

2011-12  
Annual

# Yachts man

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Official Journal  
of  
The Royal Prince Alfred Yacht Club

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

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**FROM THE COMMODORE**



The 2011-12 sailing season at the Royal Prince Alfred Yacht Club was my first as your Commodore and I have been privileged in being able to represent the club not only in day to day activities but also on the wider yacht club scene. It is always heartening to talk with fellow Flag Officers from other clubs about our sport of yachting and to hear that all clubs are facing challenging times and reflect on our proactive approach to challenges such as member numbers, participation levels and value and benefits to members. In real

terms, I believe that we are leading the charge in many of these areas and we have good reason to be proud of our call – Excellence in Sailing.

The work being done in all areas right across the club by our volunteer committees is to be commended. Aably lead by our group of Rear Commodores Allen Stormon (Yacht Race), Peter McAdie (Membership), Maurice Gilet (Activities), Cameron Edwards (Centreboard) and Maurice Byrnes (Cruising) the range of undertakings over the season is diverse, member driven and always of the highest quality. The position of CoRC (Committee of Rear Commodores) in the club is vital to ensuring member comment and direction is heard by these committees and then passed on to the Board for action. So, if there are areas that members feel that there is room for improvement or have new and exciting ideas, take these to your relevant volunteer committee and work with them on progressing the concepts – it's your club.

In my time as Vice Commodore supporting Commodore Russell Murphy and this year in my new role, we both strived hard to fulfil our constitutional requirements to promote and foster the sport of yachting and boating and to foster and encourage participation in all the activities available at the club. I will continue this drive throughout my term with the added focus of members having a real voice through our committee structure.

Our new membership offerings are proving to be quite an attraction not only with existing club members but also for new members over the season. One such growth area is for families who are interested in our successful Tackers learn to sail program. The family membership offering is attractive in terms of cost and also gives parents membership rights, so the club tends not to be a "drop off and pick up later" zone

but one where they can stay and participate. The other area close to my heart is that of Intermediate membership. We need to make this area as attractive as possible to keep our Youth sailors in the club when it gets difficult in terms of competing activities and family/work matters. The two stage offering from 22 to 25 and 26 to 30 is also proving successful and we hope to build on this area in the future. The over 30's and under 55's is an area that will be in focus this coming season – stay tuned.

Those of you who have put your hands up for volunteer committee roles here at the Alfreds, I thank you. We are truly a volunteer based club that is supported by management and without you we would not have the great range of activities and participation opportunities that are on offer nor, would we have the world class set of facilities on hand for our exclusive use.

The people who involve themselves in multiple committee opportunities are the ones who have a sound understanding of the complexity and diversity of The Royal Prince Alfred Yacht Club. In particular I offer my thanks to my fellow directors Chairman Eoin Asker, Vice Commodore Ian Audsley, Fred Bidwell, Brian Gray and Jill Connell for all their effort and hard work at Board level but also the time and effort put in as liaison between our committees and Board. This year we see Eoin and Brian completing their terms as Board members. It is important to note that for Eoin it is the end of his second term on the Board and so accounts for six years of service and that does not include his time as Vice Commodore Cruising. This is an outstanding effort and highlights his commitment to the Club. I say a special thank you to them and I hope they understand that I might call on them from time to time in the future for that special piece of help that requires their particular talents.

I also must thank our management team headed by General Manager Suzanne Davies. Suzanne manages an organisation that has over 1700 members and offers such a diverse range of undertakings that include member services, racing, cruising, food & beverage, boatyard, marina, centreboard and tenants. Suzanne and her team are to be congratulated for their hard work and dedication.

I look forward to seeing you at the Club or on the water and I hope that all members will take on the challenge of enlightening their friends, family, colleagues and sailing crew to what this yacht club is all about and ask them to join in and become members of The Royal Prince Alfred Yacht Club.

**Robert Curtis**  
*Commodore*

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**FROM THE VICE COMMODORE**



**Volunteering at the Alfreds**

The 2011/12 season has seen a succession of major sailing activities on the water, from the Coral Coast Cruise to the International Etchells Regattas and various other National & State Championships as well as our extensive club sailing programme.

In addition, we have seen the Club Marine Pittwater Sail Expo and other events successfully showcasing our great club to the broader sailing and local communities.

Much work is also being done on preserving our rich heritage; maintaining and enhancing our world class facilities and member volunteer contributions on safety, finances, membership and governance feature prominently in protecting and enhancing our position as a leading international yacht club.

Throughout this season I have received much favourable feedback from club visitors on the willingness of our club volunteers to support events and activities

and this effort, has in the past and, will remain a critical piece of outcomes at the club and indeed our sustainability going forward.

Equally, feedback from our volunteers has been that their effort has been both personally rewarding and another enjoyable avenue of participation in our club and sport.

This article aims to champion and recognise the contribution of our many volunteers to the club across all areas via a collage of photos providing just a small snapshot of our overall volunteering effort.

I would also like to take this opportunity to ask all members to explore our full range of volunteering pathways to see how they could “give back” to our great club.

**Ian Audsley**  
*Vice Commodore*



# General Manager's Report

By Suzanne Davies



As the sailing season draws to a close for another year, the club catches its breath after what has been one of the busiest seasons of my six years at the club. The Alfreds played host to a total of 24 regattas this season, all were a great success, but the Etchells States and Nationals were outstanding with a fleet of 55 and 64 respectively. The well co-ordinated team of staff and volunteers worked tirelessly on ensuring boats made it into the water on time and without fuss and then gave them some

great racing and hospitality at the close of each day. The feedback we received from both visiting competitors and the clubs from which they came is something that we can all be very proud of.

The inaugural Club Marine Pittwater Sail Expo held in late March this year brought 2,000 visitors to the club and 36 new members joined as a result. So many members have told me about the boat show that the club used to conduct annually and now I see why there was so much enthusiasm to repeat it. Luck was with us too, the weather was superb!! Marketed as a show focused on sailing, this target approach meant that the visitors were very relevant to our 40 exhibitors and all were very pleased with their results, with many commenting that this made a better show for them than the Sydney International Boat Show. Thanks to the support of all members who were involved whether it be part of the organising team, manning a stand, exhibiting, freeing up your marina pen for the weekend or just coming along and enjoying the show!

We look forward to an equally successful event (and weather) in 2013 and it's shaping up to be very well supported. We have expressions from 35 exhibitors already and we are yet to market it to the industry.

This year saw some long awaited asset renewals. Unlike last year, where the bulk of the work was completed 'behind the scenes', this year most funds were directed at facilities members access every day. The year opened with a new playground for the kids and we enlisted the help of some members' grandchildren to assist with the design and grand opening! The installation of a new floating staging wharf at Green Point and replacement of the crane came just in time for the Etchells Nationals in February. The Crystal Bay Car Park received a well deserved make over improving the utility of this area. The installation of a boomgate is providing greater control over the access, quarantining member benefits and preventing the dumping of unauthorised boats, trailers and even dog wash vans! The first stage of the implementation of the new Management Information System was undertaken and I will return to this item later. To facilitate berthing of catamarans, some reconfiguration of the marina was undertaken providing improved utilisation of the shallow water allowing berthing for larger sailing vessels which are providing an improved income return for the club, which segues nicely into my next topic.

The generation of additional income is vital for the club to sustain the current level of facilities and services. The 2011/12 year finished with a good surplus and ahead of budget. The budget was set lower this year to reduce the call on members in the

face of this tough economic climate such as the waiver of increases in subscriptions and the holding of pricing for boatyard and food and beverage. In addition to this, the Board agreed to a number of member value initiatives including the waiver of race entry fees for those with boats on the marina and hardstand, absorption of the YNSW fees and some arrangements for those who participated in the very successful 2011 Coral Coast Cruise. Food and beverage remains a challenge as we try to continue providing high service standards in the face of reducing volumes. Monday and Tuesday trading continues, yet the cost to staff the operation on these days is more than we take in income across the bar. We are not alone; these are challenges the entire industry faces as beverage income in particular trends down year on year. It is hoped that with the new Halyards environment that members and their guests patronise the operation more frequently to keep the trading viable.

The club's ability to generate income is restricted as the club primarily services members. The Boatyard has provided a significant increase in income and member benefits along with it, however, all other income streams are declining in real terms. To bring expense and payroll ratios back into line, our focus has been on the generation of efficiencies and cost reduction. The implementation of the new fully integrated Management Information System has generated payroll savings with the redundancy of one administration role and over time, we will see further expense savings.

The ability to generate efficiency, particularly in payroll is hampered by the reduction in the time members are able to provide volunteer assistance, increasing compliance management and the increasing demands for services. Efficiencies will be further improved by increases in income and I encourage members to, where possible, consider doing more business with your club, whether it be food and beverage, boatyard services or even through the introduction of new members to the club.

Members will see further changes during the year as we implement additional modules of the Management Information System. Statements will be sent via email from August, later in the year accounts will be viewable and payable online and members will be able to update their own communication and preference details.

By the time this goes to print we should be just about to re-open Halyards and may even have resurfaced the car park. The openings that will be created in Halyards will bring in abundant light and together with some modern furnishing, will change the entire ambience.

Membership growth is positive, retention has improved and over 200 new members joined the club during the year. The restructure of the membership categories has been a real success and not only have we seen an increase in youth members we have also seen their parents join as a result. In fact our youth sailing is very strong and with more than 50 entries in the first three Ice Breaker Regattas we look forward to a very busy centreboard season.

Naturally, all this doesn't happen on its own and I would like to thank my team of hard working staff who have all contributed to making the year such a success.

Whether racing, cruising or volunteering this year, good luck and happy sailing! I look forward to seeing you in Newport and enjoying your club.





# Race Review

By Allen Stormon, Rear Commodore Yacht Racing



The results of the 2011 Member Survey and now Yachting Australia's survey into participation in our sport, show that our club needs to attract younger boat owner members and reduce the current average age of membership.

The Yacht Race Committee this year has taken the following actions to the member survey response;

**Survey:** Set better courses/adjust course to conditions/offer variable courses.

**Action:** Whilst race officers set courses based on prevailing conditions, and shorten courses as required, we have increased the amount of courses and employed a new course numbering system so we now have one course sheet for all keelboat series.

**Survey:** Change or review the handicap system.

**Action:** The Short Offshore Pointscore and Twilight series trialed a new handicap system this year, which resulted in SOPS having three boats finish on the same points and decided on a countback. Others systems are being reviewed.

**Survey:** Set better/different start and/or finish lines.

**Action:** A RIB has been allocated to assist our race officers with line setting for Saturday spring/summer races.

**Survey:** Improve the availability of crew/make it easier to find crew/easier to become crew.

**Action:** Changes have been made to the website to make it easier to locate crew. The Back 2 Alfreds twilight series was run to encourage our past youth development participants to return to the club.

**Survey:** Longer courses/races.

**Action:** Courses are based on prevailing conditions for all fleets, and the race officers are encouraged to set appropriate courses for each fleet but also ensure the majority finish.

**Survey:** Ensure like boats race like boats, more/better organised divisions.

**Action:** Fleet make ups are reviewed each season by the Yacht Race Committee.

**Survey:** More focus/priority on offshore racing.

**Action:** Planned increase to 10 x SOPS and 5 x Blue Water races for the 2012-13 season.

**Survey:** Encourage smaller/older/classic/cruising vessels to race.

**Action:** Couta boats have 4-5 in Fleet 3 on Wednesday and Thursday and we are looking to expand the concept. Opening our race entries to all YA affiliated members, was also a step to encourage this.

**Survey:** More Broken Bay/Lion Island races.

**Action:** Commodores Cup to be made a series and will include more passage style races.

**Survey:** Better awards, prizes or recognition of wins/achievements/participation.

**Action:** Whilst we have a limited prize fund, we have had great support from sponsors in supplying bottles of wine for the weekly prizes, but we are always on the lookout for new ideas.

This year we will be looking at the results of these actions and deciding on how they apply to the Yachting Australia survey.

Finally, I would like to thank all the YRC members, the Race Officers and the Yachting Office staff. Their time and commitment to our club means we experience the variety and quality of racing many clubs are envious of.

**Thanks to Phill Bate at Riggtech, major sponsor of the 2011-12 Twilight Series**



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## Fleet 1 Report

By Chris Heraghty, Fleet Captain

It would be an understatement to say that The Royal Prince Alfred Yacht Club has been a busy place over the past season. The yachting calendar has been packed with racing every weekend as well as twilights and mid-week not to mention the centreboard regattas.

Our Yachting Office needs to be recognised for their professional approach and execution of the Melges East Coast Championships, Melges 32 Nationals and the Etchells Nationals.

Feedback from the Etchells Nationals was very positive and congratulations to the Race Officers who did an outstanding job. This regatta alone has lifted the profile of our club around the country.

Division 1 has had a small but encouraging growth with a number of new boats entering the fleet racing on Saturdays. Also the MC38s are out Wednesdays and Twilights and with the Australian Championships in the planning, we can expect to see more of them in the future.

Congratulations to the winners this season as follows:

### **Pittwater Inshore Pointscore**

- 1st Witchcraft – Bruce Staples
- 2nd Second Time Around – John McConaghy
- 3rd Pretty Woman – PW Syndicate

### **Short Ocean Pointscore Series**

- 1st and 2nd place won by Division 2
- 3rd The Real Thing – Garry Holder

### **Bluewater Pointscore Series**

#### **PHS:**

- 1st Old School – Mark Griffith
- 2nd Pretty Woman – PW Syndicate
- 3rd Witchcraft – Bruce Staples

#### **IRC:**

- 1st Old School – Mark Griffith
- 2nd Pretty Woman – PW Syndicate
- 3rd Witchcraft – Bruce Staples

#### **ORCI**

- 1st Secret Mens Business- SMB Syndicate
- 2nd OCL1 – R. Alder/B. Bailey
- 3rd The Real Thing – Garry Holder

Pretty Woman, Witchcraft and Old School also placed in the top 10 Line Honours in the Coffs Race which caps off a fine season for these three.

Once again I would like to thank, on behalf of Fleet 1, the many volunteers and Race Officers for their countless hours over the 2011/12 Season in providing us with quality racing.

## Fleet 2 Report

By Roger Pottie, Fleet Captain

As we all know, summer season 2011 – 2012 was marked with some unusual weather patterns which made for the donning of wet weather gear, a seemingly weeks on end task. The usual Nor' Easter were few and far between and indeed not one Broken Bay race was sailed in a Nor' Easter.

In spite of the weather, Fleet 2 enjoyed a modest increase in fleet numbers compared with the previous year, particularly for those able to sail on Wednesday afternoons. The Wednesday Fleet 2 consistently numbered 12 or more, peaking on one occasion at 17. Saturday inshore races averaged 11 whilst the Broken Bay fleet averaged six. For the next season it's proposed to combine Broken Bay fleets 1, 2 and 3, which hopefully will make for a solid fleet.

I found all races were sailed in good spirit combined with keen competitiveness. The outstanding Fleet 2 yacht was Good Form. Joachim Fluhrer and his crew managed to consistently appear in the prize winning list. The well sailed Pacesetter – Andy McPhail/Tony Doyle) achieved "gun" boat status with depressing monotony for those of us who had to watch the green spinnaker from astern. John Ellis' Sirocco was another consistent performer.

Results for the season were:

### **Pittwater Inshore Pointscore**

- 1st Pacesetter – Andy McPhail/Tony Doyle
- 2nd Sirocco – John Ellis
- 3rd Good Form – Joachim Fluhrer

### **Broken Bay Pointscore**

- 1st Pegasus – Roger Prior
- 2nd Allegro – Roger Pottie
- 3rd Pacesetter – Andy McPhail/Tony Doyle

On behalf of Fleet 2 competitors, I again thank the volunteer race officials ably supported by the staff in the club's Yachting Office.



Pegasus Roger Pryor - Photo Damian Devine







# Fleet 3-4 Report

By Norman Weaver, Fleet Captain

In 2011/12, as usual, Fleet 3 saw competitive, close sailing and good camaraderie between the teams. Fleet 4 also saw a slight rejuvenation this year thanks to the innovation of a number of Saturday twilight races.

Unfortunately this year we have lost a number of our group. Keith Baker has bought a new 'Jack's Back' and is sailing it up the East Coast of the US. Sadly this year we said Vale to Donald Silver of 'Hetaira III' and David Batchen of 'Cirrus'. However, on the brighter side both boats have continued to campaign under the

helm of their sons – Patrick Silver and James Batchen. Patrick proving a point and taking home the Inshore Pointscore on behalf of Donald!

The Division 3 Inshore Pointscore series is always popular with a total of 19 different boats competing during the year. As previously mentioned, 'Hetaira III' was a clear winner, skippered by Donald Silver for the first half of the season and Patrick in the second half. 'Razzamatazz' was second on a countback with 'Isolde' on equal points in third.

The Broken Bay Pointscore is Fleet 3's offshore event as most of us don't have the hull speed or cat 4 certificates to compete in the longer races. However, it is good to get into the swell off Palm Beach and the longer windward / leeward legs lead to close racing; this year was no exception. The winner was 'Tempus' (David Langley) followed by 'Razzamatazz' and 'Hetaira III' (on countback from Isolde).

In the two Twilight series a mix of boats were honoured: In the Spring 'Sticky' (Richard Harris) took the Division 3 series followed by 'Kate' and 'Tempus'. The Division 4 champion was 'Five Stars' (The Five Stars Syndicate). The Summer Division 3 series was won by 'Weenaburra' (Stephen Wilson) with 'Veninde III' and 'Sagacious' sharing the podium. The Division 4 title was taken by 'Ocean Road' (Frits Mare).



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Norman Weaver, Razzamatazz

# Wednesday Racing Report

By Brian Ellis, Fleet Captain

The number of boats competing was affected by the bad weather during the season, however, there was good camaraderie as always.

On a good day there would be up to 46 boats competing in the three divisions.

Results have been close with adjustments to handicaps.

## Results for Spring Pointscore:

### Division 1

1st	Wild Oats X	Robert Oatley
2nd	Leroy Brown	Warren Wieckmann
3rd	Pretty Woman	Richard Hudson, Michael Lockley & Russell Murphy

### Division 2

1st	Windy Passage	Carl Russett
2nd	Good Form	Joachim Fluhrer
3rd	Loggerhead	Mark Waterhouse

### Division 3

1st	Still Dangerous	Ivor Burgess
2nd	Southerly	Terry Moran
3rd	Portia	Jim De Montfort

## Results for Summer Pointscore:

### Division 1

1st	Le Billet	Waterhouse/Tinworth
2nd	Ghost Rider	Ross Hennessey
3rd	Pretty Woman	PW Syndicate

### Division 2

1st	Good Form	Joachim Fluhrer
2nd	Showdown	Ian Downing
3rd	Sirroco	John Ellis

### Division 3

1st	Kate	J Holt/F Mitchell
2nd	Still Dangerous	Ivor Burgess
3rd	TWM	Neville Wells

The 2011 Winter Waterford Trophy series was won by 'Ballistic' John Ball (Division 1), 'Goodform' Joachim Fluhrer (Division 2) and 'Kate' James Holt and Francis Mitchell (Division 3). The 2012 series started in June through and goes through until the end of August with nine races to count. Here's hoping for better Wednesday weather to enjoy the racing and the sausage sizzle afterwards.



# Ladies Fleet Report

By Anna Cross, Fleet Captain



Liz De Soyres 2012 winner of Ladies Twilight Division One

For those of you who don't know, every alternate Tuesday twilight in the summer, the ladies fleet take to Pittwater. One token male is allowed, but he is not allowed to steer, so often has to have a beer in hand in place of a wheel or tiller. We get to make our own mistakes (not very often of course!), just occasionally our worthy vessels take into their keel hearts to do something that is not entirely planned.

This year the ladies twilights have been an education in wet and windy weather sailing. Two divisions were sailed with the smaller boats sailing a shorter course. Two of the club's Force 24s, with Ana Aruzza and Virginia McClelland were regularly out sailing in division 2 in all kinds of weather. 30 knot squalls, twisted spinnakers, torn jibs, broken rudders, we had it all. (even a couple of calm perfect sailing evenings) But we still went out there and learned and had fun. The race management team were always there watching out for us and rescuing Lisa when she was knocked overboard. Our token males are there on hand to make sure we don't wreck their boats too comprehensively, or to run around giving manpower if needed, or to give tactical advice that we may or may not listen to, or to drink the beer we have forgotten to keep cold. Thank you to them all.

Liz de Soyres in the 11 Metre, 'Inevitable' managed to keep on winning, despite the best efforts of the handicapping system. Congratulations to her and her crew on winning the division 1 series, so very comprehensively. 'Cape Fear' with Sue Walters, came second, and only half a point behind, the always well sailed 'Outlandish' and Elizabeth Wood, our outgoing fleet captain, came third.

Ana Aruzza and her ladies, a newcomer to our fleet, won the division 2 series, and sailed in weather that many of us would not want to go out in, in a Force 24.

She is surely evidence that you don't need to be large and strong to steer a boat to victory!

The other Force 24 with Virginia McClelland came second and then Mary Bickley in 'Bear Away' (cheeky Christmas costume!), third.

Sunday 26 February saw the ladies only crews take the Force 24s for a super series. The forecasted strong winds eased to a perfect 12 knots for the six race series. Apart from Alex Murray and the Paradisos, it was very close racing. We will have more of these one day series next year. Can't blame the handicapper, the boat or the bloke when you lose. No handicapping, no blokes and the boats are all the same. Alex and her ladies just managed to keep on winning with five firsts, so I can only come to the conclusion that they must be the best sailors. She was often so far ahead of us we wondered what engine she was using! Congratulations

Alex and crew on such a sterling performance. Though we did manage to creep up and Jill Connell grabbed first place position in the final race.

So those ladies reading this who did not sail with us last season don't just wonder if you might enjoy it, come and join us next season. If there is enough demand we will run a sailing course before the season starts so you can hone your helming or crewing skills or even start from scratch. So don't be afraid to give the Tuesday night twilights a go. Boats are always looking for crew (well I was on Risk anyway!) and the Force 24s are there to be chartered. Back in Halyards afterwards they put on a good menu for our discerning palates, and it has to be the only night of the week when there are more ladies than men in the club, the chatter is a bit more shrill, but the language much less profane.



Ladies F24 Super Series





# Offshore Report - Blue Water Series and SOPS

By Chris Grant & Bob Bennett



RPAYC Offshore racing - Photo by Brendan Rourke

One crew that completed all SOPS and BWPS races. Rob, what is your secret to keeping that crew together for every race?

So to planning for next season. We will continue to race as one fleet with only minor "magic tweaking" from the handicappers – let the mystery continue! In the leading ten yachts this year we had four Division 2 boats and six Division 1 boats so the system is not favouring either the larger or smaller boats says Bob, Ha?

The courses were more varied this year and replacing the Botany Bay race with a Sydney Harbour race was popular. So more of the same next year although an increase of races to 10 SOPS races and 5 BWPS races (was 8 and 4 respectively this season) is planned.

In closing, the Pittwater & Coffs Harbour Regatta, remains our premier offshore regatta and we must strive to maintain this event.

And there are changes afoot to Safety Audits this year, hope you found the new process a good one.

Be Safe - You're the Skipper, You're Responsible.

Well, what a great season for the Offshore fleet.

Our numbers in the Short Ocean Point Score (SOPS) races were consistently above 15 and we had a nice mixture of weather although lighter winds in the spring season meant some of us were not so prepared for the hard slog to windward to Coffs Harbour. Congratulations to Bob Bennett and the crew of 'So Farr' for winning the SOPS series on PHS. And for those cynics amongst us – No, Bob has no special influence over the handicappers. A special mention must also go to Jason Antill and the 'Even Finer' crew with a fantastic season in SOPS to come second overall on PHS and win on IRC. Another consistent effort from Garry Holder and 'The Real Thing' crew filled out our equal points leaders for the SOPS fleet. Only a countback could separate these three boats and their crews on PHS and no-one at the club can remember when three boats had tied points for a series. This definitely suggests that the handicap system is working.

The Blue Water Point Score (BWPS) secured fleets of greater than 10 boats for all races. 'Old School', 'Pretty Woman' and 'Witchcraft' were first, second and third respectively on both PHS and IRC. Congratulations to Mark Griffith and the 'Old School' crew who capped off the season in their Sydney 38 by winning the IRC division in the Pittwater & Coffs Harbour Regatta, on a count back from MHYC's Rob Reynolds DK46 'Exile'. In PHS, it was a nail biting finish that also ended on a count back with local Coffs boy Paul D'Olier's Sydney 41, 'B52' winning from the SMB syndicate and 'Secret Men's Business #1'.

A special mention must go to the nine boats that completed all SOPS races, the six that completed all the BWPS races but especially Rob Alder and the 'OCL



The SOPS fleet - Photo by Brendan Rourke



Pretty Woman - Photo by Brendan Rourke



## Back 2 Alfreds Series

By Pat Langley

Back to Alfreds racing action in the Force 24s



In its inaugural year, the Back 2 Alfreds Series (B2A) achieved its goal to attract sailors (both members past and present) “back to the Alfreds” for some enjoyable one design racing over four Saturday twilight evenings during the 2011-12 season.

The B2A race days coincided with the Commodores Cup series and were designed to create some great fun racing on the water, combined with some great family fun on shore in the evening for competitors in both the B2A regatta and Commodores Cup.

Over the course of the series, there were 38 competitors with a regular turn out of at least 24 competitors on any given race which was more than enough to fill the six club Force 24 One Design yachts. Teams were rotated each race to ensure that everyone had the opportunity to sail with and, against each other.

Many of the B2A competitors were past and present members, who for a variety of reasons (family/ work/ sailing commitments) have not been as active within the club programs in more recent years. The general consensus amongst all competitors was that they thoroughly enjoyed the opportunity to squeeze in three close one design races late on a Saturday afternoon on Pittwater, before being able to return to the club and enjoy a meal and a drink with their young families and friends.

Adding to the fun atmosphere on the water, there was usually the odd spectator boat out watching the racing on any given night, all feeling free to provide advice from the “grandstand.”

One of the main motives for this regatta was to ensure that everyone (competitors

and families) had a lot of fun both on and off the water as well as to give sailors an opportunity to re-connect with each other. Both these goals were well and truly achieved with the added bonus of being able to welcome some newcomers to the club.

The racing on the water was tight, however, the real action on most Saturday nights was ashore where competitor's kids (usually numbering in the 30's most Saturdays) were entertained by a variety of performers - fairies, clowns, DJ's and face painters. The kids were possibly having more fun than their parents and there was the added upside for the parents with the kids later arriving back home very tired, fed and ready for bed!

Many of these kids will probably form the basis of the centreboard division in years to come, so it was great to see them enjoying themselves at the club.

Every competitor in the B2A was scored for their place in each race (no matter what position they sailed on the boat) which contributed to an overall point score. After 12 hotly contested races, Rod Tanks emerged victorious as the inaugural winner! 2nd place went to Scott Kennedy and 3rd place Cameron Kennedy.

Special thanks to the volunteers who ran the racing and in particular Steve and Rosemary Merrington who often spent some long days on the water to run the B2A racing in the evening after running some Etchells training days in the lead up to the Worlds.

The Back to Alfreds regatta will be back bigger and better next season, so lock it into your calendar now and tell your friends about it. The more the merrier!





# Whisper Mug: "The best race on the calendar"

By Norm Weaver, Razzamatazz



swirling breezes make for a very tactical race and a good long run home with spinnakers set.

This year the wind was a race of two halves. Heading up the river the wind was light and at times non-existent. However on the way home the promised North Easter breeze arrived and we had 20 knots to push us home.

The annual Whisper Mug race was held on Sunday 18 December 2011. This one-off race has been run just before Christmas for many years and is a popular race up the Hawkesbury and back. Its attractions include normally fresh summer winds, a passage race up the river to Dangar Island, "interesting times" around the island where the tide, current and

There were nine starters across the starting line at Church Point with the scratch boat, 'Witchcraft' (Brian Ellis), taking Line Honours (the Zebulon Plate) after 1 hour 43 minutes, three hours faster than last year!

First on handicap and winner of the Whisper Mug was the J35 'Haupia' (David Kennedy).

The Cousta boat 'Sylvia' (Laurence Eastwood) was second, winning the Josie Trophy and the Starter's Cup (3rd on handicap) was won by 'Jack's Back' (Keith Baker).



# Dicko Cup

By Allen Stormon, Rear Commodore Yacht Racing

The 53rd running of the RPYC 'Marathon' series for the 'Dicko Cup' was run over the weekend of 21 and 22 January 2012.

The series this year consisted of just two races, one Saturday and one Sunday due to Australia Day being on the Thursday. The Saturday night presentation was held at Hallets Beach, where competitors and our cruising friends sorted out the troubles of the world, celebrated the days winners and enjoyed a quiet drink whilst cooking dinner on the BBQ.

A moderate North East breeze was experienced during race 1 and line honours went to Brian Ellis steering 'Witchcraft'.

Winner on handicap was Norm Weaver on 'Razzamatazz', followed by Nick Crombie & Roger Pratt's 'Cantina' and Leon Wilson's 'Nirvanas Kitchen II'.

On Sunday, we had a building North East breeze, which allowed 'Witchcraft' to claim its second line honours. Would the North East give those behind a push home and a likely handicap advantage, or would the waterline length of the big boats prevail?

At the presentation back at Halyards, race two results were announced prior to the



presentation of the 'Dicko Cup' as follows; 1st place went to Sal Ridulfo 'Galileo', 2nd place went to Brian Ellis 'Witchcraft' and 3rd place went to Jason Antill 'Even Finer'.

The special prize of the day was awarded to Leon Wilson and his crew on 'Nirvanas Kitchen II'. Whilst the handicapper is known to enjoy a nice Shiraz, the 'Passion Pop' Leon dropped off to the committee boat at the start of race one was deemed to be undrinkable and presented back to Leon and his crew with much fanfare.

So then the overall results for the 2012 Dicko Cup were then announced;

- 1st 'Razzamatazz' (Norm Weaver). Also the best party boat!**
- 2nd 'Picasso' (Rob McClelland)**
- 3rd 'Nirvanas Kitchen II' (Leon Wilson)**

Thank you to Gerry Stormon, Ron and Jackie Palmer for their assistance running the 'Marathon' series this year, and I look forward to seeing you all next year.



# David Lukins Memorial Regatta 2012

By Tom Spithill



Lee & Sexton Dave Lukins Regatta

The David Lukins regatta was run over the weekend of the 4 & 5 February 2012. This was the third running of the event since its inception in 2009 to commemorate the memory of David Lukins.

David was a tireless volunteer around the club, helping out in a variety of areas such as kids learn to sail, centreboard, youth development mentoring, race management, & umpiring just to name a few. This resulted in David receiving one of the clubs most prestigious awards, Volunteer of the year for 1998-99.

Six teams entered this year sailing with either 4 or 5 crew members & we had world class Race Committee & Umpiring teams jump at the chance at being part of the regatta.

The first days racing got underway in a dying westerly morning breeze. Team Boatmate skippered by Chris Way was the surprise performer of the day. Way got off to a shaky start against Ian McKillop getting two penalties almost immediately into the start, however Way was let off the hook when the race committee decided to cancel the race due to the unstable wind. Way quickly composed himself and used the time waiting for the new wind to fill in to refresh himself on the racing rules of sailing. Once racing got underway in a 5 to 8 knot easterly, Way and his team sailed well winning the remainder of races for the day, including a thriller against Nina Curtis, to lead the first round robin.

Team Wendy Junior-Junior helmed by Marty Trembath a past graduate of the RPAYC Youth Development program, was covering the other end of the spectrum in regards to the results. "We found ourselves on the opposite side of the wind shifts today, however I still enjoyed myself getting out on the water with old mates," commented a clearly overwhelmed Trembath.

For the second and final day's racing, Nina Curtis and her crew which included members of her Australian Sailing team came out swinging, winning all their races in round robin two. However, her winning streak was almost interrupted by Carla Sexton and her team of youth development squad members. In their race, Sexton led Curtis off the start line after an aggressive prestart. Curtis managed to close the gap and by the final downwind leg was in striking distance on Sexton. Curtis threw everything at Sexton, engaging in an exciting gybing dual. Curtis' persistence

paid off when Sexton gybed away to the unfavoured end of the line to allow Curtis to win by the smallest of margins.

At the completion of the round robins the decision was made to go straight into the petit and major final. The wind by this stage had strengthened into a 15 knot North Easterly with PRO Denis Thompson commenting "These are ideal conditions for match racing, with the F24's fully powered up."

In the major final it was Only Racing – Nina Curtis vs Boatmate – Chris Way and in the petite Final was Necessaralee – Sarah Lee vs Match Racing Squad – Carla Sexton. The race off for 5th and 6th was between Starflash- Ian McKillop vs Wendy Junior-Junior – Marty Trembath.

There was good banter for the 5th and 6th sail off, with both crews putting additional wagers on the race. However, McKillop and his team relished the heavier winds and won the sail off 2 nil.

In the petite finals Carla Sexton and her team showed great boat handling skills and upwind speed to win 2 nil over Sarah Lee's team, which included her mother & father Gaye and Mick, and partner Chris Goluzd. Sarah's team embodied the spirit of what this event is all about. Carla attributed her boat handling and speed to the extensive training they have done recently in preparation for youth Match Racing regattas in New Zealand.

In the major finals, things started to heat up, with Chris Way throwing some unorthodox moves in the prestart that kept Curtis on her toes! However Curtis managed to hold control in the prestart and lead off the line in both races, and left a tight cover on Way to ensure he couldn't break through and thus won the finals 2 nil.

Competitors, officials & spectators gathered ashore out of the gale to attend the prize giving. Commodore Rob Curtis spoke at the presentation, recounting his admiration of Dave, who coached both of his children, Nina and Dean.

The Lukins' and their extended family attended the prize giving with Marg Lukins, David's mother presenting the magnificent trophy to Nina Curtis and her team of Olivia Price, Lucinda Whitty, Andrew Coates, Evelyn Curtis and Beth Hodge. "Dave, was such a special person and it means so much competing and winning this event with my friends" said a beaming Curtis "A big thankyou to all the volunteers, competitors, spectators, staff and the Lukins Family for all your support and help in making this event a great success."

The final comment came from the Commodore who said "Again this event has been a great success and we look forward to seeing you all next year!"

## Final Results

- 1st ONLY Racing – Nina Curtis
- 2nd Boatmate – Chris Way
- 3rd Match Racing Squad – Carla Sexton
- 4th Necessarahlee – Sarah Lee
- 5th Starflash – Ian McKillop
- 6th Wendy Junior Junior – Marty Trembath



# 2012 Australian 5.5m Championships

By Bob Stoddard



Roy Tutty's 5.5m Skagerak on Pittwater

Roy Tutty's 'Skagerak' AUS32 and his RPAYC team won the 5.5m Australian Championships for the second year in a row.

The 2012 Australian 5.5m Championship was held by Vaucluse Yacht Club on Thursday 22 and Friday 23 March, 2012. Roy was unable to attend the event to defend his 2011 win and handed Skagerak over to his RPAYC crew Bob Stoddard, Steve Brajkovich and Phil Smidmore/Anna Cross for the 2012 series.

The 5.5m class 'Skagerak' was Carl Halvorson's yacht built in 1973 and purchased by Roy Tutty three years ago. Roy owned a very similar 5.5m called 'Rhapsody' in which he won the World Championships in the Bahamas in 1981 crewed by Phil Smidmore and Colin Beashel.

Seven races were held over the two days, most of which were two laps of a short windward and return course. A fleet of 8 "evolution" and "classic" design yachts competed for the Australian Championship, the Gold Cup and the Silver Cup.

In a light South Easterly, 'Skagerak' set the pace with two early wins with 'Antares' from Sydney Amateur Sailing Club (skipped by Mark Hunter) and 'Crest' from RMYC Port Hacking (skipped by Hayden Skelton) close behind in both races. 'Crest' walked away from the rest of the fleet in race three (a one lap windward return) leaving 'Skagerak' and 'Antares' to battle it out for 2nd and 3rd. 'Kings Cross' from Vaucluse Yacht Club (skipped by Mark Lutowski) finished off the day with a win in the 4th race.

Friday brought increased pressure from the South West (and at times South East) and 'Crest' again led the way winning Race five followed in by Vaucluse yachts 'Barragoola' (Dave Decoster) and 'Kings Cross'. 'Antares' rounded out the day with two wins in the last two races followed in by 'Skagerak' and 'Baragoola'.

After some very tight and exciting racing, 'Skagerak' finished with 10 points (after dropping a 4th) to become the 2012 Australian Championship and Gold Cup winner. 'Antares' finished in second place with 15 points and 'Crest' 3rd with 17 points. 'Crest' won the Silver Cup being the first "classic" design overall. The Gold Cup winner is entitled to compete as Australia's representative in the Scandinavian Gold Cup to be held in Boltshagen, Germany in September.



Steve Brajkovich, Roy Tutty and Bob Stoddard.

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# Peter Merrington - Club Yachtsman of the Year

By Damian Devine

The RPAYC held its annual prize giving on the evening of Saturday 19 May in the Pittwater Room with the coveted Club Yachtsman of the Year awarded to Peter "Billy" Merrington. 41 year old Merrington has been a member of the Alfreds for almost 23 years, joining when he was 18. Merrington has an impressive sailing CV and his achievements in the 2011-12 reflect this, warranting his selection as Club Yachtsman of the year.

## Investec Loyal Supermaxi.

Position: Boat Captain, Race helmsman, crew boss.

### Achievements:

- Sydney – Hobart race Line Honours Victory.
- Sydney – Southport race 2nd Line honours
- Hamilton Island race week 2nd Line honours

"Billy" took over the role of yacht management of Anthony Bell's Loyal at the beginning of 2011, with the goal of optimising the yacht's performance and improving reliability, with the primary focus being the Sydney –Hobart yacht race. During the course of 2011, he personally managed optimisations of the keel/ bulb, upgrades of the electronic and Hydraulic systems, improvements to the spars and routine maintenance of the boat. In addition, he had the role of selecting, co-ordinating, scheduling and organising crew, and overseeing training sessions. During the course of the year he also sailed the Sydney –Southport race and Hamilton island race week, gaining second on line honours in both of these events. The ultimate result was the boat gaining line honours in the Sydney to Hobart race, successfully beating race favourite Wild Oats XI.

This was his 5th Line Honours Victory from 16 Sydney – Hobart races.



Peter Merrington, centre flanked by VC Ian Audsley and Commodore Rob Curtis

### Other notable achievements in the previous 2 years.

- Raced for Team Korea in the Americas Cup world series.
- Won the Louis Vuitton world series with Team New Zealand Americas cup team, over 6 separate events internationally. Position: Pitman
- Raced on Marcus Blackmores Hooliganto wins in the following events: Brisbane-Gladstone race, Geelong week, Audi regatta, Langkawi regatta and Rolex series.
- Competitively raced Etchells at club level and regatta sailing in State, Nationals and World championships level gaining a 2nd QLD state champs, 1st Vic state champs, crewing, 11th National championships 2011, 21st National Championships 2012.



'Billy' Merrington in action during the Etchells States - Photo Damian Devine







# Gwen Slade Trophy Ladies Etchells Regatta 2012

By Annie Taylor



Gwen Slade winner Heidi Lambeth at the presentation

The 31st Gwen Slade Trophy Ladies Etchells Regatta was raced on Saturday 21 April 2012.

Race conditions were thankfully fine, with light SE wind building to a steady 12 knots for the last two races.

Principal Race Officer Steve Merrington was able to run the maximum of three races, which were hotly contested.

Victory went to former World Laser Champ, Heidi Lambeth (nee Gordon) 'Hydrotherapy' with two wins and a second. She was ably assisted by her crew, brother Murray and Dad, past Commodore Angus Gordon.

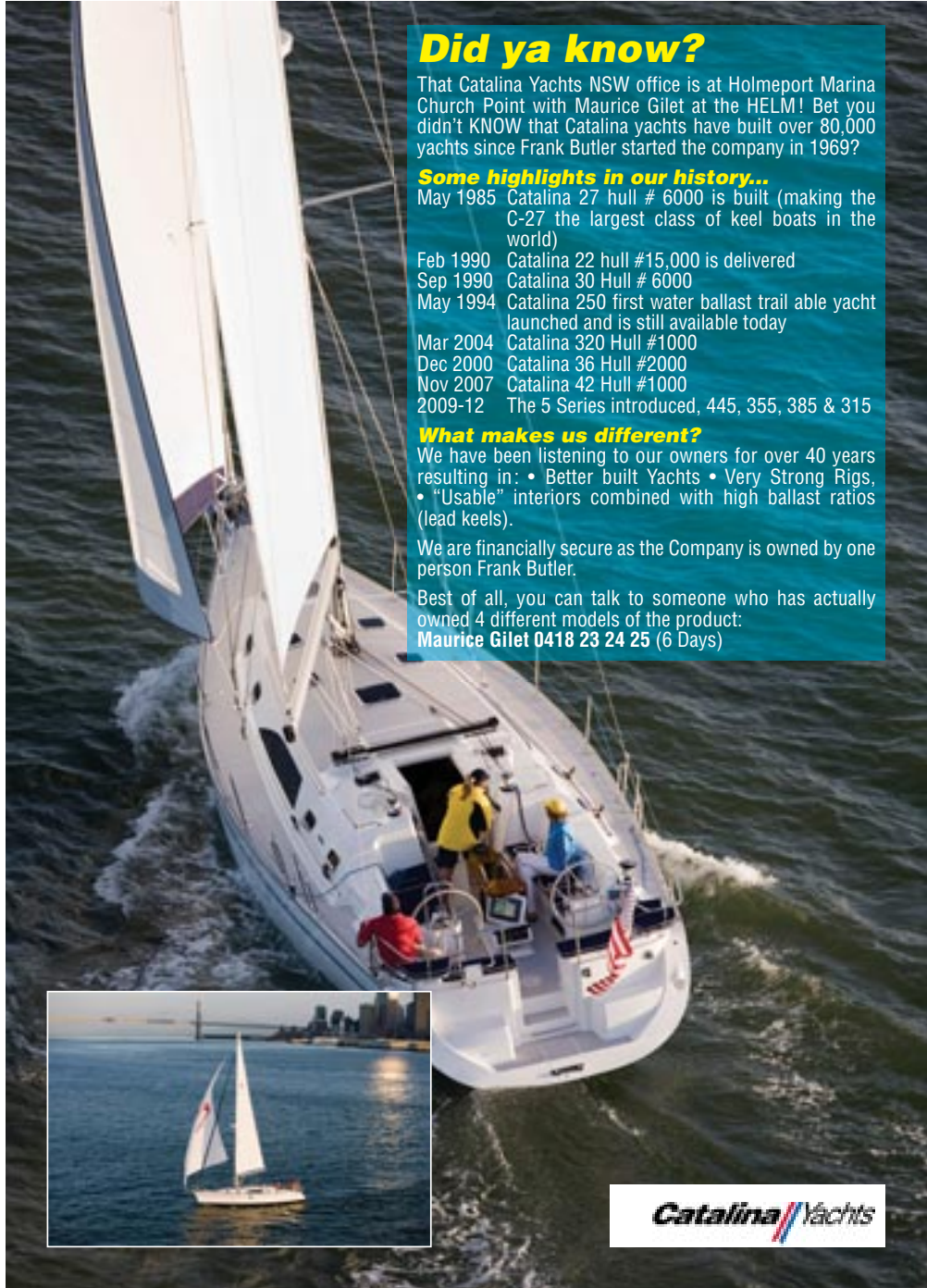
Second place went to Pru Bennett (past Rear Commodore Centreboard) 'Kalika' with husband Peter and son Liam, also keeping it a complete family affair. Pru finished with one win and two thirds.

Third on count back from yours truly, was Clare Loh-Paul, sailing the Pittwater fleet Etchell 'Pam' who had secret weapon Paul Slade, Gwen's son, aboard.

A great day's racing was enjoyed by all, and we wish to thank Vice Commodore Ian Audsley and the RPYC Etchells Fleet members, who kindly made their boats available.

Also a huge thank you to the race management team: Steve Merrington, David Lindsay and Rear Commodore Yacht Racing, Allen Stormon.

This was the 31st edition of this very special ladies event. Gwen's vision was to



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- Feb 1990 Catalina 22 hull #15,000 is delivered
- Sep 1990 Catalina 30 Hull # 6000
- May 1994 Catalina 250 first water ballast trail able yacht launched and is still available today
- Mar 2004 Catalina 320 Hull #1000
- Dec 2000 Catalina 36 Hull #2000
- Nov 2007 Catalina 42 Hull #1000
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promote women sailing in Etchells. Gwen and husband Russell, were keen Etchells Club Racers, and their son Paul continues this passion.

This is clearly happening in other events too, with 12 women participating in the recent Etchells State Championships, hosted at the club last November.





# 2011-2012 Annual



Trophy	Event/Fleet	Winner	Owner/Skipper
<b>Bluewater Series</b>			
Alyth Trophy	Bluewater - APHS/IRC	Old School	Mark Griffith
R. Greenwood Trophy	Bluewater Series - ORCi Pitt to Newcastle APHS/IRC	Secret Mens Business Old School	Curtis/Trembath/Snedden Mark Griffith
<b>Short Ocean Pointscore</b>			
	APHS IRC	So Farr Even Finer	Bob Bennett Jason Antill
<b>Broken Bay Pointscore</b>			
Hornblower Trophy	Offshore Fleet 2	Pegasus	Roger Prior
King Edward VII Jug	Offshore Fleet 3	Tempus	David Langley
Lighthouse Trophy	Etchells Fleet	Kalika	Ian Audsley
<b>Inshore Pointscore</b>			
R.E.Cunningham Trophy	Fleet 1	Witchcraft	Bruce Staples
Albert Gold Cup II	Fleet 2	Pacesetter	McPhail/Doyle
Michael Guernonprez	Fleet 3	Hetaria III	Patrick Silver
<b>One Design Pointscore</b>			
Calibre Trophy	Etchells Fleet	Miramar	Mark Doyle
TBA	Melges 24 Fleet	Huey II	Damian Huon
Ione Cup	Sydney 38 Spring	Eye Candy	Ward/Dawson
Beatrix Harvey Memorial	Sydney 38 Summer	The Bolter	Rick Welch
<b>Club Pointscore Trophy Day Awards</b>			
Race Official's Trophy	Trophy Day 1 Fleet 1	Risk	Anna & Martin Cross
Hedley Bryant Trophy	Trophy Day 1 Fleet 2	Sirocco	John Ellis
A.N. Thomson Trophy	Trophy Day 1 Fleet 3	Charlie Barr III	Malcolm Webb
Ailsa Trophy	Trophy Day 2 Fleet 2	Hijinx	Ray Carless
Joy West Trophy	Trophy Day 2 Fleet 3	Hetaira III	Patrick Silver
<b>Twilight Pointscore</b>			
	Spring Fleet 1	Secret Mens Business	Curtis/Trembath/Snedden
	Spring Fleet 2	Summersalt	Johnson/Mander
	Spring Fleet 3	Sticky	Richard Harris
	Summer Fleet 1	Ghost Rider	Ross Hennessy
	Summer Fleet 2	Windy Passage	Carl Russett
	Summer Fleet 3	Weenaburra	Stephen Wilson
<b>Waterford Trophy 2011</b>			
Waterford Trophy I	Fleet 1	Ballistic	John Ball
Waterford Trophy II	Fleet 2	Good Form	Joachim Fluhrer
Waterford Trophy III	Fleet 3	Kate	Holt/Mitchell
<b>Wednesday Pointscore</b>			
	Spring Fleet 1	Wild Oats X	Robert Oatley
	Spring Fleet 2	Windy Passage	Carl Russett
	Spring Fleet 3	Still Dangerous	Ivor Burgess
	Summer Fleet 1	Le Billet	Water House/Tinworth
	Summer Fleet 2	Good Form	Joachim Fluhrer
	Summer leet 3	Kate	Holt/Mitchell
<b>Winter Series 2011 Trophies</b>			
Graeme Norman Memorial	Winter Series - Fleet 1	Eye Candy	Dawson/ Ward
Graeme Norman Memorial	Winter Series - Fleet 2	Good Form	Joachim Fluhrer
Graeme Norman Memorial	Winter Series - Fleet 3	Isolde	Helm/ Procter
<b>Early Bird Series 2011</b>			
	Fleet 1	Alibi	Barry Jackson
	Fleet 2	Summersalt	Johnson/Mander
	Fleet 3	Hun Sea baby	Alan Black



# Prize Giving Results

Trophy	Event/Fleet	Winner	Owner/Skipper
<b>Two Handed Series 2011</b>			
Gypsy Moth Trophy	Inshore Fleet	The Real Thing	Garry Holder
<b>Ladies Racing</b>			
Ladies Evening Pointscore	Division 1	Inevitable	Liz de Soyres
	Division 2	Lost in Translation	Ana Arruzza
Ladies Inshore Winter Series	Ladies Pointscore	Easy Tiger II	Evelyn Curtis
<b>Old Timers Race</b>			
Old Timers Trophy	Old Timers Race 2012	Dark Star	Warren Miles
Old Timers Trophy	Old Timers Race 2011	Back In Business	John Buckland
<b>Gwen Slade Trophy</b>			
Gwen Slade Trophy	Ladies Etchells	Hydrotherapy	Heidi Lambeth
<b>Dicko Cup</b>			
Dicko Cup	Dicko Cup	Razzamatazz	Norman Weaver
<b>Open Day Trophy 2011</b>			
Basin Trophy	Opening Day Division 1	Ballistic	John Ball
<b>Whisper Mug 2011</b>			
Whisper Mug	1st	Haupia	David Kennedy
Josie Trophy	2nd	Sylvia	Laurence Eastwood
The Starters Cup	3rd	Jacks Back	Keith Baker
Zebulon Plate	Line Honours	Witchcraft	Staples/Ellis
<b>David Lukins Memorial Match Racing Championship</b>			
David Lukins 2012		ONLY Racing	Nina Curtis
David Lukins 2011		Boatmate	Jason Waterhouse
<b>Festival of Sail 2011</b>			
	Division 2	Skagerak	Roy Tutty
	Division 3	StressFree	Jim Bullough
	Division 4	Sagacious	Paul Rosevear
	One Design Melges 24	Bandit	Warrick Rooklyn
	One Design Melges 32	Funnel Web	Stephen Girdis
	One Design Sydney 38	Old School	Mark Griffith
	Short Ocean Pointscore	OCL 1	Alder/Bailey
<b>Pittwater to Coffs Harbour Race</b>			
Line Honours Bell Trophy		Future Shock	Craig Ellis
IRC/ORCi		Exile	Rob Reynolds
PHS		Future Shock	Craig Ellis
<b>Special Awards</b>			
<b>Yachtsman of the Year</b>	Most accomplished Club member		Peter Merrington
<b>Volunteer of the Year</b>	Outstanding contribution		Robert Cole
<b>Alan Rich Trophy</b>	Best performing Club yacht		So Farr, Bob Bennett
<b>Trygve Halvorsen Trophy</b>	Offshore achievement of the year		Isabella, John Nolan
<b>Participation Trophy</b>	Participation in Most Club Events		Witchcraft, Bruce Witchcraft
<b>Colin "Fossil" White Gun</b>	Most race wins on scratch without Fleet winning		Cantina
<b>Boat Trophy</b>			Nick Crombie & Roger Pratt
<b>Charlie Barr Trophy</b>	Most Improved Fleet 3 Boat of the Year		Hetaira III, Patrick Silver



# Etchells Report 2011-2012

By Peter Merrington, Fleet Captain



Action at the top mark in the Etchells States - Photo Damian Devine

The 2012 Etchells World Championships off Sydney Harbour were the climax of the sailing season for a good number of Royal Prince Alfred Yacht Club Etchells sailors. The event was on the back end of a season of highly competitive sailing based on Pittwater.

The promise of a home Etchells worlds in February 2012 had brought a bunch of new hot shots to the fleet. Along with this we had the allure of both the NSW and Australian Etchells Championship being staged at the RPYC.

The racing season kicked straight into high gear with the World Championship qualifying regatta being run over five separate weeks culminating at the NSW championships. Pittwater Etchells fleet had seven positions allocated for the worlds event and 12 boats itching to get in.

The series consisted of 18 races held over the period, most of these races were held in light to moderate conditions. The series was extremely tightly contested on the offshore course area, with many races finishing with 4-6 boats overlapped. That series was won by Peter Merrington and Geoff Bonouvie on 'Odyssey' closely followed by Brett Ellis and Murray Gordon 'Hydrotherapy'. The seventh and final position of John Paul was not decided until after the last race of series. In addition, club member Cameron Miles qualified for the World based on his world past world champion status.

The NSW State Championships were held over a three day weekend in November. 55 teams sailed with very unusual weather the hallmark of the event. Racing on two of the three days were delayed by an eerie pea soup fog which hung around until 1pm on those days. After losing so much time, Principal Race Officer Steve Merrington did a brilliant job completing a series. It was a great sight to see 55 One Design boats sailing off Palm Beach, and indeed many of the interstate and visiting competitors had high praise for the regatta facilities of the RPYC both on and off the water. This regatta was won by Victorian team 'Magpie' helmed by Graeme Taylor.

Almost all teams at that regatta backed up for the Australian championships in February 2012 again hosted by the club. This time 61 boats from across Australia and the world competed on the Palm Beach circle in excellent conditions with David Clark and his team on 'Fifteen' taking the National crown. RPYC's Julian Plante 'Two Speed' finished on the podium in third in an extremely competitive field.

When the World championships began off Manly a week later it was one of the most competitive fleets seen anywhere in the world in years. There were a total of 75 crews which included not less than seven previous Etchells world champion skippers, not to mention a number of Olympic medallists and numerous world champions in other classes. One Alfreds boat in particular came out of the blocks FIRING! Murray Gordon's 'Hydrotherapy' team went out and got a bullet in race one of the regatta. What a brilliant result! The moment of passing previous world champion Jud Smith in the shadows of the finish line and seeing the gun-smoke for their boat is one that will surely be sweet in the memories of Murray's crew for a long time.

The regatta was sailed in good steady breezes for the entire week. Cameron Miles and team sailed very consistently all week for his 6th place overall. The same can be said for the 'Ticket of Leave' sailed by Brett Ellis and Pat Langley who gained 11th, 1 point ahead of Murray who came 12th. Three boats from the Alfreds in the top twelve at the worlds is a fantastic achievement.

Other results of the Alfreds crews were Peter Merrington 22nd, Mark Richards 33rd, Gordon Hinds 46th, Mark Doyle 60th and John Paul 62nd.

As the season drew to a close, the major prizes at club level were again taken by those who support the fleet every week. Mark Doyle's 'Miramar' swept all before it in the sprint series which was made up of 25 races throughout the season. Vice Commodore Ian Audsley's 'Kalika' won the Broken Bay pointscore series.

Congratulations to all Etchells sailors for another great season of racing sailed in great spirit.

Cameron Miles leads Jud Smith - Photo Damian Devine





# Zhik Etchells NSW States: Visitor swipes State title from mates

By Tracey Johnstone



Graeme Taylor leads round the top mark - Photo Damian Devine

It was a deserved win for Graeme Taylor's Magpie, taking out the 2011 Zhik Etchells NSW Championship.

The offshore course and international 55-boat fleet challenged the Mornington skipper and his crew. The fleet boasted five Etchells world champions, three Olympians including Sydney 2000 gold medallist Tom King and Atlanta 1996 bronze medallist Colin Beashel.

Taylor sailed a consistent regatta to finish within the top six places in each race giving them a clean result, well ahead of Taylor's NSW mates. In second overall came USA skipper and 2006 class world champion, Jud Smith, sailing for the Sydney Fleet. Then in third was another Etchells world champion, John Bertrand.

Day one started with flat seas and soft breezes; perfect for racing on the Palm Beach Circle. The first race had three general recalls before Beashel led out of the start. Smith then took control by the top mark. He continued that lead playing the wind shifts well to finish in first place.

In the second race the breeze went east and built to 10 knots. Hong Kong's Ante Razmilovic powered around the bottom mark in the lead. Taylor was just behind. For Beashel the race was over on the start after he missed an OCS call, his team having earlier lost overboard their VHF radio.

Razmilovic held the lead at the top mark for the second time while Taylor successfully took distance out on Peter McNeill and Mark Bulka to just lead these two teams down the track and across the finish into second.

In race three David Rose led around the top mark with Matthew Chew hot on his stern. Stephen O'Rourke was third followed by Taylor, Mark Richards and Peter Merrington. Bertrand touched the mark and took a 720 penalty. The breeze softened and Chew grabbed race honours.

These results gave Taylor the overall lead with six points from Chew on 23 and

Razmilovic on 26 points.

It was drama all round on day two with sea mist, race delay, black flags, crew overboard, and damage to boats and sails.

As the sea mist came in over Pittwater the fleet went out to look, sailed around in the dense mist and then made their way back behind Barrenjoey. The NE built making for perfect sailing conditions, except, the fleet couldn't see around them.

Several hours later it cleared and the first race was called. Racing in about 12, gusting 15 knots it was Cameron Miles' race from the start. After a poor showing in day one, he pulled out his old magic. The 1999 Etchells World Champion led the fleet comfortably around the course. Jud Smith was hot on his tail, but could not shake Miles' determination to win a race on his home waters in his return to the Etchells class.

In race two Taylor returned to form, the firm leader from start to finish playing the left hand side of the course. While Doug McGain tried hard to shake Taylor, the Magpie team just kept increasing their lead in the fresh 16 knots.

At the top mark for the first time, with the tight group behind Taylor pushing to get an inside advantage, Racer X, was around the mark and without a skipper. Mark Thornburrow went over the side, but quickly grabbed the mark. His crew were fast in retrieving Thornburrow, rounding the offset mark and then continuing racing.

Even with these distractions Taylor remained focused as they delivered a sixth place in race five and then a resounding first in race six to give them seven points after a drop.

On the final day the sea mist was back in. It took until midday for it to disappear. It was then a mad scramble to get outside and onto the course. Not long after the fleet hit the track the breeze softened, swung and slipped into a SSE. There were various wind calls from around the course as the sick southerly continued to soften.

Just as everyone was starting to wonder what would happen next, a warm westerly gust blew past the fleet. By 1345 hrs it had settled in and freshened. The fleet then decided what was going to happen next as they headed for home and racing was abandoned with Taylor named the winner.



Bottom mark top three action - Photo Damian Devine



# Zhik Etchells Nationals: Amateur team beat professional rivals

By Tracey Johnstone



Clark and crew on his way to winning the Nationals - Photo Damian Devine

**N**SW's Fifteen, skippered by David Clark, won the 2012 Zhik Etchells National Championship ahead of an enormously talented field of Australian and International competitors.

Clark had a three point advantage going into the final day of racing ahead of USA's Jud Smith. Staying focused on the small picture and finishing in the top few boats in each race delivered Clark a nine point lead over what would easily be considered a World Championship quality, 61-boat fleet.

Etchells World Champion 2006 and on the podium six other times, Smith and his team finished in second overall. Smith approached the championship with his typical analytical style. Assisted by former Australian National Olympic coach, Mike Fletcher, and with a careful selection of sails and rigs, he did a good job to carve his way through the tough fleet.

Third place went to the talented young team on Two Speed led by Pittwater Fleet's Julian Plante. He chipped away at the leaders achieving a top 10 place in all but one race of the regatta. Julian's crew of Nick Garland, Michael Dunstan and Hannah Natrass hadn't done a lot of sailing together prior to the regatta so theirs was a particularly encouraging result.

Special mention went to John Bertrand and his Olympian team of David Giles and Tom Slingsby. It was an unglamorous start for them with a BFD in race one, then a roller coaster ride from fourth to ninth, down to 15th and 28th on day three, before a superb last today of a second and then a first.

The regatta started in dramatic fashion with Bertrand, Vince Brun, Tom King and Mark Langford breaking the first race start on a Black Flag. Clark was at the pin end, picking the first left shift and leading the start holding his composure in the tense atmosphere. He led Graeme Taylor around the course and finally over the

line into first place.

There was no chance for Bertrand, King, Brun and Langford to turn their fortunes around with the second scheduled race cancelled. A fast moving storm cell out of the west convinced PRO Steve Merrington to move the fleet inshore behind Barrenjoey to wait it out. By 3pm it was clear the storm was likely to stay so the fleet was sent home for an early finish to the day.

On day two it was again mixed fortunes for several highly rated teams. Errors on the start line, shifty breezes and erroneous tactical calls cost some skippers any chance of a top ten finish while for others they started to look unlikely for a podium place.

This opened the door to another group of very talented light air skippers and crews. After an average 17th place on day one, Plante's crew delivered a sixth and a third on day two to stride up to first place overall. Clark just held on with his finger tips to a podium place finishing second overall while Melbourne's John Savage and dual Etchells World Champion, moved up into third.

In race one several players got jumpy pushing up their opponents across the start line and into a general recall. PRO Stephen Merrington then called a BFD start. The AP came down, the gun went off and four boats were called BFD - Taylor, Grantham Kitto, James McPhail and Alastair Gair.

As the fleet slipped up the first work, the body language on board Magpie was the stuff of dreams for sport psychologists with Taylor, Grant Simmer and Steve Jarvin clearly trying to understand their mistake.

Back on the course Bertrand was off to the right with Smith following. The breeze swung and softened to five knots. The old lady of the regatta, Gordon Hind's 1981 Grand V made a charge on Savage as he led the fleet. Right on the finish, with five seconds difference, Southern Light led ahead of Grand V.

The second race had a clean start for all but three OCS boats - Mark Richards, Gary Smith and Peter McNeill - who then had to pay the price of re-starting in the soft conditions.

The fleet split evenly across the course as the breeze continued to shift and build to 10 knots. Another course change at the top mark made the tacticians job all the more harder. Hong Kong's Ante Razmilovic was first around the mark, followed by Peter Merrington and Jervis Tilly.

Merrington held his lead over Matthew Chew and Razmilovic to take out first place.

There was no let-up to the drama on day three. It had it all; shifty winds, general recalls, black flags, black clouds, protests and lead changes. Reviewing the day's highlights, or for several competitors, low lights, there were six race starts for the two scheduled races, 15 BFDs and numerous course changes as the breeze shifted left and right throughout the afternoon.



## CLUB YACHTING



RPAYC's Julian Plante finished third

In race one there was nothing timid about the start with the fleet pushing hard into a general recall. The sailors kept wishing for a bit more wind as it built to six knots and swung. The start line was moved and the whole process begun again. Finally the fleet lined up. Still very wired they pushed and shoved for another general recall. The Black Flag was up and four boats were out; Mark Doyle, Tom King, Alastair Gair and Mark Tonner Joyce.

Mark Richards was on fire leading Razmilovic around the first mark. Bertrand's team found themselves stumbling at the first mark struggling to get boat speed to round the clearing mark. By the bottom Mark Richards still held his lead, but Thornburrow had picked up a few places. By the top mark again, Thornburrow had closed out Richards. As the fleet ran down to the finish there was another shift. Thornburrow crossed ahead of Brun with his local knowledge advantage of Michael Coxon calling the shots and third was a disappointed Richards.

A westerly thunderstorm threatened as the PRO set up for the second race. The fleet gathered at the committee boat end, hovering anxiously. The gun went and the general recall flag was up again. Another AP and then finally on start number three, the heartbreaking BFD call went out to 12 boats.

Chris Hampton and Thornburrow led the fleet around the top mark. Brun rounded in third just ahead of British skipper James Howells. Graeme Taylor sailed the first work before finding out he was one of BFDs.

Another course change was called as the breeze shifted. Brun still held third place, but was clearly gaining on the leaders. By the finish it was finally Brun's time to celebrate as he took his team of Michael Coxon, Paul Westlake and young Harry Smith to their first win of the regatta complimenting their second place in the earlier race.

Dave Clark, right, celebrates his victory



Peter Billy Merrington 'Odyssey'



The final day started unfavourably with heavy rain, no wind and significant wind shifts. Bertrand led the fleet off the first start with Thornburrow, Smith and Howells. Clark and Taylor were in the middle. Sadly for the PRO, the only boat he had to call back was Odyssey, steered by his son Peter Merrington.

Sailing steadily and unannounced was Jervis Tilly crossing in front of Bertrand and around the bottom mark. The breeze stayed steady as Tilly increased his lead on Bertrand and Bertrand took distance out of Clark and Smith. On the run to the finish Smith stayed right hunting Clark while Bertrand chased Tilly on the left. But, it was Tilly at the gun for his first win.



Start line action

With a time limit for the start of a second race, the PRO quickly set up the final race. The breeze was steady as the anxious leaders bunched up at the pin end causing a general recall. On the second start it was another general recall. With the Black Flag up the PRO finally got the fleet away.

Clark took the committee boat end and quickly tacked away to right. Bertrand followed for a short time before putting in a tack to the left. Bertrand picked the significant shifts and then the lay line, beautifully coming in on port, taking distance out of the fleet. Clark was next around followed by Howells, Chew and Plante.

On the final run and with everything to gain, Smith was the first to gybe to port while the other boats held onto to starboard for a longer. Bertrand steamed ahead, Clark right on his stern. Smith pushed hard to catch up, then Chew snuck in under Smith's guard crossing him on starboard gybe. Howells then picked up the swell driving his boat forward, gybing just before the mark. Across the line for the last time it was Bertrand, then Clark, Howells and Chew.

The first place result gave Clark the confidence boost his team needed as they headed into the final phase of their preparation for the 2012 Etchells World Championship.

All photos by Damian Devine

Black flags, black day



Jud Smith finished second



# Pittwater and Coffs Harbour Regatta

By Damian Devine

With a memorable, tough, tactical and long uphill battle that clocked up to 25 knots from the North East, the 2012 Pittwater to Coffs Harbour yacht race offered up a new line honours winner in Future Shock in a time of 35hrs 53mins and new handicap winners in Exile (IRC) and Future Shock (PHS). This, coupled with the ensuing races in Coffs Harbour and the inaugural Australian PHS Championships, ensured the 2012 Pittwater & Coffs Harbour regatta was an exciting one.

As has been the case since the year 2000, the five race regatta got underway on 2 January with the start of the 226nm Pittwater to Coffs race. There were 45 starters from 3 states representing more than 16 yacht clubs but with 11 retirees due to the challenging conditions, only 34 finished. There was also a quick detour for 'Pretty Woman' to drop off an injured crew member into Newcastle providing the backdrop for an eventful and bumpy race.



Aerial Shot of the start - Photo by Gavin Ward

Craig Ellis' Elliot 57 'Future Shock', crossed the finish line shortly before 1am on the 4 January to take line honours in the race in a time of 35hrs 53mins 09 secs, the slowest time in 16 years and the 9th slowest in the history of the race.

The victory was sweet for the CYCA's skipper Ellis and his crew who toiled hard in the stiff upwind conditions. Ellis who finished 4th two years ago and forced to retire from the 2011 race sailing shorthanded, commented dockside after the race, "That was the most tactical and toughest I've done in 15 years of sailing this race. Not once did we ease the headsail, it was hard on the breeze from start to finish. We had to stay inshore and hug the coast to avoid the current so it was constant tacking all the way."

"We thought we may have got a little westerly land breeze but no, nothing, it was just constant on the nose. We got up to 9.5 knots in the flat water with high 8s in the rough in a very confused seaway on the first night. We saw 25 knots of breeze, it wasn't a nice night, it was crazy", added Ellis.

"The crew put in a huge effort out there, constant grinding the old fashion way.



Future Shock line honours winner of the Pittwater to Coffs Race - Photo by Gavin Ward

We blew a couple of halyards which left us down to a single spectra halyard which we couldn't set properly as it was too stretchy, so we had to look after it. It was a big concern but we weren't going to lose the race because of the halyard," said Ellis.

To be awarded the Coffs line honours Bell Trophy an emotional Ellis said, "This is the thing I've been waiting for, we've had line honours before with my Dad in 1997 on Wild Thing and I wanted to get it once more as Dad doesn't sail anymore. I wanted to do it for him and I thought this year was our opportunity. We stacked the boat with the best amateur crew we could get find which made a huge difference. So it was an emotional time for me to get across that line, we're thrilled."

In terms of handicap winners, two DK46s representing the MHYC dominated the IRC spoils with a 1-2 finish whilst line honours winner Future Shock also picked up the double in the PHS Division.

Rob Reynolds DK46 'Exile' took out the IRC crown with a corrected time of 46hrs 27mins 36secs to win by twelve minutes from club compatriot and good mate, Bob Cox's 'Nine Dragons'.

The duo battled it out on top of the leader board from the early hours of day two, being challenged at times, but the might of the DK46s in the tough conditions managed to hold them off over the 226 nautical miles.

Reynolds, was thrilled with his first IRC handicap win in the Coffs race. "This is my second Coffs race in this boat so to win it's fantastic. It's a great race to win."

"We were fortunate with the conditions as it suited this all round boat that goes very well on the nose. But that was one of the hardest races I've ever done. It was tough out there plus we were engaged in a 40 hour match race with Nine Dragons, so there was not much rest. We pushed each other all the way, we're both great mates and very competitive," added Reynolds.

Cox handled the step up to his recently purchased DK46, and with the Coffs race its first major test said, "We just couldn't shake this monkey off our back, he kept coming at us all the way, it was a good race and well done to Bobby," quipped Cox.





B52 won the PHS Division and was crowned the inaugural Australian PHS Champion  
Photo by Damian Devine



Rob Reynolds Exile IRC handicap winner for the 2012 Pittwater to Coffs Yacht Race  
Photo by Damian Devine

Only eight seconds separated third to fifth in IRC overall with Joseph Earle's Kaiko 52 'Merlin' taking the final podium position in the end ahead of the Beneteau First 40 'Blunderbuss' and the Sydney 38 'Old School'.

In PHS, it was 'Future Shock' first, from 'B52' with 'Secret Men's Business #1' finishing third.

There were some tired bodies in Coffs after the race but due to the slowness of the race, there was little time for rest before the regatta continued with four races scheduled in Coffs Harbour but due to lack of breeze early on the final day, only three races were completed.

Day one saw competitors wake to a benign day, with just a hint of breeze and clouds hovering from the mountains to the sea. The race committee set the AP ashore to allow some time for the clouds to spread and the breeze to fill in. The first race, a 13 nm started off Korffs Islet in a fickle 5 knot South Easterly with the fleet making their way to a wing mark 1.5 nautical miles to the east before the wind swung to an ENE building to 8-10 knots, for a reaching run to Split Solitary Island, setting spinnakers as they rounded for a downwind leg back to the finish.

Race two was a sprint with a 5 nm reach and run and a colourful spinnaker finish in the Harbour. 'Pretty Woman' took line honours in both races whilst 'Old School' was IRC boat of the day with a first and second whilst in PHS it was John McConaghy's 'Second Time Around' taking the day's honours.

On the final day and what turned out to be the final race of the regatta, the breeze softened soon after the start to 3 knots as the fleet made their way slowly



up to South Solitary Island. By the time the fleet rounded the island and on a reach back to Coffs Harbour, the forecasted southerly hit peaking at 20 knots for a great ride to the finish. 'Pretty Woman' took line honours with 'Old

School' winning on handicap. PHS was won by 'She's the Culprit'.

The regatta was won by RPYC's Mark Griffith's 'Old School' in IRC on a count back from 'Exile' with another Sydney 38 'Wizzard' picking up third. With two wins, a second and a fifth in the four race regatta, Griffith ended on 14 points to lift the IRC trophy.

An elated Griffith's who clocked up four regatta wins in a row in 2011-12 said, "We entered wanting to win the 38 Division, so to win the IRC overall is a huge bonus. The crew were fantastic and they pushed hard all the way. Thanks RPYC and CHYC for a great regatta", added Griffith.

In PHS, it was a nail biting finish that also ended on a count back with 'B52', a Sydney 41 announced the winner of the dual PHS regatta and the inaugural Australian PHS Championships following some anxious moments in the last race when they lost 80% of their rudder to literally crawl across the finish. 'Secret Men's Business #1' finished second with the defending champion Garry Holder's ID35, 'The Real Thing' in third.

For B52 skipper, Paul d'Olier in his seventh Coffs assault was thrilled with his win, commenting "What a brilliant feeling to win the regatta, this is what we set out to do so I am extremely happy and the crew are ecstatic. I've podiumed before but this is my first win."

Rob Curtis, RPYC Commodore summed up the regatta saying, "It's been a great regatta, we've had all conditions, everyone's had a good time and we've had some excellent racing. We look forward to 2013 to come back to Coffs to continue the tradition of this fabulous event.

"My personal thanks to the CHYC, the marina, John Bacon for the loan of 'Matthew Flinders', the race committee and the army of volunteers involved and to everyone who has made this a great event."

For full results see over page.



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Old School won the IRC Division - Photo Damian Devine



# 2012 Pittwater & Coffs Harbour Regatta Results

## Pittwater to Coffs Harbour Race

Entries: 45

### Line Honours:

1. Future Shock (35hrs 53mins 9 secs), Craig Ellis, CYCA
2. Spirit of the Maid, Bruce Absolon, HIYC
3. Nine Dragons, Bob Cox, MHYC

### Corrected Time - IRC Overall and Division One:

1. Exile, Rob Reynolds, MHYC
2. Nine Dragons, Bob Cox, MHYC
3. Merlin, Joseph Earle, RSYS

### IRC Division Two:

1. Blunderbuss, Tony Kinsman, RQYS
2. Close Halled, Graeme Hall, LMYC
3. King Billy, Phillip Bennett, RSYS

### ORCi

1. Exile, Rob Reynolds, MHYC
2. Wizzard, Mick Hinchley, NCYC
3. Kerisma, Grant Dawson, MHYC

### Sydney 380D

1. Old School, Mark Griffiths

### PHS Overall and Division One:

1. Future Shock, Craig Ellis, CYCA
2. B52, Paul d'Olier, CHYC
3. Secret Men's Business, SMB Syndicate, RPAYC

### PHS Division Two:

1. She's the Culprit, Tony Purkiss, NCYC
2. The Real Thing, Garry Holder, RPAYC
3. Orion Blue, Nigel Curtis, RPAYC

## Overall Regatta:

### IRC:

1. Old School, Mark Griffiths, RPAYC
2. Exile, Rob Reynolds, MHYC
3. Wizzard, Mick Hinchley, NCYC

### PHS:

1. B52, Paul d'Olier, CHYC
2. Secret Men's Business, SMB Syndicate, RPAYC
3. The Real Thing, Garry Holder, RPAYC

### ORCi:

1. Wizzard, Mick Hinchley, NCYC
2. Kerisma, Grant Dawson, MHYC
3. Exile, Rob Reynolds, MHYC

### Sydney 38:

1. Old School, Mark Griffiths, RPAYC
2. Wizzard, Mick Hinchley, NCYC
3. Run to Paradise, Andrew Marshal, CSC

### PHS Australian Championships:

1. B52, Paul d'Olier, CHYC
2. Secret Men's Business, SMB Syndicate, RPAYC
3. The Real Thing, Garry Holder, RPAYC

### Other:

Navigator's Trophy: Pretty Woman, Michael Lockley, RPAYC



Secret Men's Business was second on a countback in PHS Division - Photo by Damian Devine





# Etchells World Championship: RPAYC fleet shines

By Tracey Johnstone



Murray Gordon, the youngest skipper and scored a win in the first race of the Worlds

The road to the World Championship was a long one for many of the Pittwater Fleet and RPAYC members who contested the NSW championship and the Australian championship before heading down to the harbour for the Worlds.

However, once there, they delivered stand-out results.

There were seven RPAYC skippers on the water plus several other fleet members scattered across entries from different fleets.

The best placed team in sixth overall was The Hole Way team skippered by 1999 World Champion Cameron Miles and his crew of Grant Crowle and David Sampson. Theirs was an interesting pathway into the top 10 with moments of pure glory with two seconds and a seventh place, and then moments of agony including a 33rd.

The battle for the 10th place came down to three Pittwater teams with only three points difference. The winner was the team of USA skipper and 2000 World Champion Vince Brun and his local crew of Paul Westlake, Michael Coxon and 12-year-old Harry Smith. They started brilliantly with a 7/2/6 in the first three races before falling back to 46th in the fourth. Another quick top four in race five was to be the last of top ten results for them in the very tough competition until the final count when they claimed 10th place overall.

In 11th place and just two points back was Brett Ellis' Ticket of Leave crewed by Pat Langley and Rob Scrivenor.

Then in 12th and only one point behind was the youth team on Hydrotherapy. Leading that team was 26-year-old Murray Gordon with crew Billy Sykes, Amy Lee and Tom Burton.

It was the first year the team has been racing Etchells. They started in June 2011 at a local Australian event and worked their way through a State Championship in November, finishing in 28th, then the National Championship, finishing in 23rd, before attacking the Worlds.

"We noticed the average age of the top skippers was in the 35 to 45-year-old group and had been competing in the class for a few years so we felt very privileged to be able to race against the calibre of the guys who were there. To knock off a couple

of races against some of the names, we were very happy, very thrilled to get the experience from these guys.

"Some of the competitors handed over their thoughts and information on how they thought the boat should feel and how the rig should be set up. For them to pass over their wisdom and thoughts, helped us a lot. We would have been a lot further back otherwise.

"To win the first heat of the Worlds, that was pretty incredible. I have one guy on board who is from North Sails and he just looked at me and said 'I reckon I can get the boat going quicker'. I said, we have just won a heat of Worlds, I don't think we can go any quicker."

The Hydrotherapy team came up through the RPAYC youth program. The lessons they learnt from that program helped them greatly to prepare for the World Championship.

"To us it was just time on water. We put in as much time on the water that we could. We ticked every box we possibly could before the Worlds and it showed with our results. We did much better than we were hoping for," Gordon said.

Other results for the RPAYC fleet were the Odyssey team of Peter Merrington, Anthony Merrington and Geoff Bonouvrie who finished in 22nd with their best result being an outstanding third in race two of the regatta.

Mark Richards' Are We There Yet? With Gary Smith and Mathew Mitchell finished in 33rd. Mark Doyle and his Miramar team of David Hayes, Mark Thorpe and Joshua

Dawson finished 60th while the Cardinal Sin team of John Paul, Steve Coates and Christian Stevens finished in 62nd.



Brett Ellis Ticket of Leave crewed by Pat Langley and Rob Scrivenor



Cameron Miles best placed RPAYC sailor



Mark Doyle and his Miramar crew



Are we there yet? Mark Richards



The Odyssey crew





# The Next Challenge crowned 2012 Sydney 38 National champion

By Damian Devine



Start action on the Palm Beach circle in the Sydney 38 Nationals - Photo by Damian Devine

The Lou Abrahams owned, Mark Bulka skippered 'The Next Challenge' from Sandringham YC was crowned the 2012 Sydney 38 National champion with a comfortable 12 point win from Alan and Tom Quick 'Outlaw' and RPYC's Bruce Ferguson's 'Whisper' in third.

Hosted by the RPYC over three days in late January, the Nationals attracted 15 boats and one of the strongest fleets in years. Nine races were sailed in a variety of conditions on the Palm Beach circle ranging from very light shifting breezes to a gusty Sou' Easter reaching 20 knots at times. Of the nine races sailed, there were six different winners highlighting the strength of the fleet, the quality of the sailors and the close racing in this one design class.

## Day One:

With the race committee waving the AP flag waiting for the rain to disappear, the clouds to dissipate and the breeze to fill in, the first of two races finally got underway at 1425hrs. Even then, a fickle 5-6 knot Easterly greeted the fleet for the start.

The RPYC's Gavin Ward / Chris Dawson 'Eye Candy' dominated the first race, opting for a left hand lane off the start, laying the top mark with precision as they set their kite to consolidate their lead coming into the bottom gate. They were never headed and won easily from a fast finishing Mark Bulka, who opted for the opposite side of the course whilst Rick Welch's 'The Bolter', finished third.

Race Two got underway with the Nor' Easter now established, albeit light at 6 to 8 knots. Drama was building for the start, with a heavy pin end bias and boats scrambling to get inside the pin and avoid OCS. A minor collision between pre-championship favourite Mark Griffith's 'Old School' and 'The Next Challenge' on the line had the protest room open, with 'Old School' disqualified for their start infringement.

'Eye Candy' managed to escape the carnage to sneak through to lead from the start. However, it was some well executed tactics and great crew work from MHYC's

Gordon Ketelbey's 'Zen', which saw them take victory in the second race with the CYCA's 'Outlaw' second and 'The Next Challenge' third.

## Day Two:

Race Officer Ted Anderson got racing underway on time at 1100hrs, taking advantage of a 10 knot ESE bumpy seaway, a stark contrast to the previous day's benign conditions.

Four races were completed on day two with 'The Next Challenge', winning the day with a 2-2-1-3 scorecard.

The father & son team of Alan and Tom Quick from the CYCA, 'Outlaw' took honours in the first race and their first bullet for the series after edging a lead on the first beat and maintaining it for the entire race to beat home 'The Next Challenge' with 'Old School', from the RPYC, placing third.



A rush of water - Photo by Damian Devine

The second race saw the breeze build slightly. With the fleet spread down the line, 'Eye Candy' again got off the line best in clear air at the pin end. 'Old School' tracked a path down the middle of the course to gain an early advantage with tactician Steve McConaghy calling the shots. It was the right decision as 'Old School' defended their ground to lead at the bottom gate from 'Risk' and 'The Next Challenge'. The only thing that changed from there to the finish was the lower podium with 'The Next Challenge' and 'Risk' trading places.

Race three and the fleet bunched in the middle of the start line before evenly spreading left, right and down the middle for the first beat to the top mark. Neil Sutton's 'Rush' provided the only incident in the race, withdrawing with a broken rudder and heading straight back in to end their day's racing.

Action was aplenty at the bottom mark as boats jammed the gate trying to get their way through. In the final downwind, as the boats gybed their way to the finish it



was 'The Next Challenge', recording their first bullet of the championship to win from the fast finishing 'Zen' with 'Whisper' sneaking their way into third.

After some rain, three general recalls and a black flag, the final race of the day finally got away just before 1600hrs. With the South Easterly now established at 18-20 knots, the fleet finally got away to a clean start for the final hour of racing over the four mile course.

For defending national champion Bruce Foye 'The Goat', he finally returned to the winner's circle surfing over the line in a well deserved victory to win by a whisker from 'Whisper' whilst 'The Next Challenge' edged out 'Old School' by a nose.



Next Challenge on its way to victory in the Sydney 38 nationals - Photo by Damian Devine

**Day Three:**

Racing got underway at 1100hrs in a 10 knot easterly as forecast. With the pin end favoured, the fleet got away to a clean start with 'The Next Challenge' jumping clear of the fleet to dominate the race with superior speed to win comfortably from 'The Goat' whilst 'Old School' was third.

'Old School' got the jump in race two of the day with 'The Next Challenge' and 'Eye Candy'. 'Old School' picked a faster lane to lead at the top mark and were never headed winning comfortably for their second win of the championship from 'Whisper' whilst the Clinnick/Holden 'Audacious', another Victorian picked up their first podium of the series with a third.

The final race was one of the closest in the championship with 'The Goat' returning to the winner's circle for the second time in the series to beat 'Old School' and 'Zen' in a tight finish.

Leading into the final day, 'The Next Challenge' had a handy but not unassailable eight point lead over 'Outlaw'. Showing consistent form over the regatta all they had to do was stay out of trouble to win which they managed to do with a 1-6-6 finish. Proving that consistency wins regattas, 'The Next Challenge' with a scorecard of 26 points finished with two heat wins, three seconds, two thirds and two sixths for the series.

'Outlaw' were placed second on a count back from 'Whisper' (Bruce Ferguson) from the RPAYC after a nervous wait in the protest room when 'Whisper' protested 'Outlaw' for proper course on the final run to the finish in race one of the day. The protest was dismissed and the results were official with both finishing on 38 points.

RPAYC's 'Old School' was fourth overall on 40 points. Owner/skipper Mark Griffith, the pre-event favourite having won their four previous regattas in a row, could only contemplate what may have been following their disqualification on day one.

The championship was sailed in good spirit and the race management team, lead by Ted Anderson are to be congratulated for their on water management in testing conditions.

Congratulations to the legend Lou Abrahams, who now has a couple of national crowns to his name, and 'The Next Challenge' crew who were clearly the best performed boat of the championship.

'The Next Challenge' Skipper Mark Bulka reflected on the championship win saying, "it's great to do this for Lou, he really wanted to be here. This crew have sailed together for a long time and they really worked hard and the boat just kept responding. We knew we just had to stay out of trouble today so after the first race when we won, we literally took the foot off the pedal and just avoided any infringements. We've really enjoyed the regatta and look forward to taking the trophy back to Victoria."

The RPAYC was represented by six boats.

FINAL PLACINGS			
1st	THE NEXT CHALLENGE Lou Abrahams	SYC	26 points
2nd	OUTLAW Alan & Tom Quick	CYCA	38 points
3rd	WHISPER Bruce Ferguson	RPAYC	38 points
4th	OLD SCHOOL Mark Griffith	RPAYC	40 points
5th	ZEN Gordon Ketelbey	MHYC	52 points
6th	RISK Anna & Martin Cross	RPAYC	54 points
7th	THE GOAT T. Clift / B. Foye	CYCA	65 points
8th	EYE CANDY G.Ward / C. Dawson	RPAYC	74 points
9th	CALIBRE G.Bonus / R.Williams	CYCA	77 points
10th	AUDACIOUS G.Clinnick / P.Holden	RBVC	78 points
11th	THE BOLTER Rick Welch	RPAYC	89 points
12th	ELENI Tony Levett	MHYC	92 points
13th	THIRLMERE S.Warneford / L.Jamie	MHYC	106 points
14th	CONSPIRACY D.Hudson / P.Byford	RPAYC	125 points
15th	RUSH Neil Sutton	DSC	129 points



Old School crosses the finish take victory in Race 8 - Photo by Damian Devine



# Melges 24 Fleet Report

By Tracey Walters, Melges Media

**W**ow what an amazing sailing season the Australian Melges 24 fleet has experienced.

The annual regatta schedule includes all major Australian yachting regattas across five states. The continual growth of the class, the availability of used boats, charter boats and the ability to easily tow the Melges 24 provides crews with the opportunity to race a competitive one design class in some amazing locations. Combine that with the opportunity to grab a few mates and head to Adelaide for a State Titles like Anthony Passmore owner of Planit or race with your family like the Champion Nixon team on Accru. Other teams are doing time in the class and learning as much as they can in the process slowly pegging away places each event setting short and long term goals.

## NOVEMBER

The season really began for the M24's in November 2011 when the RPAYC hosted the second Melges 24 East Coast Championships. After six races and two days of incredibly exciting Melges 24 racing Warwick Rooklyn Bandit claimed the Championship over Kevin Nixon Accru by one point. Third place in the final race and in the series overall was Anthony Passmore Planit.

The friendly rivalry on shore between owners and training partners Warwick Rooklyn and Kevin Nixon has a long history in 18 ft skiffs, but on water its fair game.

Two weeks later the Melges 24 NSW State Titles were hosted by Lake Macquarie Yacht Club, Belmont and followed a new format of Friday twilight races followed by the weekend of racing.

The final days racing saw winds around 17 knots, again Bandit reined superior, finishing first place on eight points, second place Accru on sixteen points and third place South Australian Dave Alexander Foxtrot on 17 points.



Rooklyn's Bandit took out the East Coast Championships - Photo by Melges Media

## JANUARY

The Festival of Sails in Geelong incorporated the 2012 Melges 24 Australian Championship where the largest fleet from five states battled for the title. Included in the mix were three previous National Champions, Heath Townsend WA (2008), Heath Walters (2010) and last years' winner Warwick Rooklyn.



Damian Huon's Huey II on its to winning the M24 Winter Regatta - Photo by Melges Media

History repeated itself, Rooklyn's sleek team on Bandit performed consistently throughout the regatta, their worst result a third and six firsts in a ten race series. Holding them to account until day four was Kevin Nixon's Accru who finished in second place and five points behind. In contrast to the team of guns onboard Bandit the Accru crew are a sailing family that includes wife Glenda, daughter Bonnie and son Daniel. Another battle was waged for third place until the very end when Heath Walters Arriba Arriba sailing with two of his sons out sailed WA rival Heath Townsend Kaito.

## FEBRUARY

Several crews headed back to Sydney via Adelaide to compete in the inaugural South Australian Melges 24 State Titles, the Bandit crew had other commitments.

There was plenty to play for with Accru who were looking for that elusive win. Son Daniel couldn't make the event but in keeping with the family theme Kevin's brother flew in from New Zealand. SA locals Dave Alexander Foxtrot and Gary Shanks Outrage Us were determined to get a locals name on the trophy. Following the twilight format and racing on the Gulf of St Vincent, the Melges 24's seemed to light up and revel in the conditions. The title came down to the last run of the last race. Team Accru and Foxtrot headed into the final race on equal points with Outrage Us one point behind. The course had been lengthened and a steady sea breeze was blowing but the fleet was still very tight at the final rounding of the top mark. Coming into the finish it was difficult to tell who had the win, Outrage Us managed to hold on crossing about half a metre ahead of Accru. The win in the final race was enough to give local boy Gary Shanks the second place trophy on a count back, whilst fellow club member Dave Alexander finished third. New South Wales crew Accru proudly claimed the title. "The conditions were fantastic for Melges 24 racing, Grant didn't miss a shift the entire weekend and Glenda and Bonnie are the best hikers as usual," said Kevin.

## MARCH

After some spectacular racing in the Sydney Harbour traffic Bandit took home the title of the Sydney Harbour Regatta, Accru second place and Dave Bull Jester sailing a consistent regatta for third place.

In March, the RPAYC hosted it's second annual Young Guns Regatta, this unique racing initiative was instigated in 2011 by the Australian Melges 24 Class Association. The concept is designed to be a fundamental element in youth sailing retention and participation strategies introducing youth sailors to high performance Melges 24 racing with a particular emphasis on female participation providing



some tough racing and après socializing. The youth are fully involved in the running, managing and planning of the regatta. Competitors range in age from 16 to 30 years old. Melges 24 owners kindly donated their boats and eight races were conducted with alternating male and female skippers in gusty South Westerly conditions, pushing the Melges 24's to the limit.

Ultimately Jester skippered by Dave O'Connor and Sophie Turner and crew stole the show from the Amigos' Petr Fiala and Millie Bennett's crew with Harry Price and Georgia Clancy's crew on Matilda winning the bronze after a strong comeback performance from start to finish in the series.

**MAY**

Seeing out the season was the RPAYC Winter Regatta in May. North American Melges 24 Champion Nathan Wilmot competed against his uncle and nephew crewing for Chris Links on Amigos, a good day with three wins from three starts.

Damian Huon RPAYC club representative and owner / skipper of Huey II enjoyed the light breeze on Sunday. Racing with his young son James, an RPAYC Opti

sailor for the first time, Huey II dominated day two and headed into the last race on equal points with Amigos. His third win for the day was enough take out the regatta; a sweet result for the end of his first season in a Melges 24.

In between the scheduled regattas the RPAYC provided a One Design point score series approximately each fortnight. Damian Huon Huey II won the series by a point over the Team on Amigos. Thanks to the RPAYC team and Steve Merrington for their race management throughout the season.

Behind the scenes is Melges Asia Pacific led by Heath Walters and Chris Links. As well as selling new and used Melges, organizing charters they provide comprehensive regatta support and value added service. They are often found competing themselves or calling tactics, as they're addicted to Melges OD racing.

Melges Asia Pacific is supported by The International Melges 24 Association of Australia, steered by a team of passionate and like minded owners. Current President Warwick Rooklyn, Vice President Dug Russell and Kevin Nixon have most recently been working on the Melges 24 Australian World Championships 2014.

# Melges 32 Australian Championships

16-18 March 2012, RPAYC

By Tracey Walters, Melges Media

The hardstand at the RPAYC was abuzz with Melges 32's arriving and preparing for the Championships, crews ensuring they made the weight limit of 629kg. Supported by Slam, North Sails, Harken and the team at Melges Asia Pacific this high profile event attracted a quality field and provided outstanding one design racing.

Some of the Championship entries included Greg Prescott's crew 2 Unlimited from The Royal Yacht Club of Tasmania who was looking forward to his first hit out against other 32's, his gun crew including international yachtsmen and mate Darren "Twirler" Jones calling the shots. Chasing the title Angus Reid and his crew on Maxstar from Canberra SC including club CEO Matt Owen. Geoff Masters helmed Funnel Web and has competed in several US Melges 32 regattas. Fierce Farr 40 competitor Chris Way helmed The Business. New to the fleet from Gosford SC, Mike Turner Sticks and Australian Fleet President Kim Williams Rock and Roll were both eager to take home the title.

Kim commented on racing Melges 32's prior to the regatta "The racing is unbelievably close and tactical, yet you get some of the best downhill rides around which most tactical classes don't offer. The ease of getting the boat to and from major regatta's on the trailer means you don't end up spending valuable time and money on deliveries. The Melges 32 is one of the most responsive and fun sailing boats, it's just plain 'addictive'."

The Championships kicked off on Friday afternoon with two races on Pittwater. The fleet of Melges 32's had no time for a breather during the high intensity races set by RO Steve Merrington. The shifty breeze and extremely close racing meant competitors were never really out of the race and were constantly trying to peg off the next boat or maintain their advantage; tacticians were working hard with their heads out of the boat.

Queenslander Noel Leigh-Smith Desperado from Southport YC with experienced Pittwater locals Chris Links and Jamie McPhail in the crew played the tactics card



Maxstar was always in the mix finishing third - Photo by Melges Media

well to win race one. Greg Prescott 2 Unlimited Sevenstar enjoyed the close racing and brilliant conditions that kept them thinking. "We thought the Derwent was shifty until we sailed Pittwater," said Prescott who claimed a convincing win in the second race.

Stepping off his Farr 40 into a Melges 32 for the Championships was Chris Way The Business looking fast downwind. The crew on The Business looked polished, local legend Steve McConaghy calling the shots, they led at times and were constantly pressuring the other competitors finishing the day on equal points with 2 Unlimited Sevenstar but in third place overall, Desperado 'Boat of the Day' setting the bar.

On day two PRO Steve Merrington managed to shoot off three races in around 20 knots of wind on Pittwater. Racing was super close again and wind stronger down the shorelines, making it hard for the leaders to defend their position, it kept the racing wide open as the southerly wind phased left and right as it came off the land.

>>> continue on page 32



# Melges 32 Australian Championships

16-18 March 2012, RPAYC

>>> continuing from page 31

By Tracey Walters, Melges Media



Unlimited finished second on a countback - Photo by Melges Media

Chris Way The Business had the most consistent results to date, four thirds and a second. The first time Melges 32 skipper said he enjoyed sailing his Farr 40 doing 12 knots but hitting 16 and 17 knots takes it to a new dimension. "Awesome sailing with great rides," commented Way.

Race three and series leader Desperado led around the top mark but by the bottom mark Geoff Masters Funnel Web sailed the shoreline shift and came from third to win the race followed over the line by a pack of about five boats in a nail biting finish.

Race four and the majority of the fleet hit Long nose, Lake Macquarie boat Breezin lost places following their decision to go to the right on the run and Desperado struggled with jib problems upwind. Maxstar was in her element and looked very composed and focused around the course-winning race four.

Maxstar was always in the mix in race five and managed to take advantage of a gybing decision at the top mark to steal a win from Tasmanian Greg Prescott. 'Boat of the Day' was awarded to Maxstar who headed into the final days racing in first place.

It was a tough day at the office for the final day of racing off Palm Beach. Winds of 25 plus knots, averaging 18-22 from the South, South West and a confused seaway provided conditions for plenty of thrills and spills and exciting rides for the final three races.

Geoff Masters Funnel Web and his crew had an awesome day racing in the swell "it shows how truly exciting these boats are, the courses were a little longer but you just eat it up downwind," said Geoff. The trimmer Stuart McCuaig blew up two blocks and a winch handle and still managed to carry the big kite doing 19 knots of boat speed.

The crew on Breezin said it was like going down a mineshaft after they put the brakes on downwind and spectators could see daylight between the rudder and keel. The crew will take full advantage of a day's coaching they won as a prize offered by professional yachtsmen Darren 'Twirler' Jones.

With the racing tight, Noel Leigh-Smith Desperado finally won the Australian Champion 2012 title after a downwind incident with Maxstar was settled in the protest room. Maxstar was blown out of race eight and had to carry a fourth moving them back into third place overall on equal points with 2 Unlimited Sevenstar, taking second place on a countback.

Jamie McPhail tactician aboard winning yacht Desperado said "we had a nice speed edge over the other boats to windward, the right was favoured and we made the best use of it." Noel Leigh-Smith commented that "it was a great day of offshore racing." Noel sailed with his crew Jaime McPhail, Chris Links, Jabin Crisp, Grant Meredith, Josh Torpy and his son Ben.

With professionals like Twirler, Steve McConaghy and Chris Links involved in the class and Australian sailing coach Mike Fletcher working with the Funnel Web crew, the standard of the entire fleet will continue to grow.

Overall, all competitors had three days of quality one design racing in varied conditions. Thanks to race officer Steve Merrington and the RPAYC sailing office for another great regatta.



Desperado victorious in the Melges Nationas - Photo by Melges Media







# Beneteau Pittwater Cup: Definitely not the America's Cup

By Lisa Ratcliff/OCC



Adios - Photo John Curnow



Bushranger - Photo John Curnow

The Beneteau Pittwater Cup sailed on Saturday 28 April 2012 attracted 31 class yachts of various sizes to the annual Sydney northern beaches fray.

Two Beneteau's were so keen to make the start line there was a port/starboard incident prior to leaving the dock and eventual spinnaker division winner, Gerry Hatton's First 40.7, *Bushranger*, pulled up fenders and left the Royal Prince Alfred Yacht Club minus a headsail.

"We took about 300 kilos of cruising stuff off the boat, but we were so keen to get to the start we realised we'd taken the sails off as well and had to go back," confessed heavyweight tactician Michael Fountain.

He attributed their win to the combination of "a light boat and a good start with new sails, which saw us basically able to stay in front of the pack for most of the race.

"While they were fighting it out behind us we were in clean air having a great match race with *Le Billet*," added Fountain. He also paid tribute to owner/driver, Gerry Hatton, for being "good enough to concentrate for two and a half hours in tough conditions."

The fleet set off upwind from their start line near Scotland Island to Lion Island in an 8-10 knot northerly, which spun from the north west through to north east and back again.

The non-spinnaker division led the charge up to Lion Island, John Dorling's First 40.7, *Adios*, doing just that, farewelling its contemporaries.

"We put our win down to a great start, and being able to pick the shifts up the first work. It was a typical day on Pittwater with big holes," said Dorling, who also sails *Etchells* on Sydney Harbour.

"I thought the winner had to have a sponsor on board so I don't know how we got the trophy," he joked.

Three Beneteaus were hammered at Lion Island, Bob Southerton's First 50, *Bulrush*,

Brendan Hunt's First 42s7, *Agnes*, and David Mason's *Wauquiez 45*, *Europa*, parking up and being forced indignantly to watch the fleet sail by while they sat in the no-go zone of outgoing tide and NW versus NE wind.

With the breeze on the way out, Beneteau's Pittwater agent, Shane Crookshanks, made the sensible call to shorten the course, adopting a somewhat non-traditional method of finishing a race fleet by cruising up through them calling out from his Beneteau powerboat.

Crookshanks had more to add to this version of events, "the word is that some fridges were running low so a few boats motored home early to get the good parking spots. This would have been very bad for crew morale."

Mark Waterhouse and Mark Tinworth's First 44.7, *Le Billet*, was declared line honours winner in the spinnaker division while Dorling and his crew collected the double, the non-spinnaker line honours and overall divisional win.

Proudly and with a full fridge, Richard Fleck's *Oceanis 37*, *Scuffy*, was the last boat to finish the nine mile course on an overcast but mild Sydney autumn day.

That evening at the Royal Prince Alfred Yacht Club, yachting supremo Rob Brown emceed the traditional après function and presentation of trophies to divisional placegetters and awarding of novelty prizes.

## Results spinnaker

- 1st First 40.7 *Bushranger*, Gerry Hatton
- 2nd First 40 *Alibi*, Barry Jackson
- 3rd First 44.7 *Le Billet*, Mark Tinworth and Mark Waterhouse

## Results non-spinnaker

- 1st First 40.7 *Adios*, John Dorling
- 2nd First 40.7 *Mutley*, Barry Irwin
- 3rd *Oceanis 50* *The Waughship*, Barry Waugh

Thank you to all the sponsors who provided fabulous prizes to the Beneteau crews: JL Lennard, Zanussi, Sunzapper, Club Marine, Wild Oats Wine, Covervision, Raymarine, Skipper a Clipper, European Yacht Services, Sailtime, Harken, North Sails, Lewmar, Quantum Sails, Bob Sims Diving, Hood Sails and the RPAYC.



# Nina, Dan and Liesl - Our Olympians

By Damian Devine



Nina Curtis, left, holds the Aussie flag on the podium after winning gold at Skandia Sail for Gold 2012  
photo courtesy of OnEdition photography

Since 1964, the RPAYC has had a representative in sailing at every Olympic Games, a fact that pays testament to the quality of competitive sailors at the club. For London 2012, it will be Olympic debutante Nina Curtis in the Women's match racing along with Dan Fitzgibbon and Liesl Tesch in the Skud 18 Class in the Paralympics.

At the recent Skandia Sail for Gold Regatta in Weymouth, the venue for the 2012 Olympics, Nina Curtis won gold in the Women's match racing with team mates, Olivia Price (skipper) and Lucinda Whitty (bow) whilst Dan Fitzgibbon and Liesl Tesch picked up the bronze. This is a great form guide leading into the Olympic Games.

Nina and team have also recently competed in Sweden at the World Championships where they finished just one spot and one win out of the semi finals.

24 year old Nina has been a member of the RPAYC for 10 years. Her four year Olympic journey started in 2008 when was selected in a squad of 20 making her way through four years of grueling competition and training to be chosen for the Australian Women's match racing team. This is the first time that Women's match racing will be held at an Olympics. Nina sent this letter in recently and sums up her Olympic aspirations perfectly.

## A letter from Nina Curits

"I am currently sitting in a hotel room en route to a very wet cold city that has become the centre of my universe over the last four years, Weymouth. Its less than three weeks to the Olympic games and I am preparing myself for the biggest battle of my life to date.

On reflection the last four years has been a fantastic journey. In 2008 I was selected in the initial Australian Sailing Team match racing squad and I have been competing both with and against some of the most talented female sailors in Australia ever since. Over time, selections were made and it has been heart breaking for me to watch friends and very talented sailors whom I have a lot of respect for get cut from the squad. This is how it goes in competitive sport, I did my best to focus on the sailing and tackle each combination and challenge as it came.

I started this year in a relatively new combination with Olivia Price on the helm and Lucinda Whitty on the bow. We had had some success in 2011, however, it was at the Miami World Cup event this year that the team really clicked and we came away with the silver medal. We backed up this with a Bronze medal in the Palma World Cup.

So I packed my bags for the final time in mid May for the last haul before the Olympic Games. We sailed for 31 out of 35 days, when we weren't competing we've been training very hard. We have a system on board our boat and it has taken time for us to develop it

and test it under the pressure of competition. We spent a week with Perth match racer Torvar Mirsky and some time against our Dutch training partners. It has been exhausting but very rewarding to watch the team's improvements.

To cap off this block of sailing we won the 'Sail for Gold' regatta, the final world cup of 2012. To win a gold medal in the last event in the Olympic arena before the Olympics was a result we are extremely proud of. Our goal however is to win a gold medal at the next event, the Olympic Games, and this result did not distract us from that goal, we were back on the water the very next day training.

Weymouth is a challenging place to sail with a massive variation of wind and sea states; it will be the team that can cope with a range of conditions and the pressure that comes with the Olympic Games that will be successful. Currently the USA team is in strong form and has been for the last year, the French team is also consistent and the Finnish team recently won the World Championships. Results have been mixed in the lead up and it will be the teams that can perform the best in Weymouth's tricky stage under pressure that will take away the medals.

**I would like to mention here, that I feel very lucky to have the support of RPAYC and its members. As a Youth Development graduate, I have been lucky enough to be coached by the best and exposed to some of the best sailors Australia has to offer. I was also lucky enough to be supported by RPAYC IYF funding schemes in my early years, without this I would not have been able to get my sailing dream off the ground.**

**I am a very proud Pittwater girl; it is a true honor to be representing my club, my waterway and my country at the Olympic Games. I promise to do RPAYC proud and give the next few weeks my best performance possible."**





### Nina's Recent Performances

- 5th 2012 ISAF World Championships, Sweden**
- 1st 2012 Sail for Gold Regatta (Weymouth, UK)**
- 3rd 2012 ISAF Sailing World Cup (Palma, Spain)**
- 2nd 2012 ISAF Sailing World Cup (Miami, USA)**
- 8th 2011 World Championships (Perth, Australia)**
- 3rd ISAF Nations Cup Grand Final (Sheboygan, USA)**
- 5th Weymouth & Portland International Regatta (Weymouth, UK)**

### Interesting Facts

- Nina Curtis rose to prominence in 2009 as a part of Nicky Souter's World Champion match racing crew alongside London team mate Lucinda Whitty.
- After being introduced to the sport as a toddler by her parents, Curtis began competing at age eight.
- Following her World Championship victory, she won the 2010 Australian Female Sailor of the Year award after also claiming the prestigious Skandia Sail for Gold World Cup regatta and again in 2012.
- Curtis began sailing alongside skipper Olivia Price and crewmate Lucinda Whitty in 2011. The trio were selected to compete for Australia at the 2012 Olympics test event in Weymouth where they finished 5th. They then placed 8th at the 2011 World Championships in Perth, before going on to claim 2nd and 3rd in Miami and Palma de Majorca in early 2012.
- Curtis competed in two Sydney to Hobart races in 2007 and 2008 and has also won several yachting championships in fleet racing and ocean racing.

### Dan Fitzgibbon and Liesl Tesch

Dan has been a member of the RPYC just under three years after moving to the Northern Beaches from Brisbane to focus on his quest for Gold at the 2012 Paralympics. Dan was awarded the 2011 RPYC Club Yachtsman of the Year. He has raced sailboats his entire life and continues to do so, despite a sailing accident that left him a quadriplegic.

After his accident, Daniel returned to his passion and won the 2004 Disabled Sailing World Championship in his class, showing his drive and determination to succeed. He went on to be named the 2004 Australian Sailor of the Year with a Disability.

Daniel's dream of winning Paralympic medals came true in Beijing where he won silver in the Skud 18 with Rachael Cox. For Daniel, silver wasn't enough. "Being on the podium (in Beijing) was awesome, seeing the Australian flag was great but hearing the American anthem was terrible," he said. "It was an empty feeling and that's spurred me on to make it our moment. We're really focused on winning Gold. It would be great to see the Australian flag flying and the anthem being played in Weymouth 2012."

Daniel is now paired with five-time Paralympian wheelchair basketballer Liesl Tesch who has won her share of medals with two silver and a bronze and among

the most decorated and respected members of the Australian team.

After seeing her in a documentary on the 2009 Sydney to Hobart, Daniel contacted Liesl about a sport swap and the pair began training in early 2011. Less than a month later, they went on to win their first ever competition together at the Sailing World Cup in Miami. Two World Cup gold medals and two World Championship bronze medals later suggest they will be tough to beat in Weymouth.

Capping an amazing first year of sailing for Liesl and Daniel, they were named 2011 Australian Sailors of the Year with a Disability. They qualified to represent Australia at the 2012 Paralympics following their silver at the 2011 Skandia Sail for Gold World Cup event and bronze at the 2012 IFDS World Championships.

Before changing to sailing, Liesl piloted the Gliders to silver medals at Sydney 2000 and Athens 2004 and bronze in Beijing 200 which has only inspired Liesl to continue her dream of gold through sailing. By the end of her sporting career she hopes to have a Paralympic medal in every colour.

Dan and Liesl have been training extremely hard in the lead up to the Olympics most recently on Pittwater.

### Dan and Liesl's results in the Skud 18 class for the past couple of years are:

- 1st 2011 OCR World Cup event, Miami**
- 1st 2011 Sail for Gold World Cup event, Weymouth**
- 3rd 2011 World Championships, Weymouth**
- 2nd 2011 Sail Melbourne**
- 3rd 2012 World Championships, Florida**
- 1st 2012 OCR World Cup event, Miami**
- 1st 2012 Access World Championships, Sydney**
- 1st 2012 SOF World Cup event, Hyeres, France**
- 3rd 2012 IFDS World Championships, Florida**
- 3rd 2012 Sail for Gold World Cup event, Weymouth**

We wish Nina, Dan and Liesl the very best in their quest for Gold at the Olympics.



Dan Fitzgibbon & Liesl Tesch share another podium finish





# Return of the Couta Boats

By Bruce Stannard

*The Alfreds is now home to the biggest fleet of Couta Boats outside Victoria. Five of these splendid gunter-rigged open boats now race regularly with the club and there is every indication that more are on the way. Bruce Stannard reflects on the colourful history of the Couta Boats and the bright prospects for their future in Sydney.*



Mick Morris, Cariad - Photo by Damian Devine

The Alfreds is now home to the biggest fleet of Couta Boats outside Victoria. Five of these splendid gunter-rigged open boats now race regularly with the club and there is every indication that more are on the way. Bruce Stannard reflects on the colourful history of the Couta Boats and the bright prospects for their future in Sydney.

Although Couta Boats are uniquely associated with Victoria's historic fishing ports like Queenscliff, Port Fairy, Portland, San Remo and Lorne, few realise that the handsome gunter-rigged boats also have had a long and illustrious association with racing on Sydney Harbour – one that goes all the way back to the 1880s. It was the prominent Sydney businessman and enthusiastic sailor, Mark Foy who brought the first Couta Boat north to the Harbour. Foy's father had been the lighthouse keeper at Point Lonsdale and he had grown up watching the Couta Boats braving the treacherous tidal waters of The Rip. Foy was in Melbourne attending the Centenary Regatta on Port Phillip Bay in November, 1888 and there

he closely followed the outcome of the race for fishermen's boats exceeding 25 feet. He was deeply impressed by the astonishing speed shown by Charlie Miller's Queenscliff Couta Boat Mayflower which had won the race easily. Mayflower was so obviously superior to every other boat in the event that on the third day of the regatta she was invited to take part in a special match-race against the crack Sydney open boat Aileen. At stake was a purse of £50. In today's money that's the equivalent of \$5,000.

According to a report in The Australasian newspaper, "The Aileen, which was sailed on the Sydney principle of live ballast, carried 13 hands, whilst the Mayflower was steadied by dead ballast, which her crew was not permitted to shift. The Aileen took the lead at first, but was soon passed by the Mayflower."

Speed under sail was of the utmost importance to the Couta Boat fishermen because once their two-man crews had caught their quota of Barracouta (the





staple of Melbourne's fish and chips trade) they were obliged to fly home as quickly as possible to secure not only the best place at the jetty but also the best price for their fish. Their lines had therefore evolved to reflect both good sea-keeping qualities and extraordinary sail-carrying power.

Mark Foy was so impressed with the *Mayflower's* racing ability that he bought the traditional Queenscliff boat on the spot and had her shipped back to Sydney where he renamed her *Kananook*. Foy soon learned there was a special knack to sailing the clinker-built Couta Boat with its standing lug rig and after several unsuccessful outings on the Harbour he swallowed his pride and called for the help of Harry Hoppen, a wily, weather-beaten couta fisherman from Queenscliff. Hoppen, a natural sailor who understood the boat instinctively, soon had her winning. *Kananook's* continuing success soon encouraged other yachtsmen to follow Mark Foy's example in buying the fastest Couta Boats and shipping them up to Sydney. In 1914, Sydney Amateur Sailing Club member Oscar Backhouse brought the 28ft Queenscliff Couta Boat *Dawn* and raced her with great success on the Harbour until 1938.

In the second decade of the 20th century the Sydney Amateurs had a large number of half-decked centreboard vessels on its register. SASC members Fred Lomar and Walter Dendy (who was then General Manager of the Port Jackson and Manly Steamship Company) had two of these boats constructed by Balmain boatbuilder James Hayes. In an article published in the *Sunday News*, Dendy (under the nom de plume Ben Bobstay) wrote that the boats were "renowned for their handiness, speed, seaworthiness and comfort for cruising." "What is not well-known," he added, "is that they were "built on the lines of the Queenscliff fishing vessels."

In 1919, interest in the Couta Boats was further aroused with the appearance of the Charlie Peel designed *Native*. In 1914 Peel had moved from Melbourne to Sydney where he took up the position of foreman at the famous Hayes yard at Balmain. The *Native* had enjoyed outstanding success in racing with the Hobson's Bay Yacht Club before she was bought by Walter Dendy for racing with the Amateurs. Peel continued to work with Charlie Hayes until his return to Melbourne in 1927. It was a period in which the Hayes yard turned out many of the Amateurs' popular 25ft centreboarders and Fred Lomar's 28ft centreboard coachhouse cruiser *Sea Belle*, later to become famous as *June Bird*.

Although the basic Couta Boat was very successful at racing, it seems that SASC members in the 1920s also expected their boats to be comfortable cruisers as

well. Many of the Couta Boats were therefore given coachhouses while their centreboard cases were removed and replaced with lead keels. These modifications were made to the *Native* when she was converted to a cruiser in 1921. In the same year, Walter Dendy took delivery of *Sea Bird*, a new Couta Boat from the renowned Melbourne designer and builder J.B. Jones. She soon went through the usual Sydney modifications, the addition of a low-slung coachhouse and a hefty lead shoe on her keel. Within a year Dendy ordered another Jones-built Couta Boat named *Salacia* and in 1922 yet another he named *Sea Rover*.

Dendy continued his almost obsessive practice of buying and selling Couta Boats. In his 27 years with the Amateurs he owned no less than 33 boats. At the club's AGM in 1924 he presented a lantern-slide lecture in which he extolled the virtues of the Queenscliff Couta Boats. When he eventually gave up sailing to concentrate on building the Manly ferries *Dee Why*, *South Steyne* and *North Steyne* on the Clyde and steaming them out to Sydney, his driving impetus went with him and no new Couta Boats were built for the Sydney market.

Although the existing Couta Boats continued to race successfully on the Harbour for many years, the shape and style of the SASC fleet began to change with the introduction of Bermudan rig. Two of those early Couta Boats, *Salacia* (later renamed *Nyria*) and *Sea Rover* are still with us, although sorely in need of urgent restoration. Now, a new generation of Couta Boats is making its presence felt, not on the Harbour, but on Pittwater where a fledgling fleet of five race in their own division at The Royal Prince Alfred Yacht Club. These were the beautiful boats we saw at the Old Gaffers Regatta.

They were all designed and built at Sorrento by Tim Phillips' Wooden Boat Shop. Tim is the boat builder who is primarily responsible for the extraordinary revival of the Couta Boats in Victoria. His passion for traditional fishing boats has sparked an almost evangelical fervour among Victorian sailors, so much so, that more than 180 of these beautiful boats have now been restored or newly built in and around Port Phillip Bay. It is an unforgettable sight to see fleets of up to 60 Couta Boats racing neck and neck in the regattas that now go on throughout the year. In the fullness of time, it's hoped that similar fleets might be seen in New South Wales waters. Mick Morris, who races his boat *Cariad* with the Alfreds, believes that the Pittwater fleet will double in size by the year 2020.

Two of the Pittwater boats are owned by syndicates who share the cost of construction and maintenance and also enjoy the shared fun and camaraderie of racing together.

We don't know what Mark Foy paid for *Mayflower* back in 1888, but the "sail-away price" offered by Tim Phillips for a newly-built Couta Boat is \$130,000. Not bad for a custom-built 26 footer with a 10ft beam that comes complete with all spars and sails and a compact 15 hp Yanmar diesel discreetly tucked away beneath the cockpit sole.

"My Couta Boats are built with exactly the same traditional techniques that were used in the 19th century," Tim said. "We believe it is vitally important that we retain their historic integrity. That's one of the great attractions in a Couta Boat, the sense of being an integral part of a heritage that goes all the way back to our beginnings as a maritime nation."

For further details on Couta Boats visit [www.woodenboatshop.com.au](http://www.woodenboatshop.com.au)



Tenacity - Photo by Damian Devine



# Cruising Report

By Rob Starkey

Each month RPAYC members meet for an informal and relaxed evening to share cruising experiences, cruising plans and cruising knowledge. At our First Friday in May we participated in two important events.

The first was a presentation by Chris and Suzanne Daly, sharing their blue water adventures, a circumnavigation of Tasmania in particular the trip down the Tasmanian west coast. This adventure is an excellent example of what coastal cruising is all about. The information on preparation, planning and explorations were supported by their excellent images.



Maurice Byrnes

At the same First Friday evening, we farewelled two very special and close friends, Maurice and Val Byrnes. Maurice served as Vice Commodore Cruising from 2002 to 2006 and Rear Commodore Cruising 2008 to 2012. During this period Maurice, with support from Val, has been one of the mainstays of Cruising at Alfreds. We will miss Maurice and Val and we look

forward to their return to Alfreds in the near future as they refocus on sailing.

## So what is Cruising?

In an environment where participation in sailing clubs, and clubs in general, is declining there is one sailing activity with demonstrated potential for growth, and that is cruising. It is an activity made available by our Club for all members. Supporting our cruising program is the Rear Commodore Cruising assisted by the Cruising Committee, a group of experienced off shore cruising sailors.

At The Alfreds, cruising is firstly the development of cruising knowledge and cruising skills and mentoring cruising confidence, be it estuary or off-shore. We enable the cruising community, drive on water participation, build knowledge, skills and confidence, while delivering an affordable, enjoyable and safety conscious cruising program to all members.

Knowledge development and skills development is about cruising seminars, including topics such as navigation, diesel maintenance, health care and many more. Our knowledge base of cruising seminars is a by-product of Coral Coast 2011 Rendezvous Cruise and the envy of many sailing clubs.

Our cruising program is targeted at all members and include ashore activities, such as our First Friday meetings, local estuary cruises, short coastal cruises along the New South Wales coast and long coastal cruises to adventure locations such as the Whitsundays and beyond.

We welcome all RPAYC members to participate in this wonderful adventure of camaraderie and exploring new and interesting anchorages along the east coast, sometimes estuary and sometimes further afield and tropical.

## Coastal Cruising

**Some blue water cruising experiences over the last 12 months.**

### Coral Coast 2011

In organising Coral Coast 2011 we intentionally wanted to get out of the box and do something that would appeal to a broader set of members, so we hatched a



It must be five! Happy Hour on Scawfell Island photo by Jim Cormack

plan to cruise from Broken Bay to the Coral Coast over a 6 month period - some have said an adventurous and challenging task.

After much discussion it was agreed that a cruise of this scale could only work if flexible in every dimension, timing, geography and cruising company. So we developed the Rendezvous Cruise concept, now a benchmark amongst other yacht clubs.

We also recognised the need for cruise preparation development and we put in place a comprehensive seminar series with appropriate scope in subject matter (Electrical Maintenance, Diesel Maintenance, Man Overboard, Seamanship, Provisioning, Communications and Health Care) and audience (members and non-members).

In all, 22 Club boats departing Broken Bay, from 10 May through 13 August, spent on average 119 boat days, logged an average of 2560nm, the maximum log being 3,500nm and returned to Pittwater from 21 September through to 28 November.

The planned turnaround point was Dunk Island, but unfortunately it was devastated by cyclone Yasi a few months prior to our departure. Actual turnaround point varied from Whitsundays to Hinchinbrook Island to Lizard Island.

Participants were made up of 42 members, and 135 guests, most of the guests being hosted aboard *Whimaway*, how did Peter do that? The youngest participant,



Yachts in Watsons Bay - Lizard Island photo by Neil Edwards





# C R U I S I N G



Reflections, Early morning Garry's anchorage Frazer Island photo by Jim Cormack



Peter McConnell shows off his damper skills

at departure was Sophie Hallet, just 6 months.

Highlights of the cruise were numerous ranging from crossing the notorious Wide Bay Bar for the first time by many only to find their Cruise Co-ordinator had selected a calm crossing day entering Lady Musgrave Lagoon and experiencing the tranquillity and beauty



Neil Edwards Yellow Fin Tuna

of the Great Barrier Reef lagoon, the tranquillity and beauty of Hinchinbrook Island, it is like visiting the South Pacific and it is right here in Queensland: and finally the best mackerel fishing of all, trolling from your tender in Goldsmith Harbour, thank you Neil, the master fisherman.

### Cruising experiences included:

Discovering new cruising locations such as beautiful Hinchinbrook Channel, Lizard Island and Magnetic Island; building life-long friendships, some with friends we knew and a lot with friends we had no idea we knew. The many walks on Queensland Islands several led by our one and only Donna, the many seamanship lessons, weather, anchoring, how to wait patiently in a safe marina, the amazing wild life including whale birthing and lastly the beautiful Queensland sunsets as we enjoyed 5s each day with friends under the stunning Queensland sunsets.

A beautiful and fantastic experience. I invite all members to consider the next Coral Coast adventure.

### Christmas

The plan was Lake Macquarie, a favourite Christmas location as it offers such fantastic sailing on flat water with great winds, many safe anchorages and beautiful parks.

However we must wait as the Swansea channel once again silted up to a shallow depth of just 1.1m. So plan B went into action and the fleet sailed all the way to Bobbin Head, parks walks and safe anchorage and great time for all.

### Easter

We had been trying to get out of Pittwater for a blue water cruise for months - and for years for an Easter Harbour Cruise - and we finally did it. What a great Easter weekend it turned out to be with great sailing and many enjoyable activities while in the Harbour.

A total of 12 RPAYC boats and 14 couples anchored in Lane Cove River after arriving in the Harbour on Friday and three of these were first time out of Pittwater. All enjoyed the sail and the great time Jim and Clem organised for us over the weekend.

We monitored the constantly changing weather forecast closely for the week prior to Easter. By Wednesday evening it was apparent there would be a soft to moderate northerly on Friday and a moderate southerly on Sunday and or Monday, with some strong weather in between and following.

We had a safe window to get to the Harbour and a two day window for the return. On that basis the Cruise Coordinator declared the cruise on and we set sail at 1000 hrs Friday. The sail south was in a rather light north easterly with a combined sea and swell of 1.5 to 2 metres at about 10 seconds. This meant we had a motor sail down in comfortable conditions, sun wind and swell.

Two of the more experienced fleet returned on Sunday in a 15 knot north easterly. The remainder waited for the great sailing conditions of Monday. Very early Monday we had a southerly change come through and so we followed the change up the coast, a 15 to 20 knot south westerly with less than 1 metre combined sea and swell. It was a comfortable beam reach all the way home with full main and headsail, most boats experiencing 8 plus knots over the ground. All boats rounded Barrenjoey within 30 minutes of each other.

While in the Harbour we had the very first ever First Friday away, at the Woolwich Pier Hotel. In all there were 43 attendees, some having sailed while others drove. It was a great social evening and a pleasant environment. All agreed we should have similar First Fridays away from time to time.



Clear waters of Lady Musgrave photo by Peter McConnell





# C R U I S I N G

Saturday was a lay day for the fleet anchored in Lane Cove River as the weather threw its weight around. A group explored local bays during a long morning kayak before the change came through. On Sunday we motored over to Rozelle Bay, had a great walk into Darling Harbour, returning via the magnificent harbour front. We completed the day with a huge seafood lunch aboard Nirvana's Kitchen. Early Monday the fleet set sail for a most enjoyable passage home, sail only, just fantastic.

## Estuary Cruising

We have enjoyed regular local estuary cruises to varying destinations throughout the year. Many thanks to all those who have coordinated these events and particularly to those 'newer' members who 'put their hand up' to get involved and led a weekend away.

Not been to a local estuary cruise? - and wondering what goes on! - It is great to have so many new members - and not so new members - taking an interest in joining the cruising activities at our Club. Just in case you are wondering what happens on a local estuary cruise here are a few details.

Unless the weekend is called a Rally we sail to the destination in our own time arriving at any time on the first day - but generally before 4pm to 4.30pm if possible. There is always a get together over a few drinks that evening and you will be advised of the location by the Cruise Co-ordinator when you arrive or soon after. At drinks you should bring your own glasses, drinks, nibbles etc. If you do become a 'host' boat you are not expected to feed people or provide anything - people bring whatever they need. Other activities at a weekend away may include:

- a 'pot luck' dinner (when you take 'pot luck' with your dinner companions and the food that everyone puts in the middle of the table - this is usually arranged 'out of hat' or organised in some random way!
- a morning tea gathering - again BYO unless advised otherwise!
- a kayak tour
- a dinghy exploration
- or anything else that anyone wants to organise!

Some locations have lots of moorings - eg Refuge or America Bay - and others have just a few moorings such as Smiths Creek. You should be prepared to anchor having due respect to those already anchored or moored. Boats head home in their own time on Sunday, often after sharing casually arranged morning tea with others. Some may stay on for an extra evening if they are lucky!!

## The Year Ahead

We will build on a solid base of knowledge, and experience provided by previous leaders and deliver a program of activities and benefits targeted at all RPYC members.



Rendez-vous on board Windsong at Orpheus Island photo by Jim Cormack



Cariad at sunset in Cid Harbour Whitsundays photo by Tim Starkey

The foundation will be a clearly defined Cruising Strategic Plan of mission, vision, goals supporting an operational plan.

Our Goals include:

- Cruising community development
- Increased cruising participation
- Cruising knowledge and skills development
- A program of cruising activities for all members
- Increase and promote awareness of safety when cruising
- Member satisfaction

Our operation plan for the coming year will be based on this strategic plan and will include three main tenors; activities that will attract and reward new participants; continuation of our cruising seminar series and a cruise program including a broad spectrum of cruising.

The cruising program will continue estuary cruising and include more coastal cruising, 3 day to 7 day events such as the Harbour and Newcastle and surrounds, 3 week events to the Clarence River and should there be demand, another Coral Coast adventure.

We are looking forward to welcoming members as they increase their cruising participation and in some case cruise for the first time. We also look forward to engaging with all members to better understand their cruising needs and preferences.



Mud crabs Hinchinbrook Channel photo by Neil Edwards





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# Thailand - not only about Massage and Tattoos

By Trevor Joyce



This can only be Thailand

Thailand is not only about massage, tattoos and cheap gear, although there is ample opportunity to procure all that too! The further we sailed from Phuket on the Phuket to Langkawi Yacht Rally in January the more we found the 'off the beaten track' snorkelling, fishing and island life suited our taste.

I still think it was worth calling in to Phi Phi and Railay if only to re-assure ourselves that what we found in Lanta, Bulone, Tarutao and Ko Lipe is the best that Thailand has to offer. The pace of life, friendly, welcoming people and clear waters are all there but thankfully the crowds are not and the people who have discovered these more remote places seem more caring of the environment and protective of the beautiful sand beaches and simple life style.

The sailing and racing was never too strenuous and the weather was perfect for enjoying the warm waters of the Andaman Sea. This was lucky as all the going ashore is by dinghy and we did have damp to wet clothes after some of our less elegant landings in small shore breaks. January is far and away the best time though because the prevailing wind direction is from the shore. Each transit day a 'race' was called and if the wind stayed in so did the racing but the catamarans are built for comfort and the racing was just an added incentive to move on when we may have become too lazy to do so. The rally program allows time to relax and enjoy each landfall, sometimes with several 'lay days' together.

We counted ourselves lucky to be staying on board yachts, free from the heat of the mainland and free to move at will. The excursions ashore to go elephant trekking, collect provisions, enjoy a meal or a cocktail as we watched the sunset were relaxed and fun, but only made coming back on board to lie out stargazing from the cool of our trampoline even more precious.

Leaving the populous Phi Phi area we made land fall at Kantiang Beach, Lanta. Part of the main land but not easily accessible it has retained the "island" feel of

remoteness. From here we organised a van to take our group to Old Lanta town. Originally settled by sea gypsies the town is now shared by Chinese who have settled side by side and taken over the merchant roles in the town. The ATM was a surprise in this tiny out of the way community but the notice advising that it only worked when there was power was not.

We wandered in the town buying a few local crafts and visiting the small Buddhist shrine then gathered again for the van to take us to the elephant trek which was part of the deal. Happily surprised by the experience and the obvious bond enjoyed between the keepers and beasts, this was also an opportunity to help the local elephant population to survive in these times when their work load is shrinking. I put my cynicism on the back burner and went with the flow, even joining the joy of watching the baby elephant show off his tricks.

This out of the way little Kantiang Beach area has some modest accommodation but also boasts a serious resort for a luxury overnight stay (or longer if your budget can stand it). The accommodation ranges from spacious villas with pool, to beach rooms all set in 100 acres of jungle. The welcome we enjoyed here from the manger Franck was genuine, as he proudly showed us the resort and later joined us for a stylishly served lunch overlooking the pool.



Ko Lanta elephant safari

Northern European families have found their way to the simple beach accommodation at our next lunch stop in Bulon. Here we were welcomed into the canteen-style restaurant where we ordered lunch from the happy Thai staff. It was one of the best meals we had on the trip. As usual all freshly prepared, quickly cooked and served with a huge smile. The white sand beach stretches out and families swim in the warm safe water at a time when Europe is in the dead of winter. It was an effort to leave after lunch and we could happily have rented one of the beach bungalows and settled in there too.

No rest for the wicked so it was on to Tarutao. Tarutao is mostly a reserve now



# C R U I S I N G



Ko Lanta resort overlooking Kantiang Bay



Moored close to the beach Ko Pak Bia

but the island once housed a penal colony until WW11 made it impossible to supply the far flung prison and the staff and inmates turned to piracy to survive. Here we moored off and went ashore by dinghy then took a long-tail up the river to the crocodile cave. There are also walks to be done on the island, but Ko Lipe awaited us with the allure of “the best diving and snorkelling “in the Andaman Sea.

It did not disappoint but Ko Lipe is better known and we were fearful that the pristine snorkelling so accessible from the shore might not survive the long-tail traffic taking tourists to and fro. The bakery here has the most delicious pastries I have ever eaten anywhere!

The resort option in Lanta was not the only five star experience we enjoyed on the rally. The Datai on Langkawi nestles in ancient rain forest and is practically invisible from the bay. The dinner ashore in the famous Gulai House Restaurant is part of the package, and the Mulligatawny soup we had to begin the meal was only the precursor to a fabulous meal in this justly famous restaurant.

The final nights of the rally were spent in luxury at the Sheraton Beach Resort after leaving our yachts in the marina at the Royal Langkawi Yacht Club. This friendly resort is close to the airport and the cable car which tops of the legendary mountain, Gunung Mat. The cable car offers panoramic views over Langkawi, neighbouring Kedah province and beyond to southern Thailand. On a fantastically clear day we made the journey up the 709 meters covering a total of 2.2 km at an incline of 42 degrees. The top station has two viewing platforms from which to look back on the rally route with a different perspective.

Our final night dinner and prize-giving was a slap-up affair in a private dining room overlooking the bay.

Yes we had massages and scrubs and spa treatments



Local transport to the market Ao Nang, Krabi

along the way – but I left the tattoos for next time.

The RPAYC cruising fraternity have a rally on the drawing boards for January 2013.

Contact Mariner Boating Holidays [info@marinerboating.com.au](mailto:info@marinerboating.com.au) for more details.



Railay Beach, Thailand





# Centreboard Report 2011-12 Season

By Rear Commodore Cameron Edwards



The 2011/2012 season has been a busy season for all our centreboards sailors, with extensive representation across various classes at local and all the way to international events.

At the club level, it has been a nice season. Unfortunately the weather wasn't always on our side, with a noticeable lack of regular North Easterly's. But I must commend all our

race officers and volunteers for battling through the tricky conditions and getting some great racing underway every Sunday. Our club racing is only made possible with the help of many volunteers to run and support the racing, I cannot thank our volunteers enough for their hard work in supporting our sailing.

This season also saw a great boost in numbers to our green fleet (learning to race) participants, and this is greatly thanks to the work of our club coaches and the sailing office identifying the issue of retention of numbers out of the Tackers programs, and then coming up with the solution of offering guidance to the parents of sailors about what the next step is (buying your kids first centreboard boat can confusing with so many options around) – what kind of boat to buy, where to buy, etc. A simple solution, but one that is showing such brilliant results.

I look forward to this coming Ice Breaker series where hopefully we'll see our new green fleet sailors mixing it up with our open fleets.

There were countless regattas held up and down the east coast across all classes, and I can proudly report that at most major regattas (especially youth events) the club was one of the most highly represented, and our sailors also produced some incredible results to match. Keep reading for reports of our various classes and sailors.

On the international circuit, RPAYC is showing it's class with Jason Waterhouse edging closer to his Olympic dreams in the multihulls, Rob McMillan taking on the Finn fleet at various events around the globe, and the Crawford brothers are proving a strong force as they compete in the 470 class currently on the European circuit.

Sunday 20 May saw the Ice Breaker series kick off to keep us on the water over the cooler months and lead us into the coming season. I'll look forward to watching the continuing progress of our sailors as they make their way through various classes. Again, I cannot give enough thanks to all of our volunteers, without them centreboard sailing would just not be possible.

See you on water!

# Optimist Report 2011-2012

By Sally Colley

It has been a busy and rewarding year for RPAYC Optimist sailors. With a supportive parent base we have travelled to 11 external regattas (in Australia) and have usually been the largest represented club! Well done parents and sailors, have Opti, will travel!!

With some excellent winter training last year run by Traks Gordon and Ashlie Lane we headed up to QLD in July with the largest group of Opti sailors in the country! It was a great regatta with over 80 competitors and RPAYC had Jim Colley and Alec Brodie in the top 10.

The NSW Youths at Lake Illawarra in September was our next major association regatta and again RPAYC had the largest representation. This was a tough regatta, with 25 knots plus on the Sunday, so many of our younger sailors did not compete and thoroughly enjoyed the dry movies! Alec Brodie sailed consistently in all conditions to win the regatta and was also awarded the sportsmanship prize.

The Spring Cup run by RPAYC was the following weekend with 24 Optimists competing in shifty, light conditions. RPAYC had Alec Brodie come 2nd and Jim Colley 3rd.

Racing at RPAYC was underway by then with 10 -15 Open Optimist sailors out



Jim Colley in action at the Nationals - Photographer Andrew Gough

each Sunday as well as a growing Green fleet.

The ACT Dinghy Champs is always a great weekend away and again the RPAYC team was on the move. Once again we had the largest numbers of any club! It was a fun regatta with Jim Colley coming 1st and Sarah Beavan winning the Sportsmanship prize.





Worlds team surfing - Photographer Mark Paul



The Optimist team



RPYC Optimist teams' racing boys - Left to right: Jim Colley, Alec Brodie, Nic Andersen and Harley Walters - Photo by Sally Mayman

Sail Brisbane was cancelled in November but Jim and Sarah travelled up for the weekend regatta to gain valuable experience at RQYS before the Nationals. The team was off the following weekend to Concord for the Travellers trophy and a chance to experience river sailing and silent river cats!

Sail Sydney, held on Botany Bay in December was intended as a warm up for the Nationals, sadly the wind didn't blow but with all the on water entertainment our sailors had a great regatta anyway.

Finally it was time for the Nationals at RQYS and a trail of Optimists and RIBs were seen leaving Pittwater! There were 14 open RPYC sailors in a fleet of 118 and 4 green fleet sailors. Thanks to Traks Gordon who coached the group brilliantly, helping the sailors in their preparation, and management throughout the week.

The sailors raced in a range of testing conditions from light variable winds to strong sea breezes that brought with them awesome waves and some great rides. Congratulations to Max Paul who missed out being the 1st 11 year old on count back. (He did however win the best 11 year old at the NZ Nationals in April, a first for Australia!). Congratulations also to Jim Colley for making the worlds team, Alec Brodie and Harley Walters who made the Asians team.

Liam Beavan also won the most polite sailor and encouragement award.

The RPYC team of Jim, Alec, Harley and Nic Andersen were also runners up in the teams racing. This was a great achievement against the very competitive WA, VIC and QLD teams.

In February the famous teams racing day was held at North Bridge Sailing Club, with a well attended training day on the Saturday. RPYC had 3 teams competing and again brought home the trophy! It's the best sailing day of the year. Well done to all our sailors.

A few RPYC sailors travelled to Victoria for the States in March with some excellent results and great experiences for all.

March, we also attended the final Traveller Trophies regatta at Middle Harbour, a warm up for the NSW States. Our amazing team were all there again. The States followed with sadly little wind and lots of lumpy swell. It was again a challenging regatta where patience was rewarded.

Congratulations to Jim for winning both State events.

We had a few overseas representatives during the year with both Shaun Connor and Jim Colley competing in the Singapore Nationals 2011. They both learned valuable lessons about sailing in light wind and tide. Jim also competed in the NZ Nationals 2011 and the NZ North Island Championship. Max Paul, John-Mark Paul and Jim competed in the 2012 NZ Nationals that were held in open waters off New Plymouth. Here conditions were very windy with 3-4m confused seas, so again our sailors learned great lessons in new conditions.

Back home Traks Gordon, is developing a very enthusiastic group of green fleet sailors who are stepping up from Tackers and into racing. At least 16 budding young sailors are out every Sunday morning, showing concentration and skill beyond their years. The future for Opti sailing at RPYC is looking very strong. Thanks to Milly Bennett and Jim Colley for helping with the coaching.

Well done to Alec and Harley who represented Australia in the Asian Championships in Sri Lanka in June and Jim will be at the World Championships in July.





# Great year for RPAYC Laser sailors

By Mark Connor



Josh Dawson in action on Pittwater - Photo by Warwick Crossman

It's been a very good year for our RPAYC Lasers sailors across all three classes, with fantastic representation at all the major regattas from Victoria through to Queensland twice and further abroad to the Laser 4.7 worlds in San Francisco. It has also been a very successful season with five junior members in the Yachting NSW 'Elite training squad.'

We had three members, Milly Bennett, Max Vos & Nick Connor represent the club at the 4.7 worlds in San Francisco hosted by our sister club, Saint Francis Yacht Club, Milly finished 9th in the girls whilst Nick finished the top Aussie and 4th overall in the under 16's. These results were helped very much with a strict

training program under the guidance of Traks Gordon beforehand. Traks was also appointed the Australian team coach of 11 sailors.

Back on home shores there has been a lot of travelling up and down the Eastern seaboard with approximately 11 away regattas. Not only has our Junior division done us proud, Chris Dawson in the Masters Standard rig took out the Metro's held at BYRA, the States in Gosford and the NSW/ACT Masters held early this year in Jervis Bay.

At the Gosford States we also had Nick Connor and Chris Anderson take out 2nd and 3rd respectively in the Radial under 19's and Shaun Connor winning the 4.7's.

Our Radial sailors, Nick & Chris have been invited to train with our Australian Sailing Team, a fantastic opportunity to train with Australia's best and are both looking forward to putting what they learn into practice at the Laser Radial Youth Worlds and then the Men's Radial Worlds, to be held in Brisbane in July.

Next season is looking good already with Brodie Crossman, Shaun Connor, Chris Anderson and Nick Connor all making it into the newly formed Youth Sailing Team and Nick also getting a NSWIS scholarship.



A good year for Laser sailors - Photo by Warwick Crossman



Nick Connor, left, podiums in Victoria Youths Laser Radials



# Finn NSW State Titles

By Matt Visser



Racing gets underway in the Finn NSW titles - Photo by Warwick Crossman

The RPYC hosted the International Finn NSW State Titles over the weekend of 30 March 2012. There were 14 entries from as far as Tasmania to compete in a six race series on the Palm Beach Circle.

Race One began with a constant 5 knot westerly and a strong out going current from the left over heavy rain pushing out of the Hawkesbury. This actually pushed against an incoming tide making a one sided affair up the first beat. Anyone staying in the tidal lee of Lion Island made huge gains on the work. Rob McMillan, having just returned from a very light European Finn Championships in Scarlino, Italy was extremely fast in the light conditions to score his first win of the day with Shaun Wells second and Dirk Seret third.

We waited patiently for the sea breeze to fill in and got under way for Race Two in a lovely 10 knot Nor' Easter. The current had slowed and we ended up getting in two good races with Rob winning the second race with Shaun Wells second and Matt Visser third. Race 3 was very close with the bulk of the fleet finishing within a minute. Rob McMillan just got the bullet from Andrew Gavenlock and Matt Visser to end off a great days racing. The overall result at the end of the first day saw Rob looking unbeatable on three points with Matt Visser one point ahead of Shaun Wells and Dirk Seret, tying for third.

The Sunday started out looking like a zero sum day with the ocean resembling Narrabeen Lake without the ducks. We waited until lunch time and ever so slowly the sea breeze began to filter through to very pleasant 10 knots and beautiful

sunshine. It's in these conditions where you really find out just how beautiful these boats are to sail!

For race 3, the race committee chose not to raise the Oscar flag to permit free pumping which made the runs a little less physical than the usual frenzy! It paid heavily to the left as the Hawkesbury current was pushing the boats straight towards the mark on port tack, making it fairly easy to cross the boats out to the right. Shaun Wells was the first to capitalise and was never crossed. Second was Ian McKillop who masterly worked his way through the fleet with Ajay Rau from Woollahra SC, in a Finn for the first time, in third.

Shaun Wells kept hitting the left hand side hard all afternoon scoring two firsts to secure the series on a count back from Rob McMillan with Matt Visser third.

We would like to thank Mitch Watkins and the club race committee for an excellently run series and allowing us to race offshore.

We would also like to thank Rob McMillan and NB Sailsports for the RIB's and tee-shirts, North Sails One Design for the great prizes, James Major, Andrew McKillop, Ted Anderson and the rest of the race volunteers who did a really professional job.

If any club members feel like sailing a true thoroughbred that has remained an Olympic class for 60 years, give Rob McMillan a call on 0405 177 207 and ask for a test sail.





## 470 Report - Crawford boys aim high

By Matt and Rob Crawford



The Crawford brothers have had a busy year.

2012 has been a busy year so far, we started off in January heading for Auckland New Zealand for the 470 Junior World Championships in Takapuna and then Sail Auckland. Prior to the worlds we competed in a two day open pre world regatta which was open to all 470 sailors allowing us the chance to compete against the New Zealand Olympic qualifiers. We ended up winning the regatta which was a great confidence boost. After this we did a three day training camp. The Junior Worlds ran over eight days where we had a range of conditions from light and shifty land breezes to only one day of the usual sea breeze. There were a total of 21 men's teams from 12 countries competing, we had a mixed regatta and after leading for a couple of days in the end we came away with a 4th place. The following day we started Sail Auckland and found this regatta very tough as we had put so much energy into the Junior Worlds and had been on the water everyday for 13 days. We ended up a disappointing ninth place, however we took a lot of lessons out of this trip with the main one being how to manage ourselves over a large block of competitive sailing.

On 12 April we left for Europe for their summer season. We flew to Frankfurt where we picked up a car and drove down to Hyeres which is on the south coast of France for the SOF (Semaine Olympique Francaise) world cup event. We were lucky as we had packed our boat in a container in Auckland in February and it arrived in Hyeres the day after we did after spending three months in transit. We had three days to prepare the boat before the regatta which ran over five days. This regatta was extremely challenging as four of the days saw winds over 25 knots, with the 470 class the only class to complete all their scheduled races and on the last two days the winds were between 25 to 35 knots. Our aim at this regatta was to make it into the gold fleet which we achieved, thus giving us the chance to sail against the best in the world in the final series.

After Hyeres we had a few days off before arriving in Barcelona for the 470 open worlds, we decided to travel to Nice and then up to Monaco with some

of our other team members. Here we had the chance to see how the rich and famous live, looking at the super yachts driving around the Formula 1 track and checking out the casino. We turned a lot of heads driving around with a boat on the roof of our car.

We have now arrived in Barcelona and are settling in before the training clinic and then the regatta itself which is the last chance for many teams to qualify for the London Olympics. It will be a tough regatta and we are sure we will learn a lot from it. After Barcelona we are travelling up to Holland for another world cup event and then heading over to Weymouth, England where we have been invited to help out with the Australian Skud Paralympic teams for their preparation for the Olympics. We also competed in the Sail for Gold regatta which was the last event held in Weymouth before the Olympics.

After these events we have four weeks off until we head to Italy in early August where we are competing in the Junior European Championships at Lake Garda.

We would like to thank Royal Prince Alfred Yacht Club and their members for their continued support along with Yachting Australia and NSWIS. Also thanks to Victor Kovalenko and most importantly our coach Larry Cargill.

Matt and Rob Crawford (*Team Crawford*).



Junior World Championships were they finished 4th



The Crawford boys, Rob far right and Matt, 3rd from right in some esteemed company



## Jason Waterhouse working towards an Olympic dream

By Jason Waterhouse



Jason Waterhouse and Josh McKnight.

Most of my 20 years has been spent following my passion in competitive multihull racing. After my Mother and Father introduced me to multihull sailing I have been hooked to the racing and lifestyle it offers. I mean great sailors, fantastic regattas, fast boats... what's not to like?

My teenage years were spent training on beautiful Pittwater and competing in international youth events such as the ISAF Youth World Championships which we won in 2009 in Brazil. These years of training and competing were the first stage in the hope of achieving my long term goal, to represent RPYC and Australia in the 2016 Rio Olympic Games in 4 years time in the mixed multihull class.

The last 12 months have been an insane rush of competing in as many championships as possible in high performance catamarans. My Formula 18 crew Josh McKnight and myself were sponsored by Hobie Cat Australasia on the Hobie Wildcat were embarked on our first major European campaign together. We competed on the highly competitive Formula 18 European circuit for 4 months before attending the Formula 18 World Championships at Lake Balaton, Hungary. For being relatively new to the class we were satisfied with our results finishing 15th overall but winning a heat in the worlds was definitely the highlight and just made us hungrier to train harder and come back next year for the title. It was astonishing how much we learnt over those many weeks sailing against Olympic medallists and America's Cup sailors in huge fleets and nearly every condition you can imagine. Josh and I especially learnt to pack a drysuit for next time because it was COLD!

We returned just in time for the beginning of the Australian sailing season

where we drove our F18 from Sydney Airport to Townsville to compete in the Australian F18 National Championships. The conditions were extremely challenging with heavy breeze and large waves yet we managed to put our experiences from Europe on to the track whilst having a ball hitting 25 knots on the down winds. We finished first and became Formula 18 National Champions, which we were extremely happy with.

After settling in from the European tour it was time to turn my attention to mixed multihull sailing in preparation of the ISAF equipment decision in May. My crew Lisa Darmanin and I spent a few short months training with Traks Gordon on Pittwater before heading to our national titles over the New Year's break. We had a full schedule with first the Hobie 16 nationals to compete in and then the Viper National championships before heading over to Thailand for the international multihull festival.

Both national titles proved both educating and frustrating with finishing 4th in the Hobie Nationals and 2nd in the Viper nationals after leading both events going into the last day. However this helped us identify both strengths and weaknesses in our regatta performances to help in our next regatta in Thailand where we finished 2nd overall in fickle conditions.

This last month has been the most exciting, where I travelled to Spain to attend the Multihull evaluations for the ISAF technical committee to choose which Multihull class to be elected for the 2016 Olympics. Also after revising our regatta performances, Lisa and I travelled to Victoria where we won the Formula 16 Nationals Championships which we were relieved to achieve.

Currently Lisa and I are training four days a week until the ISAF equipment decision is made in less than a week from the time of writing, determining which class Lisa and I will be training in for the next four years. I am ecstatic and can't wait to enter my final stages towards my Olympic dream.



Jason Waterhouse and Brett Goodall



## RPAYC sailors excel at Laser Youth Worlds

By Milly Bennett



Australia Laser team with coach Traks Gordon

San Francisco Yacht Club, San Francisco hosted the 2011 Laser 4.7 Youth World Championships in conjunction with the Laser Class Association. As promised the venue held up to its 'windy, wavy and tidal' reputation, providing competitors with a challenging and rewarding regatta. The team comprised of eleven sailors from all around Australia, three of which were from RPAYC; Max Vos, Nick Connor and myself, Milly Bennett. All three of us achieved personal best results.

The team flew in a week prior to the start of the regatta to get familiar with the charter

boats and the conditions the weather offered. The main focus of the first few days of training was on boat speed; however the main difference between San Francisco Bay and Pittwater is the currents, with virtually no tidal influence in Pittwater it was a tough challenge adapting to the 4.5 knots of current measured in the bay in a max ebb or max flood current.

With such strong currents, it meant that the course became a 'one track' race, placing emphasis on getting a good start. Starting in large competitive fleets with strong current is something the whole Australian team struggled with, however when an Australian achieved a good start and got a break they achieved outstanding results. Ben Walkemyer and Anna Vaughn both scored bullets, with Anna being the only non European girl to score 1st in a race.

The six day regatta, with no break pushed all the sailors to their limits, and everyone sailed a personal best regatta. Nick Connor was first Australian male placing 23rd, beating the current Australian champion Ben Walkemyer by only one point and placing 4th under 16, Max Vos managed to make gold fleet coming 50th overall and after two solid races on the last day I managed to break the top 10, placing 9th overall and 1st non European girl.

However, all this was only possible with the coaching Max, Nick and I received over the past year from Traks Gordon. It has been a long year of hard training sessions and I cant wait to see what's in store for next year! I would like to thank Traks for all his help and for pushing us to achieve the best I can do.

I would also like to thank the Club for all its support and helping us to get to this regatta.

## RPAYC Juniors in force at QLD Youth Champs

By Mark Connor

In early July 2011, the Royal Queensland Yacht Squadron hosted the Queensland Youth Championships in Manly, Brisbane with a massive 238 boats with 271 sailors. Our local peninsula sailors from The Royal Prince Alfred Yacht Club were there in force with 26 sailors going across 3 classes and were the strongest club represented apart from the host club, the RQYS.

A great time was had by all in the sunshine and there was a good mixture of very light airs at the beginning of the regatta and gusting up to 30 knots on the last day.

There was also some outstanding results by RPAYC sailors. In the 80 strong International Optimist class the RPAYC had a total of 13 sailors represented in the main fleet. Jim Colley finished 3rd, Alec Brodie 12th & Shaun Connor 15th. Liam Beavan was RPAYC's sole representative in the Green Fleet and finished a creditable 11th out of 20.

The International 420 was dominated by James Brewer & Dylan Passmore, in



Nick Connor and Max Vos in Laser class

the Laser 4.7 class the RPAYC had a total of 9 members competing. Nicholas Connor 2nd, Milly Bennett 3rd and 1st Female and Max Vos 4th.





# Jim Colley, first Opti sailor to sail from Pittwater to Sydney Harbour

By Dave O'Connor

On Wednesday 14 March 2012, Jim Colley set off in his Optimist on his mission to sail from RPAYC Pittwater to WSC Rose Bay Sydney Harbour in an effort to raise money for his World Championship campaign this year.

Jim will be representing Australia in the Dominican Republic.

Departing at 8:40 am Jim had a slow start sailing up to Barrenjoey in the very light easterly breeze.

After the first 2.5 hours Jim had made it offshore and started to turn south reaching along in the slowly building NE sea breeze.

With a full support team following including Traks Gordon and Dave O'Connor in the VSR Rib and Jim's father Gerry Colley on his yacht, Jim started to head a little further offshore to get into the half a knot set which was running about four miles out searching for every little bit of assistance he could find to get him south.

After the fifth hour passing long reef Jim really started to feel the pain from working the boat hard downwind the whole time on the same gybe, However he was in good

spirits the whole way and commented when asked about how he felt.

'I'm ok, my bum is pretty sore but North Head is getting bigger!'

As the breeze started to build to 14 knots and the heads started to become clearly visible, Jim's average speed started to lift to about 5.5 knots as he worked hard to catch every wave which presented itself.

Once in Sydney Harbour the seas flattened out and Jim had a very pleasant sail all the way into Rose Bay.

With an elapsed time of 8 hrs 6 min and 39 secs to cover over 26 nautical miles, it was certainly a long time on the water with a huge effort put in by Jim to make it and to achieve his goal!

Jim Colley 3 miles off Newport Reef - Photo by Gerry Colley



# RPAYC sailors win Team Racing States for Pittwater High

By Leisa Stranack

Pittwater High School's Team Sailors, dominated by RPAYC members, have won the 2012 NSW Interschool Teams Racing Championships sailed on Sydney Harbour on 27th-29th April, which ended a five year stranglehold that the Cranbrook School have had over the title.

Over three gruelling days and 128 races, the last days racing was held in gusty 20+ knot southerly winds which is where the Pittwater Team really demonstrated their skill, strength and stamina.

The semi finals saw Pittwater grab a 2-0 win against old rivals Cranbrook and then outsail Scotts College 2-0 in the finals to take out the Title in convincing style.

The win was a wonderful achievement for Pittwater High which was one of only two public schools entered in this prestigious event.

The impressive field of 11 school teams, saw the Pittwater Team racing against the best sailors from some of Sydney's most elite schools, including Scots College, Cranbrook, Riverview, Aschem, Brigidine, Mater Maria, Abbotsleigh and Sydney High.

The victory was an emotional one for retired PHS teacher and Team Racing Coach, Stan Walters, who has assisted the team with coaching over the last two terms



and whose grandson Harley is a team member. Team manager Leisa Stranack, whose two sons are team members, was also overjoyed with the hard earned win.

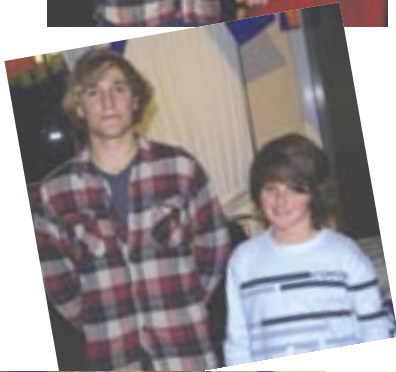
Team members are: Captain, Oscar Stranack RPAYC, Angus Stranack RPAYC, James Farquharson RPAYC, Harley Walters RPAYC, Xavier Kempton - past RPAYC member, Adam Bradley - past RPAYC member, and Travis Thorn.

Results: 1st Pittwater High School; 2nd Scots College; 3rd Cranbrook; 4th Riverview; 5th Sydney High School.





# 2011-2012 Centreboard



Division	Award	Boat Name	Skipper	Crew
<b>Laser 4.7</b>				
	1st Club Championship	Whomp	Shaun Connor	
	2nd Club Championship	Jet	Brodie Crossman	
	1st Pointscore			
	3rd Club Championship	Jaydee	Josh Dawson	
	2nd Pointscore			
	3rd Pointscore	The Beast	James Farquharson	
	Most Improved		James Farquharson	
<b>Laser Radial</b>				
	1st Club Championship	Tenacious	Will Dargaville	
	1st Pointscore			
	2nd Club Championship	Avatar	Lauren Crossman	
	3rd Club Championship	Whompy	Nick Connor	
	2nd Pointscore	Doris	Angus Stranack	
	3rd Pointscore		Chris Andersen	
	Most Improved		Will Dargaville	
<b>Laser</b>				
	1st Club Championship	Seedy	Chris Dawson	
	1st Pointscore (scratch championship winner)		Jack Pritchett Trophy	Graham Body
	2nd Club Championship	Pure Blonde	Lindsay Whitton	
	2nd Pointscore			
<b>Optimist</b>				
	1st Club Championship	Squirt	Chelsea Connor	
	1st Pointscore			
	2nd Club Championship	Meet me in Paris	Ashleigh Coles	
	3rd Club Championship		Nic Andersen	
	2nd Pointscore	Bluey	Jim Colley	
	3rd Pointscore	Sea Dragon	Dorian Marshall	
	Most Improved		Flynn Rohr	



# Prize Giving Results

Division	Award	Boat Name	Skipper	Crew
<b>Finn</b>	1st Club Championship 1st Pointscore	Anika	Matt Visser	
	2nd Club Championship 2nd Pointscore	NB Sailsports	Rob McMillan	
<b>29er</b>	1st Club Championship 3rd Pointscore		Ashlie Lane	Angela Farrell
	2nd Club Championship		Natalie Greentree	Matt Stenta
	3rd Club Championship 2nd Pointscore	Nesessarahlee	Sarah Lee	Chris Goluzd
	1st Pointscore	Frustration	Gem Rasdall	Shaun Hannan
<b>Special Awards</b>	Laurie Norton Trophy Encouragement Award		Luke and James Derry	
	The Hornblower Trophy Most Improved Award		Ashlegh Coles	
	Cricket Newling Trophy Best Sportsmanship		Jim Colley	



# 2012 Australian University Fleet Racing

By Ajay Rau

The National University Championships that were hosted from the 13th to the 15th of April 2012 and attracted 50 sailors from all over the country. University of New South Wales were crowned the overall champions, winning both division one and two as well as the prestigious perpetual trophy for top performing university

The Royal Prince Alfred Yacht Club, hosted the event following the guidelines of Yachting Australia and Australian University Sport. Despite very difficult racing conditions, the race committee did an extremely fantastic job, hosting six races before racing was cancelled on the third and final day. The UTS sailing Club also contributed significantly to the successful hosting of the regatta.

Two divisions were sailed to separate the dinghies and sailboards from the catamarans and skiffs. The VYC yardstick system was applied in all races to determine the final overall standings.

**Division 1:** Division one had 27 entries and was the non-spinnaker boats with classes including Finn, NS14, Laser, Radial, Tasar and Windsurfer1 Design.

Ajay Rau, racing a Finn (UNSW) dominated the division and won overall with relative ease, with five heats from six and discarding a 15th. Chris Eddes along with Tara Foster on a NS14 (UNSW) beat Italian laser entry Matteo Bononni in four races out of six to finish second and third respectively.

Sailing a NS14, Ted Stephens and Kyle Upton (UNSW) just managed to race ahead of radial entry Cameron Edwards to finish fourth and fifth overall.

Radial entry, Caitlin Davies (Monash) finished first among the women and sixth overall.



University Fleet racing on Pittwater

**Division 2:** Division two had 7 entries and comprised of mainly skiffs including: 49er, B14, 13ft Skiff, Cherub and 2 multihulls: a Viper, and F18

Jason Waterhouse and Lisa Darmanin (UNSW) won an exciting and extremely close regatta racing a Viper against the 49er pair of Phil Kurts (UNSW) and Adam Watterson (UTS). After six races, their final scores were tied but Jason Waterhouse emerged victorious over Phil Kurts by the virtue of collecting more race wins than the 49er pair.

Only one point behind first and second overall was the B14 with Daniel Watson (UTS) and Josie Roper (USYD).

The Universities present at the regatta include Australian College of Physical Education, Australian National University, Macquarie University, Monash University, The University Of Sydney, The University Of Western Australia, Queensland University of Technology, University Of New South Wales, and University of Technology Sydney.



Division 1 winner Ajay Rau (UNSW) Finn

The event also attracted international students from Austria, Czech Republic, France, Germany, Hong Kong, India, Italy, Spain, and United States of America.

The Royal Prince Alfred Yacht Club has already confirmed that they will host next year's University Fleet racing championships during the same time of year. In a period of four years, the Club has truly become the home of university racing in Sydney after already hosting three national grade university championships.

## Division One - Overall Results

- 1st Ajay Rau (UNSW) Finn
- 2nd Chris Eddes/ Tara Foster (UNSW) NS14
- 3rd Matteo Bononi (Italy) Laser

## Division Two - Overall Results

- 1st Jason Waterhouse/ Lisa Darmanin (UNSW) Viper
- 2nd Phil Kurts (UNSW)/Adam Watterson (UTS) 49er
- 3rd Daniel Watson (UTS)/ Josie Roper (USYD) B14

For full results, visit:

[www.rpayc.com.au/results/2011/centreboard/uni/series.htm](http://www.rpayc.com.au/results/2011/centreboard/uni/series.htm)

Ajay Rau of the Australian University Sailing Association, international sailor, & a key organiser of the recent Uni events at RPAYC commented, "In a period of four years, the Club has truly become the home of university racing in Sydney after already hosting three national grade university championships." The strategic objective of encouraging Uni students to sail at RPAYC is to target sailors in their teens and 20s to sail at, crew at, and over time to join RPAYC.



# Alyse Saxby wins Gold at the Special Olympics

By Damian Devine



Alyse Saxby with Bob Hamilton

22 year old club member Alyse Saxby was selected to sail for Australia at the Special Olympics World Summer Games in Greece in June, 2011, where she won gold in the 420 class. This followed up her silver medal at the previous games in 2007.

She departed with 131 athletes representing Australia with an intellectual disability and she was the only girl from NSW to be selected in the team. She is also a member of Pittwater Sailability and the local community gathered forces to help fund her journey.

Alyse was also a recipient of the IYF in 2011-12. and took her grant via coaching assistance at the club in training for the special Olympics.

Alyse trained hard two days a week for 12 months in the lead up to the Games under the guidance of RPYC members and coaches Bob Hamilton, Tom Brewer and Keith Sinfield. Her training involved gym training to build fitness and strength and on water to develop her skills including control of the tiller and mainsheet whilst tacking and gybing, capsizing drills, points of sailing, hiking and sail trim, and circuit racing practice.

Since their selection, they won every Special Olympics regatta they entered

including the Australia Day Regatta and the NSW State Titles in Division One.

The Games were raced in 420 dinghies for Division Two. Spinnaker and trapeze were not used. In Division Two, all sail trim is under the control of the unified partner (coach) and all helming is done by the athlete. "Unified partner" in the boat and coach, Bob Hamilton has a long sailing career and a teaching background and crews on 'Cantina' out of the RPYC.

As a result of her success in Greece, Alyse was nominated as a finalist for the 2011 Australian Yachting Awards in the Sailor of the Year with a Disability category.

The members of the RPYC gave Alyse and Bob a rousing reception on their return at a Wednesday post race prize giving where they proudly wore their gold medals.

Well done Alyse and Bob.

Entrusted to enhance a classic Swan 60 Stewart Shipwrights met the challenge and delivered a quality result to match the excellence of Swan



Swan 60 'Molly'  
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Royal Prince Alfred Yacht Club  
Mitala Street Newport  
[www.stewartshipwright.com.au](http://www.stewartshipwright.com.au)

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# International Yachting Fund (IYF) investing in our Youth



## What is it?

The RPAYC's International Yachting Fund (IYF) is a fund to which members contribute and from which money may be disbursed by the Training Committee (a committee appointed by the Board) to aid members of the Club to advance their skills and engagement in the sport of sailing by assisting with the cost of competition at national and international levels and provisioning of mentoring and coaching resources.

The fund assists these young sailors in their pursuit of excellence when representing the RPAYC in competitions. Funds may be disbursed to members where an application is lodged by a member that is accordance with the Guidelines.

## Who can apply?

The following regulations apply to the RPAYC IYF applicants:

- An applicant must be a member of the RPAYC for a minimum of 2 years and must be under 26 years of age. The RPAYC may recommend disbursement to members over 26 years old when it is reasonable in the circumstances of the application to do so.
- The applicant(s) may apply as an individual, or as an individual within a team, when the team is made up of non RPAYC members.
- The applicants are a team made up of entirely RPAYC members.
- The Training Committee may allocate funding to support broad based mentoring & coaching resources for Junior/Youth members across all skill, experience and competition levels.

## Who decides?

Each application for disbursement will be reviewed and assessed by the Training Committee. Once this process is completed the Training Committee will make its decision.

The Training Committee may approve disbursement from the IYF to assist in the payment, in part or in full, of the reasonable expenses of the applicant in attending the nominated event, including items such as entry fees, coaching fees, regatta entry fees, travelling expenses, accommodation expenses or expenses for personal sustenance.

Each application is considered on, the following criteria;

- individual entry or team entry.
- anticipated number of applicants applying to the fund in respect of a particular event or during a particular period.
- experience of the applicant(s) in the particular class of boat, or experience in the discipline in which competing (e.g. Match Racing or Teams Racing).
- applicant(s) level of commitment to the particular class or discipline.
- the level at which the applicant(s) has undertaken training and adhered to a training program.
- the applicant's past contribution to the Club and commitment to contribute to the Club in the future.
- results achieved by the applicant in events of a like or similar nature to the event.
- the benefit to the applicant and the advancement of the applicant in the sport of sailing arising from attendance at the nominated event.

- the applicant's prospects of success for the event.
- whether financial or other assistance may be or has been received by the applicant from other sources in respect of the event.
- the balance of the IYF.
- previous disbursement(s) from the IYF to the applicant.
- the overall benefit to the Club in the attendance of the applicant at the nominated event.
- the overall benefit to the Club in fostering long term engagement with the Club and the sport of sailing of its Junior/Youth membership group.

In return for receiving a grant, the receiver has certain obligations to the RPAYC including:

- the boat sailed to compete under the burgee of the RPAYC unless competing as a representative of New South Wales or Australia.
- to conduct, behave and dress appropriately at all times whilst attending the event.
- to provide a reasonable level of assistance to RPAYC in the future in areas such as coaching, attending PR events, promoting the club or acting as club ambassador and Committee/ Race volunteering.
- providing a written report on the regatta or event including; their performance, conditions experienced, whether their performance expectation matched their results and any improvements and training going forward for the next event.

## 2011-12 Recipients:

Andersen, Chris	Hannan, Julian
Andersen, Nic	Hannan, Shaun
Beavan, Liam	Lane, Ashlie
Beavan, Sarah	McClelland, Elyce
Beavan, Zac	McKnight, Josh
Bennett, Liam	Nairn, John
Bennett, Milly	Parker, Malcolm
Coles, Ashleigh	Paul, Max
Colley, Jim	Price, Lucas
Colley, Tom	Rasdall, Gemma
Connor, Chelsea	Rohr, Flynn
Connor, Nicholas	Russell, Jess
Connor, Shaun	Saxby, Alyse
Copeland, Lucy	Sexton, Carla
Copeland, Sara	Stenta, Matt
Crawford, Mathew	Tailby, Reece
Crawford, Robert	Tanawski, Alice
Dargaville, Will	Twomey, Flynn
Dawson, Joshua	Twomey, Jack
Doyle, Kajsa	Vos, Max
Farquharson, James	Waterhouse, Jason
Farrell, Angela	Wilmot, Ryan

For more information on IYF, its guidelines and application form visit the RPAYC website and go to [www.rpayc.com.au/forms](http://www.rpayc.com.au/forms)





# Getting Youngsters into Sailing

By Mitch Watkins

**T**he RPAYC teach over 600 children how to sail each year.

For many, getting their children or grandchildren into the sport they love sits high on the list of priorities. For sailors this generally starts at a young age onboard a family or friends yacht. However the times comes, usually at about the age of 7, where kids need to take the step and learn to sail through one of the Club's programs. In years gone by Mum, Dad or Grandparents took on the role of instructor and bought a Manly Junior or Sabot. In recent years junior sailing has been revolutionised by the increase in professional instructors and introduction of the Optimist dinghy to Australia. The Royal Prince Alfred Yacht Club took a leading role in the adoption of this boat, the most sailed junior boat in the world.

The changes taken place have seen the Club program move to a professionally delivered, nationally based course. For many years Yachting Australia have used the "Get into Small Boat Sailing" (GISBS) program as their primary dinghy learn to sail. Clubs around Australia have adapted the program's syllabus to suit their clubs needs. RPAYC has been doing this for many years and this program is still the foundation for the majority of sail training.

Children at different stages in their development learn very differently. With this in mind a national learn to sail program was established by Yachting Australia which goes by the name of Tackers. Tackers is aimed at children aged 12 and under, mixing learn to sail with fun games.

RPAYC has a couple of key programs for getting youngsters interested in sailing. The largest of these programs is the School Holiday Learn to Sail Camps, running during the October, Summer and Easter school holidays. The second of RPAYC's programs is the Tackers learn to sail program run on Sundays during school terms. Learning is just one aspect of the children's programs at RPAYC. Experienced instructors work to create a fun and safe environment allowing the opportunity to feel comfortable. With this, established learning comes easily.

Learning to sail is an activity many children undertake as a holiday activity. Holidays are the perfect opportunity for children aged 7 - 14 to get out on the water. Sailing

is an active and healthy holiday option for many families. Sailing during school holidays is an undertaking children can do on their own or with a group of friends, the program looks to tailor itself to different situations. Variety is offered to participants through the use of the different training boats at the disposal of RPAYC. Optimist, Pacers and Hobie Waves allow children to learn and experience sailing across various platforms.

In addition to the Holiday program the very successful Tackers program aims to provide a course tailored to the needs of younger sailors. Tackers was designed to use the rotor moulded plastic Optimist as the training tool. These boats are easy to sail and almost indestructible. Furthermore, it allows for the continuation from learn to sail into the fibreglass optimist, the continued pathway for young sailors. Tackers is a 3 stage course; starting with Tackers 1 for beginners, with staged development through to Tackers 3 which is about getting kids ready to move into their own boats and ready for centreboard green fleet training and racing.

At the completion of RPAYC's learn to sail programs families need to look to purchase a fibreglass optimist for their budding young sailor. For many families this is a large and daunting step. With this in mind the Green Fleet, an optimist concept for sailors just starting in racing, assists the parents as much as it does the sailors themselves. Green Fleet training, a session on Sunday mornings before club racing, gives the sailors a basic introduction to racing and integrates them into the Club environment. Additionally, parents are introduced into the RPAYC culture and given an opportunity to have their various questions answered.

To establish further how you can get your budding young sailor into this great sport please contact the Sailing Office at the RPAYC and have a chat with Mitch Watkins, the training and centreboard administrator. He can take you through the various options available and help establish which fits your child and families circumstances.

The RPAYC Sailing Office can be contacted on 02 9998 3771 or email [sailtraining@rpayc.com.au](mailto:sailtraining@rpayc.com.au).



The Tackers Program training on glorious Pittwater - Photo by Arthur Spithill





# New Zealand Match Racing Report

By Jack Nairn



The RPAYC team in Auckland - Photo by Tom Spithill

As the final event of our Youth Development Program, the RPAYC selected a team to compete in two match racing events in New Zealand in February 2012. The two youth match racing regattas were the RNZYS Harken International and the RPNYC CentrePort International. The selection process is quite rigorous with athletes from the youth match racing squad being chosen on their sailing ability, commitment to the program, club involvement and attitude. The representative teams for each event were as follows:

## RNZYS RPNYC

Helm:	Carla Sexton	Helm:	Carla Sexton
Main/Trim:	Gemma Rasdall	Main/Trim:	Gemma Rasdall
Crew:	Kajsa Doyle	Headsail:	Liam Bennett
Headsail:	Lucas Price	Bow:	Jack Nairn
Bow:	Jack Nairn		

The training day at the RNZYS regatta started with a fickle breeze with a tough beat into the tide. Using the time efficiently, we were able to develop a basic understanding of the many differences between the Elliot 7s and our own Force 24s. Racing finally got away on the Saturday around midday after the rain stopped and the wind managed to somewhat settle into a vacillating South Westerly that ranged from zero to 12 knots. It was nearly a four-metre run out tide, something we were not used to in Pittwater, but an interesting lesson to learn all the same. Auckland's famous tide made it both a challenge for the competitors but also challenging for Tom in the coach boat! Unfortunately there were a lot of unforced errors from many of the teams, including hitting marks, not laying the start line and overlaying the top mark, directly attributed to the tide. The race committee managed to complete six races in the tricky conditions and we managed to finish the day with one win against the RSYS.

Sunday was no less eventful. The day started off with a rudder issue on one of the boats, which slowed everything down. Eventually the first race got off at around midday in a 15-20 knot Nor-Easter and the first race was RPAYC against Katie

DeLange, the only other female skipper. We won the start and led around the first lap of the course, a jib halyard issue on the final upwind leg proved to be disastrous. Meanwhile, another match had hooked the top mark taking it further left and down the course, which unfortunately helped the other boat get closer to the mark. The day didn't go well with us losing all six of our races. Our main issue was getting off the line in good shape and winning the start. Our pre-starts had improved, but we struggled to maintain control against the more experienced teams.

On the third day it was obvious that our unfamiliarity with the Elliot 7s was starting to fade, our pre-starts were a lot more structured and aggressive and our tacks also improved a lot, and this proving useful when we got into tacking duels with the opposition.

It was a tough event with a number of firsts with sailing the Elliot 7s and match racing in tide.

Next event was the RPNYC CentrePort International in the Elliot 6 class. With a slight change of crew for this event our team managed to weigh in as one of the heaviest crews, an advantage in 'windy Wellington', because of our decision to sail a '4-up' combination. The first day started out good with a win straight off the bat against the other mixed team. Our next best race was against CYCA, who we beat of the start line and led around the track until the last upwind when we came out second best in a tacking duel and trailed to the finish. It was an exciting and very close race.

The rest of the regatta we only improved, winning against all three of the local teams. Racing took place in 15 to 20 knot Northerly. One of our most exciting matches of the day and one that Tom (Spithill) won't be forgetting anytime soon was the race against Josh Porebski, the current NZ youth match racing champion. The pre-start was very eventful, with Carla sailing aggressively and getting a penalty on Josh early on in the prestart. As we approached the line Josh quickly tried to steer up inside Carla to start to windward of her, but he didn't make the turn and hit our team in what Tom described as "one of the biggest hits since the Beatles." This resulted in another penalty for Josh, who had to take a penalty turn straight away after the start. Josh did a good job getting back into the match overtaking us on the downwind, but all we had to do was stay close to him as he still had another penalty. On the last downwind run Josh elected not to hoist a spinnaker and try and attack us to exonerate his penalty. The concentration that occurred during the last downwind to the finish line was something I think we can definitely be proud of. Our guys managed to keep clear and hoist our spinnaker and lead to the finish.

The team are very happy with the way we sailed representing the RPAYC in New Zealand. I think we learnt from our mistakes and built on our weaknesses. I would like to thank the RPAYC for providing the funding that made this incredible learning experience a reality, Tom, for being our coach and mentor throughout the year; our hosts, Carolyn, Quinton and the de Lisles that showed us an amazing sense of hospitality that we will be sure to return in November at the RPAYC's Harken event.





# 2011 Harken Youth Match Racing



By Damian Devine

**T**he RNZYS's Dave Hazard and crew were crowned 2011 champions following three solid days of racing on Pittwater with a 3-1 victory over Jordan Reece, RSYS in the final.

Hosted by the RPAYC, the 19th HARKEN International Youth Match Racing Championship was held from 26 to 30 November, 2011 with teams competing for the Rockin' Robin Trophy on the RPAYC's fleet of Force 24's keelboats with crews under 21 years.

"The HARKEN" has during its 19 year history served as a launch pad for a number of local yachting stars including dual winning skippers James Spithill, Michael Dunstan, Seve Jarvin and Torvar Mirsky.

James Spithill, one of RPAYC's favourite sons, was the special guest at the opening ceremony and out on the water as a spectator during the event providing inspiration for competitors.

Wind shifts were the dominant factor on day one with just 6 of 10 flights completed in the first round robin presenting a challenging day for the race committee. Reece and defending champion Tim Coltman (RPNYC) ended with a perfect scorecard with four wins each.

Day Two saw a further 11 flights and both round robins completed with conditions in complete reverse from day one with a 8-10 knot Nor Easter building to 15 knots by mid afternoon. Reece had another great day with 7 from 9 and on top of the leader board on a countback from Coltman. Hazard, finding form was just a point back in third with Nick Howe (RSYS) sneaking into the semi finals on a count back.

The match ups in the semis saw Reece v club compatriot Howe and the two kiwis facing off against each other.

Racing on the final day started with 12 knots of breeze from the North East on a course north of Scotland Island. With the pressure building to 22 knots by the final race, the regatta was destined to finish on a high note with RO Ted Anderson managing to get through every race scheduled over three days of competition.

Hazard accounted for Coltman to march into the final with a resounding 2-0 victory showing that form is everything whilst Reece easily won his semi 2-0 to enter the final for the second year in a row.

In an extremely exciting best of five final, there was never more than a couple of boat lengths separating with lead changes, execution of classic match racing manoeuvres and a building sea breeze. Coming from behind after losing the first race, it was Hazard who beat the 2010 bridesmaid Reece 3-1 to get his hand on the trophy in his first regatta win.

In what turned out to be the final match, it was another tight match with an even start as Hazard went right and Reece opted left up the first beat. There were many lead changes around the track and the tension could be seen on both skippers faces as they tried to gain an advantage. On the final downwind, with Hazard leading by a boat length, Reece tried everything he could to force a penalty, managing to take Hazard's wind as they approached the finish, but it wasn't enough and Hazard hung on for a hard fought victory.

Hazard was thrilled after taking victory, "It's amazing to win the HARKEN. It's been a great few days and this is my first regatta win. It could have gone either way, Jordan has a lot of experience, especially in the pre-starts. We changed our game plan



Windward action coming to the top mark in the final - Photo by Damian Devine

after the first race as we were on the back foot and just tried to keep it simple and sail away. We were pretty confident we could beat him around the track. As a team, we're really pleased to win on Pittwater and take the trophy back to NZ again."

Coltman comfortably defeated Howe in the petit final. In the 5th to 7th placing sail-offs, it was RPAYC's Carla Sexton who picked up two wins from three starts to take home fifth position from Gosford's Sam Ellis with Tim Forbes-Smith (CYCA) finishing 7th.

RO Ted Anderson commented, "The weather was the main contributor to the regatta. The cream rose to the top for the finals and there was some extremely close match racing. Congratulations to New Zealand and thanks to my race team and the umpires."

## Final Placings

1. Dave Hazard (RNZYS);
2. Jordan Reece (RSYS);
3. Tim Coltman (RPNYC);
4. Nick Howe (RSYS);
5. Carla Sexton (RPAYC);
6. Sam Ellis (GSC);
7. Tim Forbes-Smith (CYCA)

Thanks to Harken Australia, marking the 14th consecutive year as naming rights sponsor. Their ongoing commitment to the development of youth match racing is a credit to the company.



The two crews were never far apart in the Four race final - Photo by Damian Devine



# Youth Development 2011

By Tom Spithill

**Y**outh Development ran again this year for its 20th consecutive year, with 19 members aged between 16 and 20.

For those of you who don't know too much about the Youth Development program, it was started back in early 1990's by three club members; Richard Hudson, Norm Kiddle & Simon Grosser. Together they examined a program taking place across the Tasman at the RNZYS, where Norm is also a member. Impressed with the program and the levels of training and skills, they took on board what they could and headed back to the Alfred's to develop and implement their own ideas for what is now the RPAYC Youth Development Program (YD).



The YD squad mid gybe - Photo by Damian Devine

The program has gone from strength to strength since its inception, producing World class sailors going onto participate in the Americas Cup, Olympics, National and World Championships and Volvo Ocean races, to name a few!

The 2011 program ran for 20 weeks starting in late April through to September. Participants have a theory session on a Friday evening where they cover a range of subject such as: communication, teamwork, nutrition, time management and various other subjects. Saturday is a big on water session in the clubs Force 24 fleet, starting off at a brisk 7:30 in the morning through to 2pm. For the afternoon the fun does not stop there with a one and a half hour gym session.

This year we wanted to expand the syllabus of YD to allow us to cover a range of areas, with the goal being to present new opportunities and experiences to the participants, to help foster which way they are going to go forward in their sailing

whether it be campaigning for a Laser worlds, crewing on a yacht on a Saturday or campaigning for a match racing event.

We started off with a great foundation this year, with many participants coming back for their second or third year of YD. We also had some new faces to the program, most of them coming from a centreboard background.

As well as the on water sessions on the Force 24's we also did some larger keel boat training in the Sydney 38's. Rick Welch & Ward/Dawson syndicate were kind (brave!) enough to lend us their boats 'The Bolter' and 'Eye Candy'. The squad took a lot out of this, with many enjoying the opportunity to do positions onboard that they otherwise don't get the opportunity to do. By the end of the day the two yachts crewed fully by YD participants with only the owner onboard, were able to race each other around a half a mile course (with spinnakers), without any issues!

The squad successfully defended their fleet racing title in the "Interclub Challenge." The Interclub Challenge consisted of three stages where each club (CYCA, RSYS and RPAYC) takes a turn in hosting a day's racing in their respective fleet of club training keelboats. CYCA and RSYS finished 2nd and 3rd respectively.

For the first time during the program we did a specific centreboard training camp at South Lake Macquarie Amateur Sailing Club running over two days. All participants sailed a Laser Radial and camped over the weekend onsite at the yacht club. It was a terrific weekend both on and off the water, with a fleet of 16 laser radials ensuring great one design racing over the weekend.

We finished off YD with the prestigious in house regatta, "The Ginger Nut Cup." It was an awesome days racing with all six Force 24's out on the water, with some former YD graduates coming along to help fill up the boats.

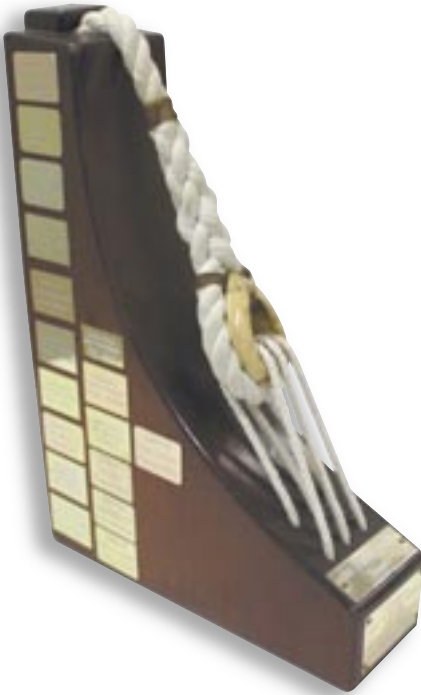
There are a few people who I would like to thank for their efforts in assisting last year's YD program. Firstly I would like to say a big thank you to the members of The Royal Prince Alfred Yacht Club for their continued support of the program, Mick Miller and Mitch Wood for their strength and conditioning training, Angus, Traks and Muzza Gordon for their on water and off water assistance, Gavin Ward, Chris Dawson, Pete Gregg and David Thomas for their assistance with our Sydney 38 training session and South Lake Macquarie Amateur Sailing club for making us welcome and letting us use their great facilities. Finally, a big thank you to Pat Langley at Zhik for decking us out in our gear.



Youth Development Team Prize giving 2011- photo by Kingsley Forbes-Smith

# Old Timer's Tackle Trophy

By Jim and Will Wiseman



*The inscription on the trophy is:*

"In Memory of  
(Bill) W Headley Wiseman  
1913 – 1993  
who enjoyed the RPAYC for 64 yrs,  
his boats for 69 yrs &  
Crystal Bay moorings for 40 yrs"

The trophy came about after our father, Bill Wiseman, died in 1993. He had been a club member since the war. Going through his desk we found the piece of Sperm whale tooth which has been carved into a deadeye. He had picked it up somewhere around the Sydney waterfront which he knew well from his school years onward both crewing, and in wartime, security surveillance with the Naval Auxiliary Patrol.

To hold this piece of tooth and feel its density and strength, natural lubricant and polished surface was to realise we had live history in our hands. Somewhere on the high seas a whaler had the need to replace a deadeye in the standing rigging. Having no suitable timber (usually lignum vitae was used, according to Wikipedia), he took this whale tooth and patiently carved the groove around the outside into which the standing rigging would be spliced (much like a metal thimble we would use in an anchor line). Then he bored through and formed the three grooves to receive the lanyard and polished them to effectively become a triple block without sheaves or axle. The lanyard would be hauled tight through another deadeye on the gunwale to tension the shroud – our modern day turnbuckle.

How many years did it withstand the elements? Who could not bear to discard it when it was replaced? Who passed it on to Dad? To hold it was to know we could not toss it out now.

Will's, Bill's second son, last sailed with Dad before his sudden death at 79, joining him in the RPAYC Old Timers' Race. He wondered if there was a trophy for that race. No. So the idea came to mount the whale tooth block or deadeye as it would have been in use, as an appropriate trophy. Under Dad's house we found a red cedar knee, stripped the paint off and lovingly varnished it with 10 coats! Then mounted the whale tooth block in the curve of the knee with cotton line and lanyard.

Sometime after the Club purchased Green Point, Dad inherited the long lease for his mooring in 1952. It was just off the club's small dinghy shed, in the middle of Crystal Bay. Beside it was Allan Muston's lovely centreboarder and later the bluebird owned by Harold Vaughan. Jack Pritchard's yacht was moored nearby also. Now Jim Wiseman's 'Slingshot' is moored on the "same mooring." This could be the longest continuous boat allocation at the Club: 60 years and counting!

The shed was the only improvement on the point save for the sheep grid at the entrance to retain 2 sheep – lawnmowers. Old wartime barges were beached along the shoreline where the slipway hardstand is now and mangroves surrounded the bay's shoreline elsewhere. As the facilities grew, mooring leases were progressively shifted and removed, 'A' Marina constructed - the only one to start with, the Jack and Joan Gale's cottage built where the chandlery is now, and the retaining walls were built and the water dredged to change the point from a low isthmus with shallow water frontage to the marvelous point that we enjoy today.

Those early days were most family orientated with a spirit of pride in the simple club facilities. Everyone rowed out to their wooden yachts then!

The Old Timers have most happy memories of the Club on Green Point.

Jim and Will Wiseman, sons of Bill and always sailors.



2012 winner Warren Miles with RC Allen Stormon





# Culwulla: A classic awaits restoration

By Bruce Stannard AM

**In 1901, Royal Prince Alfred Yacht Club's Vice Commodore, the distinguished lawyer and prominent parliamentarian, Alfred Marks, commissioned the famous Logan brothers in Auckland to design and build Culwulla, the magnificent 43ft gaff-cutter that was to become the most successful racing yacht in Australia. Under a succession of high profile owners including the Governor General, Lord Forster and the Governor of Victoria, Lord Stradbroke, Culwulla won all the major trophies and remained for many years unbeatable. She now stands ready for a major restoration.**

Over the years, Royal Prince Alfred Yacht Club's racing fleet has included many of the most beautiful and the most successful yachts in Australia and in the first half of the 20th century there were few more famous boats on the register than the glorious black-hulled gaff cutter Culwulla.

Against all the odds she has survived where so many others have not. Now there is renewed hope that she can be restored to race again under the Alfreds burgee.

Although Culwulla is now safely indoors at Tim Phillips' Wooden Boat Shop in Sorrento, her long awaited rescue mission cannot come soon enough.

Her long and slender hull is showing all the sad signs of years of neglect. Her paint is crazed and peeling and her seams have opened up. Like a tottering old lady, she appears to be on her last legs and yet there's something about her graceful lines and indeed in her elegant presence that commands attention.

Culwulla has languished in Sorrento for the past 13 years, waiting for a new owner, someone with the imagination, the passion, the courage and the money to breathe new life into her lovely old hull. She had been given up for dead by the time boat builder Tim Phillips found her at Fremantle in 1998. He realised at once that here was a boat of national significance, a vessel that really ought to be enshrined in a museum and one that certainly could not be allowed to simply fade away, much less die. He had her trucked across the country to his Wooden Boat Shop in Sorrento, one of the few places in Australia with the professional skills and the experience to undertake a comprehensive and sympathetic restoration. Over the years Tim has talked with various dreamers, but none that were brave enough to plunge into what would no doubt be a significant six figure investment: perhaps \$400,000 and two years work.



Racing flag of Culwulla presented by Alfred Marks

Culwulla was designed and built in double-skinned Kauri at the famous Logan Brothers yard on Auckland's north shore. When she arrived in Sydney aboard the Union Company steamer Maranoa, The Sydney Morning Herald's report named a veritable Who's Who of Australian yachting in the crowd that turned out



Photograph of the Culwulla painting located in the RPAYC billiards room

to welcome her. Among them were all the Alfreds' Flag Officers.

The Herald recorded her dimensions as LOA 42ft 6in, LWL 27ft 6in, Beam 7ft 10in, Draft 5ft and went on to wax lyrical about her hull shape. "As seen before launching," the Herald said, "she presented a beautifully fair underwater body which promises both power and speed. Compared with Petrel or Heather (two of the then crack racers on Sydney Harbour) she is about 18 inches longer overall and has about an inch more beam. She has a slightly flatter floor, is more hollow in the garboards, has a somewhat harder bilge carried well out to the ends, a little less depth of body and some eight inches less draft of water. She is designed as a fast cruiser and from appearances should certainly enhance the reputation her builders have already earned in turning out speedy craft." Logan Brothers were then the pre-eminent yacht designers and builders in the southern hemisphere.

Wearing the finest English-made cotton sails, Culwulla immediately won her maiden race, demolishing all the local cracks in Royal Sydney Yacht Squadron's 100-Guinea Cup. By the end of her first racing season a fair swag of the Squadron's silverware bore the name Culwulla. In 1909 Walter Marks sold Culwulla to Mr A. Mullins who renamed her Yuelba. She continued on her winning way adding the Gasgoine Cup and the Basin Cup to her list of trophies. Her next owner was Frederick Doran, General Manager of the Port Jackson and Manly Ferry Company, who campaigned her hard and with continuing success until 1920 when he sold her to Lord Forster, the distinguished English sportsman who was then the newly appointed Governor General of Australia. Lord Forster, who had played cricket for England against Australia in 1893, had also been a fencing and tennis champion at Oxford.

He had Yuelba shipped to Melbourne where as Commodore of the Royal Yacht Club of Victoria he campaigned her with outstanding success on Port Phillip Bay. When Lord Forster was recalled to London in 1925, Yuelba was sold to Lord Stradbroke, the Governor of Victoria and under the vice regal pennant she continued



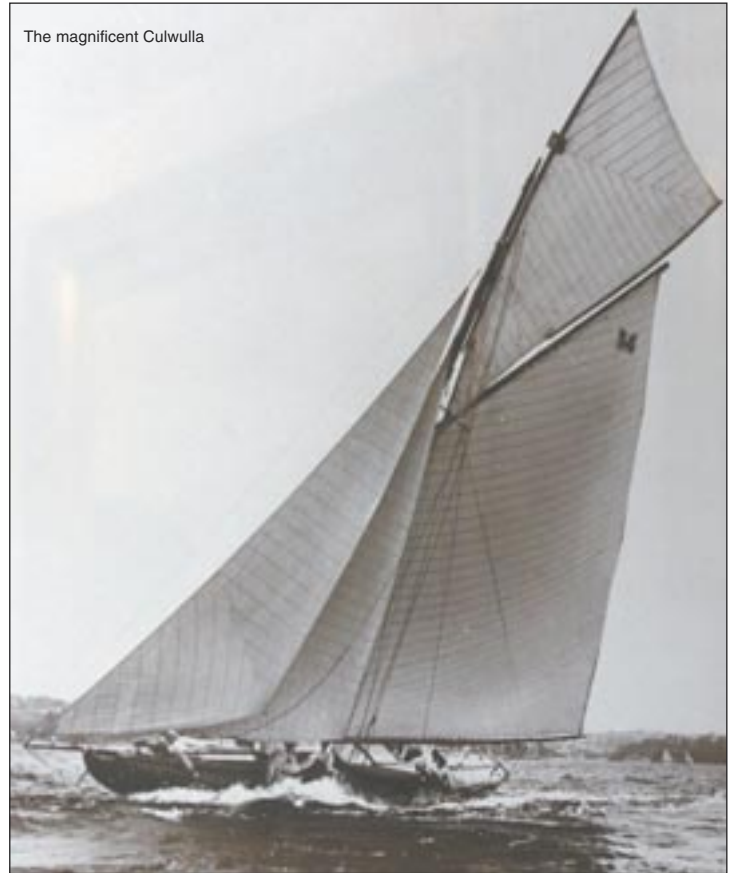
an impressive succession of race wins. In 1926 she was sold to a prominent Tasmanian yachtsman, E.H. Webster, who sailed her on a hazardous eight day voyage across Bass Strait and down to Hobart. Soon after her arrival she was sold again, this time to Angus Cumming, known as the King of the Derwent. "King Cumming" went on to win many races in Yeulba including the coveted Hobart Regatta prize, which she won twice.

In 1947 she was sold to Neil McAllister whose only distinction with her seems to have been a successful passage back to Melbourne. From there she was sold to owners in Perth where for many years she raced on the Swan River and in ocean races off Fremantle – all without the benefit of any auxiliary power. By the time Tim Phillips stumbled across her she had been standing on the hard in Fremantle for several years. If he hadn't stumped up the money to buy her immediately she almost certainly would have been destroyed.

"I bought Yuelba," Tim said, "because she played a vital part in Australia's yachting history and deserves to be preserved. She is right up there with (the America's Cup winner) Australia II as far as I'm concerned. As a sporting nation we cannot simply turn our backs on boats of her calibre. In New Zealand the Kiwis are doing a superb job in restoring their historic Logan and Bailey boats. They now have a whole fleet of restored classic yachts racing in Auckland. It's the same in Europe and America where there's a tremendous pride in high quality restoration. There, the classic boat regattas are crowded with magnificent restorations. Yeulba could be part of all that.

She had a great history and that deserves to be recognised in a really beautiful restoration. It's an undertaking that requires an owner with patience and passion, someone with an eye for beauty and for sporting history. She is a one-off.

Opportunities to acquire an historic boat like this are few and far between.



The magnificent Culwulla

She is an absolute gem and she's here, waiting for the precisely right person to come along.

## Syndicate to Restore 'Culwulla' *By Larry Eastwood*

I wish to bring to the attention of RPAYC members of an opportunity to become involved in a syndicate to save, restore and to campaign the yacht Yeulba – formally Culwulla, a 30'Lineal Rater designed and built by the Logan Brothers in NZ in 1901.

These are the principle reasons why I am offering syndicate membership to RPAYC members first:

- Culwulla's first home was the RPAYC and should become so again.
- A syndicate with direct involvement by RPAYC members would give the project authority and substance.
- Culwulla could be a 'Flagship' for the Club and become a challenger to other Clubs herein Australia and overseas for historic trophies currently gathering dust in glass cabinets.
- Australia will eventually catch up with the USA, Europe and NZ on promoting and advancing classic yachting events and the RPAYC and Pittwater can and should be the centre of that.
- The restoration, to 'museum quality' and inclusive of sails is fixed at \$400,000 by Tim Phillips at the WBS.

- This yacht is the 'Stratovrius' of yachts and if its restoration is not undertaken soon, the yacht will be shipped to NZ and another piece Australia's yachting heritage will be lost.

My current thought is that the syndicate should be 5 - 7 members of which I and one other member are already committed.

There is also a document on the club website Yeulba background by The Wooden Boat Shop in Sorrento that gives the background to the project. You can find it at:

[www.rpayc.com.au/images/stories/history/Yeulba.pdf](http://www.rpayc.com.au/images/stories/history/Yeulba.pdf)

I look forward to hearing from any members whom may have an interest and require further information.

Larry Eastwood has been a member since 1989 and is current part owner and skipper of Couta boat – Sylvia.

Larry can be contacted at [larry@eastwooddesign.com.au](mailto:larry@eastwooddesign.com.au) or on 9979 5026.



# Membership Report

By Peter McArdie, Rear Commodore Membership



The past twelve months have passed very quickly and reflects to a large degree the tasks taken on by the Membership Committee in order to achieve its two main objectives of retaining existing members and gaining new members, with emphasis on younger boat owner members to achieve a reduction in the current average age of membership.

To achieve these objectives the committee will continue to work on a number of strategic and tactical initiatives introduced in the previous year and continue to look for further ways and means of expanding membership.

The Membership committee has now representation from all divisions in the club and this in itself gives a much broader understanding of all the Club's activities and what are our strengths and weaknesses and our needs and wants.

Mentors have been introduced during the year to facilitate the introduction of any new member who seeks assistance in being introduced to other club members or to provide any information that the new member may require from time to time.

The increase in membership numbers achieved over the past twelve months is in itself very rewarding taking into account the decline we have previously been experiencing due to the economic climate, both here and overseas. Hopefully this current upward trend will continue and to ensure this is achieved will require not only the efforts of the Membership committee but all fellow members in attracting and introducing new members to our prestigious club.

To achieve our targets, your Membership committee will continue also to work on giving "value for money" to members over the coming months ahead. The recent Membership survey has provided input to the Club's strategic plans and budgets and has identified those areas of strengths and weaknesses, in particular where focus should be maintained.

In particular it highlighted the large majority of members who have joined the Club to race their own boat, to be able to moor/store their boat and to enjoy the social camaraderie of the club with fellow sailors and friends.

The survey also highlighted the fact that our club is friendly, financially sound and racing focused although it is fair to say that a number of our older members are now showing some preference to doing their own thing and go cruising, either structured or on their own accord.

The current interview process is simple and straight forward and gives both the interviewer and the new member the opportunity to get to know each other and is designed to assist in ensuring that the aims and objectives of the new member will be met.

A revised Member's handbook has been produced to assist new members in

gaining a greater knowledge and understanding of the club, in particular on such matters as our vision, mission and values, club history, the constitution, by-laws, code of conduct, our sailing programs and the facilities we have to offer in particular our waterfront, boatyard and maintenance services.

New member nights which are held three times a year have reinforced our objective of ensuring members feel welcome to our club and at the same time be given the opportunity to meet other fellow new members present on the evening, often with their proposers and seconders, and, to share interests or experiences with each other or take the opportunity to discuss their relevant aspirations with the appropriate Rear Commodore or Fleet Captain.

An important initiative to attract younger sailors was the decision taken again to provide pre- race management and on-water race management for the three days of racing for the University fleet regatta held in April, a follow up to the same regatta held in October last year.

The decision was rewarded with the number of universities participating increasing from four last year to eight this year with teams representing universities from NSW and Victoria with one overseas competitor from Italy. Those students who participated now become a key target for membership in the future and hopefully will assist in our objective of reducing the average age of membership.

The "Back 2 Alfreds" project introduced at the commencement of the 2011 / 2012 sailing season has resulted in the return of young sailors to the club with their families, many of these members having previously graduated through our youth development program but leaving us to further their work careers or devote more time to their young families. Although it has resulted in a small change to the normal sailing program by introducing a Saturday twilight race, as it is only once a month for the four months during the summer period, it is one that we should encourage and foster for it is these members that are the future generation of our club.

Boat share and syndicated membership, both of which are being actively promoted by boat distributors primarily due to the economic conditions and some uncertainty in the market place is an area your Membership Committee is currently evaluating as a means of attracting new members.

The introduction of the sign-in system has now given us a discrete and modern looking system and with it has provided a number of benefits, in particular identifying those non members using the facilities of the club outside the suggested number of times as per the Club's by-laws. The system will now provide us with a benchmark to invite those non members to join our club and share the facilities with other members.

The introduction of Family membership is paying dividends with a number of new members taking up the opportunity to join as one group which in itself assists us in building up a larger bank of younger members, an area which your committee strongly supports, for it is these younger members that are the future of our club.

Finally, I would like to take the opportunity to say thank you to my Membership Committee of Liz de Soyres, Anna Cross, Sandy Jacka, Jason Beavan, David Kennedy and past members Tina Ernfridsson and Ross Scoble.





## New Members May 2011 to April 2012

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

### Full Ordinary

Peter Andersen  
James Batchen  
John Biffin  
Jeff Bulpitt  
Tom Campbell  
Ian Clarke  
Robert Collins  
Bruce Dey  
Peter England  
Murray Glase  
John Grice  
Rob Hoile  
Kevin Irwin  
Graham Jennings  
Stephen Johnco  
Stephen Laker  
Ferris Lisha  
Phillip Malcolm  
Richard Matthewman  
Charles Miller  
Terry Moran  
Jonathan Morris  
Jacinta O'Connor  
James Rennie  
Gregory Roach  
Paul Roberts  
Graham Steer  
Peter Tomasetti  
Bill Vallack  
Kim Willia

### Family Full

John Hunter  
Damian Huon  
Stephen Kellaway  
John Stuckey  
Anthony Tomas  
**Family Full Spouse**  
Gayle Hall-Johnston  
Martha Huizinga  
Rebecca Huon  
Prudence Kellaway  
Crystal Lockard  
Jane Owen

Eibhlis Stuckey  
Karen Taylor  
Maryann Thomas  
Nada Waterhouse  
Louise Worthington

### Family Full Youth

William Bright  
Benjamin Bright  
Alexander Finkeldey  
Natalie Greentree  
Jessie Grosser  
John Hunter  
Sienna Huon  
James Huon  
Charles Kellaway  
Angus Kellaway  
Sarah Kellaway  
Katie Law  
Daniel Nixon  
Pauline Russett  
Katherine Russett  
Robyn Shuttleworth  
Lydia Smidmore  
Charles Smidmore  
Rex Stuckey  
Bayley Taylor  
Alicia Tomas  
Martine Tomas  
Harley Walters  
Logan Walters  
Keal Walters  
Tavish Walters  
Cassidy Walters  
Fletcher Walters  
Zara Waterhouse  
Joshua Waterhouse

### Family General

Jason Beavan  
Alexander Bijkerk  
Sally Colley  
Mark Connor  
Steve Findlay  
Michael Hawke  
Mark Howarth

Craig Jackson  
Luke Jecks  
Mark Rohr

### Family General Youth

Alexander Bijkerk  
Jayla Bijkerk  
Naomi Bronier  
Nathan Bryant  
Natasha Bryant  
Jake Dodds  
Michaela Douglas  
Hamish Douglas  
Kate Farquharson  
Hugh Findlay  
Oliver Gordon  
Antony Hawke  
Jordan Hawke  
Katherine Hawke  
Benjamin Howarth  
Jayke Jecks  
Thomas Loh  
Makayla Whitton  
Jed Zavasky

### Family General Spouse

Amy Beavan  
Justine Bijkerk  
Alexana Bokor  
Maxine Bronier  
Linda Connor  
Julie Derry  
Julie Dickinson  
Anslie Gordon  
Debra Hawke  
Peta Jecks  
John Loh  
Jennie Sutton  
**General**  
John Allen  
Geoffrey Bangel  
Catherine Charlton  
Colin Cook  
Paul Coolahan  
Tom Crow  
John Downes

Michael Downman  
Victor Guy  
John Hildebrand  
Anthony John Bishop  
Steven Johnson  
Alan Lipman  
Thomas Martin  
Robert McClung  
Brian O'Toole  
Brian Owler  
Henry Pierce  
David Ritchard  
David Sampson  
Adam Schoene  
Patrick Silver  
Liesl Tesch  
Graham Thomas

### Gen. Intermediate 22-26

Jonathan Bannister  
James Catts Jnr  
Alastair England  
Blake Francis  
Samantha Greentree  
Bryce Statis  
James Thomas

### Spouse

Kim Collins  
Sue Doyle  
Charlotte England  
Concetta Fierravanti-Wells  
Deborah Giles  
Joanne Glase  
Julia Guinan  
Kirsty Hunter  
Susan Kelso  
Jill Keyte  
Liesl Laker  
Lyndy Lipman  
Janet Lisha  
Geraldine Martin  
Thelma McQuillan  
Min Milne  
Kerrie Newman  
Sharon Pritchard

Margaret Rennie  
Debra Roberts  
Janice Robertson  
Michele Summers  
Nancye Visser  
Ania Wyman-Clarke  
**Youth**

Portia Bardsley  
William Broughton  
Conor Campbell  
Lisa Chamberlain  
Thomas Colliton  
Cameron Dale  
Nicholas Hampton  
Sean Lindsell  
Joe Livingstone  
Django Mallon  
Sarah Parker  
Alexana Paton  
John-Mark Paul  
Max Paul  
Michael Perham  
Lucas Price  
Nicholas Rogers  
Leigh Thorne  
Georgia Tuckey  
Jackson Twomey  
Flynn Twomey  
Genevieve Warlow  
Jessica Watson  
Charley Wells  
Ryan Wilmot  
Peter Woodward  
Dawei Yuan

### Absentee

Danielle Bartier  
Michael Brown  
Richard Campbell  
Victor Cusack  
Garry Innes  
Kevin Read  
Philip Smith

## In Memory of the following members who have recently passed away:

David Batchen  
John Bunting  
Graham Burt

Peter Hartigan  
William Howell  
Peter Kennedy

Barry Lindsay  
Leigh Minehan  
Col Pratt

Joy Purvis  
Donald Silver  
Owen Stevens

John Stormon  
Justus Veeneklaas  
Geoffrey Wawn

Alan Wilson





**M E M B E R S H I P**

# Additions & Deletions to the Register of Vessels

**ADDITIONS JUNE 2011 TO APRIL 2012**

<b>Owner:</b>	<b>Vessel:</b>
Stuart Milne .....	Skyline Gypsy
Geoffrey Taylor.....	Solstice
Gerard De Laroche .....	Hot Chilli
Craig Hallett .....	Iolanthe
Paul Hewitt .....	Cameo
Bruce Ferguson .....	Whisper
Ray Hudson .....	Xs Moment
Ross Hennessy .....	Ghost Rider
Rod Tanks.....	Latitude
Murray Glase.....	Avalon
Damian Huon.....	Huey II
Bill Vallack.....	No Regrets
David Warren.....	Ola 43
Peter Style.....	Island Pearl
Stephen Kellaway.....	Meribel
Ferris Lisha .....	Freewinds
Mark Tinworth/Mark Waterhouse .....	Le Billet
Peter England .....	Emma
Peter Tomasetti .....	Allira

**DELETIONS JUNE 2011 TO APRIL 2012**

<b>Vessel:</b>	<b>Owner:</b>
Marco Tapia.....	Bar-celona
John Heneker.....	Saliere
Guy Smith .....	Banyandah
Stephen Wilson .....	Demelza
Keith Hobbs.....	Brainwave
Mark Johnson.....	Kazbah
David Emery .....	Zahn
Bill Lacey.....	Kiaoka
David Greig .....	Brechin Lass
Peter Style.....	Belage
John McCririck.....	Tarka IV
Stuart Milne.....	Skyline Gipsy
Geoffrey Taylor.....	Solstice
Gerard De Laroche.....	Hot Chilli
Craig Hallett .....	Sandgroper
Robin Tedder .....	Whisper
Jim Macintosh.....	Ariel II
Gavin Kerr .....	Blue Troy
Bill Ebsary.....	Le Billet
David Batchen.....	Cirrus
David Warren.....	Ola New
Hamish Petrie.....	Moonlight Bay
Tony Vandyke .....	Olive
George Seper.....	Run to Paradise
Leigh Minehan.....	Aquitania
Chris Way .....	Easy Tiger II
Raymond Carless .....	Matagi

***Congratulations to the following members who were recognised at the 2012 AGM for attaining their 50 years of membership:***

***Leonard Esdaile, Harold Goode, William Henningham, Eric Reddan, Kevin Smith***



2011 Clubmanship of the year award presented to Peter Bennett at the 2011 AGM by Commodore Russell Murphy



Outgoing Commodore Russell Murphy, left presents the Commodores burgee to current Commodore Rob Curtis at the 2011 AGM

# Bruce Staples awarded Life Membership

By Damian Devine

At the 2012 Annual General Meeting (19 July) Bruce Staples was awarded Life membership of the RPAYC for his countless years of service to the club. Past Commodore Russell Murphy spoke to this motion at the AGM which was supported unanimously. Murphy highlighted the following:



There are currently 6 Life Members of the RPAYC they are:

Jack Gale (joined 1994); Rex Hunt (joined 1955); Warren Miles (joined 1973); Ken Moxham (joined 1964); Graham Nock (joined 1951) and Kevin Smith (joined 1962).

Bruce has been a member of the RPAYC for 42 years, having joined back in 1970. Prior to his Life membership status, Bruce was a senior 60/30 member.

There are a number of distinct sides to his membership with Bruce's active role as a volunteer and involvement on various committees is as follows:

- Election Committee – 1995 – 1996
- Rear Commodore – 1995 - 1996
- Commodore - 1996 – 1998
- Maintenance & Development Committee: 1996-97, 2004-06, Chair 2007-12
- Archives Committee – 1998 - 2012
- Human Resources Committee – 1999

## Achievements:

- Worked on mapping Pittwater with Angus Gordon at the Manly Hydraulics Lab during breakwall design.
- Influential in the redevelopment of the marina, recent visitors/services wharf, car parks, hardstand, boatyard redevelopment, Crystal Bay ramp, clubhouse kitchen, bars, bathrooms, change rooms, roof, foyer and the current Halyards renovations.
- Moonbah redevelopment.
- Influential in keeping a number of boards focussed on economically sustainable development. Always does it quietly and diplomatically.

## Boats:

- 1970 Etchells KA6 one of the first out of the mould, 'Bellbowrie' with Fred Edgington.
- 'Witchcraft' Swarbrick, Farr 1004 IOR Farr 40.
- 'No more Witchcraft' Dibley 49
- 'Dark & Stormy Witch' MBD custom 37.
- 'Witchcraft' Farr 40, his current boat.

## Races:

Solomons; Lord Howe; Noumea; Mooloolaba; Gladstone; Hobart; Southport; Coffs.

## General:

Bruce has never missed a season racing at the RPAYC. Even when Bruce has been pressed by other duties Witchcraft (and his previous boats) has been in everything. When I asked him a couple of years ago to help me bring back Alfreds 2 from Coffs, he was the first one at the airport.

**Humility:** When I first said to Bruce that I had been asked to speak to this motion he was the first to say to me that he thought there were other more worthwhile recipients to the award.

**Bravery:** For many years Bruce has told his wife that she should be modest in her choice of wardrobe because he had to run a boat at the RPAYC.

"Bruce is a member of over 40 years standing. He's been a sailor, volunteer, contributor and friend to many. If anyone was worthy of consideration for life membership at the RPAYC, it's Bruce Staples," said Russel Murphy.

*Thanks to Phill Bate at Riggtech,  
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# Club Marine Pittwater Sail Expo

By Damian Devine

The Royal Prince Alfred Yacht Club together with Club Marine hosted the inaugural Club Marine Pittwater Sail Expo, a free community event held over the week end of 24 & 25 March, 2012.

It was a successful event with 2,000 people through the gates and great feedback from exhibitors over the two day event. The Expo really ignited interest in people that had never been to a boat show before or who had stopped going to boat shows because of the cost or accessibility. One was even overheard saying, 'this is the better than the Sydney Boat Show,' no doubt due to its compactness, sailing focus and accessibility of exhibitors.



Official guests, Organising Committee and Commodore Rob Curtis as the official opening

All in all, 36 new members joined the club as a result of promotion ran at the expo to waive the joining fee.

The marina was bursting with activity with yachts of all shapes and sizes on display with product demonstrations in the marquees on the lawn in front of the club house and exhibitions within the club.



Crowds flocking to the marina to see the boats on display



The tour of Wild Oats X were very popular



The view from the top

Many leading marine industry brands exhibited at the inaugural Sail Expo including monohull and multihull yachts by Bavaria, Beneteau, Catalina, Corsair trimaran, Dehler, Dufour, Elan, Hanse, Island Packet, Jeanneau, J-Yachts, Lagoon, US Yachts, Seawind, Sunbeam and X-Yachts as well as Ozi Opti dinghies, Etechells and Melges.

Other marine goods and services displaying their were charter services, inflatable boats, marine paints, rigging, sail makers, shipwrights, marine groups, deck hardware, soft furnishings, electrical, batteries, ropes, marine insurance and much, much more.

With the sold out sign up for exhibitors, the expo featured over 35 exhibitors supplying goods and services to the professional and leisure sailor generating some great leads over the two days. The club also had the opportunity to showcase itself with members on hand to discuss all activities on offer including membership, yacht racing, cruising, kids sailing and training and offering tours of the club.



# A C T I V I T I E S



Marine Rescue Broken Bay assisted with the BBQ and visitor parking

One of the stall set ups

Pittwater authorities had a presence also with the Water Police, NSW Maritime and Marine Rescue having their vessels on display on one of the marina arms whilst Marine Rescue Broken Bay volunteered their time to assist with the sausage sizzle, raffles and assisting visitors at the various car parks throughout Newport.

Sail Expo organiser Maurice Gilet said, "The event was designed to showcase the Alfreds and the skill and expertise of the boating businesses based on the Northern Beaches as well as providing a platform for displaying new yachts on the marina. It was a great opportunity for people to see the club first hand and learn more about all aspects of sailing, we believe it achieved all of that."

"The Pittwater Sail Expo completely sold out from an exhibitor point of view which was tremendous in the first year, we welcomed in 36 new members, the financial model worked where we broke even and there was just a tremendous atmosphere over the two days at the club. The support by Club Marine was fantastic. For us to achieve our aims and make the inaugural event a success was very pleasing and will help us build this expo in the years to come. We anticipate that the Sail Expo could be easily twice the size next year based on the



The marquees on the lawn proved popular

feedback and commitment we have received following this year's effort. The feedback from both the exhibitors and the public was very positive and really enjoyed themselves – it was all about the industry opening its doors to the public," continued Gilet. Saturday saw an official opening with all three levels of government represented, led by Federal MP The Hon. Bronwyn Bishop, State MP Rob Stokes and Pittwater Mayor Mayor Harvey Rose along with RPYC Commodore Rob Curtis Rose who presided over the opening.

Throughout the two day event, there was live entertainment, great food, a sausage sizzle, tours of the club and Wild Oats X, kids competitions, raffles, product demonstrations and a presentation by a family who circumnavigated Australia on a Seawind catamaran. There was a free shuttle bus to ferry people to and from the public car parks.

A huge thank you to all the volunteers who assisted over the week-end, to our sponsor Club Marine and of course, Ros Lindsay, the expo co-ordinator for her organisation and enthusiasm.

The 2013 Club Marine Pittwater Sail Expo will be held on 16 and 17 March 2013.



The club stand in the foyer manned by our volunteers



Marine Rescue Broken Bay assisted with the BBQ and visitor parking



# RPAYC Snooker Championship Tournament

By Barry Shepherdson

In late September 2011, 32 players commenced Round One of the RPAYC Snooker Championship Tournament which had not been contested for many years. On the evening of Friday, December 9, a five frame final was played between Andrew Glover and John Sheehan.

Andrew started strongly to win the first frame 38-22. John responded by winning the second frame 52-40 in a black ball finish. After a slow start, Andrew fought back to win the third frame 50-47 in another black ball finish. At this stage, Andrew Glover led John Sheehan by two frames to one.

In the fourth frame, John took a seemingly unbeatable lead into the coloureds, but by sinking the yellow, green, brown, blue and pink balls, Andrew came back



The post tournament ceremony with the finalists John Sheehan and Andrew Glover



Commodore Rob Curtis presents the Snooker Trophy to the winner, John Sheehan.

from the brink to force the frame into another black ball finish. After near misses by both players, John finally sank the black to win the frame 47-43. The score then stood at two frames each.

Early in the fifth and final frame, Andrew Glover established a substantial lead. Through a series of successful snookers, John Sheehan took the lead and by sinking the black ball, won the frame 56-46, becoming the 2011 RPAYC Snooker Champion. Commodore Rob Curtis and Board member Brian Gray watched the game. At its completion, the Commodore presented the Trophy to the Champion.

# RPAYC / BGC Interclub Snooker Challenge

By Barry Shepherdson

On the evening of Friday March 30, 2012 a social snooker game was played at the RPAYC between our Club and the Bayview Golf Club. Each team consisted of four players formed into two doubles combinations.

A total of six frames were played, the points totaled and the Club with the highest aggregate declared the winner.

After four frames had been played, both clubs had won two, with RPAYC leading by a mere eight points. At the end of the sixth and final frame, the score stood at three a piece. However the aggregate scores were not the same.

The combination of Bayview's Paul Clarke and Bob Orth turned the game on its head. Playing standout snooker, they had a decisive win in the final frame to give the BYGC a 22 point victory, 319 to 297.

For RPAYC, Phil Shaw and Doug McConaghy had 2 wins from three frames; for BVGC, Paul Clarke had the maximum three wins and David Smith, two.

It would be an understatement to say that a great time was had by all.

I believe BVGC could be thinking of challenging us to a golf match. Wouldn't it be wonderful to beat them at their own game!



The RPAYC team - left to right: Barry Shepherdson, Phil Shaw, Doug McConaghy & Andrew Glover



# RPAYC Golf Challenge 2011

By Rob Cole, Activities Committee

The Annual RPAYC Golf Challenge, was played at our reciprocal club, the Bayview Golf Club on Friday 7 October 2011.

Seventy seven players representing their yachts, in teams of 4, 3 and 2 competed in the 4 ball ambrose on the beautiful, yet challenging course, after a quick breakfast, with a shotgun start at 8 o'clock, followed by lunch at 1.30, and a few drinks.

Everyone was a winner on the day as the weather turned for the better, during the morning.

When the results were in and the handicaps adjusted the overall winner was team Eye Candy; Chris Dawson, Terry Wetton, Simon Grosser and Brett Baker who shot a 67 off the stick and finished with a net 56.25, well done boys, second year in a row!

Second on a gross 68 and net 56.875 was team Summersalt; Bob Mander, Susie McCarthy, Martin Hadley and Sean Colley, very competitive.

Team Second Time Around; John McConaghy, Kent Heazlett, Jenni Berry and Jan Croll filled third place with a gross 72, net 58.125.

Girls longest drive on the 13th went to Jill Winter of team Wild Oats and the boys to Malcolm McDivitt of team Alibi.

Nearest the pin on the 8th was Niki Menzies of team Mirage and on the 16th Val Oatley team Wild Oats. The girls out shot the boys on both holes this year.

Best dressed went to team Argie Bargie, who went to a little extra effort to catch the judge's eye with their colourful wigs.

Last but not least, the Bradman prize, a group golf lessons, went to team Lanakila/Charlie Barr, with a gross 86 and net 71.25. We expect to see them in the winner's position next year with the lesson and some help from the handicapper!

Prizes were presented by Rear Commodore, Maurice Gilet.

Thanks to all who helped on the day and to the staff at Bayview GC who provided great food and service. Special thanks to Ian Kindred, for driving the drink cart and Gary Gleeson for taking the photos, a fun day for all.

We are all looking forward to this year's event already which will be on 12 October 2012. Keep on swinging!



What a handsome bunch, dressed to kill and ready for golf - Photo by Gary Gleeson





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ACTIVITIES

# RPAYC Opening Day, 10 September 2011

Photos by Damian Devine



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