

2010
Annual

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Official Journal
of
The Royal Prince Alfred Yacht Club

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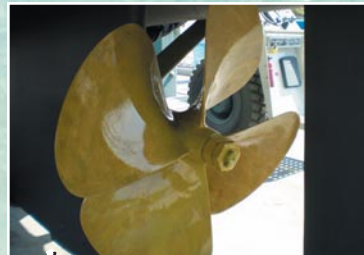


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The Alfreds Yachtsman Official Journal of The Royal Prince Alfred Yacht Club

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FROM THE COMMODORE



Dear Fellow Member,

Welcome to the 2010 Annual Alfred's Yachtsman.

When I wrote my 30 April 2010 Commodores Report for the RPAYC's 143rd Annual Report, I provided a summary of our economic performance which I consider to remain sound, particularly given market influences that have dampened our spirits over the past two or three years. For those interested, our business results are summarised in detail in our 30 April Financial Accounts.

Perhaps of equal or greater relevance, I then turned to our performance on water. I stated that it remained very strong and by way of substantiation evidenced events like our Short Offshore Racing, Blue Water Racing, our Pittwater & "destination" Cruising, Broken Bay Series, Ladies Day Team Racing, Gwen Slade Trophy, Audi Bill Buckle Twilight Series and the like.

In the months since that report our on water performance has remained strong and just to prove that's not just idle patter, I note RPAYC members have very recently enjoyed success in, amongst other things, the 2010 Interclub Challenge Cup where our two Youth Development teams were victorious in competition with RSYS & CYC. We had a hugely well supported Force 24 Super Series which is another pathway for our younger members & which despite world class competition was finally won by "a local," Pat Langley. Our Youth Development Teams also figured particularly well in the event. On another tangent, our Juniors did a great job at OAMPS Queensland Youth Week Regatta incorporating Australian Winter Youth Championships at the RQYS. Jim Colley took gold in the Optimist fleet and there were a number of our members who either brought home medals or showed remarkable improvement over the regatta. I mentioned this latter group, in particular, at the Annual general meeting. Dan Fitzgibbon & Rachael Cox marched onward to the 2012 London Paralympics with gold in the Skud 18 class at Weymouth. Nicky Souter and Nina Curtis along with crew member Olivia Price took a similar path with Gold in the Women's Match Racing. Katie Spithill, Jess Eastwell and Angela Farrell finished with a 7th in the Women's Match racing. Jason Waterhouse won the Hobie 16 Youth World Championships in Weihai, China. Rod & Kerrie Waterhouse blitzed the Masters in the same event and proving that genetics count, Evelyn Curtis took Gold in the Grand Masters category, also in Weihei. In the Sydney - Gold Coast Race, Bob Oatley, Mark Richards & Iain Murray are to be congratulated for their 1-2 finish with Wild Oats X and XI.

Locally, Ross Hennessy and his crew took out Division 1 of the Waterford winter series, with Joachim Fluhrer and Richard Pearse taking out Division 2 & 3 respectively whilst in the Saturday Winter Series it was Robin Tedder, Anthony Doyle & Andy MacPhail and Brian Gray winning their respective Divisions and to a number of our members involved either in Hamilton Island or who went to Bonifacio to shake off the winter blues in the Mediterranean.

So we entered the 2010-2011 sailing season with plenty of momentum. We published a very full sailing calendar proving that things never stay still, early

in our new season we hosted the inaugural "Alfred's Festival of Sail" with one high priority of this event to attract yachtsmen and women to our club to experience its geographical beauty, its facilities, its camaraderie and its spirit of warm competition. The goal was to convert all that into membership to sustain us into the future.

Similarly, we provide a very full training calendar catering for a wide range of interests. Again, the object is to assist with skills development amongst our members, to encourage new participants into our sport and ultimately to convert new or developing sailors into active participants and into RPAYC membership.

We will conduct a Coral Coast cruise into 2011 to enjoy camaraderie and scenery, but the broader intent is to provide members with a reason to actively participate at our club.

We will pursue a proactive interest in Yachting NSW where some of the key deliverables are to entice new entrants into our sport and to promote skills development in order to propagate our sporting growth across future seasons.

At a slightly different level, when you next visit your club you will see that during the off season a number of upgrades were completed in the RPAYC clubhouse to preserve the amenity for members and their guests. In their own way these works illustrate the determination of our Board and Flag Officers to prepare for the future and build on the Alfreds sense of pride. I trust that this determination will act as yet further encouragement to members to bring along stalwarts or newcomers to sail on Pittwater, enjoy the hospitality of our Club, enjoy skills development and participate in Alfred's style cruising or racing.

Of course, our momentum relies on a strong human element and under the tutelage of our General Manager, Suzanne Davies, we have some fabulous people making it easier to deliver services that include our frantic calendar, our training, our house, our marina, our boatyard and more. I thank all our management for joining us as we accelerate into the season.

As I look into 2011 and beyond, my role as Commodore is to provide the RPAYC with the means to flourish and as you read this magazine you will encounter content from volunteers who are the beachhead for our future endeavours. I thank them for their volunteer time. The RPAYC future relies on us all to enjoy sailing and build on that enjoyment by involvement of others.

To conclude my message about the future, whilst I remain satisfied with so much that we have achieved and remain excited about our 2010-2011 season, I also remain mindful that we should constantly reach out for improvement. Two aspects where we may better prepare for our future are our method of governance and our member classifications and if I am able to garner support for certain Constitutional revisions during the year, I will bring some thoughts forward, again with the objects of preserving our club by encouraging new participants into our sport and into membership of the RPAYC.

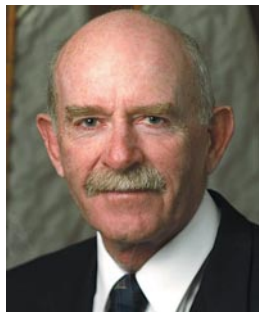
In the meantime, I wish you a fabulous season of sailing at the Royal Prince Alfred Yacht Club.

Russell Murphy
Commodore





FROM THE VICE COMMODORE



At the 2008 AGM, the membership of RPAYC endorsed a change in the Governance Structure of the club which essentially was intended to reduce duplication of valuable volunteer resources by increasing Flag Officer representation on the Board to two positions (Commodore & Vice Commodore) and dispensing with the Flag Officers Committee. Simultaneously, leaders of activity groups were elected as Rear Commodores to form committees

whose role is to administer their respective activity areas and to bring forward relevant issues for Board consideration through the Commodore/Vice Commodore.

The new structure was also intended to provide the Commodore with formal, necessary support in his role as the Club's elected leader given the broad spectrum of duties for which he is required to find time to give appropriate attention. The commitment of time and energy by all our volunteer elected officers is not insignificant and is especially not in the case of the role of Commodore.

In the two years that this arrangement has been in operation, I have had the privilege of working very closely with Commodore Russell Murphy, the other four Directors, and senior club management in our endeavour to ensure that administration of the affairs of our club is effective and in the best interests of the overall membership. The establishment of the Commodore/Vice Commodore "team" has also assisted significantly in sharing the commitment for necessary attendance at the club and

representing club members at many and various forums during the year.

However, the experience of operating within the Governance Structure applicable over the past two years has indicated that further improvements can be made in two particular areas. Duplication of time and effort still exists to some extent in the relationship between the Rear Commodores and their committees and the Board. More particularly, the roles of the Rear Commodores would be more effective if they were to have a seat at the Board table rather than rely on 'third party' representation through the Commodore/Vice Commodore arrangement. I understand that the Commodore and the Board will give further consideration to the appropriateness of such a restructure with the aim of presenting a suitable recommendation to club members prior to the next AGM in 2011.

As you are now aware, I stepped down from my role as VC prior to conclusion of my three year term. The primary reason for this was to facilitate an objective set and achieved jointly by the Commodore and myself to create a pathway for generational change in the leadership of our club. I congratulate Ian Audsley and Rob Curtis on their election as new Directors of the club and also Allen Stormon and David Pring on election as Rear Commodores. I also thank Rob Curtis in particular for making himself available to serve as Vice Commodore and I know that he and Russell will form a very effective team to lead the club over the coming months.

John Ellis, *Vice Commodore (Retired)*

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Race review

By Allen Stormon, Rear Commodore Yacht Racing



Blue Water Series action in the Pittwater to Newcastle Race - Photo by Tom Spithill

Taking on a new role in any organisation is always a daunting task, but the warm welcome and the offers of assistance has made taking up the role easier than I expected. This has reinforced to me why we have the best yacht club in Australia, if not the world.

This year has been a strong year for International results, and I would like to congratulate the members on their achievements;

James Spithill – BMW Oracle skipper. Winner of the Americas Cup,

Nicky Souter and Nina Curtis – Gold ISAF Women’s Match Racing Worlds, Gold ISAF Women’s Match Racing World Cup at Weymouth,

Nicky Souter, Katie Spithill, Nina Curtis, Jessica Eastwell and Angela Farrell for their selection in Australian Sailing Team for Women’s Match Racing vying for a spot on the Olympic team in 2012,

Daniel Fitzgibbon – Bronze IFDS World Championship, Gold ISAF World Cup Weymouth (Skud),

Jason Waterhouse – Gold ISAF Youth Worlds (Hobie 16),

Rob & Kerrie Waterhouse – Gold; Masters at the Hobie 16 worlds,

Evelyn Curtis - Gold; Grand Masters at the Hobie 16 worlds,

Ray Roberts and ‘Evolution Racing’ team who were crowned Asian Yachting Champions 2010 and anyone else I may have missed.

On the home front, thank you to all the volunteers and the professional staff for their efforts in putting together the 10/11 point score season. This season retains the same core events as 09/10, with an additional new concept regatta to bolster our club’s sailing exposure to other clubs.

“The Alfred’s Festival of Sail,” a two day event held on the weekend of the 16th and 17th of October 2010 and conceived as a Regatta for all to enjoy. The event included Short Offshore, One Design and Fleet racing; a Cruising Rally, and refreshments and live entertainment in the newly refurbished “Halyards Bar.”

The other special event this season is the 30th anniversary “Pittwater to Coffs Harbour” race. This year there are more races at Coffs Harbour and a division for ORCi rated yachts, as well as IRC and PHS.

The club can only meet your racing expectations if you promote your concerns and ideas, so bring them up at your next fleet meeting, or email them to your fleet captain and help make a difference.

Good Sailing,

Allen Stormon



General Manager's Report

By Suzanne Davies



are quarantined to those who pay for them and at the same time provide greater security and flexibility. I trust members will be pleased to hear that we will begin to investigate new software to improve our member data base management and accounting systems. These initiatives will improve administrative efficiencies, simplify statements and afford us the ability to provide communications in a more responsive, relevant and reliable manner.

This year also saw a great deal of time and effort put into the development of the 2011-2015 Strategic Plan. This document can be viewed on the website and I encourage you to familiarise yourself with it.

In line with the objectives of the plan, this coming year efforts will continue to focus on:

- Trialling initiatives that increase the number of boats participating in on water activities;
- Growth of hardstand boat classes;
- Streamlining and improving communications and exploiting technology in this regard;
- Expanding training programs;
- Building greater value for members vis a vis those who choose not to invest in club membership;
- Preserving the club's healthy financial position including ensuring funds are available for major asset replacement into the future.

If you have visited the club on a Sunday morning you may have noticed the increased activity on the centreboard lawn with our children's learn to sail courses which go by the name of "Tackers." "Tackers" is our answer to Nippers or Little Athletics. There are three levels and each course runs for one term, the children progress from Tackers 1, 2 and then 3 and then on to join the Sunday afternoon Centreboard fleet. Naturally the theory is that by involving children at a young age we are securing the future membership of the club. In the second week of January, on the back of the Coffs regatta, the Club will host the 2011 Optimist Nationals and expect to see up to 200 competitors and their families around the club during what is sure to be an exciting and very busy time.

Members will soon become familiar with the terms Green Marina and Gold Anchor, both of which are initiatives of the Marina Industry Association of Australia. The Green Marina program is a national voluntary accreditation system for the industry and has been developed to support Australia's marina industry in its endeavours to protect our coastal and inland waterways. The club is able to satisfy the criteria required for the highest level of accreditation and we look forward to being recognised for this and further encouraging an environmentally responsible culture at the club.

The Gold Anchor program is an international rating system akin to those used for hotels. The rating is based upon both facility and service standards and will provide us with benchmarks to meet in order to retain our rating. This is an important part of communicating our service ethic to all members, visitors and staff.

I'll share more information about these programs as we progress them.

I'd like to thank the various committees of the club that provide the management team with the feedback, assistance and advice that facilitates us in providing amenities and services to meet the expectations of members. I also thank all the members who continue to provide their support and friendship to me in my role as General Manager.

Finally, I will close by acknowledging the entire staff of The Royal Prince Alfred Yacht Club. We have many very good people working here who care about their jobs and the outcomes they seek to achieve. Whether in the office, the yard, the marina or in the bars, they are frequently called on to go above and beyond to get the job done and I appreciate their commitment.

It's been a great year and I look forward to working for you all again in 2011!

Suzanne Davies
General Manager

As we come to the end of the year, it is good to reflect and know that we have moved forward with a number of successful projects. The ground floor refurbishment was the major project for the year and it was a real success. The bathrooms look great and the laundry has been well received, in addition, works took place "back of house" and included movement of the cellar, renewed refrigeration, expansion of the Halyards kitchen, purchase of new kitchen equipment and rewiring of the electrical distribution board. These works have improved efficiencies, enhanced Halyards appearance, facilitated an expanded menu selection and have solved a number of council compliance issues.

The decommissioning of fuel operations has allowed us to progress development on the visitors' wharf. Having recently replaced the ramp, the replacement of the piles and pontoons will take place in the first quarter of 2011.

There will be plenty happening as we enter winter 2011, the hardstand crane on Green Point will be replaced and at the same time the staging wharf in this area will be renewed and expanded. The growth in this area has been terrific, particularly given it brings with it new members and new boats. This year we have welcomed ten new Melges to the club and hardstand and we look forward to further growth in hardstand classes.

Late next year we review the membership access systems which will involve the ability to generate photographic membership cards in house, new boom gate systems and keyless entry. These initiatives will help to ensure membership benefits





2009-2010 Annual



Trophy	Event	Winner	Owner/s
LONG OFFSHORE RACE			
Alyth Trophy	Bluewater Coastal Series	Secret Mens Business	Rob Curtis/Ross Trembath/ Doug Snedden
R. Greenwood Trophy	Bluewater Trophy Day 1	The Real Thing	Garry Holder
King Edward VII Trophy	Bluewater Trophy Day 2	Windy Passage	Shaw & Carl Russett
FLEET 1			
Albert Gold Cup	Offshore Overall	Conspiracy	Peter Byford / Stephen Axam / David Hudson
R.E.Cunningham Trophy	R.E.Cunningham Trophy	Second Time Around	John McConaghy
Race Official's Trophy	Trophy Day 1	Alibi	Barry Jackson
FLEET 2			
Hornblower Trophy	Offshore Overall	Outlandish	Chris Heraghty
Albert Gold Cup II	Inshore Overall	Good Form	Joachim Fluhrer
Hedley Bryant Trophy	Trophy Day 1	Good Form	Joachim Fluhrer
Ailsa Trophy	Trophy Day 2	Good Form	Joachim Fluhrer
FLEET 3			
King Edward VII Jug	Offshore Overall	Cirrus	David Batchen
Michael Guernonprez Trophy	Inshore Overall	Hetaira III	Donald Silver
A.N. Thomson Trophy	Trophy Day 1	Una Vita	Bruce Lakin
Charlie Barr Trophy	Most Improved	Zucchero	Michael Brown
Joy West Trophy	Trophy Day 2	Una Vita	Bruce Lakin
ETCHELLS FLEET			
Calibre Trophy	Inshore PS	Miramar	Mark Doyle
Lighthouse Trophy	Offshore PS	Kalika	Ian Audsley
Sir Rupert Clark Trophy	Mini Regatta Overall	Kalika	Ian Audsley
Gwen Slade Trophy	Ladies Regatta	Hydrotherapy	Heidi Lambeth
11 METRE ONE DESIGN FLEET			
Bird (Pittwater) Bowl	Inshore PS	Ozad Force 8	Bob Fowler/Peter Gale
Luerella II Cup	Offshore PS	Ozad Force 8	Bob Fowler/Peter Gale
SYDNEY 38 ONE DESIGN FLEET			
Ione Cup	Inshore PS	Old Skool	Mark Griffith
Beatrice Harvey Memorial Trophy	Offshore PS	Conspiracy	Peter Byford/ Stephen Axam/David Hudson



Prize Giving Results

Trophy	Event	Winner	Owner/s
WINTER SERIES 2010			
Graeme Norman Memorial Trophy - Fleet 1		Pretty Woman	Richard Hudson, Russell Murphy, Michael Lockley
Graeme Norman Memorial Trophy - Fleet 2		Pacesetter	Tony Doyle
Graeme Norman Memorial Trophy - Fleet 3		Hansky	Jeff Rice
Graeme Norman Memorial Trophy - Fleet 4		Stress Free	Jim Bullough
TWO HANDED SERIES			
Gypsy Moth Trophy	Inshore - spinnaker	Stonybroke	Robin Tedder
Gypsy Moth Trophy	Inshore - non spinnaker	Ballistic	John Ball
AUSTRALIA DAY MARATHON REGATTA 2008			
Dicko Cup	Marathon Regatta	Gwhizz	Rod Parry
COMMODORES CUP SERIES			
Commodores Trophy	Fleet 1	Second Time Around	John McConaghy
Commodores Trophy	Fleet 2	Allegro	Roger Pottie
Commodores Trophy	Fleet 3	Hetaira III	Donald Silver
WATERFORD TROPHY 2010			
Waterford Trophy No.1	Fleet 1	Fudpucker	Ross Hennessy
Waterford Trophy No.2	Fleet 2	The Fifth Element	John Buckland
Waterford Trophy No.3	Fleet 3	Dancelot	Richard Pearse
OLD TIMERS RACE 2008			
Old Timer's Tackle Trophy	Old Timers Race	Easy Tiger	Warren Miles
2009-2010 LADIES TWILIGHT			
Ladies Evening Pointscore Trophy	1st Ladies	Tempnet	Penny McConaghy
SPECIAL AWARDS			
Participation Trophy - Yacht participating in most Club events			
		Dark & Stormy Witch	Bruce Staples/Jim King
Trygve Halvorsen Trophy			
Ocean Achievement of the Year		Jayhawk	Robert Alder
Alan Rich Trophy			
Top Club Yacht Overall		Dark & Stormy Witch	Bruce Staples/Jim King
Colin "Fossil" White Gun Boat Trophy			
Yacht with most 'guns' but not fleet winner		Cantina	Nick Crombie / Roger Pratt
Yachtsman of the Year			
			James Spithill, Nicky Souter, Katie Spithill, Nina Curtis, Jessica Eastwell, Angela Farrell, Stacey Jackson
Volunteer of the year			
			Bill Pringle





Racing to Coffs - An historical perspective

By Angus Gordon

As with many great outcomes in life a number of fortuitous circumstances and events coincided to result in the birth of the Pittwater to Coffs Race.



The first Coffs race fleet in the inaugural race in 1981

The forerunner, the South Solitary Island Race, was losing popularity by the late 1970s as few yacht crews were interested in sailing all the way to Coffs from the Middle Harbour start line only to round South Solitary Island and sail all the way back to the finish in Pittwater. So by 1981 the RPAYC started to

look for an alternative.

Meanwhile up at Coffs Harbour Yacht Club the Commodore and Directors were exercising their minds as to how to generate an iconic ocean race that would put their club on the "map." Thoughts of a Coffs to Sydney race or a race to Coffs followed by a race back to Sydney were being touted but the real question was, given their limited resources, how would they run such an event.

Then, in August 1981, Max Tunbridge was delivering the yacht *'Beach Inspector'* back from Mooloolooba when he decided to call into Coffs on his way home. After a couple of drinks with the powers that be at the CHYC, one thing led to another and soon Max was "on a mission." Returning to Sydney he had a chat with the RPAYC Commodore Kevin Smith and wheels started to turn... very fast! There were so few entries for the 1981 South Solitary Island Race that it had to be cancelled but, with incredible dedication and hard work a new race was substituted; the Pittwater to Coffs Race.



White Pointer first winner - 1981

On the 26th December 1981, a fleet of 14 yachts faced the starters gun in Broken Bay for the first running of the Pittwater to Coffs Race. The race commenced in a light Southeaster and finished in a light Southeaster although there were some relatively calm periods in between. Keith Le Compte and crew in their 37 foot yacht *'White Pointer'* set the first Race Record crossing the finish at Coffs in 47 hours, 31 minutes 21 seconds. The races success was summarised by the comment that: "The competitors were stoked to arrive and discover just how warm it was." Given that many of the yachts and crew had competed in previous Sydney to Hobart races, this comment cemented the future of the race.

By the second year there were 48 entries and even though it was the slowest race on record with the line honours winner *'Short Circuit'* taking 62 hours, 33 minutes 57 seconds, 52 yachts lined up for the third race in 1983. Perhaps the slowness of the second race simply extended the enjoyment of friends sailing together up the NSW coast?

The 1983 race saw the first race record smashed by a new style of New Zealand Yacht *'Urban Cowboy'* when she crossed the finish line in 24 hours, 24 minutes 48 seconds. Jack Bellamy had originally wanted to enter his yacht in the Hobart race but *'Urban Cowboy'* was not ready on time so he entered the Coffs race instead. He was delighted at the result, although he admitted he had never heard of the Coffs Race before entering it. His enthusiasm for the race and his result encouraged others to enter.



Urban Cowboy on her way to a race record in 1983

Jack's delight as the race record holder was however short lived because in the next year, the 1984 race, Arthur Blore's *'The Office'* shaved nearly three and a half hours off *'Urban Cowboy's'* record to set a new Race Record of 20 hours 56 minutes 56 seconds; a record which was to stand for 19 years until, in 2003, Bob Oatley's *'Wild Oats IX'* set the current record of 18 hours 29 minutes 14 seconds.

The popularity of the race steadily grew during the first decade of the race with 79 competitors in 1986 then 82 by 1988 and 102 by 1990. The race was growing in stature and more and more families were making the pilgrimage to Coffs to meet their racing partners and enjoy a holiday on the beautiful North Coast.

The 1990 race proved a challenging slow race. However, the tenth anniversary in 1991 saw a record fleet of 108 boats face the starter, and try to fit in to the Coffs Harbour Marina! Yachts were tied up three deep to the ends of the marina arms and there were two rows of yachts, nose to tail with stern anchors, moored off the public wharf near the Fishing Co-op. Over 1000 yachtsmen and women descended on the Coffs Harbour Yacht Club and nearby establishments testing the local infrastructure to its limits! The race had been relatively slow with the winner *'Southern Cross Advertising'* taking 44 hrs 21 minutes 55 seconds to complete the course; more than twice as long as the then existing record.

In 1992 there was a slight drop-off to 92 competitors and again another slow race with *'Innkeeper Marine Outboards'* taking almost 40 hours to get to Coffs.



Nicorette celebrates victory in 2004

Perhaps it was the 3 years of slow races that discouraged entrants because by 1993 the number of starters had dropped to 62. As luck would have it, 1993 provided a lively ride with the 47 foot 'Vendetta' crossing the finish after 26 hours 54 minutes 4

seconds. The start time had been moved from 1100hrs to 1300hrs to allow any sea breeze to fill in. Rather than obliging with a sea breeze the weather turned on a strong Southwester which dominated the first day. The sea breeze did eventually kick in on the second day; so much for the best laid plans of man!

There was an apparent near total collapse of the race in 1994 when only 39 boats fronted the start; the 2nd smallest fleet ever. But there was a very good reason. 1994 marked the 50th Anniversary of the Sydney to Hobart. Many of the Coffs Race regulars joined in the record 371 Hobart bound fleet to celebrate the 50th milestone. Interestingly, the southerly 'Buster' which greeted the fleet half way across Bass Strait reminded many sailors of the warmer and more pleasant ride to Coffs so the following year saw 90 yachts decide that Coffs was the preferable place to race to at Christmas.

Half way through the second decade, in 1996, another frustrating race occurred resulting in a reduction of interest the following year with the number dropping to 71. This time the fickle weather turned on a good run with 'Wild Thing' crossing the finish in 23 hours, 2 minutes 2 seconds to take Line Honours in 1997.

The tragedy that overtook the 1998 Sydney to Hobart fleet in Bass Strait cast a dark shadow over the Coffs Race that year. The violent weather in Bass Strait produced firstly a strong and unusual westerly at the start of the Coffs Race then gave rise to a Southerly which moderated through the race as the tail end of the Bass Strait storm moved up the coast. While sailors were fighting for survival in Bass Strait the Coffs Race competitors were speeding North in what would normally be considered excellent racing conditions... except no one was enjoying it. The news over the radio was terrible. Almost everyone had family or friends in the Hobart race and all were focused on the radio scheds to get the latest updates. A somber mood prevailed in Coffs that year.

Ensuing good conditions over the next few years saw fleet numbers in the Coffs Race recover to 102 yachts in 2000. This was an interesting year as the traditional race start date was moved from 27th December in 1999 to 2nd January 2000 to accommodate those wishing to see in the new Millennium at home with their families. So technically there was no Coffs race in 1999. This change in date proved so popular that it was adopted for future races.

There was a near record fleet of 104 for the 20th Anniversary race in 2001. 'Xena' was the star of the show, taking Line Honours in 34 hours 40 minutes 26 seconds after a hard bash to windward which was long remembered as one of the most uncomfortable Coffs Races on record.

In 2003, a fleet of 79 yachts crossed the starting line in an ideal southerly of 15 to 20kts which held its strength all race. 'Wild Oats IX' showed the fleet a clean set of heels to establish a new, and current, race record of 18 hours 29 min 14 seconds. She pulled off the treble of Race Record, Line Honours and IRC Handicap win.

In 2005, an attempt was made to make the race more visible to spectators by sending the fleet from the starting line to a buoy to the North of Broken Bay, back to a buoy off Palm Beach before heading North. A delayed start time of 1400hrs combined with light wind conditions meant that many of the fleet did not get out of Broken Bay until late that afternoon. The frustration this produced insured this modified course died a natural death. 'Wild Oats X' won, in a time of 19 hours 58 minutes 17 seconds, a remarkable feat given the light conditions and slow work on the first afternoon. Had the regular course been run then it's easy to speculate that 'Wild Oats X' may have stolen 'Wild Oats IX's' crown.

2007 saw the 98ft 'Wild Oats XI' race south to take Line Honours in the Hobart race, turn around and head straight back to Pittwater, then take Line Honours and the Handicap Win in the Coffs Race. The first and only time this has occurred. Unfortunately, the prevailing Northerly conditions were not conducive to a record with 'Wild Oats XI' crossing the line in 21 hours 48 minutes 33 seconds. The second boat, some 10 hours behind, was 'Wild Joe' (x Wild Oats); the current Record holder!

It had to happen. In 2008 a low pressure cell developed off southern Queensland in late December and started to slowly track south towards Coffs. As the cell progressively intensified, conditions along the North Coast of NSW deteriorated. By the day before the scheduled start all ports north of Port Stephens were closed with waves breaking across the entrance to Coffs. In the interests of safety and given that all authorities were warning of very dangerous conditions up the Coast the decision was reluctantly taken to substitute the Coffs Race with a race up to an Island off Port Stephens, back to Botany Bay before finishing in Broken Bay. The course was nearly the same length as the Coffs race and only 2 boats withdrew leaving a fleet of 60. 'Wild Joe' won in a time of 20 hours 11 minutes 12 seconds.

The race returned to Coffs in 2009 much to the delight of the CHYC and local Coffs economy, which saw 61 starters. The winner was Bruce Hogan's brand new Marten 49 'Perpetual Mocean' win in a time of 24 hours 47 minutes 2 seconds, a mere three and a half minutes ahead of the 2nd placed 'Pretty Woman' in what Coffs veteran Ken Moxham described as "the closest finish ever in the races history."

In 2010, there were only 48 starters however the sight of two super maxis 'Wild Oats XI' and 'Etihad Stadium' at the start drew much attention. 'Wild Oats XI' who had made the trip back from Hobart for the 2nd time took the honours in a time of 21 hours 3 minutes 57 seconds with skipper Mark Richards and crew managing to manoeuvre the boat into the inner harbour at Coffs much to the delight of the locals.

A detailed history of the Coffs race can be read in Angus Gordon's book "Racing to Coffs" available from the RPAYC for \$35 with all proceeds going to youth sailing.



Wild Oats IX set a new race record in 2003





29th Coffs race and series wrap up

By Damian Devine & Angus Gordon

Victories for Wild Oats XI, Dark & Stormy Witch, Le Billet and Jayhawk saw another successful year for RPAYC boats and yachtsman in the 29th Coffs series.



Wild Oats XI enters the tricky inner harbour at Coffs to the delight of the spectators by Damian Devine

The 29th Pittwater to Coffs race got underway on the 2nd January 2010 with a fleet of 48 yachts fronting up to the start line. Emulating the feats of the 2007 race, Bob Oatley's 100 foot super maxi 'Wild Oats XI' raced to Hobart then turned around and headed back to Sydney to arrive in time for the start of the Coffs Race and was clearly the star of the show alongside Grant Wharrington's 98ft 'beast Etihad Stadium'.

The night Westerly had swung to the North providing a very fluky, light and variable wind pattern in Broken Bay for the start of the race. The yachts that started at the pin end of the line, off Lion Island, did best. Those who then consolidated their position by working the Northern side of the Bay slipped past the bulk of the fleet who, at times, were pointing in strange directions as they tried to make the best of each breath of wind out in the centre. As the fleet cleared Third Point, a light Easterly started up; the sea breeze cell had obviously decided to make a late appearance on this occasion.

Wild Oats XI line honours winner of the 2010 Pittwater to Coffs Harbour race by Damian Devine



As the afternoon progressed, so did the development of the sea breeze but its late arrival heralded a relatively moderate Northeaster by mid afternoon which started to die out early and turned to "mush" by evening leaving the big boats, which had been enjoying the Northeaster, struggling North of Sugarloaf. The rest of the fleet found themselves stuck in Newcastle Bight fighting an uphill battle in a light and fluky Northerly to Northwesterly.

After midnight a light Southwesterly started to develop but soon was replaced by a new East – Southeast systems breeze which kicked in at 8 to 10 kts but progressively developed during the day to 15 to 20 kts by late afternoon on the 3rd. As it developed, it moved further East giving most of the fleet fairly tight spinnaker or Jib Top conditions. Later in the afternoon the breeze moved back with a more Southerly bias allowing the fleet to romp along in 18 to 20 kts of breeze.

The slow start on the first afternoon and the late arrival of the East-Southeaster meant that, although the leaders were in Coffs by late morning on the 3rd January there was no chance to challenge the record. Wild Oats' efforts were rewarded with a line honours win, skippered by Mark Richards, in a time 21 hours 3 minutes 57 seconds, two and a half hours outside record pace but enough to collect the prestigious "Bell Trophy" for the second time. The Wild Oats crew under the direction of Mark "Ricko" Richards successfully completed the very tricky manoeuvre of bringing the super maxi into the Inner Harbour at Coffs so the hundreds of spectators could get up close to this magnificent weapon of a boat. Grant Wharrington's super maxi Etihad Stadium (Ex Wild Thing) was second.



Etihad Stadium crosses the alternate finish line, a first in the races history

Etihad Stadium had broken her mast while being delivered for the 2009 Hobart. A replacement mast was flown into Australia thanks to the efforts of Neville "Croaky" Crichton, the winner of the 2009 Hobart in Alfa Romeo. Unfortunately, although the mast was installed in Etihad Stadium before the "Hobart" the crew did not have sufficient time to tune the rig so while she made it out to the start she had to withdraw as the race got underway. Fortunately for the Coffs race there was sufficient time for Grant and his crew to sort a few things out which allowed her to enter the Coffs Race.

Interestingly however, Grant requested the Race Officials to allow him to use the alternate, offshore finish line and correct his time into the Harbour finish line



because the depth of his keel was such, and the main Harbour entrance shoaling unsure that he believed he could not safely enter the harbour. The request was granted, however, it is worthy of note that it was the first time in the races history that a yacht has not been prepared to enter the harbour due to her draft.

Third place went to Peter Harburg's Reichel Pugh 66 Black Jack.

The Overall IRC handicap winner for the passage race was Bruce Staples 'Dark & Stormy Witch'. Bill Ebsary's 'Le Billet' was 20 minutes behind with Julian Farren-Price's About Time finishing third a further two minutes behind, after another great battle between these two yacht crews. The Overall PHS Division was won by Kerry Burke's Mortgage Choice Rumba from the Rutherford/Ryan Beneteau First Light with Rick Morgan's Dream Lover in third.

'Dark & Stormy Witch' with a crew average age of 53 emulated their handicap victory in 2002. Staples said after the race, "We race to win and we knew we were always up there. It was a good race, the boat performed well and the crew who I've sailed with for over 30 years did a great job. We really did sail well and when the Southerly eventually kicked in we just kept passing boats until we finished the race. We're all very happy with it."



JayHawk, PHS Series winner in the South Solitary Island Race phot by Damian Devine

The Overall Series result IRC was 'Le Billet' first and third series win in four years, followed by 'Dark & Stormy Witch' with About Time in third. In PHS series spoils went to Rob Alder's J35 'Jayhawk' in first, again proving the enduring qualities of these great little yachts. Second place went to 'First Light' with the Coffs Harbour boat, 'B52', in third.



Le Billet, 2009-10 Pittwater & Coffs Series winner photo by Tom Spithill

With a near perfect scorecard with three wins and a second over four races, 'Le Billet' ended her scorecard on five points, a sweet victory for the 25 time Coffs veteran Bill Ebsary. "We're absolutely delighted, that's the one we were looking for. Everything worked well; the boat performed beautifully, the crew worked extremely well together, there were no



Bruce Staples and his jubilant crew celebrate their IRC handicap victory in the 2010 race

breakages and we've had a great time in Coffs. This is my 25th Coffs race to finish the series in this fashion was superb. When I look around this boat to see what's changed all I can say is that I used to sail with a lot of young guns but now we've all got older together. This is a great series that offers a bit of everything and tests everyone to the limit."

Robert Alder 'Jayhawk' was elated with his PHS series win offering, "This is a great feeling, she was the smallest in the fleet and we gave it our best and really enjoyed the offshore racing. Thanks to my crew, they did a fantastic job."

The 29th series consisted of four race; a short offshore race off Palm Beach, the 226nm coastal passage race and two 20nm offshore races in Coffs Harbour. The final race of the series, the 19.2nm race around South Solitary Island was held in near perfect Coffs conditions with a 12-15knot Nor' Easter under glorious sunshine.

The start had the majority of the fleet favouring the pin end with the rest spread evenly down the line. At the pin end, 'Pretty Woman' went within inches of being over but brushed the mark forcing them to go back and start again. Otherwise an incident free start with 'E11even', 'Hussy', 'Le Billet', 'Perpetual Mocean' and 'About Time', all getting the best of the starts.

The fleet then chose a lane as they beat their way up the coast, with most choosing the inshore aisle parallel to the beach sailing hard to the breeze, whilst others like 'Pretty Woman', 'Next Moment' and 'Mortgage Choice Rumba' tacked early to go seaward for an offshore lane. Those that stayed closer to the beach made a few tacks before Emerald Beach where they turned to set a line for a reach up to South Solitary Island for a starboard rounding.

It was a spectacular sight as the fleet made their way home, a colourful parade of shutes as they entered the Harbour. First across the line was Bruce Absolon's Volvo 60, 'Spirit of the Maid', five minutes ahead of 2nd placed 'Perpetual Mocean' with Pretty Woman in 3rd. The line honours results were a carbon copy of the previous day's Groper Island race.

On corrected time, it was a repeat performance for 'Le Billet' in conditions that suited his boat. 'Dark & Stormy Witch' returned to the podium in second with 'Pretty Woman' finally getting a place in the series with a well earned third.

In PHS, on corrected time it was victory for 'Jayhawk' ahead of 'First Light' with the Coffs boat 'B52', in 3rd. The 2010 Coffs Race also marked RPAYC Life Member Ken Moxham's 29th year of service as a Race Official for the race.





Pittwater to Coffs Harbour Race Race Results 1981-2010



1981 INAUGURAL PITTWATER TO COFFS HARBOUR RACE

Entries: 14
 Line Honours: White Pointer (47 h 31 min 21 sec) **1st Race Record**
 Corrected time results:
 1. White Pointer
 2. Priority
 3. Too Farr Out

1982 PITTWATER TO COFFS HARBOUR

Entries: 48
 Line Honours: 1. Short Circuit (62 h 33 min 57 sec)
 2. Patrice 3
 Corrected time results:
 1. Quartermaster
 2. Lady Grace
 3. Legend

1983 PITTWATER TO COFFS HARBOUR

Entries: 52
 Line Honours: 1. Urban Cowboy (24 h 24 min 48 sec) **2nd Race Record**
 2. Kamber
 3. Foxtrot
 Corrected time results:
 1. Urban Cowboy
 2. Public Nuisance
 3. Witchcraft

1984 PITTWATER TO COFFS HARBOUR

Entries: 49
 Line Honours: 1. The Office (20 h 56 min 56 sec) **3rd Race Record**
 2. Hawkeye
 Corrected time results:
 1. Booze Bus
 2. Hot August Night
 3. Hawkeye

1985 PITTWATER TO COFFS HARBOUR

Entries: 44
 Line Honours: Evelyn (27 h 58 min 6 sec)
 Corrected time results:
 1. Middle Harbour Express
 2. Szechwan
 3. Granny Knot III

1986 PITTWATER TO COFFS HARBOUR

Entries: 79
 Line Honours: Apollo (30 h 29 min 10 sec)
 Corrected time results: IOR:
 1. Witchcraft II
 2. Seaquesta
 3. Public Nuisance
 Arbitrary:
 1. Styx
 2. Tobacco Road
 3. The First Eleven

1987 PITTWATER TO COFFS HARBOUR

Entries: 63
 Line Honours: 1. Animal Farm (56 h 40 min 6 sec)
 2. Styz
 3. Hot Tub
 Corrected time results: IOR:
 1. The Syndicate
 2. Moonraker
 3. Justine
 Arbitrary:
 1. Andromeda
 2. Puff
 3. Phyllise

1988 PITTWATER TO COFFS HARBOUR

Entries: 82
 Line Honours: Innkeeper (31 h 19 min 13 sec)
 Corrected time results: IOR:
 1. Leroy Brown
 2. Pemberton III
 3. The Syndicate
 Arbitrary:
 1. Odds On
 2. Pink Boat
 3. Teenage Love Machine
 IMS:
 1. Rising Farrst
 2. Crackajack
 3. Kalina

1989 PITTWATER TO COFFS HARBOUR

Entries: 93
 Line Honours: 1. Bobsled (31 h 37 min 31 sec)
 2. Dollars
 3. High Anxiety
 Corrected time results: IOR:
 1. Pemberton III
 2. The Syndicate
 3. Beach Inspector
 Arbitrary:
 1. Pep Talk
 2. Midnight Magic
 3. Tashtego

1990 PITTWATER TO COFFS HARBOUR

Entries: 102
 Line Honours: 1. Amazon (40 h 39 min 49 sec)
 2. Mandate
 3. Blue Max 2
 Corrected time results: IOR:
 1. Pemberton III
 2. Relentless
 3. Blue Max II
 IMS:
 1. Seaquesta
 2. Boomalacha
 3. Rising Farrst
 PHS:
 1. Love And War
 2. Rock 'n' Roll
 3. Fred

1991 PITTWATER TO COFFS HARBOUR - 10th Anniversary

Entries: 108
 Line Honours: Southern Cross Advertising (44 h 21 min 55 sec)
 Corrected time results: IOR:
 1. Rascal II
 2. Leroy Brown
 3. Pemberton III



- IMS: 1. Haupia
2. Chesapeake
3. Witchcraft II
- PHS: 1. Crocodile
2. Weowna Winna
3. Conundrum

1992 PITTWATER TO COFFS HARBOUR

- Entries: 92
- Line Honours: 1. Innkeeper Marine Outboards (39 h 53 min 40 sec)
2. J44 Phoenix
3. Rockstar
- Corrected time results: IOR: 1. Beach Inspector.
2. Venture One
3. First Light
- IMS: 1. J44 Phoenix
2. Haupia
3. Locomotion
- PHS: 1. Audacious
2. Magnum
3. Aero
- Cruising Division: 1. Weowra Winnd
2. Leven
- PHS: Royal Prince Alfred Yacht Club (Ryomi, Byamee, Veninde II)

1993 PITTWATER TO COFFS HARBOUR

- Entries: 62
- Line Honours: 1. Vendetta (26 h 54 min 4 sec)
2. Midnight Express
- Corrected time results: IMS: 1. Locomotion
2. Soundtrack
3. Showdown
- PHS: 1. Vendetta
2. Traffic Hazard
3. Eagle One
- Cruising Division: 1. Sea – D
2. Money Spinner 2
3. Crocodile

1994 PITTWATER TO COFFS HARBOUR

- Entries: 39
- Line Honours: 1. Mad Men Across The Water (46 h 35 min 26 sec)
2. Ragtime
3. Dark & Stormy
- Corrected time results: IMS : 1. Sound Track
2. The Bill
3. Showdown
- PHS : 1. S/Cape
2. Pemberton III
3. Scorpius
- IMS: 1. Sound Track
2. The Bill
3. Showdown
- PHS: 1. S/Cape
2. Storm Rider
3. Pemberton III

1995 PITTWATER TO COFFS HARBOUR

- Entries: 90
- Line Honours: 1. Innkeeper (34 h 40 min)
2. Bobsled
3. Wild Thing
- Corrected time results: IMS: 1. Canon Copiers
2. Once More Dear Friends
3. Wildfire

- PHS: 1. Invincible
2. Wide Load
3. Stockade

1996 PITTWATER TO COFFS HARBOUR

- Entries: 88
- Line Honours: Ragamuffin (40 h 37 min 36 sec)
- Corrected time results: IMS: 1. Ragamuffin
2. Soundtrack
3. Sea
- PHS: 1. Ragamuffin
2. Ninety Seven
3. RapsCALLION
- IMS: 1. Chistine Jay II
2. Kingtide
3. Soundtrack
- PHS: 1. Kingtide
2. Chistine Jay II
3. Wild Thing

1997 PITTWATER TO COFFS HARBOUR

- Entries: 71
- Line Honours: 1. Wild Thing (23 h 2 min 2 sec)
2. Sydney
- Corrected time results: IMS: 1. Zoe
2. The Last Picasso
3. Emotional Hooligan
- PHS: 1. More Witchcraft
2. Wild Thing
3. Force Eleven
- IMS: 1. Emotional Hooligan
2. The Last Picasso
3. Soundtrack
- PHS: 1. Wings
2. Excitable Boy
3. Raffles

1998 PITTWATER TO COFFS HARBOUR

- Entries: 76
- Line Honours: Jarkan (26 h 41 min 18 sec)
- Corrected time results: IMS: 1. Loco
2. Bit O' Fluff
3. Lucky Lady V
- CHS: 1. PNG Gas J130
2. Abracadabra
3. Dictator
- PHS: 1. GME Electra Phone Frantic
2. More Witchcraft
3. Second Time Around

1999 NO RACE DUE TO MILLENIUM

2000 PITTWATER TO COFFS HARBOUR

- Entries: 102
- Line Honours: Infinity III (31 h 00 min 33 sec)
- Corrected time results: IMS: 1. Quest
2. ABN AMRO
3. Hawk
- IRC: 1. Brave Heart
2. Emotional Hooligan
3. Corinthian Doors
- PHS: 1. Infinity III
2. Wild Thing
3. Coffs Harbour Ex-Services Club Titan Ford





CLUB YACHTING

2001 PITTWATER TO COFFS HARBOUR - 20th Anniversary

Entries:	104
Line Honours:	1. Xena (34 h 40 min 26 sec) 2. Heaven Can Wait 3. Infinity
Corrected time results: IMS:	1. Nips-N-Tux 2. Sledgehammer 3. Davnet
IRC:	1. Heaven Can Wait 2. Infinity III 3. Smile
PHS:	1. Aspect Computing 2. Wild Thing 3. The Dreamtime
Sydney 38:	1. Obsession 2. The Business 3. Advantage Mortgage

2002 PITTWATER TO COFFS HARBOUR

Entries:	87
Line Honours:	Grundig (22 h 18 min 32 sec)
Corrected time results: IRC:	1. Dark & Stormy Witch 2. Corum 3. London Tavern
IMS:	1. Le Billet 2. Never a Dull Moment 3. Hollywood Boulevarde
PHS:	1. Champagne on Ice 2. Lady Ann 3. Bronco SAYERNARA
Sydney 38:	1. London Tavern 2. Blowfly 3. Rush

2003 PITTWATER TO COFFS HARBOUR

Entries:	79
Line Honours:	1. Wild Oats IX (18 h 29 min 14 s) Current Race Record 2. Travelex 3. Andrew Short Marine
Corrected time results: IRC:	1. Wild Oats IX 2. Dark & Stormy Witch 3. Ami Jade
PHS:	1. The Cone of Silence 2. Future Shock 3. High Anxiety
Sydney 38:	1. The Business 2. The Bolter 3. The Bigger Picture

2004 PITTWATER TO COFFS HARBOUR

Entries:	68
Line Honours:	1. Nicorette (19 h 10 min 17 sec) 2. Wild Oats 3. Coffs Harbour Challenge
Corrected time results: IRC:	1. Wild Oats 2. Nicorette 3. Le Billet
PHS:	1. First Priority 2. Turkey Shoot 3. Antipodes
Sydney 38:	1. The Business 2. Risk 3. Eye Candy

2005 PITTWATER TO COFFS HARBOUR

Entries:	67
Line Honours:	1. Wild Oats X (19 h 58 min 17 sec) 2. Vanguard 3. Andrew Short Marine
Corrected time results: IRC:	1. Wild Oats X

2. Vanguard
3. Marsin Weapon
1. The Cone of Silence
2. Andrew Short Marine
3. Second Time Around
1. Risk
2. Conspiracy
3. Rush

PHS:

Sydney 38:

2006 PITTWATER TO COFFS HARBOUR - 25th Anniversary

Entries:	64
Line Honours:	1. Wild Oats X (30 h 40 min 25 sec) 2. Wild Joe
Corrected time results: IRC:	1. Balance 2. Wild Joe 3. Under Capricorn
PHS:	1. Morna 2. Acrux 3. Time Out
Sydney 38:	1. The Business 2. Eye Candy 3. Easy Tiger

2007 PITTWATER TO COFFS HARBOUR

Entries:	55
Line Honours:	1. Wild Oats XI (21 h 48 min 33 sec) 2. Wild Joe 3. Pretty Woman
Corrected time results: IRC:	1. Wild Oats XI 2. Wild Joe 3. Le Billet
PHS:	1. Time Out 2. Viva La Vita 3. Crossing
Sydney 38:	1. Eye Candy 2. Conspiracy 3. Swish

2008 PITTWATER TO PITTWATER Altered Course due to severe weather

Entries:	60
Line Honours:	Wild Joe (20 h 11 min 12 sec)
Corrected time results: IRC:	1. Wild Joe 2. Le Billet 3. First Priority
PHS:	1. Kick Back 2. Sea Quest Allsail Yachting 3. Love Byte

2009 PITTWATER TO COFFS HARBOUR

Entries:	61
Line Honours:	1. Perpetual Mocean (24 h 47 min 2 sec) 2. Pretty Woman 3. Ausmaid
Corrected time results: IRC:	1. About Time 2. Pretty Woman 3. Dark & Stormy Witch
PHS:	1. Moksha 2. Byzance 3. Frantic

2010 PITTWATER TO COFFS HARBOUR

Entries:	48
Line Honours:	1. Wild Oats XI (21 h 3 min 57 sec) 2. Etihad Stadium 3. Black Jack
Corrected time results: IRC:	1. Dark & Stormy Witch 2. Le Billet 3. About Time
PHS:	1. Mortgage Choice Rumba 2. First Light 3. Dream Lover





Evolution Racing Wins 2009/2010 Asian Yachting Grand Prix Championship

By Richard Hudson



Ray Roberts and his winning Evolution team

tion with Neil Pryde on his Welbourne 52, 'Hi Fi'.

Ray has successfully campaigned throughout the Asian circuit for the last nine years. 2009 saw the Farr designed TP52, named after his sailmaking company Evolution Sails. After extensive optimisation, including a new sail wardrobe by the team at Evolution Sails, Ben De Coster and Don Buckley, Ray saw increasing success, culminating in the overall win.

The Alfred's members among the core crew of 'Evolution Racing' are Ray Roberts, owner skipper, Steve McConaghy as tactician, Richard Hudson navigator and Andrew Hudson in the pit. Alfred's Members Terry Wetton, Nick Johnson and John

Alfred's member Ray Roberts and his team on 'Evolution Racing' won the 2009/2010 Asian Yachting Grand Prix Championship after a hard fought competi-

Dahlenburg also featured among the crew throughout the 2009/2010 season. The final result was extremely close with the outcome depending on the winner of the final regatta in Koh Samui. Evolution Racing needed to beat 'Hi Fi' in this regatta to win and the outcome was not clear until race 9. Evolution won thus securing the overall win of the Koh Samui regatta and overall Championship.

Ray was also presented with the skipper of the year trophy at the gala awards ceremony held at the Chaweng Beach Resort Koh Samui.

THE EVOLUTION RACING REGATTA RESULTS WERE:

Six Senses Phuket Race Week.....	1st
China Coast Regatta.....	1st
Raja Muda Selangor International Regatta.....	2nd
Phuket Kings Cup Regatta.....	3rd
Royal Langham International Regatta.....	1st
Singapore Straits Regatta.....	1st
Rolex China Sea Race.....	2nd
Commodore Cup Subic Bay.....	2nd
Top of the Gulf Regatta.....	1st
Sawadee Regatta Koh Samui.....	1st



Photos © Rolex / Daniel Forster.





Melges 24 Australian Championships

By Royal Queensland Yacht Squadron



M24 Nats First 1 2 r Harley Walters Murray Walters John Suriano, Rob Brewer, Heath Walters



M24 Matilda Heath Walters winning team

Forecast strong winds didn't eventuate, instead Moreton Bay gave us a shifty 5 – 8 knots.

In race nine after the first lap Walters resisted match racing Miles and split tacks to sail their own race. On the final run Matilda sailed the left side of the course then managed to cross Dirty Girls on the line, for a first place. Miles ran out of wind and took third place.

Walters went into the last race needing a win to take the title of Australian Champion.

From the 4 – 7 May the Royal Queensland Yacht Squadron hosted the 2010 Melges 24 Australian Championships; a 10 race series over four days.

This was the largest fleet of Melges 24's to race the Nationals Titles, every East Coast boat attended the event.

The boats fighting for the title included 2008 National Champion Heath Townsend Kaito. 2009 National Champion Geoff Masters Jolt. as well as the likes of champions Cameron Miles Roger That and 2009 Sports boat Champion Heath Walters Matilda both representing the RPAYC. Queensland locals Ian Barr Dirty Girl and Nick Moriarty Business Time were anticipating the challenge.

Day one and day two presented light 5-8 knots of breeze, dolphins and dugongs on the course. The one design fleet racing was tight, seconds separating boats on the finish line. Miles showed he meant business winning the first race. Barr showed he was a threat with a second and Heath Walters Matilda had what turned out to be his worst race of the series, a third.

After two wins on the first day Miles looked like he was going to dominate the regatta but this was not the case when Walters challenged both crews tactics and crew work finishing day two in a gybing dual on the line and a first, second, first.

The third day and things went pear shaped for Townsend when his weight man's wife unexpectedly went into early labour, it was a great 12-15 knot S,SE breeze and three races scheduled. Masters showed flashes of skills that secured last year's win. The downwind rides were awesome and gave everyone a taste of the Melges 24 in full flight. The faster they go the more stable they become. Less than a boat length separated Miles and Walters downwind making the correct tactical decisions all the more important.

The final day of racing was down to the wire, two races to go and Miles leading the regatta by one point ahead of Walters. The battle for third place was between Warren Sare Arriba Arriba also an RPAYC boat, Ian Barr Dirty Girl, Geoff Masters Jolt and Nick Moriarty Business Time.

For the last race the committee deliberated and waited for the conditions to settle, and then set a two lap course at 150 wind angle in a variable breeze. The tide made the start tight forcing two boats over the line. Matilda was first around the top mark and headed right, the rest of the fleet went left, down the run the wind swung both ways. Matilda rounded with a lead that they carried to the top mark into new pressure to the finish, winning the regatta.

Roger That was assured of a second overall and Arriba Arriba lost third place to Dirty Girl on a count back.

Heath Walters sailed with brother Murray Walters, Rob Brewer, John Suriano and son 12 year old Harley Walters.

During the AGM prior to the start of the regatta Cameron Miles was elected as class President.

The support of the Royal Prince Alfred Yacht club is generating it's own fleet of Melges 24's, the club will start Sports Boat handicap racing this season.

The RPAYC will host the 2011 Melges 24 Australian Championships which is fitting as three of the top four boats represented the club. The RPAYC is also the home of James Spithill's 2005 Melges 24 World Title trophy. The association is also keen to hold a East Coast Championships between now and Christmas.

www.melges.com.au

For race summaries see www.melges24association.yachting.org.au

RESULTS	
Heath Walters Matilda RPAYC 13 pts.....	1st
Cameron Miles Roger That RPAYC 16 pts.....	2nd
Ian Barr Dirty Girl RQYS 39 pts.....	3rd
Full results: http://results.rqys.com.au/10-M24AUS/SGrp87.htm	

T.Wal, Public Officer



Fleet 1 Report

By Brian Ellis

Fleet 1 numbers were down this season.

The fleet was divided, with the 38's competing in their sprint races and therefore the number of boats competing in Pittwater Inshore races were reduced. The only addition to the fleet was Barry Jackson's Beneteau First 40 - Alibi

The three leading boats for the season were:

Dark & Stormy Witch

- Bruce Staples and Jim King
- 1st Short Ocean Pointscore
- 1st Short Ocean Pointscore IRC
- 1st Short Ocean Pointscore IRC Overall
- 1st Inshore IRC Fleet
- 1st Pittwater to Coffs Harbour IRC race.



Secrets Men's Business

- Rob Curtis, Ross Trembath & Douglas Snedden
- 1st Broken Bay Bluewater Series
- 2nd Short Ocean Pointscore
- 2nd Short Ocean Pointscore IRC
- 2nd Short Ocean Pointscore IRC Overall

Alibi

- Barry Jackson
- 2nd Broken Bay Offshore Pointscore
- 3rd Inshore Pointscore
- 3rd Inshore Pointscore IRC
- 1st Trophy Day



Good sailing and good luck for the 2010/2011 Season.

Fleet 2 Report

By Chris Heraghtly

The 2009-2010 year in review boasts a number of outstanding achievements from Club members.

Locally, the summer racing was typically sailed in sea breezes with only one wet and wild offshore day whilst the winter series has seen warm sunny days in little or no wind.

Fleet 2 results over the past year show an element of consistency with a number of boats getting results across the range of summer and winter series. Congratulations to the winning skippers and crew.

RESULTS OVER THE PAST SEASON:

Saturday Inshore Pointscore

- First – Good Form – Joachim Fluhrer
- Second – Sweet 16 – John and Allen Stormon
- Third – Allegro – Roger Pottie

Saturday Broken Bay Pointscore

- First – Outlandish – Chris Heraghtly
- Second – Sweet 16 – John and Allen Stormon
- Third – Pegasus – Roger Prior

Saturday Short Ocean Pointscore

- First – Jayhawk – Robert Alder
- Second – Sirocco – John Ellis
- Third – Isabella – John Nolan

Wild Oats Lion Island Series

- First – Pacesetter – Doyle/McPhail
- Second – Good Form – Joachim Fluhrer
- Third – Sweet 16 – John and Allen Stormon

Winter Series

- First – Pacesetter – Doyle/McPhail
- Second – Outlandish – Chris Heraghtly
- Third – Sweet 16 – John and Allen Stormon

Congratulations to Allen Stormon for his appointment as Rear Commodore Yacht Racing. Many thanks to Ian Audsley for his countless hours spent in the Chair and congratulations on his appointment to the Board.

On behalf of Fleet 2, I would like to thank all the volunteers who have done an excellent job on the start boat over the past year, often returning to the Club long after the competitors have been awarded their results and gone home. Pittwater, as we know, is often a difficult place to pick wind direction and consistency, presenting a challenge to anyone trying to set a start line and the course. Congratulations on your great efforts over the past season.

The 2010/2011 season is shaping up to be a busy and exciting one with our weekly Saturday Pointscore Series as well as a number of other races and events.

Fair sailing.





Fleet 3 Report

By Norman Weaver

Division 3 is the racer/cruiser division comprising a wide range of boats of all shapes and sizes. It is also the largest division with 20 boats competing in the Wednesday and Saturday pointscores. The close competition and friendly rivalry makes Division 3 a hugely enjoyable fleet racing series.

The Wednesday pointscore was won by Matthews Morris in Ricochet followed by Lady-J (Roger Russell) and Still Dangerous (Ivor Burgess). The popular Waterford Cup held on Wednesdays was won by Dancelot (Richard Pearse) followed by Ricochet and Inspiration (Mitchell/ Keighly).

The Saturday inshore pointscore was won by Hetaira III (Donald Silver) followed by Zucchero (Michael Brown) and Stress Free (Jim Bullough). In the Broken Bay Saturday Pointscore Cirrus (David Batchen) was victorious

closely followed by Jack's Back (Keith Baker) and Tempus (David Langley). The Wild Oats Lion Island Series was won by Razzamatazz (Norman Weaver, yours truly) followed by Jack's Back and Hetaira III. The Saturday Winter Series was taken by Lanakila (Brian Gray) on 18 points closely followed Cantina (Crombie / Pratt) and Isolde (Isolde Syndicate) both on 19 points.

As you can see the handicapper did well with most of the boats in the Division getting a turn on the podium and no boat winning more than one series title. So if you are one of the many club members that do not race – give it a go as there is plenty of opportunity to get a place. Apart from feeding your competitive spirit there is nothing like a race to hone your trimming skills and speed up your boat! If you would like to find out more please talk to Norman Weaver, Division 3 Fleet Captain.

Etchells Fleet Report

By Hendrik Visser



Etchells offshore racing in Broken Bay

Congratulations to RPAYC's world champion, Andrew Palfry, who, with Tom Slingsby and skipper John Bertrand, won the 2010 Etchells World Championships in Howth, Ireland. John is now 63 years old. What a great achievement!

Australia sent nine entries, who traveled very well, scoring 1st, 3rd and 5th. Unfortunately, those three came from the Melbourne Fleet. Grudgingly, we have to admit that's pretty impressive.

The Pittwater Etchells Fleet is looking healthy for the coming season with plenty of yachts lining up for another season of great one design racing on offer, with mini-regattas every weekend through spring and summer seasons.

Why don't You Sail Etchells? Try before you buy.

You too, could enjoy excellent one design racing for very little investment. There are very competitive Etchells for sale on the Etchells website for under \$25,000. There's really no excuse not to own an Etchells racing yacht. So, off you go..... pick one up and start racing!

If you were to consider making this significant improvement to your lifestyle, you could start by coming out to try before you buy, with our own Fleet Etchells yacht, 'Pam'. You can take her out with your own crew or with a few of our regulars. Pam is ready for you. Don't keep her waiting!

Meanwhile 'Pam' is also being used by the Youth Development to gain fleet racing experience in this world class racing yacht. Its always a pleasure to see these young sailors doing so well competing in our fleet races.

If you would like to come for a sail, you can make contact through the Club's Yachting Office.





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Whisper Mug: "The best race on the calendar"

By Norman Weaver, Razzamatazz



Sunday December 6th saw the ever popular Whisper Mug. This one-off race has been run annually in December for many years and draws a faithful contingent for the race up the Hawkesbury. Its attractions include a good long run up to Dangar Island and back (with spinnakers), good summer winds and "interesting times" around the island where the tide, current and swirling breezes make for a very tactical race.

There were eight starters across the starting line at Church Point with the scratch boat, Stoney Broke, taking Line Honours (the Zebulon Plate) after 3 hours 10 minutes. The Bolter was 90 seconds behind but took first place on handicap by 4 seconds to claim the Whisper Mug. The Josie Trophy (2nd on handicap) went to Stoney Broke and The Starter's Cup (3rd on handicap) was won by Dark and Stormy Witch. Thanks also to Tom Spithill for getting up on Sunday morning to start the race.

The Bolter, winner of the 2009 Whisper Mug

New Melges Fleet for Pittwater

By Heath Walters



M24 C. Miles, "Roger That"

The M24 are high tech, lightweight and easy to launch and sail. No winches, furling headsail and light loads makes for great tactical competitive racing. They attract all ages from youth to those more experienced sailors. The boats get up and plane and will do up to 20 knots downwind putting on a spectacular display.

The superb hardstand and crane facilities available make it easy to get on and off the water. Then the all important after racing de brief back at the club and BBQ, this season is sure to be extremely enjoyable.

The RPAYC have fully supported the class and will host the 2011 Melges 24 National Titles in March as the pinnacle of the 2010 – 2011 season.

This sailing season will see the launch of the new Melges 24 fleet club racing at the Royal Prince Alfred Yacht Club. Since their arrival in 2007 the Reichel / Pugh One Design Melges 24 class has grown rapidly in Australia.

Melges have led a sportsboat resurgence in the Pittwater area and will club race weekly welcoming all SMS rated sportsboats. Each alternate week will consist of a sprint series that comprises of three short races.



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Ladies Fleet Report

By Elizabeth Wood

This has been an exciting year for the Ladies Fleet, with the 2009/2010 twilight season coming to a three way- countdown for first place with 'Tempnet' (Penny McConaghy) claiming the victory title in the last race. Congratulations to Penny, who has been participating in this event every year since its inception, and well done to her most capable crew. Bridesmaids were 'Secret Women's Business' (Evelyn Curtis) and 'Kanaloa II' (Tammy Lindsay). This year was only Tammy's second year of entry, and by taking out third place in such excellent company, she has proved that this event is suitable for boats of all ages, sizes and experience levels.

Evelyn Curtis and her crew will no doubt take some solace from the fact that although this year she missed having her name engraved on the magnificent Blackmores Trophy as the winning skipper, she and the crew of 'Secret Women's Business' convincingly took out the inaugural Ladies Off Shore Winter series with a four nil score of first in each of the four races. This event was introduced to run with the existing two-handed winter offshore series, and no doubt the boys on 'The Real Thing' were very happy

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to have us out there giving them a run for their money (even if we weren't in the same division). Many thanks to Peter Gregg and Chris Heraghty for getting this event onto the calendar and untold thanks to the Race Committee for turning up at 8 o'clock each monthly winter Sunday to see us off and around the offshore mark.

Last year's Teams Relay event has been included in the calendar again, and no doubt all participants (including the 30% male contingent) will have as enjoyable and competitive an experience as last year.

This year has also seen the introduction of the Ladies Skippers Course which is designed to give the many women of our Club the opportunity to advance their existing sailing skills to the next level and hopefully become confident in helming in race events and more particularly in entering the Ladies Twilight Series. Well done to Tammy Lindsay and her committee in getting this program on the agenda and a big thankyou to the Sailing Office for the time and effort in implementing the program. I am sure RPAYC will reap the benefits of this innovative and beneficial course.

Looking forward to seeing you all out on the water.





The Race Management Team

By Liz de Soyres



The start boat Alfreds 1 on Pittwater during the ladies Teams Relay Race

If spending a free afternoon or an early summer evening on Pittwater, in good company, performing a highly valued club service, our sailing office would love to hear from you. Maybe you are between boats, happy to support your partner racing, new to the sport and / or simply interested in learning how yacht racing is conducted.

The club's race management team forms the backbone of a professionally run and extensive yacht racing programme enjoyed by many sailors year round, not only in club but state, national and international events.

In fact, it is the dedication of this team, made up of more than 30 volunteers who offer their time on board and supported by the sailing office that has earned the club a well deserved reputation for its excellent standard of race management.

Typically, a race committee on board comprises a race officer, RO, who is ultimately responsible for conducting the day's event. He or she is accompanied by a scribe who records the starters, by noting each competing yacht's sail number and those completing the race, with their finishing times. The time-keeper directs the starting sequence in accordance with the sailing instructions by calling the times for sound signals (with a horn) to be made and visual signals to be displayed (with specific flags) by the other team members, one of whom might also be the boat's driver, if it isn't the RO.

A standard starting sequence runs like this:

- 5 minutes to the start – the warning signal, either the class flag or Code Flag W, is hoisted with one sound;
- 4 minutes to the start – the preparatory signal, Code Flag P, is hoisted with one sound;
- 1 minute to the start - Code Flag P is removed with one sound;
- At the start, the class flag or Code Flag W is removed with one sound.

Competitors should be familiar with some of the key starting rules:

- The race committee will confirm the course to be sailed no later than the warning signal – competitors will be familiar with the computer displays on the sides of Alfreds I and the black board display on Alfreds II.
- A boat is racing from the preparatory signal, by which time engines must be switched off.
- In the unlikely event that the sound signal fails, the corresponding hoisting and removal of the flags convey the starting sequence to competitors.
- The start line runs from an orange flag hoisted on the start boat and generally an orange buoy. If you start prematurely, you must return to the pre-start side of the starting line. Individual recalls are signaled by displaying Code Flag X with one sound. When the race committee is unable to identify boats on the course side of the starting line, a general recall is signaled by displaying the First Substitute with two sounds. After this flag is removed (with one sound) there will be a one minute interval until the starting sequence is re-started.

The race committee signals her intention to finish a race by hoisting a blue on station flag. Should it decide to shorten a course, Code Flag S will be hoisted with two sounds as the first boat approaches the finish line. If the shortened course only applies to one division, the divisional flag will be hoisted at the same time. The finishing line is set up like the start line but shorter.

Setting up, starting and finishing races certainly demands concentration and requires a team effort, but there is time in between to enjoy your time on board with fellow members in a more relaxed manner, especially, as the sun sets over Ku-ring-gai Chase National Park.

In recognition of the race management team's contribution to the club, the latest review of the strategic plan demonstrates a commitment to providing appropriate support, training and development to its members. Keep an eye out for the latest crisp white team t-shirts.



Old Timers Race 2010

By Damian Devine



The Old Timers gather for the group photo



Roger Pryor and the Pegasus crew

Saturday 8 May 2010 was the date set for the annual Old Timers Race. The race is an established event on the Club's racing calendar and recognises and honours those "Old Timers" who are 65 years of age and have been a member for 10 years. This year the event attracted 85 members across 21 boats which is a marked increase from the previous couple of years.

Current sailing members are invited to host an older member who may no longer have the opportunity to compete. A two course Luncheon precedes the race and with such a respectable audience of members it was held in the Pittwater Room.

Part and parcel of the lunch is the traditional RPAYC trivia quiz, which always serves up some interesting questions written by Jack Gale like "Who knows how many sheep use to graze the lawn in the early days of Green Point to keep the lawn mown?"

Answer: - 3

or "Who won the inaugural Force 24 Super Series in 2009?"

Answer: Murray Gordon.

AND THE WINNERS WERE:

1st: Eye Candy: who coincidentally featured the question writer Jack Gale (who apparently won by a country mile)

2nd: Ivor Burgess, Still Dangerous & Norm Kiddle – Pretty Woman (equal)

3rd: David Kennedy - Haupia

And also picking up a prize albeit at the wrong end of the ladder was the combined Portia / Cirrus Table.

After lunch, a short race was held at 2pm with Commodore Russell Murphy praying to Huey to deliver some pressure for the afternoon's race. The bureau's forecast was West to south westerly 5 to 10 knots, reaching 10 to 15 knots at first, tending south easterly during the afternoon. Regardless it was a picture perfect day with cobalt blue skies gracing the race track.

Racing got underway with the 21 boats sailing the cans on Pittwater. The results saw the daily double going to 'Easy Tiger' skippered by Warren Miles receiving both Line Honours and first on corrected time. In doing so, Warren was awarded the "Old Timers Tackle Trophy." The minor placings went to 'Pretty Woman' skippered by Norm Kiddle and 'Haupia' under the helm of Geoffrey Peacock.



Sirocco and Second Time Around



Race winner Warren Miles and his crew





Beneteau Regatta celebrates 10th anniversary in fine style

By Lisa Ratcliff



Gerry Hatton's Bushranger - Photo by Christophe Launay

The Beneteau's took over Pittwater, on 1 May for the 10th anniversary of their annual regatta which brought together a fleet of 32 for the tricky 6nm race.

Fathers and their young sons, husbands and wives and friends who have been sailing together for eons came together with sailing's elite for a day of camaraderie and good times, with only the faintest whiff of competitiveness blowing about.

The overnight drizzle cleared at daybreak and by the 1pm start the light nor'wester had started to shift around to the nor'east as dark clouds circled Pittwater, cooling temperatures and providing some soft local breezes up to five knots to play with.

Knowing the forecast, Jamie Neil's First 47.7, 'Crone of Silence', opted for the lighter crew weight by having plenty of kids aboard, and also went to the extraordinary effort of removing the teak saloon chairs and leaving them on the dock as part of a strategic strip-out prior to racing.

With a fifth on handicap, it could have factored in the bigger boat's result.

Neil wasn't the only skipper looking for an edge, a super keen Allen Stormon was spotted in the water early Saturday morning at the RPAYC with a mask on and a cloth in his hand rubbing the growth off his First 34.7, 'Sweet 16', prior to the much anticipated match-up with the new generation First 35, 'Eugenie'. For the record, 'Sweet 16' finished fourth with two sweet points between it and 'Eugenie' once the handicap results were tallied.

The non-spinnaker fleet got away cleanly at 1pm on Saturday leaving some of the spinnaker division to dig a hole for themselves.

Barry Jackson's 'Alibi' was caught out in a bunch up at the start boat end of the line and in slow motion t-boned the committee vessel mid-ships with their spinnaker pole, bending a stanchion and damaging the timberwork, not to mention taking years off the race management team. An alibi is not going to help them either - it was all caught on camera.



Spinnaker leaders - Photo by Christophe Launay

While 'Alibi' was tangling with the start boat and others in the high traffic area were generating plenty of hot air, Gerry Hatton's 40.7, 'Bushranger', slipped away unchallenged, executing a text book start to be neck and neck with the bigger 'Sledgehammer' out of the starting blocks.

They tried to fly under the radar but 'Bushranger's' A-list crew were outed when they made such light work of the start and went on to blitz the fleet, finishing just under two minutes ahead of Ron Jones' First 44.7, 'Sledgehammer', on corrected time in the spinnaker division. Bill Ebsary's 'Le Billet' finished third.

"Billy" Merrington took the opportunity to show his seven-year-old son Oscar his world. "It's nice to get away from the pace of the grand prix circuit and sail with my friends, and show Oscar what I do," said Merrington.

Also aboard Bushranger were Michael Fountain, who called tactics for his father-in-law Gerry, and Scott Lawson - both with their young sons aboard and Brett Filby, best known from his days aboard the mighty 'Tow Truck' and who never seems to be short of a ride.

On their win, Lawson said: "We just followed the rain clouds and the local breezes and tried to minimise the tacks." Bushranger was one of five 40.7s on the start line, but the only one to impact the top five in the spinnaker division.

Sailing two-handed, Dick Ferris and Jean Cross' 31.7, 'Diablo', won the non-spinnaker division from John Dorling's 40.7, 'Adios' with John Waters 'Joss' in third.

Reputations were on the line for the organiser and director of Vicsail Pittwater, Shane Crookshanks, who jousts with Ivor Burgess' 'Still Dangerous' and came out on top in the line honours chase with 'Joss', but diplomatically conceded and took himself off the results sheet leaving Ivor 'the tiger' to finish off the podium places on corrected time.

With the Beneteaus all tucked up in their berths and crews showered and changed the day ended with the prizegiving dinner that evening. This is where the regatta's secondary name, 'the talk-it-up-Cup' became a reality, the stories getting more and more colourful as the huge array of novelty and racing prizes were handed out to the worthy winners.

Vicsail Pittwater would like to thank the following sponsors: Zanussi, J.L.Lennard, Coversion, Harken, Quantum Sails, Boat Smart, Vicsail, Beneteau, Wild Oats Wines, North Sails, "http://yachtandboat.com.au/" yachtandboat.com.au, Evolution Sails, Sunzapper, Hood Sails, Boat Stripes, Club Marine, RPAYC, Raymarine and Boat Mate.





Still Dangerous wins Hammo Week Non Spinnaker Division

By Daman Devine



Ivor Burgess and his affable crew celebrate



RPAYC club member Ivor Burgess sailed his Beneteau Oceanis 423 'Still Dangerous' to a resounding victory in the Non Spinnaker Division at the 2010 Audi Hamilton Island Race Week.

Being a regular competitor at race week it was great to see Ivor take out the division with his crew consisting of four other Beneteau owners and many members of the Alfreds crewing including Brian Ellis, Ross Raine, Ian Winter and Dan & Janelle Nolan.



This was Ivor's best result yet after many ventures to Hamilton Island Race Week. Amongst a fleet of 27, the highlights were a victory in race 4 and a second in race 1. Burgess finished on 23 points, seven points ahead of another RPAYC competitor 'Supertramp,' a Beneteau Oceanis 46 owned by Alan and Sue Pick also featuring a number of RPAYC familiar faces on board crewing for them.

Burgess said the victory was all about "old age and treachery. We had the oldest crew in the regatta with the youngest being 63 and the oldest 73. We had a great time and the only reason any voices were raised was because we're all deaf. But we were absolutely delighted with the win. It was all worthwhile."

All in all, 10 RPAYC boats took the trip North in 2010 to enjoy the spoils of the Whitsundays and to escape the winter blues down south.

To make the long trek north worthwhile Burgess also contested Airlie Race Week the week prior, finishing 3rd in the non spinnaker Division. He was joined for that regatta by RPAYC Club members Mike Robertson, David Warren and Hamilton Farmer and their respective partners. They actually finished equal 2nd on 22 points but were beaten on a count back.

It wasn't all about racing either. On the cruise up, they witnessed whales and a rare white whale off Ballina whilst a pod of about 12 dolphins put on a Sea World style show as they were greeted off the Queensland coast with one narrowly missing the skipper as it decided to fly straight over the cockpit as it showed off to the folk on board.

Well done.

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Celebrating AC33 - A Night to Remember

By Damian Devine



BMW Oracle, the massive trimaran skippered by James Spithill on the race track in the 33rd campaign of the America's Cup

On a beautiful, balmy evening on Saturday 20 March 2010, The Royal Prince Alfred Yacht Club played host to a very special event celebrating the 33rd America's Cup. Titled, an evening with James Spithill and Grant Simmer, OAM the evening was an opportunity for members to celebrate with them their achievements in AC 33 and to acknowledge James' victory as skipper on BMW Oracle and Grant Simmer's involvement as design co-ordinator with Team Alinghi and of course his seven AC campaigns and three victories of the Cup in 1983, 2003 and 2007.

With extremely busy schedules and the fact they are both based overseas, there was no time to hesitate when the small window of opportunity presented itself when news came through they were both back home at the same time. It was literally "game on" for the organising committee to put on a night to remember. And what a night it was with some commenting it was "the best night ever" at the Alfred's and "extremely interesting and thoroughly entertaining." James and Grant were pleased to be there and also very appreciative of the support shown by the club, its members and staff.

No expense was spared for the event with some of the best AV equipment in the country brought into the club along with two giant screens, lighting and a stage providing an impressive backdrop to the hundreds of beaming fans.



The scene was set with an incredible AV set-up in Halyards

Approximately 500 hundred members packed into Halyards annexe, spilling out onto the lawn to listen to MC Rob Brown OAM, himself a past AC winner with the historic Australia II, conduct a very entertaining Q&A style interview with firstly James, and then with Grant too. "Brownie" did a fantastic job and led with a bag full of interesting questions, some extremely funny and a few surprises, as a great host would.

It was the first time leaders of the two teams discussed the Cup together in an open public forum since Brad Butterworth and Russell Coutts both joined a Cup forum in Monaco in the previous December.



MC Rob Brown, OAM, Grant Simmer and James Spithill share a funny moment

They took to the stage and talked about their insights and experiences in AC 33 in Valencia. Along with their personal experiences there was some sensational audio visual material on the big screens pulled together by members Rob McClelland, Arthur Spithill and Rob Brown, of these amazing boats in their battle to win the most esteemed trophy in yachting, the America's Cup.

Their enthusiasm for their sport was infectious and they were like a couple of kids who got to play with some of the most exhilarating, expensive and advanced sailing machines in the world.



The massive machines in a match racing duel



31 year old James Spithill is the consummate professional and commanded the room just like he commands the boat. His responses to Rob Brown's questions were articulate, intelligent, and sharp witted, delivering many interesting and funny anecdotes.

Renowned as a brilliant and aggressive starter he has earned the nick name 'pit-bull'. He was dedicated, committed and extremely passionate about the AC campaign and after the highs of the Cup James said, "When it was all over I really wasn't sure what I was going to do, I loved sailing that boat every time I got on it." James even had praise for his competitor commenting that he'd really like to have a sail on Alinghi because he thought that it was "one of the coolest boats in the world."



Grant Simmer, OAM listens to James Spithill, right, as he explains his campaign

James is a product of the RPYC's youth development programme, one that has fostered many great sailors. James is undoubtedly its greatest advertisement but also its greatest advocate. He paid glowing tribute to the programme and hoped that his success would motivate other kids to do their best and to aim high.

James was also awarded an Honorary Member of the RPYC on the evening in recognition of his significant Yachting Achievements. It was a great honour for Past Vice Commodore John Ellis to present this to James, on behalf of the Members of the RPYC.

The RPYC had at the time only granted Honorary Membership to two people,



Past Vice Commodore John Ellis presents James with his Honorary membership

Kay Cottee for her achievement as the first female sailor to circumnavigate the Globe back in 1987-88 and six time Olympian and 1983 Cup winner Colin Beashel, OAM. With an event planned for Colin for May 2010, James jumped the queue to some extent to be presented with his award, as it was fitting to due to the timing of this occasion and the fact that he was there.

Grant Simmer has done every America's Cup since navigating Australia II in 1983. He is a degreed engineer and is renowned for his solid, tactical, methodical approach and has won three America's Cups doing it. He spoke with authority as he explained the Alinghi team's campaign, design strategy and race tactics to the audience who listened intently to his every word. You could have heard a pin drop. When asked what it was he would like to have done better with hindsight on Alinghi, one of the most powerful and exciting sailing boats in the world, he said "we were too conservative."

Whilst James and Grant were the key guests, the evening also recognised a number of its members who were part of current and previous America's Cup campaigns.

It was very fortunate to have under the one roof a number of VIPS; those who have reached the highest echelons of this sport, including the winning 1983 America's Cup team Rob Brown, OAM, Colin Beashel, OAM, Phil Smidmore, OAM – and Hugh Treharne, OAM along with 2003 & 2007 Cup Winners from Team Alinghi in Brett Ellis & Mark Allanson.



James with Sir James

In addition, there was the very influential Sir James and Lady Joan Hardy, Patron of the Young Australia Challenge team, an active supporter & follower of James progress. Unfortunately, Syd Fisher, OBE doyen of Blue Water yachting in Australia and Head of the Young Australia Challenge tried in vain to get to the RPYC following a late finish in the Sydney- Newcastle Race, but couldn't make it in time. Fisher also played a big part in James' development and gave James his first opportunity in the America's Cup back in 1999 in Auckland where he became the youngest skipper in the regatta in the 160 year history of the Cup.

There were silent auctions for BMW Oracle memorabilia donated by BMW Oracle, James and Arthur Spithill and raffles to raise money for the RPYC Youth Development program. All in all, the evening was a huge success and was certainly one of the highlights of the year, and definitely a night to remember!





The Admiral's Cup of the Jubilees returns to The Alfreds

By John Easton

The Huntingfield cup, the most prestigious trophy in the Jubilee world, has been won again by club member David Bray sailing Wataworrie in the 7 race series at Sorrento Victoria in January 2010.

In 1946 Lord Huntingfield presented the Huntingfield cup, to be awarded to the winner of the NSW vs Victoria annual regatta. The Huntingfield has been run 58 times with NSW successful just 13 times.

The Jubilee class is resurgent on Pittwater with 10 boats and half are owned by RPAYC members! Established in 1935 this sturdy one design displacement open yacht was popular on Port Phillip Bay, Lake Wendouree in Ballarat, Sydney Harbour and Pittwater.

J47, Penelope now sailing (ex-Noela) was one of several Goddard built (Palm Beach) boats built in 1938 which was in the first Jubilee races on the harbour and the first RPAYC races on Pittwater. The opening by Lord Wakehurst of the current RPAYC Club House in 1938, 22 Jubilees raced in the opening day regatta.

When David won The Huntingfield 2009 at RPAYC the Victorians would not release the cup as they claimed the deeds demanded that the Cup reside in Victoria. The NSW Jubilee committee, all RPAYC members, looked into the matter and found that the trophy should be held by the winning club and asked for it back but the Vics would not play ball. David's brief this year was that if he won it again, retain possession after the presentation and bring it back, which he duly did.

In January 2010, the regatta was to be competed at Sorrento Sail and Couta Boat Club, a strong hold of Jubilees (and Couta boats).

Having won on Pittwater in 2006-7, with Rod Waterhouse and Warren Taylor and in 2009 with Chris Way and Learne Dooley (winning with a cliffhanger by one second in the final race), David Bray packed up J121 'Wataworrie', collected Sandringham Yacht Club crew Andy Freese, who hand crewed in 2008 for a 3rd in the Huntingfield and 1st in the Victorian States, and rigged up at SSCBC looking for a third crew member.

Local Couta boat identity Geoff "Gado" Gadsden was found at the bar and after a suitable bribe, he joined the Wataworrie crew for his first Jubilee adventure.

With a good fleet of 17 (same as the J24 Nationals at Sandringham!) 9 boats were from Sorrento including '05 Cup winner Michael Cook, with 3 boats each from Brighton and Ballarat, plus 'Wataworrie' from Pittwater.

Day 1 saw good moderate breezes with Sorrento boats J131 'Mudlark' (Michael Cook) and J106, 'Selene' (Andrew Skinner) showing best speed but both scoring an OCS each, J121 'Wataworrie', hung in for 2,2,3 on the day.

Huntingfield Cup Winner David Bray far right with crew



'Wataworrie' David Bray on his way to victory

Day 2 Nice breeze but forecast to die, lots of tide and the FD's hogged the start line for 4 attempted starts and the best of the breeze. With a dying breeze J121 Wataworrie progressed to 1st at the last mark then watched J131 Mudlark sail past in zero breeze and very steady tide. The latter swept J121 'Wataworrie' onto the finishing buoy after finishing second! And the strong tide overcame the lack of breeze for a refinish... DNF for Wataworrie!

Day 3 Initially no breeze, then after a 2 hour postponement, bang 20-22 knots and J121 'Wataworrie' (2 points down on J106 'Selene' going into the day) reeled off 3 hard fought bullets, all with margins of less than 30 seconds to take back to back Huntingfield Cups by just two points.

J106 'Selene' finished 2nd overall with 2,3,3, on Day 3. The always consistent J101 'Scorpion' (Charles Weatherly, Ballarat) with 2 final day 2nds came 3rd, J131 'Mudlark' won 4th on count back from J116 'Jemima' (Stephen Wright, Ballarat)

Wataworrie had 3 bullets on the final day to take out the championship.

A great competitive series, with the top boats just "boat lengths apart." Plus excellent organization off and on shore by SSCBC.

The Jubilee Class was the foundation Class of RPAYC in the late 30s with large fleet of over 20 boats. People like life member and past Commodore Rex Hunt originally sailed a Jubilee.

There are 9 Jubilees racing on Pittwater, half of them owned by RPAYC members. They are a strict one design class of classic lines 18 ft long with a steel center plate, internal lead ballast, and weigh in at one tonne all up, and a delight to sail s up to 25 knots. The 2011 Huntingfield Cup is to be hosted by RPAYC 21 -23 January on Pittwater.

For detailed results go to www.jubileeyacht.org.au

The NSW committee (all RPAYC members) are keen to promote the Jubes on Pittwater and at "The Alfreds" so if you are interested in getting involved or simply want to go for a sail on a Jube speak to club members Ian Richie on 0429 997 163, John Easton on 0412 404 570 or David Bray 0416 1977 05. Better still... buy yourself a Jubilee and enjoy some close fun racing.



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Boatmate Force 24 OD Super Series

By Tom Spithill and Damian Devine



Pat Langley stamping his authority on the start line - Photo by Arthur Spithill

The Boatmate Force 24 OD Super Series was run for the second time on Sundays during winter 2010 with RPAYC sailors competing for the prestigious Jim Robson Scott Trophy.

The Club event is sailed in the clubs one-design fleet of Force 24s. The event attracted 22 teams covering the gambit of RPAYC yachtsmen and women including youth development, week-end warriors, national, world and olympic champions with everyone racing against one another on a level playing field. It provided great camaraderie between the teams as the young and the old battled it out to become the next Super Series champion.

With only 6 boats and 22 competitors the teams were split into 4 Pools of 6 teams for the qualifying stage's (Pools A, B, C & D). The pools were held on separate Sundays and consisted of 5 to 6 short and exciting windward leeward races. The top 3 from each of the pools A, B, C & D qualified for the Gold fleet and the bottom 3 from qualified for the Silver fleet. The qualifying stages were raced over a month of Sundays in May and June. Once the Gold and Silver fleets were decided, both fleets came back on to sail on two separate Sundays to race in the semi's and finals.

The finals sailed on Sunday 19 July proved to be a sensational winters day with a light NE breeze under spectacular sunshine. There was plenty of spectator craft out on the water to support the competitors, including the party pontoon, 'Skipper Alfoat' which had the BBQ firing all day with snags supplied by RG Meats.

The Silver fleet enjoyed some intense, fun racing with three races sailed in the final with 3 different winners. Jason Antill (Even Finer), and his team, proved to be elusive in the light conditions to take out the Honours of winning the silver fleet finishing with a 3-1-4 result to finish on 8 points winning on a countback after a three way tie with the consistent Team Skiffies – Dave Taylor & 'Sketchy, Sparky, Chippy & Zippy' (4-2-2) and Jeff Carter's 'Edake' in 3rd (2-3-3).

The Gold Fleet was also extremely close and the action never stopped with only inches separating each boat all the way around the track to the finish. Pat Langley's

'Zhik' team, 'The Muppets' helmed by Ian McKillop and Youth Development Red team skippered by Reece Tailby all winning two races each in the six race final. With only two points separating first and second leading into the final race, it was still anybody's series. Team Zhik, skippered by RPAYC Youth Development Graduate and affable club stalwart Pat Langley emerged victorious and the 2010 winner of the Jim Robson-Scott Trophy despite a 5th in the final race. Langley won on a count back from Ian McKillop's 'The Muppets' after both teams finished on 17 points after six races. The defending champion Murray Gordon 'Team Nobody' was in third a further four points behind.

"This is a great idea and great fun and it's so good to see so many familiar faces from all age groups back at the Club and on the water enjoying the camaraderie and the competition. I'm stoked and want to thank my crew and the volunteers who gave their Sundays to help make this competition happen. I look forward to defending the title next year," said an elated Pat Langley.

All the crew enjoyed a few well deserved beverages after racing back in The Pittwater Room to celebrate another successful Force 24 Super Series. We'll see you in 2011 for the third instalment.

A big thank you to our sponsors Boatmate, Zhik, RG Meats and Pittwater Cruises who helped make this event possible.

Final Results were as follows:

Gold Fleet

1st Zhik	Pat Langley
2nd The Muppets	Ian McKillop
3rd Nobody	Murray Gordon
4th Youth Development Red	Reece Tailby
5th Boatmate	Peter Gregg
6th A Bunch of Punters	James Corrie
7th Even Keel	Steve McConaghy
8th Cape Fear	Murray Walters
9th Schoolies	Mark Griffith
10th Sailing By The Lee	Amy Lee
11th Youth Development Green	Max Voss
12th Tempnet	Ric Hawkins

Silver Fleet

1st Even Finer	Jason Antill
2nd Skiffies	Dave Taylor
3rd Edake	Jeff Carter
4th Windy Day	Learne Dooley
5th Sketchy, Sparky, Chippy & Zippy	Bruce McRae
6th Uluwatu	Robert McClelland
=7th Incat Crowther & One	Peter McKewen
=7th Optimist Prime	Andrew Coates
=7th Pretty Woman	Richard Hudson
=7th Good Form	Joachim Fluhrer



CLUB YACHTING



Not much in it



Trimmers working hard in light air



A range of conditions were experienced during the series



Downwind action



Colourful parade on Pittwater



A quick stop of for some snags aboard Skippers Afloat



Pat with microphone and his elated crew with the Jim Robson-Scott Trophy

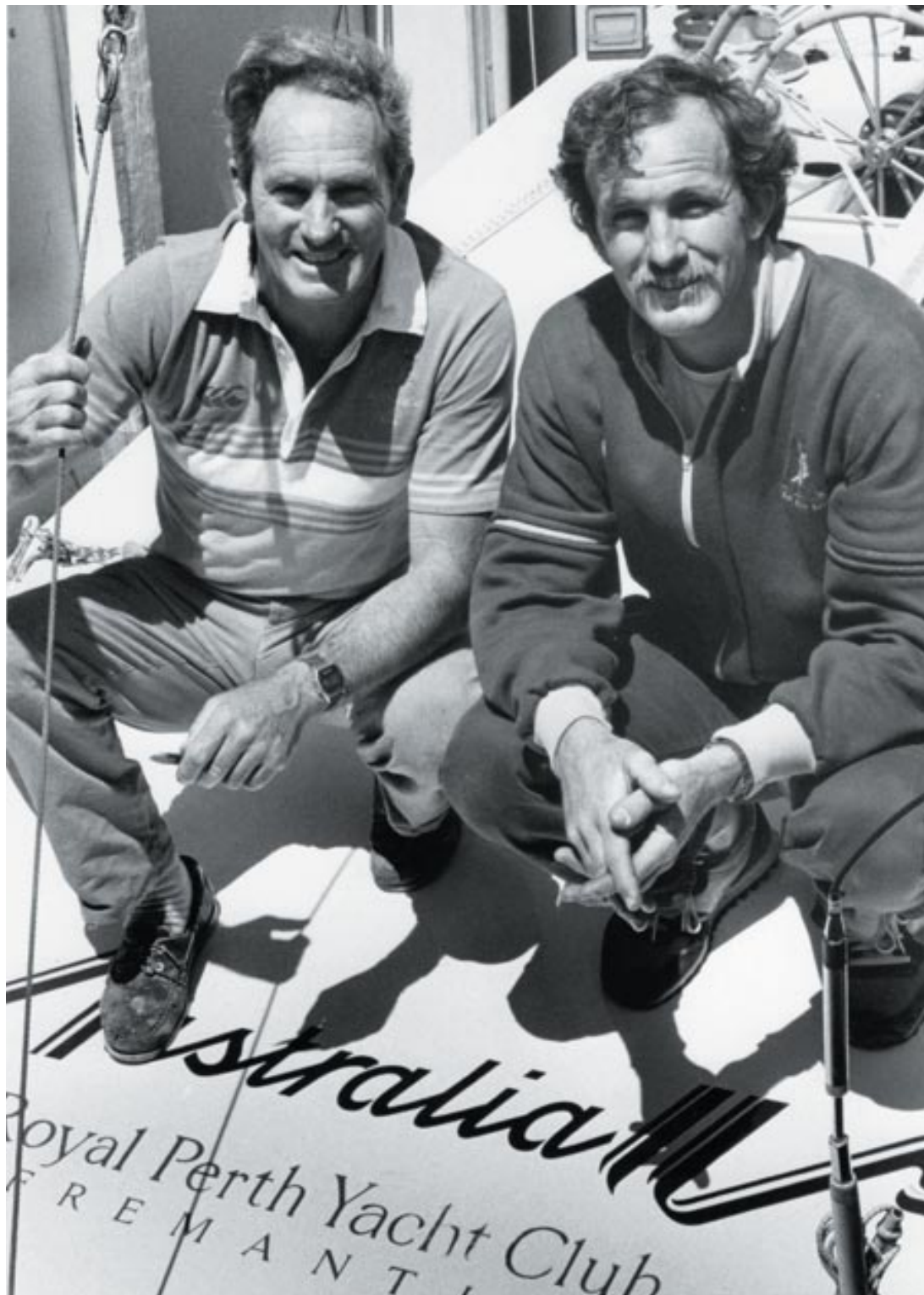
All photos by Arthur and Tom Spithill

zhik
RG WHOLESALE MEATS



Congratulations Colin Beashel RPAYC Honorary Member

By Rob McClelland & Damian Devine



Over 100 members and their guests graced the Pittwater Room on 29 May 2010 to usher in and congratulate RPAYC's Colin Beashel into the elite Honorary member Club, a very well deserved honour given his significant yachting achievements and contribution to the sport.

With a sailing resume that reads like a who's who of the sailing world, this true champion is a 6 time Olympian and Flag bearer at the 2004 Athens Olympics and has won an Olympic bronze (Atlanta 1996), 1983 America's Cup on board 'Australia II', countless World and National events in various classes including Star, Etchells and International 5.5m classes and was awarded Australian Yachtsman of the Year in 1999. Here is just a snippet of his Record of Achievements:





Career Highlights

- 1981 World Championship Int'l 5.5 Metre Class 1st
- 1983 America's Cup Winner 'Australia II'
- 1984 Los Angeles Olympics Star Class: 11th
- 1986 World Championship 'Australia III', Int'l 12m
- 1988 Seoul Olympics Star Class: 7th
- 1992 Barcelona Olympics Star Class: 7th
- 1993 World Championship Int'l Etchells Class 1st
- 1995 World Championship Int'l Etchells Class 1st
- 1996 Atlanta Olympics Star Class: 3rd Bronze Medalist
- 1998 World Championships Star Class: 1st
- 2000 Sydney Olympics: Star Class: 7th
- 2002 World Championships Star Class: 7th
- 2003 World Championships Star Class: 16th
- 2004 Athens Olympics Star Class 15th Olympic Flag Bearer

Colin Beasel, OAM

Date of birth: 21 November 195
 Place of birth: Sydney, NSW
 Height: 181cm Weight: 87kg
 RPAYC Member since 1978

Once again, the inimitable Rob Brown, OAM played Master of Ceremonies for the evening and treated the audience with some fantastic anecdotes and highlights of Colin's career.

A fabulous audio visual presentation to the sounds of men at Work's "Down Under" put together by Rob McClelland and Rob Brown entertained the crowd as they took a trip down memory lane of Colin's illustrious sailing career.



Photos of evening courtesy of Virginia McClelland





Cruising Report 2009-2010

By Maurice Byrnes, Rear Commodore Cruising

As I look back over the season there has certainly been a lot of activity with a combination of blue water events, estuary week ends and of course lots of social engagement. The core to Alfreds Cruising is mixing with other club members in a relaxed and friendly atmosphere whilst pursuing our enjoyment of sailing. It's equally important to add that these pursuits invariably include good food and wine.

We are indeed fortunate to have our club and boats on a very special waterway. Pittwater and the Lower Hawkesbury is undoubtedly one of the best cruising grounds found anywhere in this wide brown land. It is the nature of this area that give us a protected anchorage in most, if not all, conditions.

There were many highlights during the year with some events bringing big fleets together and others having only three or four participants, but they were all very enjoyable. I will look at some of these.

Jerusalem Bay

We kicked off the winter blues by taking the boats to one of the favorite anchorages in the Hawkesbury. We had prepared for this cruise by combining into groups of three or four boats and preparing progressive dinners. The usual pre-dinner get together was punctuated by people returning to their boats to check on the next course of their dinner. There were ovens heating and stove top pots bubbling away and at least one tagine creating all sorts of wonderful aromas. With everything from entrees baked with figs & prosciutto, garlic prawns, sizzling steaks and a host of baked dinners everyone needed a little rest before heading to the next boat for the following course.

Needless to say all of the meals served were low calorie productions that continued for many hours and the last lights went out in the wee hours of the morning.



Relaxing in Jerusalem Bay



All types of Club boats joined in the colourful sail past parade

2009 Season Opening Day

The staff had worked tirelessly to have the Alfreds presented in the best possible way, and it looked a million dollars!

The Commodore must have a direct line to the weather gods because after the 2008 atrocious conditions the day dawned bright and warm. There was a flurry of activity as club members dressed their boats with signal flags, bunting and a wide range of other decorations. The visiting officers from sister yacht clubs were delighted by a parade of boats that complimented the dazzling beauty of our club and it's remarkable location.

Lunch was served in halyards and this was truly a day for the members to celebrate the new sailing season.



C R U I S I N G



King Neptune and his helpers pays a visit

Smiths Creek

A handful of boats sailed, motored or a bit of both deep into Coal and Candle Creek to drop anchor in Smiths Creek. This is a lovely serene location with deep water and a muddy bottom that is easy drive the anchor into. With a rising tide on the Saturday morning we kayaked or dinghied well up into the national park. The creek does get narrow and shallow but is well worth the effort to observe the native bush and the birds, you could be a 1000 miles from anywhere but the city is just a stones throw away.

As the tide turns, it's again an easy paddle back to the boats for lunch and then back to Pittwater.

Christmas First Friday

The First Friday dinners continued to attract high numbers of members and their guests and when we have a special guest, like King Neptune, arriving the numbers invariably increase.

People turned up with presents wrapped and tagged to go to a charity helping disadvantaged children and the Christmas tree was overflowing.

After dinner King Neptune carrying his trident, made his entrance accompanied by Queen and his enforcer Davy Jones. He was not too pleased that we had many pollywogs in attendance who had not paid their rightful dues.

In an effort to right this dreadful wrong he subpoenaed a number of representatives to be interrogated and initiated as he saw fit. Davy Jones was sent forth to escort

those selected. After interrogating one Tim Armitage the king decided that cleaning was indeed required and certainly washed away any misdemeanours. The others who were mercilessly questioned by the ferocious king were let off a little more lightly. They were all presented with their certificates proclaiming them to be "shellbacks" or "sons of Neptune" and we were all therefore forgiven.

King Neptune returned to the sea happy that he had righted what had previously gone unnoticed.

Many thanks go to Jim & Andrene Bullough and Keith Perrie for performing their parts and also to Janet Dell who wrote the script.



Washing away the misdemeanours



Christmas first Friday



Paddling deep into Smith Creek



Oh my God, what are we in for...?



Cruising Report 2009-2010 (cont'd)

Following the dinner all of the childrens' gifts were collected and delivered to "Aunties and Uncles" for distribution amongst their children.

The Christmas Cruise was planned for Sydney Harbour and Lake Macquarie and a full report on that event is covered on page 41 of this issue.



A raft up and a friendly gathering

Bonifacio Competition Draw & Cruising Awards

The First Friday in February was always going to be a special night!

Our very good sponsors, Mariner Boating, had given us two fully paid ticket and two half price tickets in the Bonifacio Rally to use to promote our cruising activities throughout the year. All club members were eligible, the rules were written and submitted to NSW Gaming and Racing for ratification and we were ready to go.

Members had collected their tickets from the launch of the competition a year earlier and religiously placed them into the barrel. As the year progressed the number of tickets in the draw was steadily increasing. Everyone "knew" it was going to be their ticket drawn out on the night.

And the winner was "Graham Camier"! Graham and Sandy completed their bookings and were ready to leave. The first stop was Rome and then a short flight to Olbia on the island of Sardinia where they picked up their boat and spent two glorious weeks sailing in and around Corsica and Sardinia.

The second prize, two half price tickets in this magnificent event went to Garry Holder. Gary and Debbie are occasional Cruising participants and won their prize after attending the Dicko Cup, a joint cruising and racing event. Garry and Debbie also prepared to depart.

Congratulations to our winners and many thanks to Mariner Boating for providing these great prizes. In addition to our prize winners there were another 30 or so club members and friends who commenced their journey. The final trip report is fascinating and can be read on page 42.

The "Cruising Awards" is seen as a tongue-in-cheek way of highlighting some of

the actions of members during the year. There are always the serious awards that recognise the actions of someone helping out another or for their efforts in organising an event and there are those actions that you just hope no one saw!

Some of this years recipients were;

- Roger Russell and his team "Chef's Award" for winning the Prawn Cook-off during the Lake Macquarie Cruise.
- Leon Wilson "Anchoring Award" for the most attempts to set an anchor in the one anchorage.
- Donna Ruhrs "Climbing Award" for volunteering to go up the mast.
- Brian & Liz Chard "Cool Award" for staying calm under pressure.
- Donna Ruhrs, Ann Asker & Marilyn White "Nutz Cup" for orchestrating an almost perfect 3 way dead heat in the kayak race.

Dicko Cup

As I stated earlier the Dicko Cup is a combined event that is designed to bring members from different activity groups together on the water, or at least Hallets Beach. Whilst the racing boats were competing for the glory of winning this event the cruising members gathered on the beach to participate in competition of a different persuasion, beach games. When the rest of the party arrived on shore at Hallets, a beach party got underway.

With the bar-b-que working overtime and refreshments on hand it was a very pleasant way to spend a sunny afternoon and catch up with some of the members that we would normally just say "Hello" to as we pass in the club rushing off to another event.

Towlers Bay

With Mothers' Day on the Sunday it was decided to keep our activities close to home, so a Saturday night anchorage at Towlers Bay was just the ticket! Then, to make it more interesting we asked everyone attending to bring along their favourite hot hors-d'œuvre to be served with pre-dinner drinks.

The result was a feast that most thought was sufficient for dinner! We had spicy meat balls, pizza, chipolatas, toasted treats, baked delights and everyone had brought along enough to share.

With Jim & Clem Cormack offering 'Mix'd Nutz' as the party boat we all had a ball with room to move around and socialise.

Sunday morning saw most heading off early to be in time for lunch with the family so we'll keep this destination in mind for another time when being back early is a high priority.

Bobbin Head

This is most definitely the furthestmost anchorage from the club without going "outside." But when we decided to take the fleet there on the June long-week-end everyone was delighted with the venue.

With plenty of room to anchor in 5 or 6 meters of water, the anchorage is nestled between the hills which provide excellent protection from bad weather.



C R U I S I N G



Dicko Cup raft-up at Halleys Beach

The huge, well kept parks in the National Park provided the ideal on-shore meeting space and a number of those present took the opportunity to have family and friends meet for a bar-b-que lunch. Ted and Dorothy Culley had brought the boules along and fortunately, had also brought the rules of the game. Whilst everyone who participated did their very best a little more practice would not go unrewarded.

The day was sunny and provided we stayed in the sun's rays it was also warm.

Ross Scoble invited all aboard 'Passport' for an on water get together and as the sun slid silently behind the ridges this provided a comfortable and warm venue.

Most set off reasonably early on the Monday morning as it is about 3 hours motoring back to the club and the June days are short.

Hardies Bay

Just four boats headed for Hardies bay after carefully checking the tide charts. Towards the top of a rising tide 'Southern Cross,' with a 2 meter draft, still had a couple of inches under the keel. Fortunately, the areas of least water depth have a sandy bottom and those areas with a rocky outcrop are well marked. Jim Cormack and Marius Coomans aboard the 2 catamarans with their 1.1 meter draft were not particularly concerned.

Once around Half-tide Rocks and inside the bay it is a different world to the other



A gathering in the galley

areas around Pittwater. With houses right along the waters edge and wharves and jetties all the way it is a pleasurable and pretty cruise into Hardies Bay. Deep mud around the foreshore makes the jetties inviting and we had a pleasant afternoon tea in the park.



Leon Wilson showing us his rope trick

The timing of the exit is equally important with the rising tide essential for any boat with a draft exceeding 1.5 meter, but the effort is very much whorthwhile.

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C R U I S I N G

Coral Coast Cruise 2011

By Ann Asker



Hill Inlet and Whitehaven Beach

The highlight of RPYC cruising year 2011 will be the Coral Coast Cruise from May to November. Members and their crews will head north to isolated anchorages on tropical islands with white sands and crystal clear waters, where a long sleep-in, midday snorkel, an afternoon walk or whatever else you choose to do, will make up the program of the day.

All participants will sail independently with a succession of rendezvous locations along the NSW coast and on into Queensland waters and the Coral Coast. Each leg is planned so that participants can achieve the next rendezvous sailing in daylight hours. Dunk Island is the most northerly rendezvous location.

Cruise participants can turn south at any point and/or time and resynchronise at any future rendezvous location. This approach means that the cruise is flexible in cruising time, cruising distance, cruising locations and cruising company. Members may participate in the entire schedule or to join in at as many of the rendezvous locations as they wish.

The cruise schedule allows members to break the journey into legs to suit themselves and then meet up with others at any rendezvous that may suit their personal timing.

There are three distinct phases of Coral Coast 2011, "Plan," "Prepare" and "Participate."

The "Plan" phase is complete. Rendezvous locations are identified, seminars and courses are arranged and a program in place. Dedicated web pages are on the Club website to keep members informed of all activities.

There will also be a tracking tool so that participants, friends and relatives, can follow the location of each and every participating boat once underway.

The "Prepare" phase is underway until the departure date in May 2011. A comprehensive series of talks, lectures, seminars and discussions is scheduled to cover the needs of interested members. This program is open to all members.

The "Participate" phase gets underway from May 2011 as the fleet members head out past Barrenjoey and turn north.

The Coral Coast 2011 Working Group is a subcommittee of the RPYC Cruise Committee. It is chaired by Rob Starkey with members Maurice and Val Brynes, Donna Rohrs, Tony Nossiter, Warwick Lukins, Ross Scoble, and Eoin & Ann Asker. We can't wait!



Middle Percy from the A frame





Christmas Cruise 2009/2010

By Maurice Byrnes, Rear Commodore Cruising



Fancy a cruise at Christmas?

The Cruising group started the New Year in fine fashion with back to back cruises to Sydney Harbour and then Lake Macquarie. As always, weather was an overriding factor and the Sydney Harbour component was reduced to a "down river" experience. Then the Lake Macquarie section started, lead by Rob Starkey aboard 'Windsong' with over 20 boats leaving Pittwater in the very early morning and proceeding to Lake

Macquarie through varying degrees of mist and rain. With the wind from the northwest as we headed across Broken Bay it looked like a top sail ahead, but as the sun rose the wind dropped and the engines were restarted.

The number of RPYC boats participating in the cruise was such that two bridge openings were used to split the large number of boats entering the Lake and to ensure that those boats with greater draft had the full depth of the tide at the drop-over. Having negotiated the newly dredged but still challenging entrance to Lake Macquarie, we headed for Kilaben Bay, where the protection from every direction is excellent and settled in for a great couple of weeks of sailing and activities.

Rendezvous points were established and while some boats preferred to leave the group and sail independently each day, most met again at night at the designated place. This enabled cruisers to select how much sailing and group activity was undertaken, while being part of a large group overall.

One highlight was a prawn cook off, held in the park at Rathmines, sheltered from the wind on a damp afternoon. Rob and Leon called everyone together and Rob laid down the rules of the competition. Judges volunteered their services as did team leaders. The teams were selected from a hat to ensure that all had a chance to mix and get to know other cruisers in a team building environment. One boat was despatched to Belmont to purchase all of the special ingredients and Warren & Trish Paul went shopping for 14 kilos of prawns. Each team then had a day to sort out exactly how they would cook and present their prawns.

Criteria for judging the final result included presentation, originality and ingenuity. All dishes presented to the judges needed to be available in the same format to all other cruisers, which ensured that all dishes had to be cooked to the same standard overall, not just one dish for the judges and something different for the rest. The judges gave their vote on the best dish as did all of the cruisers.

A wonderful afternoon of eating as much prawn in as many different flavours as could be imagined was not only a great food sensation but engendered a strong

sense of the fun and wellbeing that "cruising in company" brings off the water as well as on it.

The judges, after accepting the mandatory "gifts of appreciation" from team leaders gave their verdict. Roger Russell and his Red team won the day, with Donna Ruhrs and her team taking the Peoples Award.

We stayed at Shinglesplitters Point and Croudace Bay, as well as the always popular Rathmines anchorage, where a local restaurant was persuaded to open its doors on a Sunday for a very large number of sailors who wanted to take advantage of the short row/paddle/dinghy ride to shore and an easy walk to a great dinner.

We also enjoyed other group dining activities, anchorages in secluded bays, the lack of activity on the Lake compared to Pittwater or the Harbour, the easy walking onshore and the many club yellow markers permanently on the Lake! Not to mention the enjoyment from the canoe races, the canoe paddling in general, the rat races and the beautiful uncluttered sailing on generally flat water.

While some of the group left a day early, the rest of the group enjoyed a get-together with Lake Macquarie Yacht Club members. Some of those leaving early went on to Newcastle Yacht Club, and together with some RPYC members who had come directly from Sydney met with members from CYC and the Newcastle Yacht Club for an inter club YNSW arranged function.

Both groups had a beautiful sail home, with great feelings of having had a great lot of sailing in good company interspersed with very enjoyable social occasions. As always cruising in company provides an interesting experience with those less experienced benefitting from the company of those with more experience, but also enabling all to simply enjoy their sailing to a great location.

Gobius Tank Level Indicator

measures from the outside of the tank

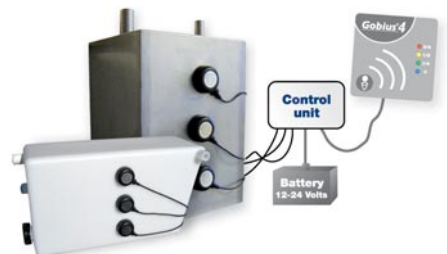
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Bonifacio Yacht Rally 2010

By Maurice Byrnes, Rear Commodore Cruising



The port of Bonifacio caters for a wide range of boats.

After three years in the planning departure days for the 47 participants was spread right through August. Some even took the opportunity to visit relatives and friends in England and Europe before the rally commenced.

The day that everyone came together arrived and we met up at Rome airport destined for Olbia on the island of Sardinia. Lauren White, from Mariner Boating anxiously checked everyone off the list. Someone is missing! Some frantic phone calls and alas, Martin and Margot were still heading for Rome, blissfully unaware that they were a day late!

We arrived at our hotel in Cannigione relaxed and ready to swap stories of our travels whilst Lauren booked flights and transfers so that Martin & Margot would catch up.

The welcome dinner at the hotel was the first time that all participants collected in one place and we were to meet the other participants from the Squadron and CYC. "We don't expect to see your sterns," was the reply when we told them we were sailing a catamaran. Let the racing begin!

Before we race, the group boarded a bus for a tour of the inland mountains of Sardinia and Muto Di Gallura where a small local farmhouse has been transformed into a restaurant with a very rustic setting. The lunch was to highlight the local produce and the courses kept on coming! Was it five or

six and then dessert? The local wines and of course the inevitable "lighter fluid" helped to finish off a fine meal. The bus trip home was a much quieter affair than the morning trip into the mountains.

The time had come to move onto the boats, our home for the next fourteen days. With allocating cabins, unpacking bags, shopping for supplies to cover the first few days and getting to know how this new boat works this is a very busy period. By the end of a very long day sleep will come easily but the beds still have to be made, supplies stowed and a dozen other jobs have to be completed first.

Day 1 dawned bright with a light breeze but a worrying forecast. We completed our first race but then headed for the shelter of another marina rather than anchoring below the towering cliffs of Talavera because the forecast of strong winds was from the wrong direction.

Day 2 and the strong winds arrived right on cue. The fleet ended up scattered from Talavera in the south to Porto Cervo in the north to ride out the heavy weather. We were not anticipating our first two nights aboard the boat to dining on-board so the first couple of meals were scratched up from whatever we could find.

The fleet finally met up at the lovely town of Maddalena on the island of the same name where all supplies are shipped in from the main island on a continuous line of vehicle ferries. The streets around the dock area are a bustling hub of activity with shops selling every conceivable trinket. All of the buildings are freshly painted, the streets are clean, the coffee hot and the beer cold. You could even hire a quad bike to tour the island if you so desired. The rally crews all took the opportunity to restock fridges and pantries and everyone made sure that they there was plenty of pork, beef, chicken and duck to make up the next meal.

Over the next couple of days we had the opportunity to anchor in the pristine waters of Maddalena National Park, berth in Santa Theresa marina, and then enjoy a magnificent shy reach across the Straights of Bonifacio to the French island of Corsica in a fresh breeze. The jewel in the crown just has to be the town of Bonifacio with its most unique harbour protected by the huge cliff faces and overlooked by the old village with the inevitable narrow cobblestoned streets. Markets and restaurants dominate and following a light shower of rain the tables and chairs were once again being set on the footpaths and occasionally onto the roads. Vehicles are few and they just have to drive around!





C R U I S I N G



Happy Hour aboard the Big Cat at anchor in Maddalena National Park.

The harbour in Bonifacio is one of the most tightly packed that we encountered and we pushed and shoved to shoehorn all of our boats onto the pier, but then when we thought nothing else could possibly fit they managed to dock a 120ft, five floor monster, with absolute precision!

After two nights soaking up the sights and sounds of Bonifacio it was time to move on and we did so anchoring in the lee of a stunning rocky outcrop called the Lavessi Islands.

Another race, in light breezes this time, took us to the delightful harbour of Porto Vecchio. The lighter breezes kept the fleet pretty well bunched up and the finish outside the marina was a close contest. By the time we were heading for the marina berths the breeze had built to 'fresh' and you guessed it, was blowing straight into the mouth of the harbour entrance and our berths. Some anxious moments all around as the fleet was called into berth one at a time, with an increasing number of helping hands as boats arrived. The last boat in was our friends from CYC, but they only had two people aboard a brand new boat. Trevor Joyce, from Mariner Boating began swimming out to help them, but thankfully was picked up by a passing RIB. With his assistance they managed to get in without incident.

The procedure after each race was to gather at a predetermined restaurant for dinner and a presentation of the results, and prizes for the latest race and an update of the cumulative result. Trevor's International Timing System (TITS) is employed to handicap all of the competitors and is really very effective, until they put a catamaran into the mix. It was about this stage in the event that the race committee decided to put the cat into a division of its own.

With the day after each race designated as a 'lay day' the opportunities to explore are endless, but from Porto Vecchio a bus trip to Zonza, high up in the mountains is a must. The narrow road winds up into the mountains and was most certainly not built to accommodate 50 seat coaches, but the skill of the driver was obvious. The scenery is majestic!

Once we arrived at Zonza the whole party spent time wandering around



admiring the architecture and the atmosphere of this mountain village. Lunch was to be the main attraction and in typical French form it lived up to all expectations. We were heartily cheered once Sue & Derrick Jones and myself rejoined the bus just a few minutes late because simply "paying the bill" just can't be rushed.

Another race day was abandoned as the high winds were accompanied by the heaviest rains that I have seen for many years with visibility down to 20 metres. Needless to say that the boats were ready for a good wash anyway. As there was no race we motored to our next venue at the top of the island of Maddalena, Porto Missimo and again, even in a very protected port the wind was blowing us directly onto the dock. By now we were all becoming much more comfortable with our berthing techniques.

Happy hour on the dock had everyone joining in and Hamish Petrie and his crew giving foot massages. As time progressed Eion Asker had taken up the challenge, and the massage oil, and was also doing a sterling job.

The final race was designated as a ladies race. The rule says that the helm can only be taken by a lady crew member or a man dressed in drag! Well, the ladies took control and then we set sail on a course that would take us right into the middle of the world super maxi championships. We rounded the first mark of the course whilst easing sail to run to the second mark. Some of the maxis were in front but the majority of the fleet were coming through from behind and were a sight that none of us will ever forget. Whilst we were sailing at a modest 6 or 7 knots we were being overtaken by super maxis travelling at warp speed, just metres away.

The next mark was going to be interesting. As we approached we were to keep the mark to starboard, as did the maxis, and then tack! Julie Perrie was our helmsman, and she was doing a great job, but to this point we have not yet tacked this 20 ton cat! And the breeze was dropping! We rounded the mark, came up into the wind, picked up a little speed and then tacked – to a dead stop!

The next of the maxis was bearing down on us, but Julie held her nerve until a few gusts got us going again. Then we were on our way with the maxis now sailing away from us. What a blast that was!

All of the crews were invited to prepare a presentation for the final dinner and everyone put in an effort to make the night a total success. With poems, song and dance all of the crews showed their creative side, we did it our way.

A magnificent cruise with all of the ingredients to make a great trip. Great scenery – great sailing – great food but most of all great friends and companions! The Royal Prince Alfred Yacht Club 2010 Bonifacio Yachts Rally was indeed a great success!



Bottom photos captions, from left to right.
1. Race 2 and the Big Cat shines
2. The crew of "Clizia" before dinner at Longonsardo.
3. The main street of Maddalena with it's colourful buildings.
4. The hats took a lot of finding but the girls from "Via Libera" had an outfit for every occasion.
5. The "Via Libera" Crew at their first French port of call.
6. The crew of "Clizia" before dinner at Longonsardo.





Youth Development Program in review

By Stuart Templeton



The 2010 Youth Development Team flanked by Stuart Templeton and Tom Spithill

From the first session of Youth Development in 2010 Tommy and I knew we were going to have a magic year. With half the athletes coming back for their second or third Youth Development program, we had a very strong base to start. At the first session the athletes displayed a high level of skill, maturity and the right temperament. For the kids joining Youth Development for the first time it was a steep learning curve and for the senior members of the squad we endeavoured to create mentors and role models.

Each Saturday the athletes sailing skills improved and each week we sought to make the sessions more challenging both physically and mentally. While Friday nights were given to theory to not only increase their sailing knowledge it was also about strengthening their performance psychology, team work and communication, to name just a few.

While sometimes it was hard to see the progress in the squad, especially when you are so close to it the telling times were when we had the chance to compete against our fellow clubs and their respective programs. Our first challenge was the interclub series between RSYS, the CYCA and RPAYC; the last time RPAYC won the Interclub trophy was back in 2006. We started out strong in the first regatta hosted by RSYS with a 1st and 2nd for the day, RPAYC hosted the second regatta and we finished the day with a 1st and a 3rd. While we were going into the final regatta at the CYCA in a strong position we were still not guaranteed the overall trophy. However,

the team sailed consistently and well and finished the day with a 2nd and 3rd which was enough to secure the trophy for the Royal Prince Alfred Yacht Club for 2010.

In September, a team selected from the 2010 squad represented RPAYC in the Australian Youth Match Racing Nationals hosted by the Southport Yacht Club. This was a very challenging event with winds providing everything from 0 to 25 knots, currents up to 4 knots in strength, boats we had never seen before, let alone sailed on, and the best competitors in the country. Our team sailed extremely well and just narrowly missed out on making the finals. Our result was a very respectable 5th but the real prize was the lessons learnt, the camaraderie as a team and the knowledge we will do better next time.

The program runs for 20 weeks though the dead of winter and it takes a committed and focused individual to want get up and go sailing early on a Saturday morning. These youth athletes proved themselves time and again and I know they will achieve great things in the future. I know it is a rare opportunity for someone to get to work with such a fine group of athletes and I am already looking forward to next year for the challenges, opportunities and rewards that it offers.

I know I echo the sentiments of all the YD graduates of 2010 when I would like to thank the Royal Prince Alfred Yacht Club and all its members for the opportunity and generosity it has provided to these junior members and future world champions.



RPAYC Interclub report

By Reece Tailby



Interclub racing on Pittwater

Saturday 11th June. It was a great day on the water with four Forces on the water and a great combination of racing and training. We started the day in 12-15 knots of breeze so were well and truly powered up on our way out to the big pond.

We started off the training with a few windward leewards to develop our boat handling and teamwork with our new crew combinations. We then moved on to a covering drill in order to improve our covering techniques and to learn when to cover tightly or loosely in order to control the other boat from out in front, giving us the ability to control where they sail on the course.

With the forces so powered up there were also techniques to be learnt about how to keep them on their feet upwind. Some of these techniques included pre feathering for the gusts in order to keep the boat upright and also keeping the leech of the main tight in order to act as a backstay so we could maintain forestay tension, the style of sheeting on the forces changes a great deal through the wind range requiring constant changing of gears regarding the vang, cunningham and outhaul in order to flatten the main and retain leech tension. Attention also needs to be paid to the jib cars in order to flatten the jib and control the leech tension to avoid back winding on the main.

We also managed to complete an entire round robin with all helms and crews developing their skills in the match racing pre start. There were some very obvious mistakes made on all the boats with all having relatively new helms, overall however, there was a great deal of improvement on all boats with all the helms developing a greater understanding of what was required during the prestart. Key points for the helms to understand are that if you're not in control you need to constantly try and change your speed and gauge in order to put pressure on the other boat. Other key points include, are we leading

or trailing, e.g. When do you bail out and head for the line, do you want to lead in, or do you want to trail in and put pressure on the other boat, this point needs to constantly be running through the helms mind. Other points include keeping an eye on the course during the prestart to determine your game plan and where you want to start and head on the course.

All in all it was a great day out on the water and I think all the helms and crews learnt a great deal, there was definitely improvement on my boat throughout the day with the crew getting to know each other's habits, and our teamwork therefore improved, there were very clear points for improvement on our boat regarding boat handling, tactics and sail setup and trim.

Thanks Tom and Stu for a great day out on the water.





Youth Development - the Class of 2010



Kajsa Doyle

Background?

Lasers, MJ's, Mirrors, F11's, 13 and 16 foot skiffs

Why did you sign up to YD?

To improve on my rules knowledge, sailing skills and to gain a better understanding on how the gears work.

What have you gained out of YD?

A deeper understanding on how the gears work and how the breeze works.

Future Goals?

To start sailing on a keelboat and 18 foot skiff. Selected in the RPYC Youth Match Racing Squad to compete in NZ. To improve my sailing to an elite level.

Most amusing YD event?

Falling out of the boat.



Stephanie Doyle

Background?

Started sailing MJ's at RMYC and then started sailing an Optimist out of RPYC. Moved into a 420 after a couple of years. Member of the Abbotsleigh Teams Racing team that trains out of RPYC. Youth Development 2009.

Why did you sign up to YD?

To improve my match racing skills and to just improve my sailing in general.

What have you gained out of YD?

New match racing skills and improved fitness.

Future Goals?

To be selected on the RPYC Youth Match Racing NZ representative team and to helm for the RPYC Harken International Youth Match Racing Regatta.



Elyce McClelland

Background?

Flying 11's 2002 - 2007, Laser 2007, 420 2007 - 2008, Abbotsleigh teams racing squad 2006 - 2010. Youth Development 2009.

Why did you sign up to YD?

Youth Development provides a fun environment to learn boat handling, trimming and match racing skills.

What have you gained out of YD?

From Youth Development I have formed life long friendships and learned invaluable skills in sailing and match racing.

Future Goals? To continue sailing at a competitive level and hopefully be selected in the RPYC Youth Match Racing Squad.



Max Vos

Background?

Began sailing at 8 with Loquat Valley Primary School. I then crewed on a Flying 11 for 3 years and helmed for a season. I am now training and competing in the Laser class.

Why did you sign up to YD?

I signed up for Youth Development because I wanted to go down a different path in my sailing. I am now back on track, loving the sailing and learning heaps.

What have you gained out of YD?

In my first year of Youth Development it was a steep learning curve and I quickly progressed under the guidance of Stu and Tommy. Youth Development has increased my sailing Knowledge and skill twofold and I am very appreciative towards it.

Future Goals?

My most relevant goal is to do a Youth Worlds Campaign in either a Laser or 420. Further on my ambition is to do a Volvo Ocean race.

Most amusing YD event? Georgina doing the plank for 10 minutes.



Reece Tailby

Background?

Sailed for 4 years, sailed a season on a Flying 11 and have sailed the last 2.5 years on a 29er. I sail keelboats on Saturday and this is my third Youth Development Program.

Why did you sign up to YD?

To improve knowledge and become a better sailor, improve so I can jump on any boat and be comfortable.

What have you gained out of YD?

Have gained a great deal on knowledge and experience which applies for both fleet and match racing.

Future Goals?

To sail on some high performance yachts, both inshore and offshore. To continue match racing and develop a competitive team.



Alice Tarnawski

Background?

I started sailing in a PJ out of BYRA and then moved into an Optimist for a season. I am currently sailing a Flying 11 out of Avalon.

Why did you sign up to YD?

To get more time on the water, learn about yacht sailing, improve my sailing skills and meet people.



What have you gained out of YD?

I've learnt so much about sailing, tactics and heaps about technique. I've gotten a lot fitter and learnt a lot about yacht sailing. I've gained a greater understanding of sailing in general and met some good people. I have also learnt the basics of match racing.

Future Goals?

To keep learning about sailing and get more competitively engaged, to compete in more competitions.



Matthew Stenta

Background?

Dinghies – Flying 11's and MJ's Skiff's – 13's, 16's and 18 foot skiffs.

Why did you sign up to YD?

To improve my fleet racing and match racing tactics.

What have you gained out of YD?

Boat preparation and a greater understanding of

tactics.

Future Goals?

To continue sailing 13, 16 and 18 foot skiffs and then move into a 49er campaign. From there I would like to move into yacht racing and start competing internationally.

Most amusing YD event? Kajsa falling out of the boat.



Will Dargaville

Background?

Sailing dinghies since I was 10.

Why did you sign up to YD?

To expand my general sailing expertise and to learn to sail yachts. Also to learn how to match race.

What have you gained out of YD?

My rules and tactical knowledge has improved and

I have learnt how to sail a yacht.

Future Goals?

To continue to sail throughout life. To represent my country at a sailing world championships.



James Johnston

Background?

Lasers-learnt to sail though the schools sailing program at BYRA run by RPAYC. Sailed PJ's and then tried a Flying 11 but moved into Laser 4.7's instead. I am also on the St Luke's teams racing team.

Why did you sign up to YD?

I wanted to take my sailing further, learn more and get better coaching. Maybe get into a big boat campaign.

What have you gained out of YD?

Gained a greater knowledge of sailing and learnt to understand the rules and the basics of match racing. I have also learnt how to sail larger boats.

Future Goals?

To move into the larger rigs on a Laser and gain a crewing position on a yacht. I would also like to move into 2 person dinghies like a 29er.



Malcolm Parker

Background?

Flying 11's for 6 years, Knox Grammar teams racing squad, Intermediate Youth Development and 13 foot skiffs.

Why did you sign up to YD?

To improve my sailing knowledge and learn how to sail a keelboat. Make new contacts and learn

how to match race.

What have you gained out of YD?

Improved rules knowledge, how to sail a keel boat and fitness

Future Goals?

Top 3 at Flying 11 nationals, to do a Sydney to Hobart in 2012 and a 49er campaign.



Gemma Risdall

Background?

Manly Juniors, Flying 11's and this is my 2nd YD program.

Why did you sign up to YD?

To broaden my sailing horizon.

What have you gained out of YD?

Match racing skills, teamwork and fitness.

Future Goals?

To get into windsurfing, improve match racing helming. To skipper at a match racing regatta.





RSYS Interclub Report

By Stuart Templeton



Sailing on Sydney Harbour on the Elliot 6's

Sunday 20th June 2010. With a light Westerly breeze blowing in the morning and blue skies expected, the RSYS leg of the Interclub series looked to be a fantastic day. The RPAYC team arrived nice and early so we could have a look at the Squadron's Elliot 6's, for most of the kids it was their first time sailing an Elliot. We had a look at the differences between the Force 24's and the Elliot's and talked through some action planning and boat set up. As soon as briefing was over we headed down to our boats, rigged, bailed and then double checked everything. Then it was time for a bit of crash course training to get up to speed sailing the Elliot's.

First start got underway at 1000hrs with our teams slow off the start line but showing good pace upwind, rounding the top mark in 2nd and 3rd only to make a couple of tactical blunders downwind to end up back in the pack. After the bottom mark, the teams managed to consolidate their positions and finished with 3rd and 6th, with the win going to RSYS. Next race, both boats had better starts, however Matt was OCS and had to return to the start line. Max was sailing the boat nicely and reading the breeze well to finish the race in 2nd, Matt managed to sail himself back up to 5th with the win going to CYCA. Next race saw our teams continue to improve with a 2nd and 3rd across the finish line. With the teams getting more comfortable in the boats with the crew work, boat handling and starts the 4th race saw them take out 1st and 2nd. With this result spirits were high and the teams felt unbeatable, they continued to sail to their strategies and put together really strong races finishing 1st and 2nd in the last two races of the day.

Well done to all the teams competing on the day, the win could have gone

to anyone. Final results for the day

- 1st – Max Vos, Reece Tailby and Jack Nairn - RPAYC
- 2nd – Matt Stenta, Kajsa Doyle and James Johnston - RPAYC
- 3rd – Murray Jones, Nick Williams, Luke Tisher & Caitlyn McIntosh - CYCA
- 4th – Jess Croker, Nick Wubben, Sophie Shannon & Byron Dickson - RSYS
- 5th – Alex Chittenden, Maclean Paton, Robert Polec and Sam Ellis - CYCA
- 6th – Sam Kool, Scott Butler, James Shannon and Eloise Croker - RSYS

RPAYC Team with their hands on the trophy





A day in the life of Youth Development

By Shaun Hannah



Hobie Wave training on beautiful Pittwater

Saturday 5th June 2010 – the primary of countless distinctive episodes to transpire.

The bleak, dreary conditions of nightfall that Friday brought melancholy emotions among the Youth Development Squad for 2010 as we endured another of the many lectures. The eminent coaches Stuart and Tommy reassured the Squad of the sensational weather conditions arriving in the rivulets of Pittwater, forecasting an impressive 20 plus knots flowing down Pittwater the following morning, meaning that Force 24 sailing was cancelled and that the squad would have to endure a day centreboard racing on the hobie waves.

Upon arriving at the club for our weekly strenuous gym session, Pittwater's so called windy Saturday burnt off to allow a placid breeze of 12-15kts to filter in from the South West, bringing with it a chilly Antarctic breeze, and the daily routine got underway for a scheduled start at 0730 hours. After enduring an exhausting session in the gym, we retreated to the comfort on the steaming showers, to rug up for our day of wet and cold training on the hobbies. As we waddled down to Crystal Bay in our many layers to rig our hobbies, our legs started to feel the pain and it had only been one hour. As

we entered a series of training exercises, the squad started to feel the intensity that the training required. As the wind increases, our muscles strained to persevere through the building winds of early afternoon. The squad pushed through, gaining much insight into the skills required to sailing and manoeuvres the hobbies on the chilling water, in comparison to the squad's previous training on the Force 24's.

Overall, the training undertaken in the Hobies was enjoyable, yet beneficial to the skills that the squad can take and apply to the sport, allowing for an expansion of knowledge for the individuals involved. These skills and centreboard races both teams and fleet racing, inclusive with that of the skills taken from the trainings in the Force 24's, are known to be of great value to many of the professional yacht racing domestically and internationally.





MATCH RACING

Australian Youth Match Racing Nationals

By Reece Tailby



Close downwind sailing

The Australian Youth Match Racing Nationals were hosted by Southport Yacht Club in Blazer 23 one designs. The regatta was a four day event with one training day. The first day of the regatta was quite testing as we had had very little training time in the boats. We were off the water for the first six matches so were fairly unprepared to verse our competitors in the first half of the first round robin as they had been racing since the morning. We struggled early on to get familiar in the boats as they are quite different to sail when compared to the RPYC Force 24's. The first day of racing was very interesting with the race committee struggling to hold station with their anchor slipping. The committee eventually managed to tie up on the end of a wharf and set up two marks as a line right in front of the club. The conditions were perfect with a 10-15 knot South/South-Easter. One of the highlights of the day was watching Angus Rankin wipe out in a gybe managing to completely capsize the boat with the rig in the water.

The second day of racing was consumed by finishing off the first round robin; once again we struggled in the boat while trying to sort out boat

handling. The conditions were a bit tougher with 10-15 knots from the North increasing throughout the day peaking at 28 knots, this provided some fantastic rides downhill even when against the tide. We scraped through the first round robin in 6th position with 4 wins.

The second round robin began on the third day of racing. We were a lot more confident in the boats and were starting to show some promising pace. The third day of racing proved to be pretty miserable with constant rain throughout the day. The racing was pretty tight with an extremely close race between us and the eventual event winner Elliot Noye, we were behind the entire race and went for a gybe set at the top mark as it was favoured on the final run, he went for the straight set and later gybed to cover and sailed up to our line we managed to roll him, with him threatening to luff and hold on until the finish winning by half a boat length. It was one of the most satisfying wins of the regatta proving that with a bit of concentration and teamwork you can come back from behind.

The last day of racing began by finishing off the second round robin, we managed six wins from nine and ended up sitting in 5th place. The race committee decided not to hold semi finals as the breeze was dying and they would have struggled to get the format in. The finals were a great show with Jay Griffin getting on top of Joel Turner and Elliot Noye, taking the win from Jordan Reece.

The team learnt a great deal throughout the regatta, we developed a better understanding of boat handling and teamwork and I learnt a fair bit about pre-start positioning and controlling the opponent over the course to stay in better tide or breeze. The team made some basic errors throughout the regatta costing us a couple of races, but we learnt our lessons and are well positioned and enthusiastic to keep match racing and to start being competitive in upcoming regattas.



Coming to a finish



Tailby neck and neck





RPAYC Women's Match Racers in 2010

By Angela Farrell and Nina Curtis



The RPAYC and Australian Sailing Team girls: Katie Spithill, Nina Curtis, Nicky Souter, Jessical Eastwell and Angela Farrell

What exactly is Match Racing? he asked. Australian Women's Match Racing Team member and RPAYC member Angela Farrell was at a theatre in London one night when a local tapped her on the shoulder. Angela turned around to see what he wanted. He pointed to the logo on the back of her Sailing Team jacket and asked in a very polite English accent: "Can just I ask, what exactly is Match Racing?" I replied "It's sailing, a kind of sailing."

He looked relieved and explained "Oh, ok. I thought it was like 'my match is better than your match' and two people are dueling in the rainy street with their match sticks."

Angela burst out laughing, and could see why non-sailors would be so puzzled by a National Women's 'Match Racing' team.

Commitment from the team:

To fulfill any Olympic Dream requires dedication and sacrifice. The National Women's Match Racing team (WMRT) is no exception. One team member has even given up seeing her husband for six months a year! Katie Spithill was married at the beginning of 2009, and for a period of time spent more time with the team of girls than she did with hubby Grantly. This balanced has since been tipped, and she is proud to say that the number of days was in his favour! Olivia Price is studying part time to complete her HSC over 2 years, while Jess Eastwell, Nicky Souter and Angela Farrell have been promised their careers back when they're done sailing every day. Nina Curtis has halted further study until this Olympic Gold job is done.

Away from family and friends for up to 8 months of the year means the girls have to rely on their own company and that of other sailing teams to feel this sense of family. We recently celebrated Olivia's Price's 18th birthday with the Dutch, GBR and USA teams at a karaoke pub in Weymouth!

Calendar

Our 2010 calendar has seen us competing in a high intensity program, including all the available regattas for this Olympic Class and other non-Olympic events. No other team is doing all the events this year, but we see this as a must to get ahead of the game going into 2011, this includes: Miami OCR, World Cup Palma Spain, World Cup Hyeres France, Lago di Ledro Italy, Calpe Spain, World Cup Medemblik Holland, World Cup Kiel, Berlin Germany, Match Tour Sweden, World Championships Rhode Island USA, Busan Cup Korea and National Events in Australia.

Time away vs. time at home = 8mths: 4mths. On top of this is AIS fitness camps in Canberra, Perth and Hamilton Island Qld, and training blocks in Sydney.

...And now there are 6...

The squad started the end of 2008 as 16 young women, when Match racing was announced as the new Women's Keelboat event, replacing the Yngling Fleet event. This squad was designed to lift the standard of the entire squad, giving selectors the choice of a fitter and smarter field.

In May 2010, the squad was refined to just six athletes, each striving for one of the three available positions for London 2012. It has been described as an episode of 'The Biggest Gainer,' with a group of girls living and training together, being asked to put on weight to be the ideal racing weight of 68kg each.

Strength training, protein powder, big supermarket trips combined with dedication to the cause have all contributed to this seemingly laughable target now within a few kilos.

Angela Farrell comments on her Biggest Gainer Challenge: "I was asked to be a scrawny 54kg for racing in Beijing in 2008... so when I was asked to jump up to 14kg above what I was then I was almost about to say "no thanks, not for me." But with advice from my naturopath and help from the team at the AIS the weight started to climb and I realised what tremendous capabilities the body has for adapting to what is asked of it. Now at 66kg, I have 18 months to maintain this and find those extra 2kg. The clothes I was wearing last year will be waiting for me at the finish line, when, we as a team get our Gold."

The Elliot 6 m Class has been introduced specifically to accommodate for the tacking and gybing duels and physical nature of match racing.

Why is the Elliot 6m such a great Olympic discipline?

The RPAYC youth development boats (both the Elliot 5.9m and then the Force 24) have been the perfect training ground for the now Australian Womens Match Racing Girls. "Being familiar with a size and class of boat from a young age gives you great confidence in knowing you have three times the experience behind you when you line up on the start line against your European rivals," says Nina Curtis, who was an RPAYC YD athlete from 2003-2007.





MATCH RACING

Tiller wins a thriller in an all RNZYS Final!

By Tom Spithill & Damian Devine

HARKEN®



Harry Thurston in action in the HARKEN final versus Tiller on Pittwater - photo by Tom Spithill

The Royal New Zealand Yacht Squadron team of William Tiller, Donovan Neill, Shaun Mason & Arnau Farras-Knowles won the 2009 HARKEN INTERNATIONAL YOUTH MATCH RACING CHAMPIONSHIP following a day of scorching 40 degree heat and breeze ranging from 10 to 25 knots on Pittwater.

With a new breed of youth match racers emerging, the event was as open as a Balinese door on a balmy night. Tiller, however, had recently won the prestigious Governor's Cup in the USA and a second in the New Zealand Youth Match Racing Nationals and deserved favouritism leading into the event. With this form edge on his competitors, he led after Day One with a perfect seven from seven, then faltered on Day Two with only three wins from seven to end the Round Robin in third position.

But the finals are a whole new ball game and with one hand on the tiller, consistency and Day One form he re-emerged for the final day to take the

title. The other hand was firmly planted on the perpetual Rockin' Robin Trophy, presented by Commodore Russell Murphy.

New Zealand ended a successful event going one, two, three on the podium with Australia fourth. Harry Thurston and crew, the other RNZYS competitor and Matt Steven from Wellington's RPNYC filled the top three places whilst 18 year old Jordan Reece from the RSYS finished the tournament in fourth position.

William Tiller and crew celebrate after taking victory in the 2009 HARKEN International Youth Match Racing Championships - photo by Tom Spithill

The day began with the best of three semi finals with Harry Thurston (RNZYS), the top seed from Stage one selecting fourth seed Jordan Reece from the RSYS, leaving William Tiller and Mathew Stevens (RPNYC) to face off in the other semi final.

Reece looked confident early, winning the start comfortably and taking the





first race. Thurston found form again taking control in the prestart and beating Reece in the next two races, therefore advancing to the finals.

Tiller and Stevens were inseparable in their first semi race, engaging in a tacking duel up the first beat. On the first downwind, Tiller maintained an overlap and forced Stevens past the bottom mark. Tiller held this advantage to the finish and then won comfortably in the next flight to advance to the final against his club mate.

Stevens and Reece were left to battle it out in the best of 5 petit final. After a close first race, Stevens sailed a great downwind leg pipping Reece at the finishing line by less than a metre. Reece came into the next match firing and won the start, but as the wind built the lads from "Windy Wellington" were in their element and on the right side of the wind shift to take the lead from Reece and beat him to the finish.

For their third flight, Reece received an early penalty for not staying clear of the boat ahead. Stevens gained an early advantage and kept a tight cover on Reece to take a third win and a bronze for his RPNYC team.

The first Flight of the finals started in a 5-10knot northerly with Tiller looking more comfortable in the lighter winds, taking first blood by 5 boat lengths.

Tiller dominated the start in the second match leaving Thurston stalled on the line with a 4 boat length deficit, but Thurston chipped away at Tiller's lead which shrank to one boat length on the last downwind. Thurston surged towards the line, but Tiller held on to take the gun by half a boat length.

Thurston got off the line in better shape for the third flight rounding ahead at the top mark. Tiller closed the gap forcing a foul from Thurston as gybing boat. Thurston responded with a strong beat taking his penalty turn and holding the lead to keep his team's chances alive.

For flight four, the race was won on the first beat as Tiller pushed Thurston off the course into lighter winds, Tiller tacked for the mark and Thurston was forced take gas all the way in. Thurston tried to get back into the match but Tiller could smell victory and sailed a tactically sound race to take the finals three-one and emerge as the HARKEN International Youth Match Race Champion for 2009.

This is the fourth time the RNZYS have won the HARKEN Youth International Match Racing Championships in the 17 year history of the event, the most recent James Williamson in 2007.

Thanks to HARKEN Australia for their ongoing support of the event and commitment to youth match racing

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MATCH RACING

Alfred's Girls achieve back to back Grade 1 wins

By Nina Curtis



The women's AST at the Rhode Island welcoming ceremony after their win in the Buddy Melges Grade 1 Regatta

The RPYC girls (Nina Curtis, Jessica Eastwell, Angela Farrell, Nicky Souter and Katie Spithill) arrived in Sheboygan, Wisconsin in the USA at the beginning of September for the USA circuit consisting of the Buddy Melges Grade 1 regatta, a pre worlds training camp and the ISAF World Women's Match Racing Championships. The team arrived in Sheboygan early to recover from jetlag, enabling us to become 'tourists' for a day or so visiting nearby cities Milwaukee and Chicago. The Alfred's girls along with fellow CYCA team mate Olivia Price competed in the Buddy Melges Championship from 8 - 12 September 2010. The regatta consisted of 15 teams from 9 nations, all competing for the prestigious prize of the America's Cup replica trophy and named as the Buddy Melges Challenge winner, after such a legend and hero in our sport.

The two teams remain in the same rotation as the last three events with Nicky, Nina, and Olivia and Katie, Jess and Angela competing against some of the world's toughest competition. The conditions were tough throughout the regatta, with no one day being the same. Day 2 was notably the trickiest with the wind under 6 knots and the waves about 4ft high and very close together, all this on a fresh water lake! Both of the RPYC Australian Teams made it through to the quarter finals, with Katie Spithill winning group B and Nicky Souter coming through in 4th, also in group B. The quarter finals were a tough round robin series, with many ties and count-backs occurring,

making the top four teams difficult to pick out.

Sam Osbourne from New Zealand topped the quarter-finals, closely followed by Lotte Melgaard from Denmark in 2nd, Sally Barkow from USA in 3rd and Nicky, Nina and Olivia through in 4th position. Katie, Jess and Angela finishing up in 6th position after some close racing. Osbourne chose to race Melgaard in the semis, leaving Nicky, Nina and Olivia to race Barkow.

The conditions showed stronger winds and flatter water for the final day, but still had the same shiftiness

as the previous days. Nicky, Nina and Olivia defeated Sally Barkow and her team 3-0 in the semi finals, and Osbourne beat Melgaard 3-1, resulting in a Kiwi and Aussie battle off for 1st place. Nicky, Nina and Olivia fought hard to win the finals 3-1 against the Kiwi's. The Australian team had the edge over their New Zealand rivals with better boat speed and excellent eyes for the tricky, shifty conditions always being in the best pressure on the course. This was the team's second back to back Grade 1 win, following their Sail for Gold victory in Weymouth, UK. The result was a great lead up for the ISAF Women's Match Racing World Championship in Newport, Rhode Island a week or so later. The RPYC girls had two teams competing in the Championships: Nicky Souter, Nina Curtis, with fellow CYCA team mate Olivia Price and Australian laser sailor Laura Baldwin defending the title; and Katie Spithill and her all Alfred's crew: Jessica Eastwell, Angela Farrell and Stacey Jackson.

The RPYC Women's Match Racing Team are proud to again be showing the world that RPYC is the correct platform to launch any successful sailing campaign. We would again like to thank the support from the Club: members, staff, coaches and supporters without whom we would not be dominating the world!

Happy sailing!





Worlds Report

26 September 2010

By Angela Farrell

The ISAF Womens Match Racing World Championship has wrapped up with Australia claiming a Bronze Medal and a top 8 result. Nicky Souter, Nina Curtis and Olivia Price secured the Bronze from former World No.1 Claire Leroy from France, while the Gold went to the GBR team of Lucy MacGreggor and the Silver to previous World Champion Sally Barkow from the USA.

The petit final went to the full 3-2 score, with Souter's team rolling the French team on the final downwind after Leroy took a penalty during the race. With the seabreeze between 10 and 15 knots, both the finals and Petit Finals were exciting, close and nail-biting!

Fellow Australian Squad members Katie Spithill, Jess Eastwell and Angela Farrell finished 8th, being knocked out of the Quarter finals by Team Souter - an unfortunate pairing for the Aussie Squad and their chances at the top four.

Newport Yacht Club provided excellent facilities, weather and a picturesque backdrop for spectators to watch a record 20 teams compete over six days of intense racing (9am until sunset some days). Teams were treated to functions including the Reunion of the 12m America's Cup, a Welcoming Ceremony on the Lawn of the New York Yacht Club and dinner at the houses of local families.

This regatta ends an intense season in Europe and USA for the Girls, who can claim during the year to have collected a Gold Medal at the Sail for Gold Regatta, Gold at Eurolymp Regatta Lake Garda, Silver at Palma World Cup, Bronze at the World Championship and Bronze at the GBR Regatta.

The entire squad then went home for a month off from their training and regatta schedule and some much needed time with family and at work.

Nicky Souter far right, Nina Curtis 2nd from left celebrate their Bronze medal performance at the 2010 Worlds.



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MATCH RACING

New Zealand Women's Match Racing Championships ISAF Grade 3

By Nina Curtis



The Winners: Katie Spithill, Nina Curtis, Lucinda Witty and Stacey Jackson

Katie Spithill won the Livesport Telecom New Zealand women's match racing championships in March 2010. Katie Spithill won the one and only race in the finals against rival and fellow Australian Nicky Souter to win the Livesport Telecom New Zealand Women's Match Racing Championships. The Race Committee was unable to complete any further races in the final series in the allocated time.

In the petit-final between the top two Kiwi teams Samantha Osborne beat Stephanie Hazard by 46 seconds and claim 3rd place overall.

In the semi finals Souter chose to sail Hazard and this left Spithill to race Osborne.

Souter won the first, Hazard won the second and Souter the third to take her spot in the semi finals. Spithill beat Osborne two races to nil, to join her Australian counterpart.

Going into the final day, the Race Committee had four flights of Round Robin Two to complete before they could move into Semi Finals and Finals. They achieved this just before 2pm, so it meant a reduced finals series was required.

Souter beat Spithill in flight nine to take a one point advantage and finish top of the table with 17 wins overall and Spithill second on 16 wins. Osborne was the big mover in the morning adding wins over Hazard, Winther & Lehtinen to take

her score to 13 points overall, just not enough to overtake Hazard on 14 points, but clear enough ahead to make the top four.

Lehtinen missed out on the top four by three points, after losses this morning to Souter, Spithill & Osborne left her with 10 points overall.

In sixth place overall was Takapuna sailor Sara Winther. Not normally a match racer Winther had some great races ending the regatta on 7 points overall.

Next overall and the first of the youth teams was 19 year old Danielle Bowater, in her first match racing regatta, and just beating her rival and fellow RNZYS Lion Foundation Youth Training Programme youth team helmed by Katie de Lange, who placed eighth overall.

Finally American Kim Stuart and her team from Santa Monica had a tough regatta with the tide and range of wind conditions and

finished in 10th place overall.

All the competitors commented at prizegiving about the fantastic Race Management and Umpiring during the week and how much fun they had sailing each other in the Elliott 6's.

FINAL PLACINGS

1st.....	Katie Spithill	(AUS)
2nd	Nicky Souter	(AUS)
3rd	Sam Osborne	(NZL)
4th	Stephanie Hazard	(NZL)
5th	Silja Lehtinen	(FIN)
6th	Sara Winther	(NZL)
7th	Danielle Bowater	(NZL)
8th	Katie de Lange	(NZL)
9th	Anita Trudgen	(NZL)
10th.....	Kim Stuart	(USA)





2009/2010 Centreboard Season

By Pru Bennett, Rear Commodore Centreboard



Pru Bennett, Rear Commodore Centreboard

The 2009/2010 season was again a very busy year for our Centreboard sailors. At the start of the year, we welcomed the ten Hobie Waves to the fleet, a number of Finn sailors and more than 30 children enrolled in the new Tackers course. Many of the Tackers have now purchased boats and joined our Centreboard racing.

We were fortunate to have only one race day cancelled due to foul weather. However, for the first time (and possibly the last) racing was cancelled one day due to a Tsunami warning following an earthquake in Chile.

The first regatta of the season was the Pittwater Cup, a regatta for International Optimists and Laser 4.7's. This attracted many sailors from various clubs around Sydney. Next season this regatta will also include the Laser Radial, 29er and 420 classes for youth and intermediate sailors.

The season saw an increase in training. Every Tuesday afternoon Josh Chant and Traks Gordon were out coaching our Optie and Laser sailors. At the end of each day, Josh ran very tough fitness sessions for all who sailed. It was quite easy to see the fit from the unfit at the beginning of the season, by the end of daylight saving there was a very fit group of kids.

Our Centreboard sailors have represented the Club at State, National and

International regattas over the past 12 months. In December, a team of RPAYC sailors travelled to Adelaide for National titles in the 29er class, Lasers and Optimists. Club coach, Stuart Templeton, provided invaluable support for the Club's Laser team. Chris Andersen won the NSW State Laser 4.7 Championships in March.

At World Championship level Joe McMillan and Liam Bennett sailed in the Laser Radial Youth Worlds in Japan while Chris Andersen and Milly Bennett sailed in the Laser 4.7 Youth Worlds held in Thailand with Chris achieving a creditable 2nd in his age group. James Brewer represented Australia at the International Optimist World Championships held in Rio de Janeiro, Brazil, finishing 80th out of 211 entries - the best placed result for any Australian at an Optie Worlds. James later went on to win the 2010 Sabot Nationals in January. In April 2010, Brodie Crossman represented Australia at the 2010 New Zealand Optimist Nationals, an event which attracted more than 300 entries, finishing a creditable 30th.

During the season preparation began for the hosting of the 2011 Australian and Open International Optimist Championships being conducted at RPAYC in January. More than 150 boats representing more than ten countries will participate in this wonderful event.

The Centreboard sailing season could not happen without the invaluable support of volunteers. I would like to thank all those that volunteered during the season and in particular the support from all members of the Centreboard Committee— Chris Dawson, Virginia McClelland, Traks Gordon, Marty Andersen, Cameron McTavish and Rod Waterhouse.

James Brewer wins Sabot Nationals
Photo by Warwick Crossman

Opti Sailor James Brewer wins Sabot Nationals...

By Warwick Crossman

In January 2010, an Optimist sailor in RPAYC junior member James Brewer became the Australian Sabot Champion. James kicked off 2010 in the same form that he displayed at the Optimist World Championships in Brazil last year, where he achieved the best ever result by an Australian at an Optimist World Championship. On the local scene, James has now won the Sabot Australian Championships which were held at Gosford SC. Another high profile New South Wales Optimist sailor, Dylan Passmore, finished in a very creditable 4th place.





Jason Waterhouse and Lisa Darmanin win Hobie 16 Youth Worlds Championships

By Jason Waterhouse



Lisa and my campaign began in March this year with the opportunity to join the Acuity Sailing Program and be coached by one of the world's best sailing coaches Traks Gordan. After already building a athlete /-coach relationship with Traks over past 4 years the opportunity gave Lisa and I the chance to set higher new goals for upcoming championships.

The new goal was to compete in the Hobie 16 World Championships in Weihai China in August this year and to return to Australia youth world champions. However a few major challenges faced us in our preparation to become the World's best.

Working around Lisa's and my studies at university we both committed to 3 days a week of on the water training with Traks in order to restore our basic skills and movements on the boat and work on other speed building techniques that was arising in the Hobie 16 class. But due to the Australian

sailing season currently in the off season, we turned our attention to improving our large fleet management skills by competing in particular in 2 European championship events just before the worlds in China.

After training with Traks continuously from March till July, Lisa and I packed our bags and made our way to the venue hosting the Formula 16 European Championships in Lake Como, Italy. We arrived with low expectations of our result as we had never seen the Formula 16 Viper which we were competing on for the next week, but we had an eagerness to learn more and deal with the pressure. We selected this regatta to compete in for a few reasons, the fleet was extremely strong which included two time multihull Olympic silver medallist Darren Bundock, two time sailing Olympian Carolijn Brouwer and Formula 18 world champion Thjis Visser. Also the Viper F16, after the probable re-entry of the multihull into the Olympic Games, was a likely contender to be the class selected for the multihull category. And finally its Lake Como, I mean... come on!

Alyse Saxby





After settling into our accommodation and building the Viper we were very excited to hit the water and see what she could do. We hit the water the day before the regatta started and the boat felt unreal. The best word I could use to describe the feeling of the Viper is "efficient." Lisa and I immediately fell in love with this weapon and were pumped to get amongst the world class fleet.

The conditions were perfect not only for the first day but for the whole regatta, it was flat water, 15-20 knot consistent lake breezes and wet shorts weather, we couldn't have asked for much more. We finished the day with a surprising 6th, 1st, 1st, we couldn't believe it and we then realised we had a chance. After each day we remained in second position and went out on the water each day with the attitude with a clear start and minimum mistakes equals keeper scores.

We came to the second last day and after taking the lead in the regatta all we had to do was hold off Darren Bundock who was close behind in second. We were pretty nervous having the multi-world champion on our heels but we managed to keep a cool head and just keep it basic. After the last day was abandoned due to stormy conditions we became Formula 16 European Champions. We couldn't believe it we were so stoked and surprised by the outcome and not only did we come away from Lake Como with a championship but also a much better understanding of both the sailing and tuning of high performance multihulls.

Next stop was Travemunde Germany to the Hobie Europeans Championships to race in a 120 open age boat fleet. After arriving at the venue we immediately put together our new European charter boat. We came to this event with some new goals to achieve, mainly to adjust to a foreign manufactured Hobie and get off the massive line with clear lanes.

It wasn't as easy as it sounded it took a few days to find the groove in the light choppy conditions of the Baltic Sea however after making the gold fleet we set new target results we wanted to achieve. Top six would have been a fantastic catch up after being carrying some early inconsistent results. However a low pressure from the Arctic swept across North Germany and gave us some cold, but awesome windy days of sailing which we loved.

After scoring keeper results over the last few days of the regatta we slipped in to finish 3rd place after a massive last day overall which we were extremely happy about. It was the perfect way to finish our European regatta circuit seeing us push the boat in extreme conditions to grind back to a top 3 finish.

Next day we flew home for a week of resting and a few training sessions with Traks just to touch up on a few techniques. While recovering and putting last minute preparations for China we were given the opportunity to join Zhiks elite sailors sponsorship program and were fitted up for all the 2008 Olympic Zhik sailing gear designed for the China Olympics for the anticipated similar conditions. Not only were we a team but now we really looked and felt the part. After picking up the Zhik kit and our final briefing with Traks we jumped on the plane to China with no regrets.

We arrived in Weihai with the most beautiful sight a sailor can see in Asia...

wind! A solid offshore 18 knots was pumping right through our race course with dead flat water and not a cloud in the sky. We quickly checked into our hotel and hydrated and rested from our 14 hour flight and prepared ourselves for the start of the World Championships.

Next day we were allocated our boat and head out to the course very confident but also a bit nervous about the shifty offshore breeze. We just kept reminding ourselves we are Pittwater sailors and we can sail in anything. The first race started off with a cracker winning by nearly a leg just playing the shifts on the up winds and staying in the gusts on the downwinds, this technique proved to be successful with finishing the day with 5 bullets from 5 races.

The next day was even flukier, and struggled to manage both the fleet and the breeze. After a few lay line mistakes we had a least successful day (8,1,3,1,6) but still extended our lead from 6 points to 9 points. Our closest competitors were the current European Hobie 16 Youth Champions from France and were very fast and quick off the line. But we were confident we could keep them behind us in both the strong and light breezes.

Coming into the last day the breeze was from a new direction and nerves were high with a scheduled four races there was the opportunity for positions to shuffle around in the results. The game plan was to take out the French in the pre-start and make sure they don't have a clear lane which we achieved. However with large shifts on the course we found ourselves back in the pack but managing to fight back in both the races in the morning to take out two bullets. After being sent into the beach by the race committee with storms on the way, racing was abandoned for the rest of the day and we were crowned the Hobie 16 Under 21 Youth World Champions.

We were absolutely ecstatic our goal was to win the Youth Worlds in China and gain more experience to help achieve future goals. Overall the key to our success was we went to the regatta with the right preparation with the Acuity Sailing Program and Traks Gordan, the right equipment from Zhik and with the right attitude we were able to come home to Australia with no regrets and a World Championship.

I would like to thank RPAYC for supporting both Lisa and I in our campaign to achieve our goal in China and really appreciate the opportunity to represent such a fantastic sailing club all around the world.



Jason Waterhouse and Lisa Darmanin at the Price Giving





Dan Fitzgibbon & Alyse Saxby are Olympic Bound

By Damian Devine



Dan Fitzgibbon in action - Photo by onEdition

Disabled sailors at the RPYC are reaching great heights, with two members having qualified at Olympic level with a third still in contention.

New RPYC Club member Dan Fitzgibbon has been basing his training out of the RPYC in a SKUD dinghy in his attempt to qualify for the 2012 Paralympics. Recently, he along with crew Rachael Cox sailing as part of the Australian Sailing team did just that by winning the Bronze medal at the IFDS World Championship 2010 in The Netherlands and Gold at the Skandia Regatta and in doing so qualified Australia for the 2012 London Paralympic Games.

Fitzgibbon and Cox were the star performers on the final day of the regatta winning both Skud 18 races to consolidate their third position and put plenty of pressure on the two crews ahead of them. "Both races were in pressure around the 20 knot range, we had good speed, good starts and sailed really well to win both races," said Fitzgibbon.

"We were a bit disappointed with how we started the regatta but to finish the way we did means that what we are working on is going well for us," he said. "The best thing about today is that we qualified Australia for the 2012 London Paralympic Games in the two person keel boat class so it looks like Australia is going to London! The really encouraging thing is that we are not far off at all & with more training we are certainly on track for Gold in London! I would really like to thank everyone at Alfreds for their help and support."

Fellow Club member 20 year old Alyse Saxby together with her Coach Bob

Hamilton have qualified in a 420 dinghy for the Australian Special Olympics team to sail at Athens in 2011 in the World Special Olympics for intellectually disabled athletes.

Alyse has established herself as one of Australia's finest intellectually disabled athletes and is no stranger to the World stage. In 2007, at just 17 she won a silver medal at the Special Olympics in China. She has both a passion for sailing and a great attitude and a quiet confidence which should put her in good stead going into Athens. "Hopefully I can bring home the Gold medal this time," said Saxby.



Daniel Fitzgibbon and Diana Faulks (AUS) celebrating their 1st place in the Skud-18 class on day 5 of the Skandia Sail for Gold Regatta.

Greg Hyde is sailing from RPYC on Tuesdays in his new 2.4mR mini-yacht determined to be chosen as the Australian representative in the Paralympic team to compete in London 2012. Greg had a commendable third placing at the Australian Championships against stiff competition. Greg's sister has started a website www.everydayhero.com.au to assist Greg's campaign.

The Club is also a proud supporter of Sailability, a program that fosters sailing and enriches the lives of disabled people. Sailability activities cover a broad spectrum, ranging from recreation, therapeutic and competitive activities, from grass-root, entry level through to elite World Championships and Paralympic training.



Alyse Saxby



Pittwater School Teams' Racing Regatta

By Elyce McClelland



The winning team

The Pittwater regatta was held over two days, the 1st and 2nd May. The 6 teams competing were Abbotsleigh, Knox A, Knox B, Mater Maria, St Lukes and Pittwater High School. The whole regatta consisted of four round robins, however only two were completed due to light winds.

The first day all teams headed out to race south of Scotland Island, all teams raced each other once to complete the first round robin. At the end of day one St Lukes College was in first place, followed by Knox and Abbotsleigh, tied 2nd. Sunday's weather forecast showed less wind than the day before, making it even tougher for the race committee to finish the second round robin. After having to move the course three times, we eventually came to the last race of the round robin, however the summer northerly and the winter westerly were continually fighting each other, resulting in absolutely no wind whatsoever.

Due to the lack of winds, the Abbotsleigh team decided to go swimming, causing some controversy as they were the only all girl team, the girls in their swimmers making quite a distraction to some of the other teams. Unfortunately, the last race of the round robin could not be raced, so the race committee held a meeting between all the team managers to come to a logical result. After a vote it was decided that the last race would go to a count back. This meant that both round robins could still be counted for the final results.

The final results for the regatta were Abbotsleigh first, Knox A second and Mater Maria third. Overall, the regatta was lots of fun for all competitors and a great learning curve for all teams, teaching them skills for the following weekend at the states.

Thank you to all the volunteers who gave up their weekend to make this regatta possible and also all those who helped behind the scenes to make the regatta such a success.





Jim Colley 'Scar's' his opponents with victory at OZ Winter Youth Champs

By Damian Devine



Mid-Winter training on Pittwater before the regatta - Photo by Warwick Crossman

Congratulations to new junior member Jim Colley who finished a gallant first in the Optimist fleet at the OAMPS Queensland Youth Week Regatta which incorporated the Australian Winter Youth Championships at the RQYS. In a strong fleet of 41 competitors, young 12 year old Jim 'scarred' his opponents, sailing with complete consistency across the 10 races. Jim finished on 20 points, a clear seven points ahead of his nearest rival with his two worst results (and therefore his two drops), a fourth and fifth over the three day regatta.

Although second placed getter, Victorian Zac O'Connell finished with four wins versus Jim's lone win, it was Jim's ability to place in the top few in all 10 races that helped him achieve the podium finish and a well deserved victory. A fantastic result and a huge congratulations to Jim.

Congratulations also to 16 year old Milly Bennett who finished second in her Laser 4.7 who also showed great consistency in a hot fleet of 29, with a net score of 22 points from the "all that counts" seven races. Milly had one win, a second, two thirds and fourths and a fifth to be beaten by a Victorian girl who had five wins and a second in her overall scorecard of 14 points.

"The Club were represented by a team of 11 juniors at the regatta and the results of all our RPAYC sailors was very good," commented Rear

Commodore Pru Bennett. "All members had access to great coaching with Josh Chant (Lasers), Tom Brewer (Optimists) and Rob Brewer (420's) there to assist, a big thanks goes out to them for their guidance and support."

Commodore Russell Murphy noted, "I'm enormously proud of each of these competitors & congratulate them all for some fabulous results, right across the board. This augurs really well for the new season & I look forward to seeing entertaining racing amongst our Optimist, Laser, 29er and 420 sailors. I'm also particularly pleased that our OAMPS Queensland Youth Week Regatta & Australian Winter Youth Championship results were earned on the back of "home grown" coaching from Tom Brewer, Traks Gordon and Josh Chant to whom I offer thanks

on behalf of all the competitors.

At a broader level, I'm looking forward to seeing all these sailors move through our Youth Development programme. Our members have never been afraid to help youth sailing development and I'm sure there will be some hot competition for grants from the Clubs International Yachting Fund for those chasing other National and International experience. I think the 2010/11 season will be a good one at the RPAYC."



Jim Colley "Scar" led the field at the QLD Youth Week Championships





Aiming Optimistically High

By Brodie Crossman



Brodie Crossman

In January 2010, Brodie Crossman went to Adelaide for the Optimist High Performance Clinic at Brighton and Seacliff Yacht Club and was selected in the Australian Optimist Sailing Team and will compete for Australia at either the African Nationals in Kenya or the New Zealand Nationals in 2010.

Here's his report of how it went:

It was a great experience to be coached by some of the best Opti coaches from around the world and we also had plenty of wind. On both days the wind built to 25 knots and was blowing across the shore, while the waves built to 2 metres and easily big enough for an Opti to fall off.

Just getting off the beach was interesting but there was never any doubt that we were going out. The attitude was that if you thought you were good enough to be at this clinic then it was expected that you could handle the conditions. Actually most of the sailors did handle the conditions pretty well, although a few of the coach boats nearly flipped coming off waves.

The Lasers were running their Nationals a few kilometres up the coast and it made me feel better to hear that Tom Slingsby (Olympian and World Champion) said it was the toughest downwind sailing conditions he had ever raced a Laser in.

It was so different to sailing on Pittwater that it took me a few sessions before I started to feel comfortable with the conditions. The WA sailors were very fast in wind and waves, so I was hoping the conditions would back off a bit before the Gulf of St Vincent Regatta and then the Oceania Championships.

They ran morning and afternoon sessions both days with a briefing and debriefing for every session. Everything was filmed and part of each briefing was going over some of the things the coaches had recorded. It was very professional. Each session ended with a fleet race and depending on how you went in that race determined which group and which coach you worked with for the next session. If you finished in the top ten you were put into the 1st group, the next ten were put into the 2nd group and so on. The coaches also rotated from session to session so most sailors got to work with all the

coaches at least once.

I was a bit worried about my chances in the Oceania Championships when I only just made it into the 4th group for the first session, but as I got better in the waves I moved up to the 3rd group for the second session and then the 2nd group for the final two half day sessions.

What a difference a day makes in Adelaide. The Gulf of St Vincent Regatta was run in sunshine, flat water and a steady seabreeze. I finished the regatta in 28th place which made me the 3rd placed Australian behind Nia and Klaus Lorenz (Qld) but didn't read too much into that result as I was "Black Flagged" in the final race and some sailors elected not to race on Day Two, preferring to rest up for the start of the Australian Championships at Adelaide Yacht Club.

The Gulf of St Vincent Regatta was wrapped up with a 'Dash for Cash' race up the coast to Adelaide Yacht Club, which Steve Bond (Ozi Opti) said was more fun and a lot less work than packing up all the charter boats and transporting them by road. We decided to take my boat to Adelaide by car because it was getting very hot and it would be at least a two hour sail.

By the time the Oceania & Australian Championships had begun an extreme weather system had settled over South Australia with temperatures soaring above 40 degrees. Every day the sea breeze struggled against the heat of the land and it became a light air regatta for the 140 sailors who had gathered at Adelaide Sailing Club. NSW sailors were lucky to have Tom Brewer in Adelaide; he did a great job teaching us to manage our regatta in the extreme heat.

I was really happy with my results up to the last race. In this fleet any result better than a 20th was a result that you were likely to keep. The three Singaporeans who finished 1st, 2nd and 3rd each dropped a result worse than 20th. Up to the last race it looked like I could drop a 26th as my worst race, with every other result between 11th and 21st. Unfortunately the breeze shut down completely on the last work of the last race while I was sitting in about 12th place and half the fleet on the favoured left side of the course (me included) were DNF, so that race had to become my drop.

I guess I went to Adelaide with two goals:

- (1) To make the Australian Optimist Sailing Team (AOST).
- (2) Maybe make the Optimist Worlds Team (top five Australians in AOST).

Whilst I didn't make the Worlds Team I'm pretty happy to be in the AOST.

I want to thank the Club again for supporting my trip to Adelaide for the Optimist High Performance Clinic at Brighton and Seacliff Yacht Club.





Record Fleet for NSW Optimist Championships

By Warwick Crossman



Racing to the wing mark

With the amazing growth of the Optimist class in NSW it seems that every event becomes bigger and better than the previous one, but even the most Optimistic supporters of the class were surprised when more than 70 boats swarmed at Northbridge Sailing Club in March 2010 for the largest and arguably the most competitive Optimist regatta in NSW to date.

The Australian Optimist Sailing Team (AOST) members were in Sydney for a two day high performance clinic and eight members of the team were flying out of Australia immediately after the NSW Championships to compete in the New Zealand Nationals. The race ready AOST sailors were expected to provide some very tough competition for the local fleet.

Spectators were treated to some brilliant racing on Day One of the NSW Championships. Five races were completed in a light to moderate southerly where sailors were rewarded for keeping their head out of the boat and maintaining a lane of clear air.

Victorian sailors led the way at the end of the first day's racing in the Open Fleet with Jack Graves (13), Sam Hannah (15) and Zac O'Connell (16), however less than ten points separated the first five boats so there was plenty to race for on Day Two. For NSW, Brodie Crossman (19) was sitting in fourth place overall, Jim Colley had shown that he could race at the front

of the fleet and lead for some of Race Five, Christopher Phillips had a third place in Race Four and Jaime Swavley also had a top ten finish to her credit.

After a short wait on Day Two a nor'easterly began to fill in and another five races were completed in a building seabreeze that peaked at around 18 knots for the final race. Testimony to the quality of the competition in this truly international class was that seven different sailors enjoyed race wins across the ten race series, and any of the top ten sailors could have won the regatta with one more race win on their scorecard.

To quote Homer Simpson, 'everyone was a winner on the day, but in another more accurate way the real winner was.....'

Jack Graves (1st) with Zac O'Connell (2nd) and Tom Trotman (3rd) in the Open Championship, while the 2010 NSW Champion is Brodie Crossman (1st) followed by Jim Colley (2nd) and Xavier Winston Smith (3rd). The First Girl Award went to Caitlin Tames (24th) and the prestigious NSW Encouragement Award this year went to Jaime Swavley (25th).

Congratulations to the team at Northbridge SC for demonstrating what a dedicated group can achieve. The class is in good hands with people of that calibre involved and they've set the bar very high for future Optimist regattas in Australia.



2010 Laser 4.7 World Championships

By Milly Bennett

Last April I was lucky enough to compete in the 2010 Laser 4.7 World Championships held in Thailand.

The Royal Varuna Yacht Club is located in Pattaya, just a two hour drive south of Bangkok on the South Coast of Thailand. The race course was directly in front of the club and opposite Ko Phai Island.

The team consisted of 10 Aussies, two from NSW, one from Victoria, one from NT, three from WA, 2 from Queensland and one from Tasmania. There were 7 girls and 3 boys. As the regatta was split into three separate fleets (under 18 girls, under 18 boys and mixed under 16) most of the team were in the under 18 girls.

The team was coached by Traks Gordon who was amazing throughout the whole regatta. Traks provided a steady routine which we all easily slipped into after a few days of training and knew exactly what we were doing when the regatta started.

On the three training days before the regatta, the team concentrated on things such as; wind and water conditions, weather patterns, tidal patterns and water traffic. An emphasis was put on getting used to the weather in Thailand, which was extremely hot and humid, we all had to compensate by drinking plenty of fluids and staying out of the sun (I drank 15 bottles of water and Gatorade one day!).

On the 1st and 2nd training days the wind was light and choppy, this was a struggle for me as I usually sail on the flat waters of Pittwater. However through working on certain techniques and getting to know the conditions I was able to overcome this and was one of the fastest upwind in these conditions. However on the last training day the wind came in at a steady 15+ knots with flat water, this set in for the rest of the regatta, and whilst we knew how to sail fast in the other conditions this was a new challenge we had to embrace before the start of the regatta.

The next day was registration, after standing in the hot, humid Thai sun for over 2 hours, sitting inside an air-conditioned conference room was heaven. Traks gave



Milly Bennett in action at the Laser World's in Thailand

the whole team a lecture on regatta and starting tactics and how to handle ourselves in different situations. In the lecture Traks concentrated on key points such as; risk vs reward, default thoughts, keeper scores, strategy and starting techniques. Specifically the starting techniques were essential for making my positioning on the line so good throughout the regatta.

This regatta was definitely one of the toughest regattas I have ever sailed in not only because of the level of competition but also because of the extreme heat and humidity we had to sail in, 40 degree Thailand was definitely a shock, with the water being more like a hot bath rather than a refreshingly cool splash on the face when going upwind. With everyday being over 10 knots I definitely learned more about regatta preparation, in particular fitness!

During the regatta from the 1st – 8th of April, the competition was fierce and experienced, I definitely struggled in the wind and the waves being one of the smallest sailors on the course. Every day was a challenge, with wind conditions rarely dropping below 10 knots and different tidal conditions each day. The tidal influence was especially prevalent on the start line, with tide pushing behind the line for the first half of the regatta and behind for the second half.

Overall in the regatta Australia did tremendous with Caitlin Elks winning the girls under 18 and Ashlie Lane coming a close 4th. I know everyone learnt many many valuable life lessons and experiences we will never forget.

I would like to thank the club for all its support in my training and providing me with excellent facilities which played a crucial role in my preparation for the regatta. I would also like to thank my coaches Josh Chant and Traks. Josh Chant for being an excellent laser specific coach and getting me to do fitness, which I hated when he made me do it, but now see how valuable it was to me throughout the regatta. Also Traks for being an outstanding regatta coach, I learnt so much about sailing from him that I will be able to use for the rest of my life, he has truly made me a better sailor.



The Australian team





29er State Championships 2009-2010

By Claire and George Bryan

This seasons States was held between 3 venues: Gosford SC, Cronulla SC and Belmont 16s SC. RPAYC had a team of five 29ers competing and during the series there was no clear winner until the end of the final race. About 6 different boats showed they were in the running for the top place throughout the Series, having gained 1st and/ or 2nd position in one or more of the 16 heats.

Day 1 (Gosford) was sailed in a light – moderate breeze and at the end of racing, the top RPAYC boat was Claire and George Bryan in 3rd. Day 2 (Cronulla) was sailed in 4-7 knots after which Sarah Lee/Chris Goluzd were in overall 1st and Claire/George 2nd. Day 3 (Belmont) was sailed in a fresh 18knt NE which put Amy Lee/Justin Mulkearns in first overall, Claire/George 2nd and Sarah/Chris 3 with 1 point separating 1st and 2nd. The final day was light, and Claire/George again sailed consistently, giving them the Championship with Sarah/Chris runners up and Amy/Justin 3rd place. Claire was also awarded 1st Lady Skipper.

Congratulations to you all, and many thanks to our 29er coach Will Chapman.



The RPAYC 29er team who finished 1-2-3 at the State's Championships

Crawford Boys and their 470 campaign

By Pete Crawford



Matthew and Robert Crawford and their coach

RPAYC and MHYC members Matthew and Robert Crawford have spent the winter months working hard on their Olympic 470 campaign. Since receiving a New South Wales Institute of Sport Scholarship they have been on the

water 3 days a week as well as early mornings at the academy gym and utilising the Institutes facilities.

Robert and Matthew continue on with their impressive form sailing in their 470 together with the boys managed to claim a 2nd at the AIRS regatta in March 2010 and followed it up with a 4th at the NSW 470 State Championships.

Under the guidance of the NSWIS Scholarship coach Larry Cargill, Matt and Rob are preparing for a full summer campaign starting in November with the Perth International Regatta, followed by Sail Sydney and Sail Melbourne. In the New Year they are off to NZ for Sail Auckland before 470 Nationals in Brisbane and the Adelaide International Regatta in March.

Matt and Rob have been active in the club for the past 12 years beginning as being the youngest members of the cruising division with their parents Peter and Sue on their yacht 'Celay' before joining the Centreboard Division in 2001 and representing the club In Manly Juniors, Flying 11's and International 420's.

We wish the boys the best of luck and look forward to hearing of their future success!



2010 Ice Breaker Series

By Dru Bennett



Xavier Winston-Smith, the winner of the Optimist Division

The 2010 Ice Breaker Series finished quite dramatically on Sunday 15 August when an unexpected storm hit Pittwater just as the last Optimist got off the water.

The Ice Breaker Regatta is a series of 5 race days held over winter. Given the prevailing winter winds, mild westerly in the morning and usually nothing in the afternoon, racing started at 1000 which was a challenge for some.

On each race day except for the last typical winter wind patterns prevailed. Also the fluky winds of Pittwater provided a continual challenge with respect to setting good courses.

A strong fleet of nearly 20 Optimists was dominated by Xavier Winston-Smith who won the regatta on 22 points. Close behind was Xavier was Jim Colley (32), Caitlin James (34) and Alec Brodie (35).

Father and son team of Chris and Josh Dawson took out first places in the Laser Standard and 4.7 respectively. Josh capitalised on the experience he gained at Queensland Youth Week to earn a first and second on the last day of racing. Lachlan Wild and Xavier Kempton finished third and fourth in the 4.7 division.

In the Laser Radial division Lauren Crossman took out first place followed by Oscar Stranack and Liam Bennett.

This year saw our first fleet of Finns. Rob McMillan dominated racing with Mark Phillips coming in second. We are expecting a strong fleet of Finns to race over summer.

James Brewer and Dylan Passmore took out the 420 class. James and Dylan were joined by new comers to the class, Milly Bennett and Jess Russell for the last two days of racing.

Thanks go to our key sponsors of the event - McConaghy Boats, makers of the new Optimist M1 and NB Lasers.



Chris Dawson took out first place in the Laser Standard Division



The 20 strong Optimist Fleet racing on Pittwater





Optimist Nationals to be hosted by the RPAYC in January

By Damian Devine



The fleet of Optimists line up on Pittwater. It will be 3 times the size of this in January for the Nationals

The 2011 Australian Optimist Championships will be hosted by the Royal Prince Alfred Yacht Club on Pittwater next January. With one of the biggest regattas ever to be hosted in Australia, the Pittwater waterway will be a wonderful sight when an anticipated fleet of 150 boats, including some international competitors, are expected for the Australian Championships.

The event will be sailed in the International Optimist, a class that is popular the world over and is an ideal boat for kids between 8 to 15 to learn to sail and race in. The International Optimist Dinghy is currently raced by more than 150,000 sailors in over 110 countries worldwide. The class lays claim to that more than two thirds of the medal winning sailors at the last two Olympic Games, and over 85% of the medal winning skippers at the Beijing Olympics were former Optimist sailors.

That's why they say Optimists are the bathtubs that breed champions.

Rear Commodore Centreboard Pru Bennett said, "It's very exciting for the Alfred's to be hosting the Opti Nationals. An event like this requires a lot of planning and there is obviously a lot of work going on behind the scenes in preparation for the event. Things like car parking, boat storage and rigging areas, food & beverage operations, volunteers to help run the races, accommodation, it's enormous. This is going to be one of the biggest ever regattas held in Pittwater and it will be a fantastic flurry of youth sailors and their families around the Club and in the local area."

The event will take place between 9-16 January 2011.

For more details on the class or the event, visit www.rpayc.com.au

White knuckle sailing at the 2010 World Laser Masters

By Damian Devine & Stuart Holdsworth

RPAYC member and Masters Laser sailor Stuart Holdsworth recently returned from the UK where he participated in the 2010 World Laser Masters Championship at Hayling Island. Whilst there is a strong, social and fun aspect to the Laser Masters racing, which is evident at RPAYC, the level of enthusiasm, participation and competition is continuing to increase and entrants this year included numerous ex Olympians, World Champions and current Olympic coaches. Around 400 competitors across a number of age divisions and rig types ('full rig' and smaller 'radial sail size) from many countries emerged on Hayling Island just after the Open Worlds won by Australian Tom Slingsby. Hayling Island has a reputation for big steep sea conditions for which the masters fleet was not disappointed.

They had hoped for 'Indian Summer' conditions consistent with prior years but they did not eventuate. Day One kicked off with 15-25 knots of heavy, cold

air from the north providing some "white knuckle" sailing conditions for two races. 'It was more like sailing moguls than waves,' quoted Holdsworth.

With day two and three called off due to heavy breeze and danger on the 'bar, the regatta got off to a slow start. Days four, five and six provided some excellent racing conditions with a challenging combination of moderate shifting breezes, currents and strong competition across the fleets with Holdsworth managing to get up to eleventh spot. On the final day, the wind returned for an intensively physical day of tight racing with most competitors giving it everything they had and enjoying surfing conditions downwind to remember. Holdsworth ended up 15th in the Apprentice Masters Division won by six times world champion and fellow Australian Brett Bayer.



Stuart Holdsworth, left with Commodore Russell Murphy being presented with Club Championship Trophy for the 2010 season





Acuity Future Champions Program

By Traks Gordon



Jim Colley, Brodie Crossman and Shaun Connor testing Optimist sail, mast and hull combinations during September. Photo Warwick Crossman.



Traks working with new 420 youth girls team Milly Bennett and Jess Russell. Photo Marty Andersen.

In keeping with RPAYC's proud history of excellence in yachting, a new local junior/ youth high performance training scheme was established in March named the Acuity Future Champions Program (FCP).

The Acuity FCP is a joint initiative between local high performance coach Traks Gordon and RPAYC member and 2009 Sydney 38 National Champion skipper Tony Walls.

In recent years, Australia has enjoyed outstanding success in Olympic and international sailing. Sailors at the top of our sport today were to a large degree our youth world championship representatives six years ago. Emerging sailing nations are placing enormous resources and effort into their junior development and the results are beginning to show fruition. A new standard is being set that requires higher frequency, high quality training for those most dedicated to making sailing their number one sporting priority.

The Acuity FCS recognises the important link between youth international exposure and ongoing success. The program has been structured to act as a supplement (not an alternative) to training offered by clubs, classes and MYA's to provide best possible opportunities for Pittwater talent to secure limited national representative positions.

The Acuity FCP is essentially an athlete nurturing service that provides fully subsidised training to sailors who demonstrate a commitment and desire to be an international standard sailor sometime in the future. The program recognises that elite training is not for everyone and actively contributes to the promotion of entry level participation via consultation with families, encouragement of juniors and assistance to those looking for small gains. Sailors participating in the scheme are called upon to mentor younger emerging talent in all aspects of balancing sporting, social and academic lifestyle. One key beneficiary of the scheme is 2009 World Youth Champion Lisa Darmanin who won a world championship in the same year as achieving university entry into one of the hardest courses on offer. Today Lisa continues her training towards international sailing, succeeds at her university and devotes time to RPAYC youth sailors assisting them with their

time management, study techniques and striking a healthy, happy balance.

The Acuity FCP concept is not new. The same title, process and people were used in 2006 to launch a group of RPAYC youth development program girls onto the international women's match racing circuit. Today these same girls make up the bulk of the Australian Olympic training squad. The 2010 model simply changes to a fleet racing orientation in recognition that this represents a much broader group of people with greater potential benefit. The Acuity FCP has purchased a dedicated purpose built coach boat and utilises performance analysis technology that places it at the forefront of modern training technique.

Sailors are currently undertaking multiple training sessions per week before, during and after school in preparation for major competition including international representative selection events in the following classes:

- Optimist
- Laser 4.7
- Laser Radial
- 420
- Hobie 16



Chris Andersen foreground and Joe McMillan in a Laser Radial fight to the finish during the 2010 Ice Breaker regatta. - Photo Stuart Templeton.

The Acuity FCP provides its service with a culture of professionalism, commitment and discipline. There is no requirement for top results to gain entry to training, nor is there pressure to achieve results this year. It is merely a good will opportunity to allow locals to chase dreams. In saying this, the program has produced outstanding achievement already in 2010 including;

- 1st F16 European Championships
- 3rd Hobie 16 European Championships
- 1st and 2nd NSW Optimist Championships
- 3rd and 4th Optimist East Coast Championships
- 1st Australian mid winter Optimist Championship
- 2nd Australian mid winter Laser 4.7 Championship

Sailors currently undertaking regular training in the program include;

- Jim Colley, Brodie Crossman, Shaun Connor- Optimist
- Max Vos, Nick Connor- Laser 4.7
- Chris Andersen, Joe McMillan- Laser Radial
- Milly Bennett, Jessica Russell- 420
- Jason Waterhouse, Lisa Darmanin- Hobie 16

People wishing to learn more about the Acuity FCP or seek youth sailing advice are invited to contact Traks Gordon traks1@bigpond.com The Acuity FCP would like to acknowledge the generosity of Zhik and Harken for their contributions to the scheme.





History of Club Trophies

By Jack Gale and Damian Devine



F.J. JACKSON Trophy

Frederick J. Jackson was one of the 19 yachtsmen who, in 1862, signed a document that inaugurated the Royal Australian Yacht Club and applied to England for a Royal warrant and permission to wear either the white or blue ensign of the Royal Navy.

The Duke of Newcastle, who dealt with these matters, suggested that the club be named the Royal Sydney Yacht Squadron as the club did not extend outside of New South Wales. At that time Mr Jackson owned the 7 ton yacht 'Gitana'. It is interesting to note at that time the Squadron excluded from racing yachts that were under 5 tons, so in

1867 an advertisement was published - Mosquito Yacht Club, Members wishing to join please meet at McGrath's Hotel at 8pm tonight. The "Alfred's" was then born. This meeting was also attended by F.J.Jackson and he registered his yacht "lone" to race with the new club. F.J. Jackson was known as the "father" of the Alfred's.

Description of Trophy: The FJ Jackson Trophy; is a sterling silver twin handled cup and cover with a gilt interior; the cover with a fruiting vine finial and border; the cup with two vacant scroll cartouches surrounded by figures of birds and floral subjects, raised on a spreading lobed foot with shaped rim, London 1859, maker: SH over DC. Weight: 762 grams Height: 29cm Overall height: 39cm

IONE Cup

Won by F. J. Jackson in his the yacht "lone" in 1873. Made in London 1858, it is most likely the oldest trophy held by the Club.

Description of Trophy: The Ione Cup (RPAYC's Commodore's Prize); the sterling silver twin handled cup of baluster form with a scroll cartouche and decorated with yachts racing and with foliate repousse decoration, with a leaf knop and circular base, on a circular ebonised timber; London 1858, maker SH over DC. Weight: 316grams Height: 19.5cm Overall height: 26cm



ROCKIN' ROBIN Trophy

Timber Base with acrylic yacht awarded to the winner of the HARKEN International Youth Match Racing Regatta. This perpetual trophy was donated by Robyn Wiltshire in memory of her husband Grant and son Robert plus two other crew members who Andrew Young & Jeff Smith, all Club members who tragically lost their lives at sea aboard the yacht 'Rockin' Robin', when it sank during a cyclone whilst on passage to Fiji in 1990. Grant Wiltshire was a builder living at Bayview and sailed with Geoff Wawn on the

Mottle 33 'Tavenui'. Grant won a lot of money in Lotto and decided to buy a yacht and do some cruising in the Pacific with his son and his son's two friends. He purchased a Bounty 35 and named it "Rockin' Robin" most likely after his wife. They set sail for Fiji and half way between New Zealand and Fiji a severe cyclonic storm hit them. They sent out a "mayday" call and an air force plane sighted them just before dark. Unfortunately they were too far from any land for a helicopter to be used for rescue purposes. The plane dropped two life rafts that were tethered together and dropped to windward of the yacht. They were seen to recover the life rafts and were also seen to enter into one of them. The plane got a good fix on the vessel and returned next morning at day break. Many Club members provided financial assistance and volunteered their time to help with the Search & Rescue, after the group was spotted next to their partially submerged yacht approximately 200 nautical miles off the Australian Coast. Even after an extensive Search & Rescue lasting more than one month, the sailors or the vessel were never sighted again.

Description of Trophy: The Rockin' Robin Trophy, International Youth Match Racing Regatta, in the form of a resin model of a yacht mounted on a rectangular plinth with canted corners; maker: Ramon 1993, signed. Height: 59cm Overall height: 69cm

The ALBERT Gold Cup

A 15 carat gold cup with a crown finial to the spreading circular cover; the tapering circular body with seahorse moulded twin handles, raised on a knopped stem and spreading circular foot; maker: Wm Farmer and Co, Sydney. Weight: 380 grams [approximately] Height: 26cm Overall height: 41cm





CULWULLA Trophy

Presented to the RPAYC by Walter M Marks Esq. MP - 1925
Brass light house with clock mounted in top. This trophy was originally won by Walter Marks with his yacht "Isea" in 1898. He served as RPAYC Commodore from 1914 until 1921. He came into some money when quite young so he purchased the building in Pitt Street that became known as "Culwulla Chambers." He challenged for the Northcote Cup in his six metre 'Culwulla III' and the Sayonara Cup with his 8 metre 'Culwulla IV'. He and crew sailed these yachts to Melbourne from Sydney. There is a painting of one of his "Culwullas" hanging in the Billiards Room.

Description of Trophy: The Royal Sydney Yacht Squadron Culwulla Trophy in the form of a brass lighthouse with an aneroid barometer and opposing clock; the face with Roman numerals. Height: 64cm

The DICKO Cup

Presented by Mrs Joyce Dickinson in recognition of her husband Selwyn Dickinson who originated a race held each New Year's Eve, from the Basin around Lion Island and return to the Basin. It is now presented to the winner of the Australia Day Marathon series. It was at a gathering of Sydney yachtsmen who enjoyed New Year's Eve with the Dickinsons that the Sydney to Hobart race was conceived.

Description of Trophy: The Dicko Cup, S R Dickinson Memorial Trophy, the electroplated silver twin handled cup on a stepped circular base, mounted on a turned wood circular plinth. Height: 28cm Overall height: 36.5cm



SIR THOMAS LIPTON Cup

This most prestigious trophy was given to the "Alfreds" in the 1920's and was raced on Port Jackson for the most consistent yacht of the season. Our trophies that were competed for on Sydney Harbour were transferred to yachts competing in Pittwater. The Lipton Cup was originally competed for yachts in our number two division.

Lipton was born on May 10, 1850 in the Gorbals district of Glasgow. His early life followed the pattern of other youngsters but as he grew older he was often found by the River Clyde watching the ships arrive from around the world. His parents opened up a shop selling hams, eggs and butter and to help them he would go once a week to the dock with a hand cart collecting goods that arrived from to Glasgow.

When he had enough cash he purchased a ticket and travelled by boat to New York. He spent five years in the United States working at various jobs mainly in grocery stores. He returned to Glasgow with one hundred pounds in his pocket. With this money he purchased his first grocer's shop. He soon established a chain of grocery shops. In order to sell tea cheap to the working classes Lipton bought tea plantations in Sri Lanka and India.

His sales began to soar; instead of selling loose tea in paper bags he packaged it in coloured bags that bore the slogan "Direct from the Tea Gardens to the Tea Pot." Within a short time he was selling 30 tons per week in one pound bags for one shilling and seven pence.

In 1902 he was created a Baronet. Between 1899 and 1930 he challenged the New York Yacht Club on five occasions naming each yacht "Shamrock." As a self made man he was no natural member of the upper class and the Royal Yacht Squadron only admitted him shortly before his death. He died on 2nd October, 1931.

Before the first football "World" Cup that was held in 1930 he donated the "Sir Thomas Lipton" Trophy which was contested in two international football matches in Turin in 1909 and 1911. He also donated the "Lipton" Cup which has been contested between Argentina and Uruguay since 1905. The "Alfreds" are very fortunate in having such a trophy donated by a historic yachtsman.





BEEN SEEN

AC 33 EVENING



ANNUAL PRIZE GIVING



GIRLS MATCH RACERS CELEBRATION





B E E N S E E N

MELBOURNE CUP



SEASON OPENING DAY



AROUND THE CLUB





MEMBERSHIP

New Members September 2009 to August 2010

The Commodore, Vice-Commodore, Board, Rear Commodores and members of the RPAYC would like to welcome the following new members:

Full Members

- Wells Karl
- Lindner Rod
- Gilet Maurice
- Morrison OA James
- Shuttleworth Brian
- Chard Brian
- Fitzgibbon Daniel
- Bernardinis Mark
- Dilger Warwick
- Raspass Graham
- Gregg Peter
- Seggie Raymond
- Herro John
- Wilton Peter
- Allen Patrick
- Crookes Peter
- Brennan John
- Johnston Nick
- Morelli Brett
- McHattan Jason
- Passmore Anthony
- Maconochie John
- Coombes Doug
- Holt James
- Waterhouse Mark
- Edwards David
- Docker Timothy
- Waterfield Anselm

- Dower Craig
- Portek Ian
- Lidgard Kevin

Junior

- Bradley Aaron
- Bradley Adam
- Singh Joshua
- Bishop Jonathon
- Bishop William
- Selbie Andrew
- Beavan Sarah
- Tarnawski Alice
- Alder Matthew
- Derry James
- Derry Luke
- Loh Jake
- Henderson Kyle
- Winston Smith Xavier
- Winston Smith Jessica
- Jackson Kirra
- Jackson Bradley
- Colley Jim
- Stenta Matthew
- Doyle Kajsa
- Parker Malcolm
- Johnston James
- Henderson Ryan
- Marshall Dorian

- Plenderleith Stuart
- Phillips Christopher
- Wernick Ryan
- Russell Jessica
- Connor Shaun
- Connor Nicholas
- Findlay Willam

Ordinary

- Brewer Robert
- West Brian
- Hardy Paul
- Havelka Frank
- Grover Paul
- Blom Andre
- Stocks Gary
- Prior Jane
- Rooney Terence
- Dunnett Steven
- Wackett Robert
- Lighton Glen
- Watson Tim
- Faassen Keith
- Ross Rowan
- Bond Trilby
- Rowe Malcolm
- Louey Edward
- Taylor Peter
- Blaschka Robert

- Smith Ian
- Logan Matthew
- Bath Sue
- Workman Adam
- Eccleston Stephen
- Broderick Paul
- Cooper Gregory
- Murray Ian
- Ward Rodney
- Zavasky Alberto
- Wilson Eric
- Lock John
- McGlynn Stephen
- O'Mullane Darren
- McCaughey Richard
- Jones Ian
- de Montfort David
- Arruzza Jason
- Pierce Leon
- Lamble Stacey
- Bell Bradley
- Way Sally
- Cumming Warwick
- Burgers Robert
- Hawke Paul
- Balkejian Artein
- Reid Bradley
- Henderson Paul
- Tutty John

- Stephens Mark

Ordinary Intermediate

- Chan Adam
- Lowe Tim
- Jansen Peter

Spouse of Member

- Black Roslyn
- Stevens Lesley
- Yeates Dawne
- Hudson Tuula
- Dorling Pamela
- Allen Kathleen
- Cordukes Deborah
- Arruzza Ana
- Hoppe Paul
- Garland Amanda
- Lombe Carol
- Gregg Erin
- Keighran Lynette
- Gregg Julitha
- Lang Sandra
- O'Mullane Marie

In Memory of the following member who have recently passed away:

- Rob Adcock
- George Bardsley
- William Carroll
- Brian Frecker
- Richard Lanchester
- David Lukins





35 FEET OF PASSION – MADE FOR CRUISING AND RACING

29 32 35 41 45 60

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