats who seemed oblivious to the tankers sounding horns. Then we were faced with the heavy industrial coast of Singapore and Malaysia, before joining the rally at Admiral Marina at Johor Baru.

Like many other things in Singapore, it is expensive for a yacht visit. Berthing in Malaysia is a good and much

cheaper option, and it's easy to take a taxi or bus across the bridge to visit Singapore, which we did.

After the less developed islands of Indonesia, Malaysia and Singapore took us back to the developed and industrialised world. There were plenty of food options, restaurants and shopping and we wasted no time stocking up on cheese, muesli and other favourites.

As the rally was coordinated by Sail Malaysia (a private Malaysian Initiative), we had hosted stops at marinas in George Town, Pangkor, Penang and Langkawi. A number of discounts were offered for marina stays and work in some on-site boat yards. The marinas provided some prompt and efficient services or advice and contacts if they couldn't provide it themselves. Many of the yachts took advantage

of these services for repairs and maintenance, which wasn't always available in Indonesia.

As we sailed north, the Malacca strait slowly widened, and the shipping congestion decreased. Some stretches of the Malaysian coast were quite flat and boring, but optional tours to Kuala Lumpur, Singapore and Malaka were provided and added interest. ►







► The historical ports of Malaka and Penang were favourites. The number of nations that controlled these centres over the centuries, including the Portuguese, Dutch, British, and traders from India, China, the Middle East and many other places has resulted in a vast variety of delicious food options.

There were a number of islands to visit enroute

however the water was not the crystal-clear sort we craved, so more swimming was done in marina pools than ocean. There was also a large number and some very large varieties of jelly fish (even bigger than the ones in the Swan River). Some of the quieter Penang beaches warned of deadly stingers.

As we neared Langkawi we welcomed the more rugged



islands, some with sandy beaches, but of course, the tourist boats and jet skis also appeared. We happily joined in a beach clean up with fellow yachties. The plastic and rubbish problem is everywhere, except the beaches within resorts where it is cleaned up. Some islands looked clean until we got ashore and found it washed up under the trees and bushes.

“  
As we neared Langkawi we welcomed the more rugged islands,  
”

Like Indonesia, Malaysia is predominantly Muslim. The people are friendly, and many speak English so we quickly got out of the habit of speaking Bahasa. Tourist locations are fairly relaxed with standards of dress, however as we found out, you have to beware.

A visit to one island found us in a very strict religious location, where the tourist resort had closed. Without thinking, Jane’s quick bikini clad dip and walk in search of showers resulted in being promptly presented with



a sarong and told to cover up. Apologising and offering to put my shorts and t-shirt back on wasn’t enough but it was a good way to be gifted a sarong, which Mark promptly named the sarong of shame.

The Malacca Strait is not an idyllic island cruising ground and with light winds late in the year we motor sailed much of it. However, the Strait was interesting and is an easy location for transport links through KL and Singapore. There are many duty-free shopping opportunities (particularly for alcohol and chocolate) in Langkawi and strangely enough, saucepans and kitchenware in Pangkor.

It was also a good place to end our 2023 cruising season as we left 9 Lives in Rebek Marina, off Langkawi. After some maintenance on our return in early 2024 we’ll head north and cross into Thailand to cruise Phuket and the islands of Phang Nga Bay. We’ll then return down the Straits to rally up the Malaysian east coast before crossing to Borneo. ■







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■ Will McAullay and Team working hard in the BW8 Saturday Fleet Race – Photo courtesy RPYC



■ Will McAullay and Team (R806) working hard to windward in BW8 Saturday Race – Photo courtesy RPYC



■ Part of the eight boat tow, State Heats – Photo courtesy Chris Pye's crew

We are now over half way through our summer season and boy has it been an interesting season with regard to the weather. Whilst it has been unusual and varied, the racing has remained tight in the BW8 Fleet. The top three positions on both the Club's Consistency and Club Championship leader boards are each separated by just one point. I'm sure the remaining races in this series will be hotly contested.

It was pleasing to see Royal Perth's Will McAullay do well in the recent Jess Cup Match Racing event at Royal Freshwater Bay Yacht Club which is sailed in BW8s. The day before the event Will was seen, with his team,

getting some familiarisation and practice sailing in the BW8 Saturday race having borrowed Chris Pye's *Pieces of Eight*. Whilst it has been a great Match Racing Regatta, ending up second, the Saturday fleet race show old age and deception can still beat youth and exuberance. Well done Will and Team - it's great to see RPYC Youth getting back into Match Racing and doing well.

The BW8 State Championships are made up of 10 windward leeward races run on 5 days spread from November to February. The races are well supported with an average so far this season of over 12 boats on the race track. Recently returning to weekend racing, Geoff Lansell in *Prim8s* is currently lying in second place and keeping the pressure on the leader Alan Thomas and his crew on *The Fox* with only two races in the end of February remaining. *Prim8s* is not new to the winning circle, it was the inaugural winner of the BW8 State Championships in 2008 when owned and skippered by Commodore Tony Carter.

On the 10th of February Heats 7&8 of the State Championship were held. They were memorable for a number of reasons. The morning race was held on a day with hardly a breath



■ Mike Kinney and *Mad Hatter* rounding the bottom gate in State Heats – Photo courtesy George Vaskovics





■ Concentration in light downwind, State Heats – Photo courtesy George Vaskovics



■ Choosing the pin, State Heats – Photo courtesy George Vaskovics

▶ **“**  
**Memorable also as every BW8 from both RPYC and RFBYC was on the start line – a fleet of 14 matched one design boats.**  
**”**

racing in the State Heats was close – particularly in the first race where eight boats finished within a minute including two pairs of dead heats. The standout performance was by Mike

Kinney and his crew on *Mad Hatter* who crossed the line well ahead of the others in both races. Mike, very typically, said “I did nothing special... just got a good start and stayed out

in front.” I suppose that will do it.

Happy Sailing.

*“The big boats get the glory, but small boats make the sailor.”*— From the movie “Wind” ■

of breeze until 0930 and the temperature reaching 40°C by 1030 and getting even hotter during the morning – between the first and second heats there was long debilitating wait for breeze before the start of the second race at 1118. Memorable also as every BW8 from both RPYC and RFBYC was on the start line – a fleet of 14 matched one design boats. The eight RPYC boats were lucky to be there and would have had no chance of getting there if it wasn't the kindness and capability of Andrew Waldby, who though competing in the event, raced around to E jetty and his beloved SS34 *Swagman* and began picking up the drifting boats who had only just made it clear of the marina. What a sight, eight BW8s trailing out behind *Swagman* and heading down river – with crew and sails that's over 12 tonne. As Andrew said “It was a good workout for the 21hp Yanmar!” *Swagman* was simply anchored, clear of the course, near the start line and Andrew was picked by *Pieces of Eight*.

Though the breezes were patchy and variable, the



■ First five BW8s running downwind, State Heats – Photo courtesy George Vaskovics



■ Light air boat trim, State Heats – Photo courtesy George Vaskovics





The S80 Southwest Championships were held over the Australia Day weekend; Ten yachts entered for what was competitive, champagne sailing on Koombana Bay over two days. RPYC was represented by Dave Beresford on *Coee* and Dave Hepburn skippering *Bluebird*. After seven races just two points separated each of the first three podium positions, congratulations to Phill Slee and his crew sailing *Miss Behavin* who won from Darrin Tinley on *Escape* and Mark Gooding, *Shadowfax*. The S80 Consistency Championship results saw Bill White on *White Noise* take first from Ruth Lawrence on *Misty Blue* 2nd and Dave Beresford, *Coee* 3rd.

Ruth Lawrence bought a team of female S80 sailors from Sydney for this event; I think her Facebook post sums up the weekend; “We have just returned from the South West S80 Championships in Bunbury WA. Big thank you to Lisa Cowell (S80 *Sister Act*) who reached out invited us and to KBSC for hosting us with great food and live music, and the opportunity to sail on *Misty Blue*. We have experienced nothing but warm hospitality, generosity, and a sharing spirit. Unforgettable experience, topped off with dolphins racing alongside us”.



A great weekend of close sailing sets the scene for the WA S80 State Championships to be held over the March long weekend. ■





# DIVISION 2 REPORT

Jamie Mercer, Fleet Representative, introducing guest writer Camille Vissouarn



For this edition of *In the Wind* I asked one of my relatively new crew Members to give me her impression of sailing life at RPYC. A lot of us take the experience for granted after years or even decades of competing and we may have forgotten what it feels like to be a 'newbie'.

This is Camille's account:

My sailing journey at RPYC is not unlike many others around the Club. It all began with a casual invitation from a friend: "Want to crew this weekend?" Without hesitation, I jumped at the chance, faster than a seagull snatching a chip. Little did I know, it would be my first time on a Division 2 boat and my first encounter with the colourful characters that make up our crew. Not to mention Jamie, who kindly asked about my sailing credentials before giving me a crash course in staying afloat (Picture). That cheat sheet's been in my sailing bag ever since.

As for my first race on *Big Diamond*, well, it's a bit of a blur now, a whirlwind of adrenaline and exhilaration, eclipsed only by the frenzy of the Governor's Cup and the Marathon race that ensued a couple of weeks later. Racing past Point Walter, navigating through moored boats, and chasing the wind became an addictive thrill that I eagerly anticipate every year and keeps me coming back for more.

One of the highlights was when Jamie found himself short on

crew and decided to take out an Elliott 7. It was my first time on one, and it was a blast trying something new. It took us a fair chunk of the first upwind to get acquainted with the boat, but eventually, we started catching up to everyone, until a sandbank decided to get in our way. Since that race, we've been back on the Elliots in the Thursday night mini races, which have been the most intense and incident-filled experiences on a boat I've had so far.

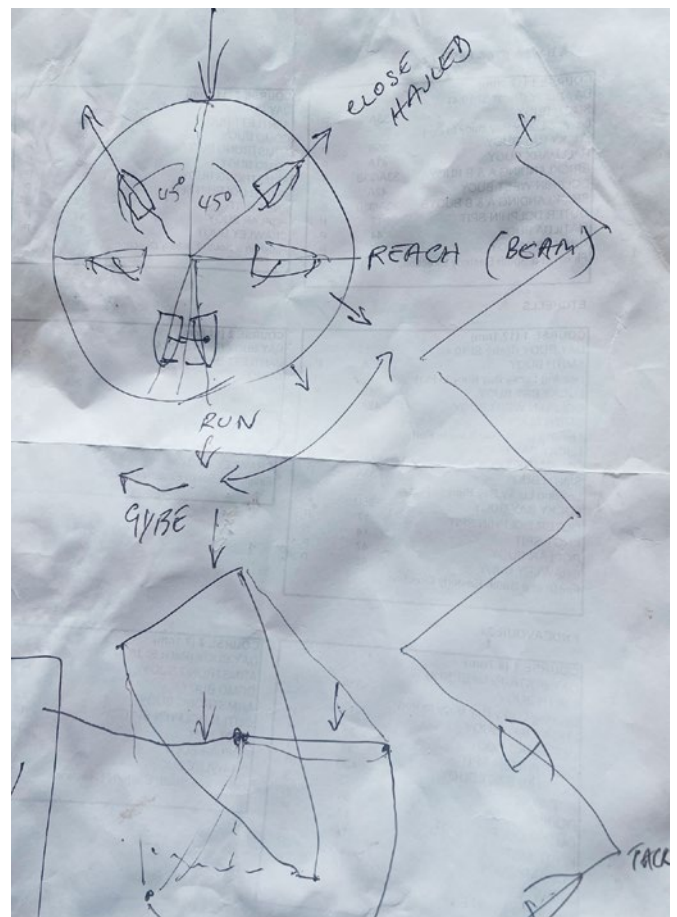
“**accidental t-bonings (not us fortunately), heart-stopping man-overboard incidents, and witnessing not one, but two dismantlings.**”

Of course, no sailing saga would be complete without a few mishaps along the way. Think accidental t-bonings (not us fortunately), heart-stopping man-overboard incidents, and witnessing not one, but two dismantlings. I've also had my fair share of mishaps on board, resulting in bruises and sore muscles.

While out on the water, I must admit that we're all just the orange kite, the blue boat, or even 'Colin and Graham' (in case you didn't know either: it's not a boat's name), all striving to get ahead. But here's the real kicker: sailing isn't

just about the chaos on the water. As the sun sets and the crews gather in the wardroom for a well-deserved brewski, amidst the clinking of glasses and the laughter of friends, I've had the pleasure of meeting remarkable individuals with stories as diverse as the seas. From solo sailors navigating Europe to adventurers trading sails for wings in Africa, and even those who've been part of the Club for three generations or more, each tale is more captivating than the last.

And that's the magic of RPYC - it's not just a Club, it's a community where every day on the water brings new connections and memories. So, if you're considering joining a crew, I have one question for you: what are you waiting for? Dive in headfirst, and I reckon you'll find yourself hooked on the adventure and the camaraderie. I came for the thrill, but I stayed for the laughs. And I reckon you will too. ■







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## INTRODUCTION:

As the Royal Perth Yacht Club's Division 3 continues its season, the spirit of camaraderie and dedication shines brighter than ever. Despite challenges, the unwavering commitment of Members like Barry Rosen, Mal Wilson, and their crews highlights a vibrant community eager to embrace both competition and companionship.

## COMMUNITY AND CAMARADERIE:

Division 3 stands out for its exceptional sense of community and strong camaraderie. With a special gathering spot at the bar and robust participation in the Wednesday and Thursday twilight races, Members enjoy a blend of competitive sailing and social engagement. This unique culture fosters a welcoming atmosphere for sailors of all levels, encouraging participation and shared experiences.

## A CALL TO CHALLENGE:

While Division 3 may not directly organize twilight team racing, the initiative offers an exciting opportunity for sailors seeking to challenge their skills in a competitive environment. It's a testament to the Club's diverse sailing

opportunities, and Division 3 encourages its Members to explore these events, further enriching their sailing experience and contributing to the Club's dynamic competitive spirit.

## LOOKING AHEAD:

With 9 races remaining this season, anticipation and excitement build within Division 3. Each race presents an opportunity for sailors to demonstrate their skills, enjoy the thrill of the competition, and further strengthen the bonds within this tight-knit community.

## AN INVITATION FOR ENGAGEMENT:

In the spirit of continuous improvement and fostering an inclusive environment, Division 3 welcomes suggestions, comments, and feedback from all Members. This open invitation reflects the division's commitment to growth, adaptability, and ensuring every voice is heard. Members are encouraged to direct their thoughts to the division representative, ensuring Division 3 remains at the forefront of enhancing the sailing experience at RPYC.

## CONCLUSION:

Division 3's essence lies in its community, competitive spirit, and openness to feedback. As the season progresses, the division looks forward to more memorable races, shared laughter at the bar, and the collective pursuit of sailing excellence. Together, we sail forward, embracing every challenge and opportunity that comes our way.

## YOUR INPUT MATTERS:

Have ideas or feedback? Let's make Division 3 even better together. Reach out with your suggestions and help shape our future. ■





# ENDEAVOUR 24 REPORT

## THE BIG ROTTNEST TRIP

In November we completed an Endeavour 24 Rotttnest adventure. We had five endeavours booked in, *Nirvana*, *Halcyon*, *Breeze*, *Little Tiger*, and *Vagabond*.

We all left RPYC Crawley at roughly the same time, but interestingly a large spread in positions developed. Robin with his 3.3hp managed to arrive an hour in front of the next boat who had a 5hp. Somehow when Robin reached Point Walter, *Vagabond* was just rounding Pelican point. This unfortunately led to *Vagabond* turning back due to a dirty hull.

*Breeze* arrived first in Longreach. For my first rotto

trip more than ten years ago, I purchased a 16kg CQR anchor and 12mm chain from Yacht Grot. I remember old mate frustrated with my concerns about old tech saying, “look mate, your endeavour isn’t going anywhere with this thing”. This anchor and chain must have come off a 45ft cray boat.

After a textbook drop and set, a concerned yachty slipped off his 40ft mono to dive on my anchor. He surfaced jokingly saying “on a bit of an angle mate” and went back to his boat to dry off. (For those who don’t know, CQRs inherently have an angle because of a pivot.) Although finding his maritime joke clever, I humoured myself on whether


he would check the remaining three endeavours who were about to arrive.

*Little Tiger* arrived next. A bit less space. A bit more difficulty. Maybe a little close to the reef at one point. Like clockwork our diver jumped in and gave the OK. With *Halycon* I suggested over radio to drop anchor basically on the bum of ‘kind 40ft sailor’. At least the yachty wouldn’t need to swim far to check Simon’s anchor. *Nirvana* rocked up with usual bravado. Dropping just north of *Halcyon* which would lead to excitement at about 2am. A special thanks to the yachty who checked all our anchors.

At 2am that night when the strong easterlies kicked in, I


woke up to Jake shouting for Simon’s attention. *Nirvana* had swung into *Halcyon*. After having a quick peek outside, I decided it was too cold to offer assistance. You also get wet feet from the condensation on deck. From the comfort of my berth, I listened to *Nirvana* motoring past me, the motor sputtering out, some yelling and an anchor dropping. I must have fallen asleep because in the morning *Nirvana* was on a mooring.

We had plenty of adventure on and around the island. After bowls, our group found an injured King Fisher stuck in a plant shroud. After an hour of defending the bird



ROYAL PERTH YACHT CLUB

# FORTUOSITY FUSION



30ML MANLY SPIRIT CO. MARGARITA CHELLO MIX  
15ML COINTREAU  
15ML GIN  
30ML LIME JUICE  
100ML FEVERTREE PINK GRAPEFRUIT SODA  
GARNISH: LIME AND A WEDGE OF GRAPEFRUIT

SHAKE CHELLO MIX, COINTREAU, GIN, AND LIME JUICE WITH ICE.

POUR INTO HIGH BALL TALL GLASS AND TOP WITH FEVERTREE SODA.



Figure 1 - Robin and Kelly ready to set off on their first Rotto trip on *Little Tiger*.





■ Figure 2 - From Left to Right - Nirvana, Halcyon, Little Tiger and Breeze in Longreach Bay



■ Figure 3 - Playing Bowls on Rottneest.

▶ from a Quokka and a murder of crows looking for dinner, the rangers arrived. The casually put the bird into a black cloth bag. Michelle my partner is a wildlife painter and animal lover asked what would happen to the King Fisher. The ranger replied "We'll take it to our wildlife assessment centre". It's nice to know that little King Fisher is happily flying around Rotto.

A few of us went for a dive off Parakeet Bay. We were very excited when a large bronze whaler came to check out our Shark Shields.

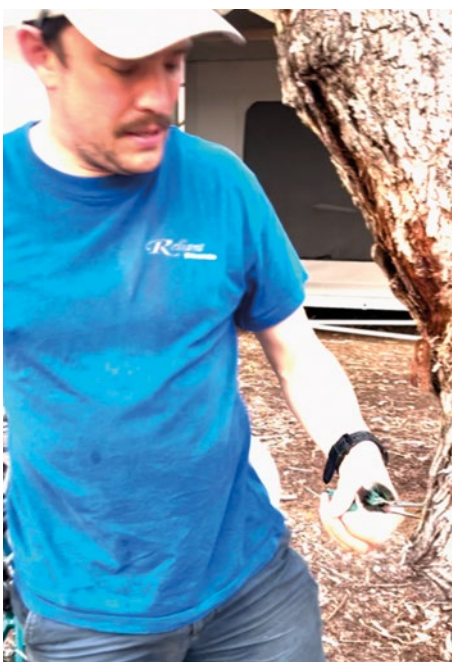
“  
*We were very excited when a large bronze whaler came to check out our Shark Shields.*  
”

On the sail back to Perth, Jake barbequed lamb for everyone whist underway. We all took turns sailing up to him and collecting our lunch. What a great way to increase boat handling skills!

In racing news, a massive well done to Nea Helen Ferin-Durie for winning the 2024 Endeavour 24 Ladies Skippers Race on Nirvana! ■



■ Diving off Parakeet Bay.



■ Figure 4 - Jake with the Kingfisher



■ Figure 5 - Getting ready to transfer freshly cooked lamb from Nirvana to Breeze.



© Lindsay Preece of Ironbark Photos



■ *Farrouk*, overall winner at the 2023 Cockburn Sound Regatta.



■ *The Black Smoke* at the 2023 Cockburn Sound Regatta.

Our last Farr 9.2 report finished at **heat two of the Farr 9.2 Swan River Metro Series**, with *Elusive* (Richard-Brisbane Cohen) putting up a solid campaign at the top of results, and *Itinerant* (Mark Hansen) a very close second.

The following race in the Swan River Metro Series, **heat three**, was hosted at South of Perth Yacht Club (SoPYC), bringing the boats a little further east for an upwind start, and into Heathcote Bay, with all sorts of tacking, crossing and ducking upwind into a southerly to Bricklanding buoys. Once at the top mark, *Elusive* continued quickly in their downwind run, establishing a solid lead early in the race. They managed to stretch that lead out over a couple of laps of the river, then an early loop around the end of the fishing line and then back out to Robins buoy. By the end of the race, *Elusive*, continuing to sail well, held a lead of almost four minutes ahead of *Itinerant* in second. Handicap results had *Elusive* in first, *Eufarrria* (Peter Cook) second and *Lionheart* (Warren Westaway) third. Thanks to SoPYC for hosting the fleet!

**Heats four and five** of the Metro Series were back

at RPYC for a set of two windward/leeward races, in a disconcertingly light forecast. The three-minute start sequence kept all fleets on their toes, and the winds turned out perfect for competitive racing. *Elusive* continued strongly from their win in heat three to cross the line first again in heat four, winning both first and fasted ahead of *Itinerant* and *Lionheart*. Upon finishing, the fleet set out again for heat five. *The Black Smoke* (Jeremy Kerr) broke out ahead early, staying alone to the east for favourable winds extending their lead. However, not repeating that strategy in the second downwind run turned out costly, letting *Elusive* and *Itinerant* sneak through ahead to the finish at the last minute. Handicap results for heat five had *The Black Smoke* first, *Elusive* second (and fastest), and *Itinerant* third.

During a short break in regular sailing over Christmas and new year, a few of the Farr 9.2s made their way down to the 2023 Cockburn Sound Regatta, hosted by The Cruising Yacht Club, for a little coastal sailing. *The Black Smoke* and *Farrouk* (Des Riley, HYC) joined the Jib and Main 2 fleet, but new contender *Seahawk* (Juan Roman &

Pedro Araujo), intending to compete too, ended up stuck on the hardstand over the holiday. *The Black Smoke* performed well in the Fremantle to Cockburn Sound delivery race, winning third overall on a combined fleets result. After a solid four days of quality racing – with decent winds on all days – *Farrouk* impressed us all, winning the JaM 2 division, as well as first on overall regatta results.

Once back in the water in January, *Seahawk* made it out to join the fleet for the next Metro Series race, heat six – their first Farr 9.2 Association race! A variation from the usual format, heat six comprised a marathon course, taking the fleet south past Blackwall Reach, rounding Roe buoy, and back up to a Crawley finish. After some jostling for lead, *Farrlap* (Andrew Hossen) made it home first and fastest, with *Lionheart* second on handicap and *Eufarrria* third.

A couple of weeks later, on a particular breezy Saturday afternoon race in February, a few of the keen Farr 9.2 crew competed in a new event for the fleet – the Farr 9.2 2024 Crew Skipper race. An opportunity for the usual skippers to relinquish the helm (both

literally and figuratively), this race put some new talent in charge, and provided some impromptu lessons in heavy-weather sailing. With barely a spinnaker to be seen anywhere on Melville waters, all competitors sensibly decided to sail under whites only. After plenty of water over the rails, the across-the-line results had *Farrlap* (Kevin Fergusson) first, *Seahawk* (Pedro Araujo) second, and *The Black Smoke* (Leon Koch) third.

Taking things further afield again, three of the regular RPYC 9.2s – *Eufarrria*, *Frenzy* (Murray Rowe) and *Toravean* (Jon Wallwork) have taken a long sail down to Geographe Bay Yacht Club for their annual Race Week event. At the time of writing it's still too early to call overall results, but there are already a few firsts and/or fastest amongst the 9.2s competing so far. All the best for the rest of the regatta!

In great news for the aspiring Farr 9.2 owner, the famous *Dragonheart* has recently been listed for sale. She comes with a full wardrobe of sails, a set of new upgrades, regularly serviced 18ph Volvo Penta engine, plenty of accessories, and is ready for either racing or cruising – or both! For any enquiries or further information, contact Kevin Schroeder on 0418 642 800. ■





## Simon's Own Sticky Date Pudding

PREP TIME: 20 MINS

COOKING TIME: 45 MINS

SERVES: 12

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*Enjoy Simon's Own Sticky Date Pudding! A favourite dessert among our Royal Perth Yacht Club Members! Serve with a side of cream, or vanilla ice-cream.*

---

### Ingredients

850ML of Water  
600G of Dates (Raw)  
50G BiCarb Soda  
675G Self Raising Flour  
500G of Caster Sugar  
200G of Butter  
9 Eggs



### Directions

- 1. Soften Dates:** Bring water and dates to boil on stove, once boiling add bi-carb soda. Then set aside to cool.
- 2. Cream Butter and Sugar:** With a mixer in a large bowl, cream the butter and sugar together until a light and fluffy mix forms.
- 3. Add remaining ingredients:** Add Self Raising Flour, Eggs, and Date Mix into Butter. Mix very lightly until combined.
- 4. Prepare Baking Tray:** Line baking tray with baking paper and butter. Pour in Sticky Date mixture.
- 5. Cook:** Cook in oven for approximately 45 minutes at 160degrees.
- 6. Enjoy!:** Best served with a side of cream or vanilla ice-cream, and slightly warmed.



Photos courtesy Ironbark Photos



■ Skallagrigg

The Christmas break and the first half of the summer sailing season is behind us and we had a lot of good racing at Royal Perth Yacht Club. Congratulations to Sean Wallis and Fiona McCabe, alternating at the helm of *Skallagrigg*, for winning the Metropolitan Championship thanks to a series of great results: 1-1-1-[DNF]-2-2. It was a close race between them and Maxy D'Alesio on *Total Recall* who ended in second place by only one point. David Hepburn on *Jolie Breeze* achieved third place overall.

The Consistency Metropolitan Championship title went to Grant Cullen on *Second Wind* by one point over Maxy D'Alesio on *Total Recall*. The previous year *Second Wind* finished equal points with *Total Recall* and Grant missed

out on the title after a count back, so it was great for him to achieve this result this season. In the handicap series David Hepburn on *Jolie Breeze* was third.

Well done to *Jolie Breeze* for the second place in their division at the Cockburn Sound Regatta held between Christmas and the New Year.

A few S97s are getting ready to go from Perth to the 2024 Geographe Bay Race Week between the 3rd and the 9th of February. With several S97s resident in Busselton there will certainly be some competitive racing in the water.

The 2024 State Championship will be held in Owen Anchorage waters during the Labour Day long weekend

(2nd, 3rd and 4th of March). The S97 fleet will be hosted at the RPYC Annexe in Fremantle with a program composed of eight races.

In the Club Championship, after four races, Maxy D'Alesio

on *Total Recall* is currently leading, followed by Steve Cowle on *Hornet's Nest* and in third place is Grant Cullen on *Second Wind*. This championship is made of seven heats and will finish in early April. ■



■ Second Wind



■ Jolie Breeze



■ Total Recall



# RACE MANAGEMENT

Pamela Strickland, Race Management



Have you ever wondered what we do 'out on the water'? How do races actually start? How are the courses chosen or set? What are those rather large brightly coloured funny shaped objects and what are they used for? Why do we use RIBs and not more boats like Pelican? Why do we need a Licence to use a radio and what is a 'channel'. Why should Power give way to Sail and what are the 'rules of the

road'? Why is 'reading the wind' so important?

All these questions and more can be answered by volunteering at the Club – either for the Race Management Team, Club Boat Driver and/or Mark Layer or all three areas! Your Club needs you!

Please contact Boating Operations for more details. ■





# RPYC WOMEN'S SQUAD

With the summer season well and truly in full swing, so too are the activities of the RPYC Women's Squad. After an action-packed start to the new year the next few months promise to be a full calendar of state and interclub championships, with longer term planning for national and international events happening in the background.

## TUESDAY NIGHT TRAINING

We were lucky to have the opportunity to participate in a series of short, intense training sessions over the course of six Tuesday evenings. These shorter sessions forced us to be focused and efficient in implementing new techniques and learning to work together as a team, while allowing us to try roles we were less comfortable with and develop new skills. We are hoping to run another of these training series in the next couple of months, and would love to see some new faces.

## RUMBLE IN THE REACH

A highlight of the annual sports boat calendar is the



■ Tuesday night training into the sunset

EFYC Rumble in the Reach. Short, hard legs with an unpredictable breeze and a course designed to force the boats to broach and wipe-out makes for an excellent spectator sport! Extremely hot weather of over 40 °C and lighter-than-expected winds tested the stamina and heat tolerance of the Women and Youth teams representing RPYC, but water and ice-blocks from Dana

on the support boat went a long way in lifting morale and hydration levels. Despite some course-confusion from the start box resulting in over half the fleet receiving a NSC for the first race, the team fought back in the following two races to finish in 9th overall. Solid efforts from all teams involved, and leaving Rumble with all boats intact is always a win.

## JESS CUP

RPYC had two teams entered into the Jess Cup; an event combining the state youth fleet racing championship with the match racing of the Jess Cup, raced on BW8s. To make up the appropriate skill distribution and weight the squad teamed up with the RPYC Youth team to form two combined teams helmed by Bindy and Will.

The team of Bindy (helm), Isaac (main), Sam (trim), Skippy (mast/trim), and Joe (foredeck) had a challenge ahead of them with about 6 hours of symmetrical kite experience, and by far the youngest team ranging from 12 to 17 years old.

The level of skills at this event was high, and with such a short course even the fleet racing component of the event had boats match racing each other up and down the course. Strategies and tactics abound, with the team having some fantastic moments. Throughout the racing the team was often in the mix for the first upwind leg, but lack of symmetrical spinnaker experience proved to be a challenge on the downwind. Overall an excellent effort from all teams, and we



■ Rumble in the Reach, Akaiya and Elliott 6 Women's Team





■ Jess Cup Youth 2



■ International Blind Sailing Regatta in Rutland



■ Teams Racing

► now have a plan to develop our symmetrical kite skills for future championship regattas.

### INTERNATIONAL BLIND SAILING REGATTA

We had Kylie and Kiara of the Women's Team joined by Del and Erin representing RPYC at the International Blind Sailing Regatta in Rutland, UK in November last year. A short lead up of training, fundraising, and figuring out how to get there led to a cold and intense regatta

with some very tight racing. After some drama with the boat dubbed *Escargot* by the French team, being instructed to reef the main and reduce sail plan for "heavy breezes" of 10 knots, and not a small number of protests, tight crosses, and general pandemonium on the course, we sailed an outrageous 28 races over three days. We were exhausted and delighted to finish 5th overall, including three 1sts and five 2nds over the regatta.

### TEAMS RACING

Over the past 3 weeks we have been stretching our wings and participating in the 2024 RPYC Teams Racing Series, raced on Elliott 7s in a 3x3 format. Truly putting our boat handling skills to the test we have been racing well, getting into plenty of tight situations, and capitalising on our excellent downwind speed. As of writing this, the team finished this evening's race with equal 1st and high spirits, looking forward to the last week of racing!

### UPCOMING EVENTS:

- S80 State Championships – March 2024
- Women's State Keelboat Championships – TBC April 2024
- Interclub Championships – April 2024
- Ron Tough Match Racing – May 2024
- Australian Women's Keelboat Regatta – TBC June 2024 (Melbourne)
- South Australian Women's Keelboat Regatta – TBC October 2024 (Adelaide). ■



■ Jess Cup Youth of RPYC 2024



News from the end of 2023 is that Sailability WA proudly supported the 2023 WA Hansa Class State Championships held at Royal Perth Yacht Club on 2nd and 3rd December. The event attracted people of all ages and skills to enthusiastically have a couple of days of fun sailing. So it was that a bunch of sailors with disabilities, together with a team of volunteers and Club staff and support, planned and conducted the WA HANSA State Championships. You can read the full wrap up report by Graham White by scanning the QR code.



The 'Lost At Sea' Blind Sailing Team recently travelled to Rutland UK to compete in the International Blind League Racing Championships in RS21s. The team, consisting of Kylie Forth (Skipper), Erin McGlew (mainsheet), Kiara Parkinson (sighted jib hand) and Del Kilcullen (sighted tactician) came together at very short notice and sailed 28 races over three days!!

The Team ended up with three 1sts, five 2nds, coming fifth overall and thanked Sailability WA and RPYC for their generous support and to Colin Harrison for coaching them before the event. The Team came a very long way in six weeks and are really happy with their result.

Earlier this year Sailability WA hosted a 'Come and Try Sailing' Day for people with disabilities to try sailing a keelboat, or in a two person Hansa dinghy. The day was well attended by people with disabilities living independently in the community with a few participants keen to keep sailing with us going forward, or to try out going for a boat ride on the new *Nev Thomas* pontoon recently launched at RPYC. Our President, Gary Griffiths, Secretary



Peter Moore and Program Coordinator, Rachael Cox were able to attend Fishability's official launch event for the *Nev Thomas 2*, representing Sailability WA.

In January our *Nev Thomas* volunteers were trained by Mike Concannon from Fishability on all the features of the new Fishability pontoon named the *Nev Thomas 2*. Volunteers had some practice navigating the vessel in and out of its new pen at RPYC. Overall volunteers were impressed with how manoeuvrable the boat is considering its size. Sailability WA uses the boat on a Thursday morning high support sailing days, for participants with disabilities

who use electric wheelchairs to roll and roll off the vessel, which is a great activity to go for a boat ride on the Swan River/ Derbal Yerrigan, being on the water and in the fresh air, seeing Perth from a different perspective!

“  
**we are seeking Volunteers to assist our Supported Sailing Program**  
”

If you have time to spare midweek, we are seeking Volunteers to assist our Supported Sailing Program which is run on Wednesdays and Thursdays from ~9.30am-12.30pm as well as our monthly School Program.

We are looking for dinghy skippers, pontoon support and shore support. Please get in touch with Rachael Cox, our Program Coordinator ([office@sailabilitywa.org.au](mailto:office@sailabilitywa.org.au)) if you can assist? More information can be found on our webpage: <https://www.sailabilitywa.org.au/volunteering/>

Contact our team if you have any queries regarding our supported sailing programs.

Rachael Cox  
Program Coordinator  
T: 0404 145 499  
E: [office@sailabilitywa.org.au](mailto:office@sailabilitywa.org.au)

Kyllie Whitehead  
Administration Coordinator  
E: [admin@sailabilitywa.org.au](mailto:admin@sailabilitywa.org.au)  
W: [www.sailabilitywa.org.au](http://www.sailabilitywa.org.au) ■





# FREMANTLE Annexe



■ Casey Skinner  
Marina Supervisor,  
Fremantle Annexe

With a childhood deeply rooted in sailing, Casey's journey from the Pelican dinghies at South of Perth Yacht Club to the helm of ocean racing reflects a life dedicated to the open water.

“  
*A self-proclaimed 'big time ocean addict'*  
”

A self-proclaimed 'big time ocean addict', Casey's love for the sea is not confined to the realm of sailing. When not at work, his days are consumed with his favourite pastime — surfing. Casey not only surfs but also builds his own brand of surfboards in his shed.

### THE VOYAGE TO FREQ ANNEXE

Casey's sailing journey began at the age of 7, evolving from Pelican dinghies to representing Australia in regattas across Europe, all thanks to the J.E.S.S. scholarship program.

Transitioning to keel boat sailing at 17, Casey navigated the challenging waters, racing on various boats out of South of Perth Yacht Club and Fremantle Sailing Club. His experiences on the bow of a Farr 50 in ocean races like Cape Naturaliste and Fremantle to Geraldton forged a deep-seated passion for ocean racing.

While he no longer races competitively, Casey's connection to the world of sailing endures. His fascination with the boats and the ocean persists, making the Fremantle Marina the perfect place for him to merge his professional life with his love for the sea.

A skilled light vehicle mechanic turned maritime enthusiast, Casey's journey led him through apprenticeships, boat building courses, and diverse mechanical roles. From bosun at Royal Freshwater Bay Yacht Club to overseeing day-to-day operations at South Perth Yacht Club, Casey's trajectory has been as dynamic as the tides he so adores.

### AND WHAT'S NEXT FOR THE ANNEXE

Aside from hosting upcoming regattas, Casey aims to enhance emergency planning and equipment readiness,

ensuring the safety of sailors during large-scale events. Additionally, reviving the Defense Bar and Kitchen for weekend enjoyment is on his agenda. Matching the Club Members statements

“  
*A great facility in a prime location where members can have a little "vacation" away*  
”

of referring to the Annexe as “our little piece of Paradise” he believes it is exactly that! A great facility in a prime location where Members can have a little “vacation” away from the Crawley marina.

As Casey takes the helm at Fremantle Annexe, he welcomes members to share their suggestions for improvement. His invitation echoes through the marina, encouraging fellow ocean lovers to contribute to the ongoing legacy.

### COMING EVENTS

Regattas - Kicking off with the Etchells State Championships on the 17th and 18th of February, followed by the WA Keel boat States running from the 2nd through to the 4th of March, and we are also expecting a large fleet for the WA OIDA State Championships on the 9th and 10th March. ■

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FROM THE

# Archives

## NATURALISTE TRIVIA

On Friday 22nd of March 2024, the 60th Cape Naturaliste and Return Ocean Race will commence off South Mole. I thought I might provide some trivia from the 1964 Race.

It was a logistical nightmare for the Race Control Officers Bill Hopkinson and Bill McGillvray. It started with the Tug *Orpyc* being used for towing through the bridges developing clutch troubles and unable to assist some yachts, closely followed by the Army Escort vessel *Lerida* developing shaft trouble leaving no escort for the race to Naturaliste or its return. During the early stages of the race, the weather turned a bit nasty which severely hampered the radio coverage from the R.A.A.F. *Dakota* aircraft seconded to the race. Nearing Bunbury, *Manitoba*, the stand in Escort Vessel developed engine trouble and had to return to Fremantle. At the same time the Tender to the marker boat at Bunbury developed engine problems and left the Bunbury Mark Observers on their own without any means of reporting the mark roundings.

Despite the troubles, the Race Officials were in full charge notwithstanding that HMAS *Diamantina* and the Navy GVP 958 assisted the only casualty, *Kirribilli* who lost her mast. The Race concluded without further incident with *Eun-na-mara* taking line honours.

### FASTEST TIMES

The fastest time recorded was by David Davenport sailing *Crush* in 2023 taking 15 hours 38 minutes and 33 seconds. The record for the longest race time was by Neil McAllister in *Eun-na-mara* in the 1965 race. Her elapsed time was 53 hours 29 minutes and 05 seconds.

## TROPHY RESTORATION

We have recovered from the Archive Collection, a brass Binnacle Compass, The Paul and Gray Ltd Trophy won by *St George* WG Green in the Perth Flying Squadron season of 1935-36. This Trophy has been restored by our Archive Volunteer Ian Lunt.



## RECENT DONATIONS TO THE ARCHIVES

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

**Ian Lunt** – A large collection of America's Cup Books and Magazines.

**Pam Haan** – Binoculars, see article and photo.

**Captain William Jupp** – A Vintage Brass Sextant.



## BINOCULARS

Many years ago in the 1980s, John Fitzhardinge snr, donated to the Club Starting Officials in the safe care of Pam Haan, a precision set of German Binoculars. As Pam has now retired from her duties as a Starting Official, she has returned this historical artefact back to the Archives for safe keeping. Members of the Fitzhardinge family were consulted in this decision.

## CAPTAIN JUPP'S SEXTANT



## QUIZ

### Quiz Number 78:

Name the Ship - Probably the strongest wooden ship ever built, used in expeditions in the Arctic and Antarctic regions by the Norwegian explorers Fridtjof Nansen, Otto Sverdrup, Oscar Wisting and Ronald Amundsen between 1893 and 1912. There were no correct answers to this Quiz. The Correct Answer is *Fram*.

### Quiz Number 79:

What was the smallest yacht to participate in the 1957 Cape Naturaliste and Return Ocean Race? For a clue, check out the Naturaliste Display on the Wardroom landing.

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



## QUOTE OF THE DAY

If you tell the Truth, you don't have to remember anything.  
Mark Twain

*"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.



# MEMBERS SERVICES DIRECTORY

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## BANK - OWNER MANAGED

### BOQ SUBIACO

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