



**2012-13
Annual**

Yachts man

THE ALFREDS



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

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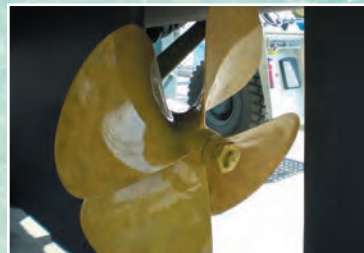


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Official Journal of
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Cover: Fleet 2 action on Pittwater plus an Olympic Year

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FROM THE COMMODORE



This is my second Yachtsman's-report as Commodore of the Royal Prince Alfred Yacht Club and I am pleased to report that we have had the most amazing and successful year. I have said publically on a number of occasions, I am most proud to be Commodore of such a well-managed and forward thinking yacht club. We are in great shape and in the last 12 months we have made great gains in many areas, one being one of the most important aspects of any club – Membership. I am

very happy to announce that we now have members reaching towards the magic 2000 number – the highest this century. A great result and Rear Commodore Peter McAdie and his team must be congratulated for the time and effort that they have bought to this undertaking.

With this in mind, I would take this opportunity to thank each and every one of all the volunteers from our vast array of committees and activity groups that have acted to invigorate, govern, plan, participate or help at our Club. Without these people giving their time and effort we would not be in such a sound position. We have enjoyed many varied activities this year as a result of the great work done by the Activities group led by Rear Commodore Norm Weaver. These include a Supper Club with James Morrison, Lunch with Sean Langman (and the opportunity of sailing his huge Tri to and from Sydney Harbour), New Years Eve, Mother's Day Lunch, Melbourne Cup – the list goes on.

Rear Commodore Jim Cormack and his Cruise committee has provided the club with not only great organisation for cruising events (including Coral Coast Cruise 2013) but also a broad range of high quality cruising seminars and associated documents (on the Club website) not to mention the most enjoyable and interesting First Friday functions. Rear Commodore Peter Bennett has also been busy with Centreboard numbers now going through the roof. The conversion rate from the learn to sail Tackers program is the envy of the rest of Australia and Peter goes about this in a no fuss manner. Rear Commodore Allen Stormon and his Yacht Race committee have put the finishing touches on next season's race program and as always it's extensive and inclusive of a very wide range of racing opportunities including our prestigious Pittwater & Coffs Harbour Regatta again sponsored by Club Marine.

If you take the time to review races and regattas around the country and overseas you will find RPAYC members sailing and representing their yacht club. This includes destinations like Hobart, Coffs, Southport, Airlie Beach, Hamilton Island, Port Stephens and overseas. If you look at specific regattas we had representatives at the Sydney Harbour Regatta, Etchells state and nationals, Melges 24 and 32's states and nationals, Sports boats regattas, match racing events (Youth Development - Harken, Dave Lukins memorial and in New Zealand) and also regattas in the Asia region.

The Centreboard group races Sundays throughout the year with solid fleets of Opti's, Lasers, and 29ers. Events included the pre-season Icebreaker, season pointscore

and club championships, the Spring Cup and the Opti's held a highly successful state title with over 150 boats racing with 20% being RPAYC members. Our Youth Development squad under Club coach Tom Spithill, have also had a great season representing in Australia and overseas in New Zealand. We are also looking forward to sending a team to the Governor's Cup in USA for the first time in many years.

As I have mentioned, we have had a bumper season 2012-13 and I would like to acknowledge some stand out performances:

- London Paralympics 2012– Dan Fitzgibbon & Liesl Tesch – Gold medal Skud 18 and both RPAYC Yachtsmen of the Year 2012/13
- London Olympics 2012 - Nina Curtis – Silver medal Women's Match Racing and RPAYC Yachtsman of the Year 2012/13
- Olympics Road to Rio 2016 – Nina Curtis, Jason Waterhouse, Josh McKnight
- World Champion – Josh McKnight, Moth class
- Southern Cross Cup TP52 – Marcus Blackmore - 2nd
- Sydney Hobart Line honours race record and IRC winners - Wild Oats Bob Oatley and Mark Richards
- Red Bull Youth America's Cup - Team Objective Jason Waterhouse & Josh McKnight, supported by Tony Walls & Coach Traks Gordon
- Youth Interclub Regatta – 1st RPAYC team (between the CYCA, RPAYC and RSYS)
- Youth Development Youth Offshore Program- Best Performing Club boat at Coffs, Perpetual Mocean

In general day to day running of our Club, I do rely on our GM, Suzanne Davies and her management team. They work tirelessly and in many instances unnoticed and I will say that we are very lucky to have their services.

In terms of Yacht racing, the Sailing Office is always a hive of activity and this year we saw Sailing Manager Chris Stone take a move to the Harbour and I would like to thank Chris for all his hard work over the years. With this change we welcomed David Ritchard to the position of Sailing Manager. David has been an RPAYC member for 30+ years and has extensive involvement in one design racing both off and on the water. All our staff go out of their way to assist, support and ensure we offer the best possible service to all members of the RPAYC.

In my closing comment in the Annual Report, I indicated that over the coming year the highest priority of all is to enjoy what we have on our back door step to the fullest and remember what Water Rat from Kenneth Graham's *The Wind in the Willows* said "There is nothing - absolutely nothing - half so much worth doing as simply messing about in a boat."

I hope to see as many of you messing about on boats as much as possible.

Rob Curtis
Commodore





FROM THE VICE COMMODORE



Volunteering at the Alfreds

The 2012/13 season has seen another full calendar of sailing activities across all disciplines as well as other events and activities to both showcase the Club and enhance the overall member experience.

Behind the scenes there is also a huge effort put into preserving our heritage; maintaining our world class facilities; safety; risk and financial management and membership.

Obviously all these things don't just happen, they require a dedicated and skilled volunteer group working with our equally committed management team across all these areas to both protect and enhance our status as a leading international yacht club.

Once again I would like to champion the contribution of our volunteer effort to the club's recent successes across all areas of club life and ask all members to explore our volunteering pathways to see how they could also make a contribution to our great club which I am sure you will find to be both a rewarding and an enjoyable way to engage in club activities.

International Yachting Fund

With our recent explosion in Youth sailing we are also seeing an increasing number of our young sailors aspiring for higher honours, particularly at International level. The recent successes of our past IYF recipients on the international stage (James Spithill, Nina Curtis, Andrew Hudson, the Crawford brothers, Jason Waterhouse and Josh McKnight, to name a few) highlights the importance that members funding contribution to IYF plays in the development of these athletes in our great sport.

We are also increasingly using IYF to support RPYC sailors competing in a team structure across multiple classes and also to help provide exposure to more varied sailing experiences, the Perpetual Mocean YD Offshore programme being a prime example.

We recognise the wonderful volunteer effort at the club, including our IYF recipients who also reciprocate Club members support via volunteering.

Ian Audsley
Vice Commodore

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General Manager's Report

By Suzanne Davies



I have been looking forward to writing this Yachtsman's piece as we have had such a great year.

Membership is now at ten year high, with almost 1,900 members as at 30 April 2013. We have seen very positive membership growth over the past few years, but importantly this year, we realised a growth in the Full Member categories. The impact of the Family Membership packages cannot be underestimated particularly as it is engaging of the parents of Youth who may not previously have been participating in club life.

We now seem to have defined our two key membership drives, these being the Open House in October and the Club Marine Pittwater Sail Expo in March. The Sail Expo is a great showcase for the club and for sailing. We trialled a different format this year, but will likely return to the first year's format and maintain it as a 'boutique' style of show rather than grow it to the scale that I understand it used to be. The feedback from the exhibitors is consistent in that the quality of the people who visit the show is very high. We attracted a further 35 new members to the club as a result. Thanks to all the volunteers lead by Maurice Gilet and Rob Cole (both who spend the entire week end at the club). Ros Lindsay co-ordinated the show for the second year running, her commitment, drive and dedication ensure a smooth running, well co-ordinated event.

The Open House was trialled last year on the back of sailing's success at the London Olympics. The message was that if you are interested in sailing, or learning to sail then the Alfreds is the place to be. Splashing Nina Curtis's face on our advertising helped make this event a tremendous success. 300 visitors attended, 85 joined as new members and we filled every sail training course that we had on offer, putting more courses on to cope with the demand.

We have a solid partnership with Club Marine now as major sponsor of two of the club's annual showcase events, these being the Club Marine Pittwater Sail Expo and the Club Marine Blue Water Series incorporating the Pittwater & Coffs Harbour Regatta. We are currently working on some initiatives that will drive further value and efficiencies for members who have policies with Club Marine and I encourage members to show their appreciation of this partnership and consider them when it comes time to renew insurance policies.

Back to sail training, this has become the growth engine for the club. Training was a key strategy defined in the 2011-2015 Strategic Plan and the focus is paying dividends. We have many primary and high schools running their school sport through RPAYC each week. Our school holiday camps are a key feeder for Tackers and we put around 400 kids through these combined programs each year. For those who are not familiar, Tackers is the learn to sail product for sailing. Run on a Sunday morning prior to Centreboard, children work their way through Tackers 1, 2 & 3 and then on to Green Fleet, Silver Fleet and then progress to the Centreboard racing fleet. Due to demand, a Saturday Tackers session has also been added to the program. Clear pathway definition, allows children to see where they are going

and move at their own pace. This tremendous success has been many years in the making and is the result of the commitment of Rear Commodore Peter Bennett and his committee, Club Coach Tom Spithill and Training Administrator Jenna Walters. But thanks must also go to the support and skill delivered by Traks Gordon (not to mention the many, many parents that show up each week to get these kids out on the water). All this has seen strong growth in our Centreboard fleet and it is clear that the future of the club is on track.

Adult training has also been a success with several courses run throughout the year for both Adult Learn to Sail and the Ladies 'Coffee Club' Learn to Sail. The ladies have been most active requesting a more advanced and tailored course to hone their skills and this is translating in to a very strong and competitive Tuesday Twilight fleet. We now see a fleet of x boats racing on Tuesdays.

The connection between training and participation is very evident.

Although the club hosted over a dozen successful regattas throughout the year, this was a relatively quiet year in this area. Growth in the racing fleet sizes has been pleasing. In line with the growth of the ladies fleet, the Wednesday racing fleets are charging ahead and have seen tremendous growth. Saturdays are stable, if not a little down and Thursdays are heading back to growth. Although we have seen a significant reduction in Thursday fleet sizes over the last 10 years, it is worth noting that you can now Twilight sail just about every night of the week on Pittwater during spring and summer. As I write some members have left to attend the Coral Coast 2013 cruise and I understand that 15 boats will participate in this cruise. The cruising committee put on some fantastic seminars again in the lead up to the cruise with great feedback and strong attendance (which had the added bonus of increased lunch trade).

While we continue working on the Moonbar redevelopment, the biggest facilities project undertaken last year was the refurbishment of Halyards. The works disrupted trading during the build period, negatively impacting income with the added burden of additional labour to run the operation upstairs. We also trialled Saturday evening dining throughout the summer and although some nights we traded reasonably, it still didn't cover the cost of operating. This, combined with the impact of the building works, has led to a poor food and beverage result. On the up side, members have responded to the refurbishment and are now using Halyards as a dining destination rather than merely a post sailing venue. Enclosing the annex has allowed us to broaden the use of the facility and extend the trading periods. Friday night dining, now known as The Alfred's Table is permanently located in the annex and it has an elegant atmosphere and allows us to cater for greater numbers. We are consistently catering for 70-80 covers each Friday night. First Fridays have also experienced the benefits and not even torrential rain that plagued the February event could deter the 160 people who turned up to hear Kay Cottee speak.

The creation of Sailfit Fitness Centre (along with new men's bathroom facilities) was a secondary development project and adds to further diversify the club's operation and offering to members. Sailfit has been very well received and we have around 150 members using this facility. Thanks to Head Trainer Dan Cook (ably assisted by Tana Anderson) for his





enthusiasm and commitment to getting the facility up and running.

Development of a different kind delivered a new website. www.rpayc.com.au has a new look and feel, but importantly is easier to navigate through.

We have had a few staff changes this year to cope with as they were the result of turnover in a couple of key positions. After nearly seven years at RPAYC, our sailing manager moved on and we welcomed David Ritchard. Having been a member of the club for 30 years David brings a new and different perspective to the sailing operations of the club and we are starting to see many positive results already.

Catherine Hale has stepped in to the membership role very recently and having been a Family member of the club. Cath brings some great new ideas and enthusiasm to the role.

I thank the respective predecessors Chris Stone and Heidi Lambeth for their efforts. Ros Lindsay in the sailing office will head off on maternity leave again in October to have her third child. She will be missed by staff and many of the members too and we wish her luck and hope she returns once she settles the brood.

I would also like to thank the enthusiasm and tireless efforts of all my staff. Members do not often see what goes on behind the scenes, but in a resource tight environment, the staff work very hard and often quite long hours. We are fortunate to have such dedication and I thank them for their commitment.

Having said all that, if any member at any time has any concern that they wish to raise with me, or would like to make any suggestions I am available to receive them. There is a suggestion box at the front counter, or feel free to email me. There will be another member survey later this year and I look forward to receiving further information from members on how we can make this an even better club for you.

The club recently received a Highly Commended Award in the Marina Industry Association Marina of the Year Awards. This was hotly contested and our first submission and we were runner up to the Sandringham Yacht Club in Victoria. In addition the club was also rated as a 4 ½ Gold Anchor Marina.

I recently hosted 25 yacht club managers from around the country. They were all very impressed not only with the facility but also the results. There are very few clubs in the country that are able to boast growing membership, increasing on water participation, near full marina and hardstand storage and such an explosive growth in training coupled with a strong financial position and fully funded master development plan. This was again echoed at the YNSW Commodores Conference. The Royal Prince Alfred Yacht Club is certainly one of the leading yacht clubs in the country and many are turning to the club to learn how to replicate this success.

I thank all the volunteers who work with my team throughout the year and also all those members who provide words of support and encouragement throughout the year – it is very much appreciated.

I look forward to another successful year in 2013/14.

Happy & safe sailing to you all.

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Fleet 1 Report

By Chris Heraghty, Fleet Captain

What a year! The overwhelming success of our Australian Olympic Sailing Team has raised the awareness of our sport across the country and around the World. I am proud to say that RPAYC sailors Nina Curtis, Liesl Tesch and Dan Fitzgibbon were very much a part of the success story, winning Gold and Silver medals. The wave of enthusiasm has carried on well after the Games as we saw in the attendance at the RPAYC's Open Day and the Junior Sailing Programme "Tackers" being total booked out.

Locally, Division 1 over the season had an average of 13 starters in each series. The SOPS Series being the most popular with 20 boats racing while the Broken Bay Series, made up of Division 1 and Division 2, had a fleet of 14. The Pittwater Inshore Series also attracted a fleet of 13 boats. With a crew of 'young guns' Bruce Ferguson on 'Whisper' had success on Sydney Harbour winning both the Short Ocean Racing Championships and the Sydney Harbour Regatta in the Sydney 38 Class. Congratulations to the Series Winners.

Blue Water	IRC	1st	Pretty Woman
		2nd	Secret Men's Business
		3rd	Le Billet
	ORCI	1st	Pretty Woman
		2nd	Secret Men's Business
		3rd	Le Billet
	PHS	1st	Secret Men's Business
		2nd	The Real Thing
		3rd	Le Billet
SOPS	IRC	1st	Old School
		2nd	Outlandish
		3rd	Pretty Woman
ORCI		1st	Old School
		2nd	Pretty Woman
		3rd	Outlandish
PHS		1st	Occasional Course Language
		2nd	Frogz
		3rd	Outlandish
Inshore	IRC1	1st	Alibi
		2nd	Outlandish
		3rd	Witchcraft
	PHS	1st	Occasional Course Language
		2nd	Secret Men's Business
		3rd	Outlandish
Broken Bay		1st	Ozad Force 8
		2nd	Pacesetter
		3rd	Alibi
Commodore's Cup		1st	Eye Candy
		2nd	Pacesetter
		3rd	The Bolter

As always our racing would not be possible without the wonderful help of the volunteers and club staff. Congratulations and many thanks to all involved.

Fair sailing.

Fleet 2 Report

By Ron Palmer, Fleet Captain

This was the year it blew for most inshore races and was quiet for Broken Bay with a couple of very good days thrown in the mix.

Once again the "pesky" 11 metres led the way around the course with a battle developing between the red & green spinnakers usually with the superior team work of the green winning out resulting in Pacesetter being awarded the Colin "Fossil" White Gun Boat Trophy – the Yacht that gets the most "guns" but has not won its Fleet at the annual prize giving.

Congratulation to the winners in Fleet 2 racing who showed that consistency paid off.

Inshore Saturdays had a fleet of 11 to 13 boats on most Saturdays while Wednesday afternoons the Fleet has grown from 15 to 19 boats during the year.

The racing on Saturdays has been very competitive with three boats in the last race hunting for two places.

During the season on Saturdays 11 boats shared in the prizes, 12 in the Spring Wednesday and 14 in Summer, showing the handicapping is working well.

The results show you need to be there every week to win:

Pittwater Inshore Point score:

1st	Summersalt - D Johnson / B Mandler
2nd	Pacesetter - Andy Mcphail/ Tony Doyle
3rd	Allegro - Roger Pottie

Wednesday Spring Point score:

1st	Reflex - John Thompson
2nd	Back in Business - Grant Halliday/ Paul Dickson
3rd	Allegro - Roger Pottie

Wednesday Summer Point score:

1st	Good Form - Joachim Fluher
2nd	Isabella - John Nolan
3rd	Reflex - John Thompson/ ??? Wood

On behalf of Fleet 2 competitors, I thank the volunteer race official's and the support they are given by the team in the club's sailing office.



Inevitable, your fleet captain



Race Review

By Allen Stormon, Rear Commodore Yacht Racing

I had the pleasure of attending the Sydney Harbour Regatta debrief luncheon at MHYC for Flag Officers and Sailing Managers. This event is to seek feedback and ideas to improve the event from those clubs' whose members have competed and assist with the race management.

I advised the meeting that this year RPAYC will be running the 'Commodores Cup' race on the 8 March to allow club boats to compete in this wonderful regatta, without affecting the Inshore, SOPS or Broken Bay point scores.

In the following discussions, Flag Officers from several clubs expressed envy at our clubs calendar and events, especially our B2A program to encourage our past and current young members and families to include our sport in their busy lifestyles.

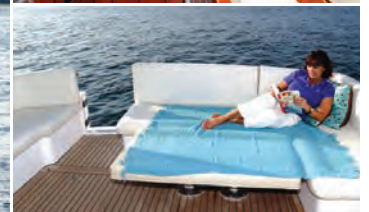
Did you know by the completion of this season the RPAYC will have offered races on every Saturday, except for the Labour Day long weekend, Christmas/New Year break, and the Easter long weekend. Here's an overview of the season:

- Opening Day
- 10 x Pittwater Inshore races for 3 divisions
- 10 x One Design days, featuring 3 races
- 10 x SOPS races
- 8 x Broken Bay races for 2 divisions and One Design
- 5 x Blue Water races
- 4 x Commodore Cup races and 4x B2A days, featuring 3 races
- 3 x Casual races, Dicko Cup and Old timers
- 4 x Lion Island races
- 4 x Two Handed and Ladies Winter races (Sunday)
- 8 x Winter races
- 5 x Early Bird races

And that doesn't include the races held on weekdays:

- 49 x Wednesday afternoon races
- 22 x Thursday Twilight races
- 10 x Tuesday Ladies Twilight races

With such a vast program it couldn't be achieved without the time and commitment of all the YRC members, the Race Officers and the Sailing Office staff, whom without, we wouldn't experience the variety and quality of racing the harbour clubs are envious of.



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Fleets 3 and 4 Report

By Norm Weaver, Fleet Captain

2013 was another good year of sailing although the fleet sizes are reduced from previous years. The winner of the Inshore point score was Roger Gray in his Clansman Bonnie Lassie. The fascinating thing is that Roger won on a count back from Tempus so the slowest boat tied for points with the fastest boat in the fleet - the handicap software got it right for once!

The Clansman 30 is a 30-foot narrow-beam full-keel yacht designed and built by East Coast Yachts in Gosford. Production ran from 1965 through to 1985, with hull numbers from 1 to 108. The last Clansman was launched in 1994. The Clansman was one of the first fibreglass production yachts in Australia and arguably was one of the strongest. The Clansman was laid up extremely thick, with solid glass-reinforced plastic (GRP) hull and GRP and plywood deck. It is an exceptional sea boat that has stood the test of time in performance in adverse conditions and it is great to see it still performing well.

The Charlie Barr Trophy for the most improved Fleet 3 boat was awarded to Roger Pratt and Nick Crombie for Cantina's consistent performance. The Young 88 improved in every series they competed in: Broken Bay, Pittwater Inshore and Wednesdays.

The Thursday Twilight point scores were won by Peter Helm and Carlisle Proctor in their Bavaria 38, Isolde (Spring Series) and Chris Browne in his Dubois 34 Veninde III (Summer Series). Veninde III was also second in the spring point score so good consistency from Chris and his crew.

Fleet 3 was merged with Fleet 2 in the Broken Bay Series which was won by Razzamatazz. Wednesday's Fleet 3 results are covered in the Wednesday sailing report.

Fleet 3 is a diverse division with smaller boats like Leonard Baillie's Cavalier 28 up to big vessels like Stephen Wilson's 40 foot Dufour, Weenaburra. However, the many different (some would say fickle) weather conditions in Pittwater and the handicapper level things out so that we can all enjoy the competitive and social racing.



The might Cantina, winner of the most improved Fleet 3 boat

Wednesday Racing Report

By Brian Ellis, Fleet Captain

Over the last season we have usually had good weather with the exception of one or two days. There is up to 48 boats competing in three divisions on good days. Competition is strong even if the races are non spinnaker. Handicapping gives very close finishing on corrected time, as there are more races to make small adjustments.

Spring Pointscore 2012 results:

Div 1	1st	Leroy Brown	Warren Weickmann
	2nd	Ghost Rider	Ross Hennessy
	3rd	Witchcraft	Brian Ellis
Div 2	1st	Reflex	John Thompson
	2nd	Back In Business	Grant Haliday
	3rd	Allegro	Roger Pottie
Div 3	1st	Kate	Jim Holt
	2nd	Il Gatto	John Wells
	3rd	Southerly	Terry Moran

Summer Pointscore 2013 results:

Div 1	1st	Le Billet	Tinworth /Waterhouse
	2nd	Wild Oats	Robert Oatley
	3rd	Cloud Nine	Ron Hayden
Div 2	1st	Good Form	Joachim Fluhrer
	2nd	Isabella	Jon Nolan
	3rd	Reflex	John Thompson
Div 3	1st	Still Dangerous	Ivor Burgess
	2nd	Kate	Jim Holt
	3rd	Dancelot	Richard Pearse

The 2013 Waterford Trophy series runs from June through until August. The added bonus of good racing is the free sausage sandwich after the race, cooked by different crews each week. Always a good way to resail the race and spin some yarns.



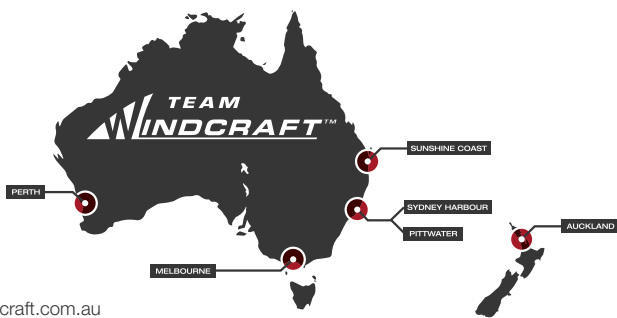
Wednesday Racing Div 1 Spring Pointscore winner Leroy Brown

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Trophy	Event/Fleet	Winner	Owner/Skipper
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Alyth Trophy	APHS	Secret Mens Business	Curtis/Trembath/Snedden
Montague Island Trophy	IRC	Pretty Woman	Hudson/Murphy/Lockley
Jim Robson Scott Memorial	ORCi	Pretty Woman	Hudson/Murphy/Lockley
Ron Greenwood Trophy			
Pittwater to Newcastle Race - APHS		Tailwind	Shaw Russett
Pittwater to Newcastle Race - IRC		Pretty Woman	Hudson/Murphy/Lockley
Short Ocean Pointscore			
Skye Mist Cup	APHS	Occasional Coarse Language One	Robert Alder & Bill Bailey
Stormaway Trophy	IRC	Old School	Mark Griffith
Ernest Hunt Memorial Trophy	ORCi	Old School	Mark Griffith
Broken Bay Pointscore			
Albert Gold Cup	Fleet 1	Ozad Force 8	Phil Malcolm & Peter Gale
Hornblower Trophy	Fleet 2	Razzamatazz	Norman Weaver
Lighthouse Trophy	Etchells Class	Kalika	Ian Audsley
Pittwater Inshore Pointscore			
R.E.Cunningham Trophy	Fleet 1	Occasional Coarse Language One	Robert Alder & Bill Bailey
Captain Cook Trophy	IRC	Alibi	Barry Jackson
Albert Gold Cup II	Fleet 2	Summersalt	David Johnson & Bob Mander
Michael Guermonprez Trophy	Fleet 3	Bonnie Lassie	Roger Gray
Club Pointscore Trophy Day Awards			
Race Official's Trophy	Day 1 - Fleet 1	Secret Men's Business	Curtis/Trembath/Snedden
Race Official's Trophy	Day 1 - Fleet 1	Outlandish	Chris Heraghty
Hedley Bryant Trophy	Day 1 - Fleet 2	Inevitable	Ron Palmer
Hedley Bryant Trophy	Day 1 - Fleet 2	Summersalt	David Johnson & Bob Mander
A.N. Thomson Trophy	Day 1 - Fleet 3	Hun Sea Baby	Alun Black
A.N. Thomson Trophy	Day 1 - Fleet 3	Charlie Barr III	Malcolm Webb
Ailsa Trophy	Day 2 - Fleet 2	Summersalt	David Johnson & Bob Mander
Ailsa Trophy	Day 2 - Fleet 2	Windy Passage	Carl Russett
Joy West Trophy	Day 2 - Fleet 3	Charlie Barr III	Malcolm Webb
Joy West Trophy	Day 2 - Fleet 3	Bonnie Lassie	Roger Gray
Donald Silver Memorial	Day 3 - Fleet 3	Cantina	Nick Crombie & Roger Pratt
One Design Pointscore			
Calibre Trophy	Etchells Class	Miramar	Mark Doyle
Twilight Pointscore Series			
	Spring Fleet 1	Leroy Brown	Warren Wieckmann
	Spring Fleet 2	Allsail Dancing Star	Russell Waddy
	Spring Fleet 3	Isolde	Peter Helm & Lyle Procter
	Summer Fleet 1	Bushranger	Gerry Hatton
	Summer- Fleet 2	Frogz	Ian Fergusson
	Summer- Fleet 3	Veninde III	Jason Antill
Ladies Twilight Series 2012-2013			
Ladies Evening Pointscore	Fleet 1	Frogz	Penny McConaghy
	Fleet 2	Uluwatu	Virginia McClelland
Commodores Cup			
Commodores Trophy	Fleet 1	Eye Candy	Chris Dawson & Gavin Ward
Commodores Trophy	Fleet 2	Kalika	Ian Audsley
Waterford Trophy 2012			
Waterford Trophy I	Fleet 1	Ghost Rider	Ross Hennessy
Waterford Trophy II	Fleet 2	Good Form	Joachim Fluhrer
Waterford Trophy III	Fleet 3	Ricochet	Ron Matthews & David Morris
Wednesday Pointscore			
	Spring Fleet 1	Leroy Brown	Warren Wieckmann
	Spring Fleet 2	Reflex	John Thompson & Don Wood
	Spring Fleet 3	Kate	Frank Mitchell & James Holt
	Summer Fleet 1	Le Billet	Mark Tinworth & Mark Waterhouse
	Summer Fleet 2	Good Form	Joachim Fluhrer
	Summer Fleet 3	Still Dangerous	Ivor Burgess
Lion Island Series 2012			
	Fleet 1	Eye Candy	Chris Dawson & Gavin Ward
	Fleet 2	Pacesetter	Tony Doyle
	Fleet 3	Razzamatazz	Norman Weaver
	Fleet 4	Dalwhinnie	Brian Liddell



Prize Giving Results

Trophy	Event/Fleet	Winner	Owner/Skipper
Winter Series 2012			
Graeme Norman Memorial	Fleet 1	Occasional Coarse Language One	Robert Alder & Bill Bailey
Graeme Norman Memorial	Fleet 2	Windy Passage	Carl Russett
Graeme Norman Memorial	Fleet 3	Galileo	Sal Ridulfo
Early Bird Series 2012			
	Fleet 1	Alibi	Barry Jackson
	Fleet 2	Inevitable	Ron Palmer
	Fleet 3	Allegro	Roger Pottie
Two Handed Series 2012			
Gipsy Moth Trophy	Inshore Fleet	Ballistic	Sarah & John Ball
Ladies Winter Pointscore Series 2012			
	Winter Pointscore	Outlandish	Kirstin Heraghty
Opening Day Trophy 2012			
Basin Trophy	Fleet 1	The Real Thing	Garry Holder
Basin Trophy	Fleet 2	F24	Youth Development
Basin Trophy	Fleet 3	Galileo	Sal Ridulfo
Whisper Mug 2012			
Whisper Mug	1st	Back In Business	Grant Halliday
Josie Trophy	2nd	Haupia	David Kennedy
The Starters Cup	3rd	Witchcraft	Brian Ellis
Zebulon Plate	Line Honours	Witchcraft	Brian Ellis
Pittwater and Coffs Harbour Regatta			
Pitt to Coffs Harbour Race	Line Honours 2013	Wedgetail	Bill Wild (RQYS)
	IRC/PHS/ORCi	Ragamuffin	Syd Fischer (RSYS)
Pittwater & Coffs Harbour Regatta	IRC	Justadash	Philip Dash (MHYC)
	PHS (and Australian PHS Champion)	Storage King Wallop	Peter Hewson (LMYC)
	ORCi	Le Billet	Mark Tinworth & Mark Waterhouse (RPAYC)
Dicko Cup 2013	Dicko Cup	Galileo	Sal Ridulfo
David Lukins Memorial Match Racing Championship			
David Lukins Trophy	David Lukins 2013		Murray Gordon
Old Timers Race 2013	Old Timers Trophy		Abandoned
Gwen Slade Trophy 2013			
Gwen Slade Trophy	Gwen Slade Trophy 2013	Odyssey	Rosemary Merrington
Special Awards			
Participation Trophy		Windy Passage	Carl Russett
Yachtsman of the Year	<i>Most accomplished Club members</i>		Nina Curtis, Daniel Fitzgibbon, Liesl Tesch
Trygve Halvorsen Trophy	<i>Offshore achievement of the year</i>		M. Tinworth & M. Waterhouse
Alan Rich Trophy	<i>Best performing Club yacht</i>		
		Occasional Coarse Language One	Robert Alder & Bill Bailey
Colin "Fossil" White Gun Boat Trophy	<i>Boat with the most race wins on scratch without winning their Fleet</i>		
		Pacesetter	Tony Doyle
Volunteer of the Year	<i>Outstanding contribution</i>		Ann Asker
Charlie Barr Trophy	<i>Most Improved Fleet 3 Boat of the Year</i>		
		Cantina	Nick Crombie & Roger Pratt





An Olympic Gold and Silver Year

By Damian Devine



Dan & Liesl in some downwind action at the Paralympics - pic onEdition

Dan & Liesl celebrate their gold medal performance - onEdition pic

On Sunday 21 October 2012 the members of the Royal Prince Alfred Yacht Club hosted a function to celebrate with its sailing champions from the 2012 London Olympic and Paralympic Games.

More than 300 members packed into Halyards to welcome home the silver medallist Australian women's match racing team of Olivia Price, Nina Curtis and Lucinda Whitty and gold medallists Dan Fitzgibbon and Liesl Tesch in the mixed SKUD 18 Paralympic class. Curtis, Fitzgibbon and Tesch are members of the RPAYC.

Opening proceedings Commodore Rob Curtis said, "The opportunity to celebrate the success of our silver medal Olympians with Nina, Olivia and Lucinda and gold medal Paralympians, Dan and Liesl was one not to be missed but to be able to do so in the company of past RPAYC Olympians of the likes of Colin Beashel, John Anderson, Richard Coxon, Gary Geitz and Stephen McConaghy is extraordinary. It shows the true depth of ability and commitment to sailing that epitomises the Alfred's. The RPAYC has had a proud Olympic history boasting Olympic sailing representatives at every Olympic Games since 1964."

For Commodore Curtis, it was clearly an emotional time for him as he recounted the days in Weymouth watching all the sailing action on the hill and the emotion when the girls won the silver medal.

Victor Kovalenko, head coach of the Australian sailing team delivered an inspired motivational speech on mental and physical preparation, competing and winning. "I would like to congratulate all of you on our big success. We are sport number one in Australia and we are team number one in the world," said Kovalenko.

A fabulous visual presentation was compiled with footage of both events in Weymouth plus a cameo from James Spithill who offered his words of congratulations to the Olympians via a video link in San Francisco and a surprise cameo by Nina's brother Dean who also works for Team Oracle. James' brother Tom Spithill, club coach and part time comedian, then played compere in an entertaining Q & A with the five Olympians who all offered their insights into their training, preparation and games experiences.

Nina Curtis commented on the support from her club over all these years. "It was so exciting for me. I heard actually when we got back to The Cove after winning the silver I had someone tap me on the shoulder and they're like "you know, Royal Prince Alfred Yacht Club is going OFF right now, they've had 200 plus people come through to watch the final in the wee small hours. But hearing that on such a special night, that meant a lot to me, to hear that so many people were behind me at the club and I'm really proud to say that I'm a Royal Prince Alfred girl."

"This is awesome," said Tesch, herself a six time Paralympian who was overwhelmed by the occasion saying, "this is a fantastic club and we just want to thank you all for your support over the past few years. To win this gold medal means a hell of a lot to us and we couldn't have done it without you."

Olivia Price, Nina Curtis and Lucinda Whitty were Australia's youngest team at the London 2012 Olympic Games but showed maturity beyond their years throughout the longest event in Weymouth.

The Women's match racing competition was certainly a marathon, being the first





to start and the last to finish but the Australian trio took everything in their stride on the way to Olympic silver. The team went through the round robin with a perfect 11 wins from 11 starts before defeating the Dutch in the quarter-final and Finland in the semi-final, setting up a gold medal match against Spain.

In a hard fought final which had everything, including a sailor overboard, the Spanish eventually came out on top three wins to two, claiming the first, and last, Women's Match Racing gold medal.

"There was a very special moment when our team beat the Finnish team in the semi-final," said Curtis. "The racing was completed in extremely light conditions and in the deciding race we started behind and fought for our lives the whole race, crossing the finish line ahead by the smallest of margin. I'm so proud of the way our team was able to come back in a race like that and fight to the death on the finish line, it showed real mental toughness," she said.

"We did our best in the final and gave it everything, a couple of things didn't go our way but in the end we gave every last ounce we could so we're extremely proud. To stand on the podium together and get that silver medal was amazing, it was a very powerful experience and one I will never forget," said Curtis.

While Price, Curtis and Whitty were continuing through their long schedule their sailing team mates won three gold medals, with the girls taking some inspiration from their performances as part of the most successful Australian team at the 2012 Olympics.



An Olympic moment on the podium after winning silver - onEdition pic

After seeing Liesl Tesch in a documentary about Sailors with Disabilities competing in the Hobart Race, Fitzgibbon contacted her in late 2010 and said "Hi my name is Dan, I'm a sailor, I'm really determined and I want to win gold. I'd like you to come for a sail with me." With those words they formed a sailing partnership that would take them to Paralympic gold in London 2012.

"Liesl had to learn a hell of a lot for these Paralympics but she picked it all up really quickly. What I saw in Liesl was a natural sports person. She was strong, motivated, fearless and keen with a can do attitude. She brings things to the boat that I lack, so we really do compliment each other," said Fitzgibbon.

"We come from different backgrounds but yet we share the same passion, determination, commitment and competitiveness," added Tesch.

In London 2012, Fitzgibbon and Tesch were so dominant that by the end of the

penultimate day of competition they were in such a strong position that no rival could beat them. They sailed an almost perfect regatta blitzing the field with four 1sts, five 2nds and a worst 3rd place as a drop to finish on 14 points, six points clear of the USA team in silver with the British team picking up the bronze podium, a further two points back. In fact, they did not need to sail the 11th and final race to claim gold, which was eventually abandoned due to lack of breeze.

Fitzgibbon has worked tirelessly to become a Paralympic champion since a sailing accident left him a quadriplegic. In Beijing he partnered Rachael Cox to silver and remembered at the time he was so disappointed not to hear the Australian anthem playing, that he decided to turn that disappointment into determination as they charged towards the London Games to get exactly what he came here for, that coveted gold.

There was barely a dry eye from the Australian contingent neither in the crowd nor on the podium when the national anthem rung around the Harbour. "There was a tear in my eye, I couldn't sing it I was just staring at the flag absorbing it all, it meant a lot to me, I wanted that anthem so badly," said Fitzgibbon.

For Tesch, it took her six Games to get her hands on gold and acquire the full set. She made her Paralympic debut in wheelchair basketball at the 1992 Barcelona Games before going on to win silver at Sydney and Athens and bronze in Beijing.

"I've been waiting for it my whole life. The medals will all come together in a big chunky mess but the gold one will be shiny."

This win was extra special for Tesch in an emotional week after her mum passed away on the first day of competition. But she gained inspiration from her late mother's battle with cancer.

"I knew that mum wasn't well at all but I thought she'd make it through the week so it was a real shock to get the news after day one," said Tesch. "She was definitely out there with us and pushing us along. I was able to channel all of that emotion during the week and we won the gold medal for mum."

For Fitzgibbon, the gold medal was a great moment and something he was quietly confident he could achieve before the event. "We trained very hard and put in a lot of hard work in the 18 months leading into the games and had competed against the very best, so I knew we could compete against them. We just positioned ourselves and kept the boat sailing really well all week," said Fitzgibbon.

They were also named joint Team of the Year at the 2012 Paralympian of the Year Awards along with the Wheelchair Rugby Team and Dan, Liesl and Nina were fittingly awarded club Yachtsman of the Year 2012-13 for their joint success at the 2012 London Olympics and Paralympic Games. Congratulations Dan, Liesl and Nina you did the Alfreds very proud!



The Women's Match racing crew in action during the 2012 London Olympics - onEdition pic





A spectacular 2013 Club Marine Pittwater & Coffs Harbour Regatta



By Damian Devine

The 2013 Club Marine Pittwater & Coffs Harbour Regatta was a very successful regatta for competitors with brilliant weather, favourable winds, good camaraderie and some great sailing. With a welcomed downwind race in the Pittwater to Coffs Harbour yacht race, it offered up a brand new line honours winner in Bill Wild's RP55 Wedgetail and a triple handicap winner with Syd Fischer's TP52 Ragamuffin (IRC, ORCi and PHS). There were also new winners in the overall regatta in IRC and PHS with Just a Dash and Storage King Wallop respectively. Peter Hewson, skipper of Storage King Wallop was also crowned the Australian PHS Champion.

For the 2013 race and regatta, all boats were eligible to enter more than one division so they could compete in the Australian PHS Championships, an event championed by the RPYC as part of the regatta and being run for the second time.

For the 226 nautical mile "warm water" ocean race, Wedgetail crossed the finish line in a time of 19hrs 53mins 3secs, a mere three and a half minutes in front of the TP52 Ragamuffin, in one of the closest finishes in the Coffs race ever. It was the third fastest time in the history of the race, an hour and a half outside the race

record. Both boats had an interesting battle throughout the race in what Syd Fischer, skipper of the TP52 Ragamuffin, described as "neck and neck all the way." For most competitors the wind clocked 12-15 knots from the South East for most of the race.

Fischer's Ragamuffin, completed an incredible feat by winning the triple handicap crown in all divisions on offer; IRC, ORCi and PHS in the race. In doing so, Ragamuffin became the first boat to accomplish the handicap achievement in the 32 year history of the race.

Fischer took out the coveted IRC handicap crown with a corrected time of 26hrs 55mins 22secs to win by a commanding one hour and eight minutes over line honours winner Wedgetail. David Forbes Kaiko 52 'Merlin' replicated her 2012 result to take the final podium handicap position in the end by some 14 minutes.

The PHS division mirrored the IRC result with Ragamuffin recording a corrected time of 28hrs 30mins 44secs pipping Wedgetail by 40 minutes with Merlin third. In ORCi, Ragamuffin took the spoils in a corrected time of 26hrs 13mins 58secs with Swish six hours back in second whilst the Hudson/Murphy/Lockley Farr 45



Bill Wild Line Honours winner





CLUB YACHTING



IRC Regatta winner, Philip Dash's Beneteau First 40 Justadash

Pretty Woman picked the bronze in third.

In IRC Division two, it was a trifecta for the Beneteau brand with Just a Dash ahead of Victoire whilst Le Billet, was third.

In PHS Division two, first was Just a Dash, Storage King Wallop second with She's the Culprit skippered by Michael McDonald placing third.

The prized Navigator's trophy was presented to the Farr 45 Pretty Woman's Michael Lockley for the third year in a row, proving he's no fluke. This year he was out by a mere one minute 20 seconds, for the final 20 nautical miles from Nambucca Heads to the finish.

Middle Harbour Yacht Club's Philip Dash's Beneteau First 40 Just a Dash won the IRC division in a tightly contested four race regatta one point ahead of Daryl Hodgkinson's Beneteau 45 Victoire held over 5-6 January in Coffs Harbour

With a trifecta of thirds and a 10th in the final race, Dash did enough to end his campaign on 22 points, knowing that he had to finish within four places of Victoire to lift the coveted IRC regatta trophy. Victoire finished on 23 points with the Mark Tinworth and Mark Waterhouse Beneteau 44.7 Le Billet finished a further point back on 24 points for the final place on the podium.

In PHS, it was a clear four point win to Peter Hewson's Sydney 41 Storage King Wallop from the Lake Macquarie Yacht Club who had to hold off a flying finish



Bruce Hogan's Perpetual Mocean and the youth development crew he mentored with wife Tina

from Mitchell Gordon's Sydney 38 The Goat who finished with two bullets in the final two races of the regatta. The RPAYC's Bruce Hogan and Tina Clifton's Marten 49 Perpetual Mocean mentoring seven crew from the RPAYC's Youth Development squad were third, a further four points back.



Wedgetail, line honours winner 2013 Club Marine Pittwater to Coffs race

The ORCi title went to another RPAYC boat, Le Billet a three time previous winner of this regatta under its former owner. They won on a count back from the overnight leader Just a Dash after finishing second in the final race. With a better overall result over the four races posting a first and two seconds they did enough to claim the title. Steven Proud's Kernan 44 Swish was third.

In the ocean race, Wedgetail managed to get the better of the wind angles to take the lead 45 minutes from the finish. Skipper Bill Wild said of the race, "it was a good race, not too demanding but we had a good battle with Syd. We led at the start then Syd took over, then we led for a little bit in the middle, then Syd got back on top. So, it kept us on our toes and luckily the breeze held in through the night which was pleasing. We managed to get through them in the end, which was the best part and we just held on. It was the outcome we were looking for."

Fischer, the 85 year old doyen of Australian ocean racing was proud of the triple handicap win effort saying, "it's not easy winning on handicap, so it's a good result. Wedgetail gave us a run for our money and we were unlucky not to get line honours as well. The boys sailed the boat really well and the boat performed to its ability. This is something we set out to do so I am really pleased. The wind certainly favoured us and played a big part in the result. It doesn't happen that often."

In terms of the overall regatta, an elated Philip Dash, skipper of Just a Dash said on winning the IRC regatta title, "fantastic, absolutely stoked. It's our first offshore regatta and the first long passage race we've done with this boat, so to win it we're thrilled.

The crew were fantastic, there was half a dozen of the regulars who sail with us every week and we've moulded into a good team and we had two local Coffs guys





CLUB YACHTING



Triple crown handicap winner, Syd Fischer's TP52 Ragamuffin crossing the finish in Coffs Harbour



Victoire

who came on board with plenty of offshore experience and fitted in very well to help us get this win. I look forward to coming back next year, I've enjoyed the whole thing, it's been great," added Dash.

Peter Hewson, skipper of Storage King Wallop, who last competed in this event in 2004 said on his PHS divisional and Australian PHS championship crown win, "We're over the moon, it's awesome. To win any regatta is not easy, you really have to be consistent. When you get the bridesmaid tag you always reflect on the little things you could have done better so we don't have to do that this time. It's been a great regatta, we've all had a good time and enjoyed ourselves immensely and we will be back next year to defend the title."

In closing, Coffs Harbour Commodore Garry Ennis said, "we've been blessed, we've had great weather; the sun was shining and the wind was blowing, great sailing, the beer was cold, the yachties are happy and we've had a wonderful, time. Thanks to the Alfreds for bringing the regatta to Coffs Harbour and we look forward to next year."

Rob Curtis, Commodore of the RPAYC summed up the 2013 Club Marine Pittwater & Coffs Harbour regatta saying, "The regatta turned into its true name, the warm

water regatta. The weather coming up to Coffs and the race itself was sensational, we got blown up here all the way and when we arrived the clouds cleared, the sun was shining and we have had two beautiful days of sailing. "

"The results were very, very close, reflecting some great racing and I think opening up all the handicap divisions to all competitors was the smart thing to do and created some great racing. Thanks to sponsor Club Marine who are so supportive of what we're doing particularly when yacht racing and staging regattas like this is becoming more costly, so we appreciate their support and it has helped make it a top class regatta.

"My personal thanks to the Coffs Harbour Yacht Club, the marina, John Bacon for the use of his marvellous vessel the Matthew Flinders as the radio relay vessel and start boat up here, the race committee and the army of volunteers involved and to everyone who has made this a great event. I look forward to seeing you in 2014."

Club Marine, Australia's largest provider of pleasure craft insurance, is proud to be the naming rights sponsor of the 2013 Pittwater & Coffs Harbour Regatta.

For all results visit www.pittwatertocoffs.com.au



2013 Australian PHS Champion Peter Hewson's Storage King Wallop



Photos by Dmian Devine



David Lukins Memorial Regatta 2013

By Tom Spithill



Billy, Shane, Murray and Max with the trophy

The David Lukins regatta was run over the 2 & 3 February. This was the fourth running of the event since its inception in 2009 to commemorate the memory of David Lukins, a tireless volunteer of the club.

Seven teams entered this year sailing either 4 or 5 up. Dennis Thompson "Big D" returned this year as Race Officer to lead the world class race management team.

The first day's racing got underway in a gusty sou- westerly breeze with intermittent rain. Back from her recent silver medal performance at the London Olympics, Nina decided to hop on the helm to try and defend her title. Nina called the big guns in, including her mother Evelyn and partner David Smith, a London gold medallist in the K-4 kayaks. David had a rapid introduction to the sport of sailing and after the first two races, one of which he fell in the water he started to find his feet and actually proved a powerhouse onboard, managing to get the big headsail on tight in the strong breeze!

Making his return to match racing after a long hiatus was Pat Langley. Pat managed to show the new Youth Development (YD) kids some old school manoeuvres and stamped his authority with a good score card, however Muzza Gordon equally had just as good a day and shared the spoils with Pat after day one.

Day two got underway in a shifty southerly with Denis set on finishing off the second round robin. One of tightest matches of the day was the YD team helmed by Malcolm Parker against Nina Curtis. Parker led around the top mark for the final run down to the finish, however he still had a penalty. Parker decided to try to get rid of it by inflicting a penalty on Curtis, however Curtis' experience shined through and Parker was unable to "trap her" and Curtis scraped through to take the win in a thriller.

With the two round robins completed the next stage was the petite and major finals. Malcolm Parker with 7 wins and Chris Way on 6 wins were ranked 3rd and 4th respectively and battled it out in the petite final. Pat Langley with 12 wins led after the round robin stage with Murray Gordon hot on his heels on 11 wins to progress to the major final.

With the time limit for racing fast approaching, the decision was made to do a sudden death final, so it would all hinge on one race.

In the petite final, Parker gained the upper hand on Way in the prestart to lead off the line with a lengthy lead. Way and his experienced team, however, managed to do a better job around the course and stay "in phase" with the wind and inching back Parkers lead. By the top mark, Way was only a boat length behind Parker

and was looking set to take his wind when Parker did an aggressive luff which caused both teams to broach. Parker, having practised this manoeuvre during YD training, showed great boat handling skills to get the boat back under control and lead Way back to the finish line.

In the major final, it was all on! With both teams being good mates there was plenty of friendly rivalry and additional wagers between the teams. Gordon got the slight edge at the start line, however Langley picked up a good shift during the middle of the beat and slipped past to take the lead. Towards the top mark Gordon tried to split towards the right hand side searching for better breeze. Langley decided not to cover Gordon, a move that proved to be costly with Gordon taking the lead and maintaining it for the rest of the race to be crowned the 2013 winner.

This was a well deserved win for Gordon and his team which included YD graduates Billy Sykes (main), Max Vos (bow) and Shane Lukins (jib). It was a particularly special win for Shane, to win the trophy in his father's honour. Shane, with tears running down his face, was beaming from ear to ear after the win and the team enjoyed some post race celebrations.

Commodore Rob Curtis welcomed the large crowd that assembled for the prize giving including the Lukins' family with Marg Lukins, David's mother presenting the trophy to the winners.

Gordon was quick to thank his crew on accepting the trophy, "this event means a huge deal to me and I couldn't have won it without these guys and to share this win alongside Shane is awesome" said a delighted Gordon.

A big thank you to the race management team, umpires, competitors, spectators, staff & Lukins family in making this event a great success.

Look forward to seeing you all next year on 1 & 2 February!

Final results:

1st	The Muppets	Murray "Muzz" Gordon
2nd	Zhik	Pat Langley
3rd	Youth Development	Malcolm Parker
4th	Boatmate	Chris Way
5th	Banshee	Nina Curtis
6th	Doyle	Stephanie Doyle
7th	Youth Development	Milly Bennett



The girls battle it out - Bennett leads Doyle





Gwen Slade Trophy Ladies Etchells Regatta

By Rosemary Merrington



The seven Lady skippers in the Gwen Slade

The 25th Gwen Slade Trophy Ladies Etchells Regatta was raced on Saturday 27 April 2013. This very special ladies event is based on Gwen's vision to promote women sailing in Etchells. Gwen and her husband Russell were keen Etchells club racers, and their son Paul continues this passion.

The seven competitors really appreciated the fact that the 2013 Gwen Slade Regatta was postponed for a week due to inclement weather allowing the racing to be run in 5-10 knots on a glorious sunny day.

Race Officer Steve Merrington was once again in charge, and he and his team were able to run the maximum three races. The racing was extremely close with a different winner in each of the three races. Rosemary Merrington sailing Odyssey winning race one, Learne Dooley in Gezabelle race two and Pru Bennet Kalika taking out race three.

With margins as low as 30 sec from 1st to 5th in most races it was obvious the girls were very competitive. Look out guys if the girls get going in E22s. Coming in to the last race two boats were tied on four points, Annie Taylor sailing Miramar

and Rosemary so it was all on there. Overall victory went to Rosemary Merrington with one win, a second and third placing. She was ably assisted by her crew Robbie Cole and John Sheehan. This was Rosemary's third time on the dias and hand on the Gwen Slade Trophy with previous victories in 2008 and 2011.

Second place went to Annie Taylor with two seconds and a fourth placing. Her crew was Mark Doyle and David Hayes. Third place went to Learne Dooley with one win, a third and fifth placing with crew Allen Stormon and Marty Mok.

A great day's racing was enjoyed by all, and the Ladies wish to thanks all the RPAYC Etchells Fleet members, who kindly made their boats available. Also a huge thank you to Steve Merrington and his race management team for running the event.

In his presentation of prizes Paul Slade, Gwen's son, congratulated all the ladies for the spirit of friendship shown and their competitiveness.

Final results:

1	Odyssey	Rosemary Merrington	6 pts
2	Miramar	Annie Taylor.....	8 pts
3	Gezabelle	Learne Dooley.....	9 pts
4	Kalika	Pru Bennett.....	10 pts
5	Cardinal Sin	Jill Connell.....	12 pts
6	Seawings	Virginia McClelland.....	18 pts
7	Pam	Claire Loh.....	22 pts

Thursday Twilight Series

By Allen Stormon

The 2012-2013 Thursday Twilight series was run with 'Wild Oats' and 'Ocean Covers' as the major sponsors.

It was an enjoyable series with family and friends competing on the water and socialising afterwards in Halyards. On offer were weekly prizes for the crews and skippers, the overall spring and summer point score, and entry into the major prize draw.

The major participation prize draw winners were drawn on 14 March as follows:

- 1st prize - John McConaghy, Second Time Around – Wild Oats holiday for two on Hamilton Island valued at \$3,000
- 2nd prize - Frank Mitchell, Kate – Ocean Covers voucher valued at \$2,000



L to R - Commodore Rob Curtis, Twilight prize winner, John McConaghy and Director John Bacon



Spring point score Winners:

Division 1:	1st Leroy Brown	Warren Weikmann
	2nd Secret Mens Business 1	SMB Syndicate
	3rd Occasional Course Language 1	Rob Alder / Bill Bailey

Division 2:	1st Allsail Dancing Star	Russell Waddy
	2nd Pacesetter	Tony Doyle
	3rd Summersalt	David Johnson

Division 3:	1st Isolde	Isolde Syndicate
	2nd Veninde III	Chris Browne
	3rd Kate	Jim Holt / Frank Mitchell

Summer point score Winners:

Division 1:	1st Bushranger	Gerry Hatton
	2nd Occasional Course Language 1	Rob Alder / Bill Bailey
	3rd Outlandish	Chris Heraghty

Division 2:	1st Frogz	Ian Fergusson
	2nd Sticky	Richard Harris
	3rd Silhouette	John Montgomery



Ladies Sailing Report

By Anna Cross

Twilight sailing at its best photo by Bruce Jamieson



Memorable. Fun. Challenging. Inspiring. Some words our lady skippers have used to describe the ladies twilight series.

What a wonderful sailing season we have had. Almost every sailing Tuesday the weather was kind to us. Two divisions, so we can all finish before the sun is down, and go back to the club to enjoy great food, wine and gossip.

Who said that the ladies are not competitive?! One evening, three general recalls and a black flag start. But you don't hear a lot of shouting, just laughter, maybe an occasional yell if another comes within touching distance.

Penny MacConaghy on a Dufour named Frogz (with a zed), managed to successfully negotiate her conversion from tiller to wheel and won Division One. Congratulations Penny, though it has to be said, not without being given a run for her money by Lisa Cruickshank on Bushranger and a close third, Woody in Outlandish.

Virginia McClelland (a graduate from the club ladies training courses) in a Force 24 named after a surf beach in Bali, Uluwatu won Division Two, with just good consistent results. This was despite the fact that in the last race they lost their spinnaker halyard to the top of the mast, but the worthy race crew and a fellow competitor came to the rescue, so it was duly retrieved just before the start.

Anna Cross (that's me!) in that little red boat, So Farr, thank you Bob, came second, thank you to all my wonderful crew. Then the Force 24, Lost in Translation, skippered by Ana Aruzza (another graduate from the ladies training courses), came third.

In addition to the Tuesday twilights we have two other significant women orientated events.

The Force 24 super series is a one day competition with up to six races and an all women crew. This year we had a days training from none other than our lovely Olympic champion Nina Curtis, giving lots of help and advice especially on starts, in what were windy conditions. So armed with that knowledge, a couple of weekends later we tried (to no avail) to beat the reigning champion Alex Murray. Alex and the Paradisos, convincingly won, with four firsts out of the six races. Congratulations on some more superb sailing Alex.

The longstanding Gwen Slade regatta in which only the helm has to be a lady (won

again this year by Rosemary Merrington) is an Etchell one day regatta. Another good way to get some helming experience.

The training programme has been going from strength to strength. Hopefully some of you ladies will now join the Tuesday twilight sailing. There are the Force 24s to be hired (at very reasonable cost and there is a rescue boat on hand). Alternate Tuesdays in the summer then back to the club for a bit of socialising. You don't have to have years of experience to join us, and the best way to learn more, is out there in a small division two in a Force 24 or, alternatively come and crew on one of the larger yachts.

Likewise any gentlemen out there who feel their boat is not getting enough use, why not come along with your floating mistress and sail with us.? Mind you, you do have to relinquish the helm to a lady.

Finally I have to thank our sponsors, who kindly provide the lucky door prize and place prizes for each division.

Thank you to Molly's Cradle Wines for wine (of course), and a night away in the Hunter Valley.

Thank you Jason Antill from Antill Marine for the mugs. Thank you Pete Antill and Bosun's locker, for the lucky door prizes, those lovely colourful Gaya shoes. Please support Bosun's Locker, so that when we need those bits and pieces without having to drive anywhere, they are there.

Looking forward to seeing some new boats joining us on the water next season.



Div One. close racing Photo Bruce Jameson





Dicko Cup

By Martin Cross



Rear Commodore Yacht Racing Allen Stormon with Dicko Cup winner Sal Ridulfo

What better way to christen a new boat and have a family bonding experience than a pleasant sail up to Halletts Beach for the Dicko Cup on Australia Day. We had just taken ownership of the new 'IF', a Melges 32, and the Dicko Cup crew consisted of myself and my sons David and Brinsley. Melges 32's are not renowned as the most luxurious cruising boats but we kitted the boat out appropriately with bedding, cooking facilities and a head (bucket). Luckily Peter Byford and the Joie de Vie crew kindly offered to let us moor against them which saved us having to get out the anchor and also gave access to hot water showers and other cruising delights.

After craning the boat in we were running very late preparing for the start. Still pumping out the engine compartment and still pulling up the jib as the gun went. We also discovered that we were pretty slow beating into 20 knots without another half-tonne of crew on the rail. However once around Lion Island two sail broad reaching in 20 knots we clocked over 13 knots at times which made up for the slow first leg.

We arrived at Halletts beach at the same time as Joie de Vie and then had a lovely afternoon at anchor having a good yarn and taking Charlie, Ben Byford's son and Peter Byford's grandson for trips around the bay and to the beach in the rubber tender.

My wife Anna had done the vittleing and the 4 bottles of beer had not lasted the afternoon. The Cross young guns bravely offered to undertake a hazardous journey in Peter's rubber tender and a 3.3hp engine to Cottage Point. The rest of us retired to the beach for the prize giving. About 2 hours later as the BBQ was fully fired up, we sent out a search party to find them. John kindly offered his 300hp 30 knot + semi ridged inflatable. We found them still bravely battling into monstrous seas

(from the point of view of a 3m rubber tender!) did a doughnut around them and returned back to the beach 2 minutes later. Upon my sons arrival at the beach another 30 minutes had past. The story of the adventure and survival put many of the stories of the rounding of Cape Horn and Shackleton's open boat trip in the Southern Ocean to shame. Suffice to say that when they got to Cottage Point the shop was shut, but by pleading they persuaded the owner to open and purchased 6 bottles of the most expensive VB in Australia. As an aside there were plenty of people on the beach willing to give them a drink anyway! We had a similar tender when we sailed around the Atlantic when they were young and they said the trip brought back such memories.

We all had a very pleasant evening having good food and a good yarn with the other crews and at twilight returned to Joie de Vie for a night cap and we retired early to bed. The air beds and the boom cover resulted in a very good sleep on deck until the torrential rain started at 6am. David bravely donned his foul weather gear and got inside his sleeping bag, Brin and I retired below to discover how water tight (or not) our new boat was. Ben Byford cooked the most amazing breakfast and all too soon it was time for the 'race' back. There was still a lot of rain and little wind and the OOD wisely took us to Palm Beach in Pittwater to start the race. The wind was still northerly at about 3-5 knots. This was the first time we had sailed the boat in anything less than 20 knots and the boat slipped easily across the water and we were luckily to be far enough ahead when the wind dropped further to drift first across the shortened course. Back at the club it was clear that all the crews had thoroughly enjoyed the family weekend and the light hearted racing with the emphasis on participation. The Dicko has a handicap system all to its own. We were very pleased to record our first win in the new boat on Sunday helped by the conditions and dying wind and were 3rd overall. My sons are still drinking out on their rubber tender adventure. Thanks to all friends and other participants that made such an enjoyable Dicko Cup weekend.

Overall results

- 1st 'Galileo' Sal Ridulfo
- 2nd 'Picasso' Rob McClelland
- 3rd 'If' Martin Cross

Martin Cross and sons on IF





Short Ocean Pointscore Series

By Chris Grant & Bob Bennett



Occasional Coarse Lanuage, Sops PHS Division Winner - photo by Damian Devine

The third season of SOPS has consolidated the series as a popular and important fixture in the Club providing enjoyable short offshore racing and preparing yachts and crews to participate in the Blue Water Series.

20 yachts competed this season with 16 taking part in the majority of races with an average of 15 per race. The diversity of boats usually allowed for close competition out on the water with yachts of similar performance.

The wind conditions were light for three of the first five races and then the normal solid North and South Easterlies 20 knots prevailed for the final five races with only one race having to be sailed in Pittwater as the sea conditions had not abated after a passing storm. The heavier conditions and an aggressive handicapping system gave the larger boats an advantage over the series with more Division One yachts amongst the top positions, a change from the last two years.

Handicap Results:

PHS	1st	Occasional Coarse Language
	2nd	Frogz
	3rd	Outlandish

IRC	1st	Old School
	2nd	Outlandish
	3rd	Pretty Woman

ORCi	1st	Old School
	2nd	Pretty Woman
	3rd	Outlandish

These yachts deserved their positions with consistently good racing and generally the quality of sailing of the fleet was excellent with skilful starting procedures and race tactics not allowing any relaxation of concentration but just as important the attitudes of fair racing and care for other competitors was as it should be.

The Club looks to the SOPS fleet to continue to strengthen this most important element of our club racing calendar.

Well raced!

Pretty Woman 1st IRC Club Marine Blue Water Pointscore



Club Marine Blue Water Series

By Chris Grant & Bob Bennett



Secret mens Business, PHS winner Blue Water Series - photo by Damian Devine



CLUB
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This fleet also experienced one abandoned race due to foul weather. A fleet of about a dozen boats participated in most races although the Cabbage Tree race saw a smaller fleet. Whilst an ideal tune up for the Coffs race, the Cabbage Tree race may just be too long for a week-end race and may need to be revised next season. Ideas always welcome.

The stand out boats this year were Secret Men's Business and Pretty Woman who won the PHS and IRC divisions respectively. ORCi was also introduced this season and saw these same two boats vying for top spot.

Another great season and it was good to see the Club represented with 10 boats in the Coffs fleet.

Thanks to Club Marine for their support of offshore racing.





Etchells Report

By Bruce Dey Fleet Vice Captain

The 2012 – 2013 season saw consolidation of the Pittwater Fleet after the influx of boats and crews generated by the previous seasons State, National and World championships held in Sydney. The focus was back to Club racing events at the RPAYC.

Etchells races were run in the One Design point score and Broken Bay Series. In addition a smaller fleet of Etchells sailed in the Commodores Cup as part of Division Two.

The One Design point score saw a total of 10 Etchells participating in a series of 26 sprint races conducted north of Scotland Island. Three races, usually consisting of two windward returns, were scheduled over nine Saturdays. Racing was always close, usually with the top places determined within seconds of the finish line.



Etchells offshore action

Congratulations to Miramar 1st (Mark Doyle) and Kalika 2nd (Ian Audsley).

The Broken Bay Series was sailed off Barrenjoey by a total of five Etchells participating in a series of eight races of approximately 10 miles each. Light breezes of the early races reflected the previous season's championship conditions. The return of strong north easterly winds was a welcome opportunity for some wet and wild fun with spectacular down wind sailing. Congratulations to Kalika 1st (Ian Audsley) and Miramar 2nd (Mark Doyle).

Ian Audsley also demonstrated that Etchells are very competitive in mixed fleet racing by winning Division 2 of the Commodores Cup.

Thank you to the volunteers for giving their time and effort to allow us to race.

Cameron Miles achieved a 4th place at the NSW Championships off Cronulla in March during which five races were abandoned.

The Italian National Championships were conducted at Rosignano Solvay in June and were attended by David Ritchard and David Hayes.



Etchells Club racing

On Sunday 4 August 2013 the RPAYC hosted the Etchells 40th Anniversary Regatta to celebrate the establishment of the first Etchells Fleet in Australia at RPAYC. The Regatta consisted of up to three races in RPAYC Etchells Fleet boats skippered by the surviving Australian World Champions. A display of this level of fleet racing on Pittwater was great entertainment.

The 2013 -2014 season will see the arrival of several additional Etchells to further strengthen the Pittwater Fleet. Congratulations to our Fleet for nurturing a special camaraderie that blends competitive spirit with the mutual enjoyment of sailing. Etchells remain an economical way for enthusiastic sailors to compete in a one design keel yacht against some of the best sailors in the world.

Great performance, moderate expense, low maintenance and small crew demands are all attractions. Right now, preloved Etchells represent unprecedented value for sailors wanting to extend their skills around the buoys.

Etchells on Pittwater





Skagerak wins back to back 5.5m Australian Champi-

The Preparation

Built in 1973 by Halvorsens, Carl Halvorsen's International 5.5m Skagerak has had a long and successful racing history with the class and with RPYAC. The dark green hull has been a familiar sight on the hardstand and since Carl hung up his sailing shoes about 5 years ago, Skagerak was steered by Roy Tutty to claim the 2011 Australian Championship and by Bob Stoddard to claim the 2012 Australian Championship.

In July last year, after some late night encouragement from club members Martin Cross and Steve Brajkovich, Bob Stoddard purchased Skagerak from Roy Tutty. The yacht was showing signs of its 40 year age and was moved to Steve's front yard for a facelift. Bob and Steve put in many hours to bring the yacht back to its former condition, including stripping and replacing the sheathing on the deck, reconfiguring the cockpit layout, replacing the false floor, installing bulkheads, rejuvenating rotting timbers, refairing and repainting.

The 2013 Nationals were programmed for 7 and 8 March, and with the yacht still being painted mid-February, time was running short to get the boat race ready.

Pete Dukino from Dukes Painting Service worked all hours to get the painting finished in time for Bob and Steve to then spend long hours bolting on the new fittings. The pressure was then on Billy Sykes from North Sails to get the new sails fitted. After several out-of-hours measuring visits and a 6:30am test sail, Billy also came to the party with a perfectly fitting pair of aramid tri-radials and monster spinnaker.

An "official re-launch" was held on 2 March at the RPYAC. The re-launch was attended (in the rain) by many of those who had helped in the renovation and by Carl himself at 100+ who, after pouring a good amount of champagne on the bow, took a swig from the bottle himself to celebrate the occasion.

The Championships were to be held at Vacluse Yacht Club, so the training session and shake down was the trip down to Sydney.



The Racing

Racing commenced on the Thursday afternoon (7 March) in 12 to 15 knots from the east north east gusting to 20. The races were 2 laps of a short course ably set by the Vacluse Race Committee off Neilsen Park. Four races were planned for the Thursday and three races for the Friday.

With Bob at the helm and crewed by Steve Brajkovich and Phil Smidmore, Skagerak joined Antares (Mark Hunter) and Pam (M Walker) to round the top mark ahead of the rest of the fleet. The front three boats remained close together for the rest of the race with Pam the first to record a win with Skagerak and Antares a close second and third. The second race

also saw Pam, Skagerak and Antares break clear of the rest of the fleet but this time with Antares winning from Skagerak in a photo finish and Pam close behind. The third race was won by Skagerak with Pam second and Robbie (B Zussino) beating Antares to third place. The fourth race was again won by Skagerak with Robbie second, Antares third and Pam fourth.

The second day of racing saw the wind again from the east north east but with lighter pressure. Skagerak revelled in these conditions scoring three wins and taking out the championship convincingly from Antares (second) and Pam (third and Silver Cup winner) followed by Robbie, Kings Cross (M Lutowski), Paladin (G Parker) and Yeoman IV (R Hewitt).

Unfortunately, strong winds in the prior weeks saw last year's Silver Cup winner Crest (H Skelton) drop their rudder in Port Hacking and Barragoola (D Decosta) crack the mast, putting them both out of the Championship racing.

Despite the small size of the fleet, the racing was very tight - as it always is in the 5.5m class.





Four things that matter with the Vicsail Pittwater Beneteau Cup

By John Curnow



Barry Jackson, far right, with his winning team in the spinnaker division

If you collect a large group of Beneteau's in the same area, you're pretty much assured of four things. First, there'll be some very civilised greetings and perhaps a glass of bubbly. Next there'll be an equally civilised race, starting not too early in the day. Additionally, there'll be the pre-requisite party with great times and lively band at the end.

Yes, the Vicsail Pittwater Beneteau Cup was on again, with 2013 being its 13th rendition. Fully delightful, sunny skies and something like 25 degrees is a wonderful way to start. An eight-knot Nor'easter, which then climbed in towards 15 by race end made for an even better time.

Shane Crookshanks and the Vicsail team always put on a collection of terrific prizes and giveaways, as well, which creates a fourth and very specific reason to be a part of this particular Beneteau gathering.

From early morning, when sailors started to appear and coffees with breakfasts started to roll out of the kitchen with increasing speed, you could sense that it was going to be a good day. The joie de vie of the participants was certainly going to make it so.

Rob Brown OAM, the Starboard Trimmer aboard Australia II, with the campaign team currently enjoying the 30th anniversary of their monumental win, was once again Master of Ceremonies for the day. "It's always good here on Pittwater. This is my home club, Shane is a good friend and this is a great opportunity to see all the people with varying degrees of sailing level and skill, having a race and good time. The social aspect of the Beneteau Cup shows how to have a healthy get together of people with a common interest. I'm really glad to be a part of it all," said Brown.

During his introductory speech, Rob offered these three items for the skippers and crews to remember. "1. Don't go where the breeze is not. 2. Practice some timed runs at the line, so as to arrive with pace and be on time, not over. 3. Be kind to each other out there, because I know you're a competitive bunch."

Shane Crookshanks said of this particular Beneteau Cup, which had the honour of holding the additional title of Lucky 13, "It has been fantastic to have an event grow like this one. We have had up to 35 boats and some 250 participants in some years. This year we've got the most breeze we've seen in years, so naturally, everyone is pretty happy about that.

Certainly a highlight has been the fact that we have had great sponsors from day one, when Ivor Burgess was instrumental in creating the Metal Mesh Cup, as it was known then. The original trophies are now the perpetual ones we are able to present to each year's victors in both the No Specials and Spinnaker divisions. In more recent times, David Boekemann with J. L. Lennard and Zanussi has been continuing the tradition. This is truly awesome support from great people."

From out on the course Shane added, "Just stunning conditions out here on the majestic Pittwater. We had a light start in maybe eight knots and at the moment we have 12s, with a few holes and the area's legendary flukiness, to add some to the Nor'easter's efforts. Everyone is having a good time and no one is drifting as they work up and down between the area near our base at the Royal Prince Alfred Yacht Club and the top marks up off Palm Beach. I would really like to thank the Alfred's for their Race Management team and the volunteers who are such a big part of making this event happen."

The right side of the course was favoured after start and then it was the turn of



Beneteau action on Pittwater



Ivor Burgess "Still Dangerous," in the centre flanked by his winning team in the non spinnaker division

the lefties in the building breeze, but overall, working the shifts was key, as many paid huge prices with enormous tacking angles if they chose poorly.

The Spinnaker Division boats were held up on an Answering Pennant for a few minutes and then Alibi, the first, First 40 into Australia, got serious about their pace and would stay that way for the whole race to go on and collect the gold. Two 40.7's, Seas the Day and Bombolo would take out the minor places.

For those preferring not to have to concern themselves with the complications of a spinnaker, there was the No Specials division, which was actually the larger of the two. The Oceanis 423, Still Dangerous, was a popular winner, with the Oceanis 381, Le Mika in second and then the Oceanis 37, Vamonos in third place.

Ivor Burgess took Still Dangerous out for her last Beneteau Cup, as he will soon collect his new Oceanis 45. What a great commemoration it was then to win, for the first time no less, the regatta he started all those years ago. This would go some way to explaining why he was so chuffed.



Ocean Road



Alibi

Capitalising on a great start and first work, Burgess commented, "I hope we can be even more dangerous out on the track when the new boat arrives. I do feel proud that the Beneteau Cup is still going after all these years and that the original trophies are still being presented. One of my team at my old business spent ages building them and he hadn't set foot on a boat before. We have had some great crews and boats win these trophies as part of the overall journey and then there have been the fantastic parties along the way, too. The regatta is just a wonderful day."

One soul to certainly get behind the 2013 Vicsail Pittwater Beneteau Cup is Graham Raspass from SailTime. "We're delighted to be here in force with three vessels, in this our third year. Congratulations to Shane and the Vicsail team for continuing to hold such a wonderful event, which we really do get something from. Glad it is this weekend and not last, when it was just a little less stunning and would have been nowhere near as enjoyable."

Brendan Hunt is the Principal of the Vicsail Group and was on board the sole Lagoon catamaran that joined in the fun. Her owners had just taken delivery of the new 400 S2 in the last week and everyone could not think of a better way to have a shakedown cruise than at one of these terrifically fun events. "The sun always shines in Pittwater. We call it Club Vicsail up here because it is a joyous way of life, so today's weather could well take it from perfect to heavenly," commented Brendan. Personally, I think they may have to start calling it Club Alfred's, perhaps.

"There have been wonderfully supporting sponsors involved here, from Ivor originally to David Boekemann now. These people are fantastic owners and are so loyal to what we are offering as an ownership experience. Many thanks to those two in particular, as well as all the owners who have participated over the years."





Easy Tiger IV Wins Platu Open in Thailand

By Lulu Rosemann



Chris Way holds the Trophy amongst his Easy Tiger IV crew

Easy Tiger IV, the new Platu 25 launched last week by Australia's Easy Tiger Racing Team has won her debut regatta, the Platu 25 Open at the Ocean Marina Yacht Club in Pattaya, Thailand.

Team Tiger finished each race in the top three over the two day series with a final score tally of 1, 1, 1, 3, 1, 2, 2 and eleven points. Their closest rivals, the Russian team onboard Niaid finished second with 14 points followed by Rolf Heemskerck, racing his still unnamed boat, and the sister ship to Easy Tiger IV, with 24 points in third.

"I am very happy with the new boat and the team's performance. We are absolutely ecstatic with this result. It really doesn't get any better than this and to have achieved it with a new boat is just magic. The Tiger crew has done an outstanding job in both preparation and sailing to the best of our ability. We can't wait to return to defend our 2012 Coronation Cup title in May," Skipper Chris Way said.

"Our expectations going into this event were pretty low and realistic given the performance of the boat was unknown. But after yesterday's results we knew we were fast and had a pretty good shot of winning it. We just tried to sail as cleanly and consistently as possible. Once we have over 10 knots of wind speed we just seem to take off," Way explained.

Yesterday the team recovered well from a disappointing OCS in the fourth and final race of the day. After returning to the line and starting correctly, they managed to claw their way back through the fleet to finish third over the line.

"That was hard work but good training and a real the turning point for us. From that moment on our fierce determination really kicked in and it was game on. Victory was our only goal.

"Initially we thought this event would be a training regattas where we would get to learn and tune the new boat as well as further hone our skills. We are so glad we did it and to win just makes the experience all the more sweeter.

"While we are a pretty resilient team we are bruised and battered Tigers. Last night

at Go Kart racing Peter Gregg hit the wall and bruised his ribs while Tommy Spithill bruised his elbow and may have broken his pinkie finger. Regardless, they both put in 110% effort today. Our 'don't call it quits before 2:00am curfew' was enforced throughout this regatta and it seems to have enhanced our performance rather than detracted from it.

"Our missing Tiger crew member Malcolm Clark will be back with us for the Coronation Cup together with our coach Alex Pallu. Having Alex here racing on the boat over the last few days has been awesome. He is such a critical member of our team."

Easy Tiger IV will be packed up and stored at the Ocean Marina Yacht Club until the Easy Tiger Racing Team returns in early May to prepare their Platu 25 Coronation Cup defense at the Top of The Gulf Regatta.



Tigrana Easy Tiger IV



Easy Tiger IV in action in Thailand





Dark Star wins inaugural MC38 One Design Australian Championship

By Ellen Pragnell-Raasch



John Bacon's MC38 Dark Star won the Championship on Pittwater

An amazing weekend was had by all of the MC38 Fleet out on Pittwater in the Sevenstar International MC38 One Design Australian Championship, held on 1-2 December 2012. John Bacon and his crew on Dark Star, battled it out over the seven races to take home the inaugural Championship Title.

Five MC38s took to the starting line on Saturday morning, for some exceptional racing on Pittwater. John Bacon's "Dark Star" took the first race, but saw how quickly the tables could turn in the close racing when Leslie Green steered his crew on "Ginger" to take first in the second race.

After three windward/leeward races and a short passage race on Day One, "Dark Star" had the lead over Ross Hennessey and his crew on "Ghost Rider" by 4 points, and only 8 points separated the first and fifth place. "We were the overnight leaders, with 4 points clear" said John Bacon "we knew that if we came last in the first race on Sunday and Ghost Rider came first, the regatta would be wide open, and in a self fulfilling prophecy that is exactly what happened. Spinnaker handling is key, we made a mistake and we came last, that's what this racing is all about."

Sunday saw more very close racing between the fleet of MC38s with all boats applying the pressure, "Vino," "Ghost Rider" and "Ginger" all taking a first place during the day. "We had a solid finish in the second race over Ghost Rider" said John Bacon "the last race everyone was pushing hard, Ghost Rider and Vino had the pressure on, they sailed a brilliant race – thanks to Ross for putting it to us."

Howard Spencer and his Kiwi team "Menace" enjoyed themselves, having only sailed the MC38 once before, they had a great time and can't wait for the next event.

It was a testament to everyone who sailed on the weekend; it was very close sailing, all putting a brilliant show for the spectators.

In John Bacon's acceptance speech he thanked everyone for coming out and competing, McConaghy Boats, the Sponsors, Royal Prince Alfred Yacht Club and his crew including Cameron Miles who left straight after the presentation for

the birth of his third child. It was an incredible sight to see the five boats blasting around. "It is exactly what we dreamed of for the MC38s" commented Jono Morris Managing Director of McConaghy Boats.

"Everyone had such a great time on and off the water and we are very pleased to see such a strong fleet and close racing. We had such a range of people competing in the event and everyone came away with a smile on their face, congratulations to everyone who competed, it was such a thrill to watch. The RPAYC did a great job in organising the racing," added Morris.



Steve McConaghy and Shogun - photo by Andrea Francolini

Steve McConaghy aboard Shogun crowned Australian IRC Champions

RPAYC member Steve McConaghy was tactician aboard Rob Hanna's Shogun V who were crowned the 2013 Audi IRC Australian Class A Champion at Geelong's Festival of Sail over the Australia Day long week-end in January 2013.

They hit the jackpot in a cliff hanger countback finish over RPAYC's Marcus Blackmore's Hooligan after the nine-race series was complete.

Like the last time the championship was run at Audi Hamilton Island Race Week in August, the winning numbers

didn't drop until the lottery wheel was spun on the final day, and in fact the better score in the final race was the clincher.

Shogun V and Marcus Blackmore's 2011 and 2012 Audi IRC champion, Hooligan, both finished with 16 points, the former winning the tie-break with Calm 2 third on 18 points.

Tactician Steve McConaghy was knocked for six: "To win on a countback is so special. It's been good winds and an exciting regatta, it doesn't get much better. This is definitely one of my best wins, I am really pleased," said McConaghy who also operates [online sailing coach](#).





Accru winners at 2012 Melges 24 NSW Titles

By Tracey Walters

November 2012, Lake Macquarie Yacht Club



Accru, an all family affair, a picture of concentration - Photo by Ash Stephens

Racing at the Melges 24 2012 NSW State Titles started on Friday afternoon in cloudy overcast conditions, SSE five to ten knots and after two races boats returned to the dock at 8pm. Crews mingled on the deck of the Yacht Club overlooking Lake Macquarie assessing their trials and tribulations on the racecourse.

Chris Links Northshore Marine left wondering in race one when they had just crossed Dave Bull Jester for the lead on the final run only to finish the wrong side of the boat having to sail back to a fourth place. Jester was in their own world of pain after leading the race their kite halyard knot came undone metres before the finish line, Jester recovered quickly to claim the win only eighty three seconds ahead of the last boat in the fleet. Hat's off to PRO Russell Cummings and the race recording the results.

Heath Walters sailing Amigos for the regatta, breaking in new local crew member AJ Millington for the regular team took a race to wake up but were never headed in race two leading from the start, Harley Walters calling tactics.



Close one design racing - Photo by Ash Stephens



Close action on Lake Macquarie - Photo by Ash Stephens

Leading the regatta heading into day two, after consistent racing and on five points were the Nixon family Accru, Damian Huon Huey II second on eight points and Gary Shanks Outrage Us, Amigos and Northshore Marine all on nine points in third.

Day two on Lake Macquarie and a classic building sea breeze with a worn left hand track made Green Point a well used headland. Some competitors enjoying the lift a little too much overlaying the mark.

The Nixon family on Accru played the shoreline and demonstrated effective boat handling as the afternoon wore on and the wind increased. An almost clean sweep for the day for Accru leaving them in the envious position of first place going into the final day of racing ten points ahead of the next boat David Bull Jester. Bull needing to sail well with minimal errors on day three in order to fend off Damian Huon Huey II. Damian sailing with his nine year old son James in the crew sailed a good regatta peaking towards the end, one point behind Jester at the end of day two but another four boats well within striking distance.

After two years of racing and training the Nixon family gave their most polished performance to date at the state titles finishing victorious. Entirely a family affair consisting of Husband and wife team, Kevin and Glenda Nixon, their children Bonnie and Daniel and their niece Grace who is flying in regularly from her home in NZ to train and attend regattas. The final wrap up, Accru finished ten points ahead of Dave Bull Jester in second place, Huey II a further two points behind third overall, consistency paying for both teams but neither able to catch Accru.

The final days sailing tested the fleet, Accru needing to deliver in race six in order to cement the win in a very light and tricky Northerly which proved no obstacle, cheers as they crossed the line and secured the regatta.

Trophies and Prizes from One Sail and Gill were awarded at the presentation at the Lake Macquarie Yacht Club. After a quick pack up everyone was on the road heading home including the two South Australian boats to prepare for the Australian Championships at the Festival of Sails in Geelong in January, followed a fortnight later by the South Australian States at Adelaide Sailing Club.



Chris Links wins Melges 24 East Coast Championships

Pittwater, 10-11 November 2012

By Tracey Walters

Just when you think the race has been run and places secured in a Pittwater regatta, winds shift direction keeping the fleet tight and fighting hard until the final leg.

This was the case for the Melges East Coast Championships hosted by the RPAYC in November 2012. On Saturday the wind was a gusty 20 knots from the south when racing kicked off at 1pm for the first three races, crews loving the strong winds and wild rides.



Photo by Melges Media

Chris Links Northshore Marine AUS 831 and his young crew David Chapman, Kieran Searle, Jay Griffin and Harley Walters tested out their new set of One Sails for the event. Day one was going well for the consistent team placing second in the first two races until a shackle snapped and they were forced to pull out of race three.

Local Damian Huon Huey II AUS 762 improved throughout the day as his crew found their groove, continually chasing the shifts. Sailing with his son James, an RPAYC Opti sailor they worked through fourth, third and second place to finish day one in third place overall.

Après racing crews enjoyed drinks and dinner overlooking the marina and relaxed to the smooth mix of reggae, blues and rock provided by live band "United Notions" long into the night.

Sunday, the sun was out, a more subdued breeze but very shifty conditions for the following three races. PRO Steve Merrington and his team drew on their years of Pittwater experience to get three races away on Sunday.

The Nixon team Accru AUS 769, stuck with their all family crew rule importing Cousin Grace Nixon from NZ for this regatta and by the conclusion of racing on



The Melges 24 in action upwind on Pittwater - Photo by Melges Media

day one they were in fine form, dominating the regatta with three guns and looking focused.

In a close fleet like the Melges 24 things can change quickly, you can go from "a peacock to a feather duster" as described by Claire Heenan on Arriba Arriba AUS 215. This was the case for the Nixon crew on day two who recovered well for a second in race four, but struggled in the lighter tricky conditions taking eighth and sixth places consecutively.

When Northshore Marine rounded the wrong mark in race three after creating a comfortable lead they were forced to sail well to run down the leaders and finish in third place. This error of judgement made them more determined and good subsequent tactical decisions and crew work allowed them to complete the regatta strongly with firsts in the final two races.

South Australian boat Foxtrot AUS 133 skipped by Dave Alexander and crew were just warming up on day one after their long and wet trip from Adelaide. They started to make their presence felt when they maximised on Northshore Marine's error in race four finishing in first place, followed by a second in race five.

Going into the final race they were two points behind Huey II. Luck didn't go Huey II's way when they picked up the start mark in the final race handing third place overall to Foxtrot. The ironic twist was Dave Alexander did the same thing in the South Australian M24 State Titles earlier in the year, so he could relate their frustration.

Collecting their SOAK and Harken supplied trophies and title of 2012 East Coast Championship winners were the excited crew of Northshore Marine in first place, one point ahead of Accru second, Foxtrot third.

Winning skipper Chris Links commented, "Kevin Nixon was outstanding the first day but our guys really worked the boat hard in the light air, balancing the boat well accelerating out of tacks and gybes. We also had good starts right on the line, looking for the first shift."





RPAYC Northshore Marine team win the Melges 24 Nationals

By Tracey Walters



The winning Northshore Marine team - Photo by Melges Media

The Royal Prince Alfred Yacht Club team Northshore Marine fought hard to the very end to win the 2013 Melges 24 Australian Championships over the Australia Day long weekend at the Festival of Sails in Geelong.

The team consisted of Bilgola local and Olympic gold medallist Nathan Wilmot, Heath Walters and Chris Links owners of RPAYC shipwright business, Northshore Marine, WA sailor John Suriano and RPA 29er sailor Harley Walters. The ten race series was held over four days. Conditions ranged from a light and shifty south Easterly to a 25 knot southerly front on day two. The Northshore Marine team clocked an impressive top speed on their Velocitek of 20.4 knots. Competition was incredibly close; the Northshore Marine team raced consistently finishing the regatta one point in front of fellow RPAYC crew Kevin Nixon's Accru. In third place and two points behind was Warwick Rooklyn's Bandit who also holds the titles of current North American Melges 24 Champion and winner of the previous two Australian titles.

The majority of the RPAYC fleet and their families made the trip down to Geelong, enjoying the racing on the water and excellent entertainment afterwards provided by Royal Geelong Yacht Club.

The win was made sweeter knowing the regatta was being watched eagerly by the international Melges 24 fleet on social media in preparation for the World Titles in Geelong next year. It is fitting that Geelong hosts the first Australian Melges 24 World Championships as the Festival of Sails Regatta is one of the nation's oldest sporting events, first held in 1844.

Northshore Marine is the Asia Pacific distributors of the Melges class. "We have worked hard to create an inclusive, competitive one design class that is great fun to race. Both Chris and I are shipwrights and have plenty of experience in high performance racing; we had prepared the boat well and knew it would come down



Action shot in M24 Nationals - Photo by Melges Media

to crew work and tactics. It was a tough series against some of Australia's best sailors" said Heath Walters

"It was great to see some of the other RPAYC teams we manage like Amigos getting in the top three places during the regatta. Nathan races Melges all around the world; he has been working with us to provide coaching to the Australian fleet. He came second to Warwick in the North Americans last September so it was good to get the win this time. The class is growing rapidly, two of the boats were sold at the Nationals in view of the Worlds in Geelong next year" said Chris. "We would invite club members to contact us for a test sail if they're interested in competing in the Worlds next year."

Final Results:

1. Northshore Marine, Chris Links, 21 points
2. Accru, Kevin Nixon, 22 points
3. Bandit, Warwick Rooklyn, 23 points

For more details visit www.melges24association.yachting.org.au/



Northshore Marine crew working the beat hard - Photo by Melges Media





Whisper Mug 2012, the best race on the calendar

By Norm Weaver



Witchcraft, skippered by Brian Ellis line honours winner 2012 Whisper Mug

The Whisper Mug has been a tradition in Pittwater since 1972 when the first race was organised by Sue and Neville Fielding in their yacht Whisper. Since then the race has prospered with fleets of up to 20 and a reputation for a highly enjoyable day out on the water and a social party afterwards. The breeze at that time of year is normally excellent, last year downright exhilarating, and the race has only ever been shortened once in its 35 year history!

There were four perpetual trophies awarded:

The Whisper Mug	1st on handicap	Grant Halliday, Back in Business
The Zebulon Plate	Line Honours	Brian Ellis, Witchcraft
The Josie Trophy	2nd on handicap	David Kennedy, Haupia
The Starter's Cup	3rd on handicap	Salvatore Ridulfo, Galileo

As usual there were "interesting times" around the island where the tide, current and swirling breezes make for a very tactical race and a good long run home. The breeze dropped towards the end giving challenges getting back round West Head for some, but still an enjoyable day out and a welcome alternative to making paper chains and Christmas shopping!

Why not reserve the date in December and come along and join us for the best race on the calendar.

The 40th Whisper Mug race was held on Sunday 16 December 2012. It was an enjoyable race from McCarr's Creek to Dangar Island and return followed by socialising and a prize giving in Halyards.

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Objective Australia, Sailing Team update

By Objective Australia Media



The Red Bull Team at full speed

The team joined up in San Francisco to start the hard training and preparation for the inaugural Red Bull Youth America's Cup in September but there was plenty happening on and off the water ahead of this historic event.

After the excitement of the teams' qualification in February and then the official launch at the RPYC in late March, it has all been very busy for the whole team.

RPYC members Jason Waterhouse and Josh McKnight, plus Tom Burton, and James Wierzbowski have all been in Europe competing in the EUROSAF regattas. These events are for sailors competing in the Olympic Classes and the Objective Australia sailors are all trying to put in the results that will get them selected in the Australian Olympic Team. But for now it's all baby steps – one regatta, indeed one race, at a time.

Jason is in the Australian Sailing Development Squad and Tom, the world's number one ranked Laser sailor, is a member of the Australian Sailing Team. Josh and James are both journeymen competitors at the moment, battling it out for selection.

Tom and Jason have both enjoyed some good results in Hyeres, Lake Garda and Medemblik. Tom has dominated racing in the main, but suffered in Garda and Medemblik at the hands of the new point system that essentially puts all the emphasis on the last race, where most sailors are used to results being awarded for consistency across the whole regatta. Jason and crew Lisa Darmanin are on a steady improve and have made the last two medal races which is a tremendous result in the new Nacra17's.

Elsewhere Ted Hackney has been match racing on the Alpari world Match Racing tour in Lake Constance, Germany and is now heading off to Korea.

Ted Hackney & Keiran Searle have been racing big boats in Australia – Keiran most

recently on Shogun, the TP52, finishing 3rd at the TP52 Tour event in Sandringham in April and Ted was on the record setting Super Sled in the Fremantle to Bali race.

Traks Gordon, the team's sailing director and coach, has been working on preparations to ensure the Objective Australia team hit the ground running, as they will have to do.

Said Traks "For me it's all about ensuring we have the best available data and plan when we get to San Francisco in August. Four teams have access to the AC45's already and have the ability to train. The rest of us are in the same boat – we simply cannot get access to a boat until then, so we have to ensure that every minute of our time is spent productively."

"I know the guys are keeping fit and their results overseas are good, so I know they will be race ready. My job is to ensure we sail the boats at 10/10ths all the time, which means digesting as much as

possible from the three years racing and learning in the AC45's that all the teams have done and then distilling it down for our guys."

While the impact of Andrew "Bart" Simpsons tragic death while training on the AC72 Artemis was felt by all sailors, the Objective Australia team remain committed to the event, and fully support the actions and resolve of the event organisers who have redoubled their already tight controls and requirements around safety.

Said Team Principal, Tony Walls, "Whilst the One Design AC45's being used for the Youth America's Cup are at the leading edge of sailing and are very demanding on their crews, they have been extensively race proven over the past three years without serious incident. Prior to us having access to these boats again in August, they will have undergone rigorous safety checks by the event organisers to ensure they are 100% good to go.

In our eyes, the Red Bull Youth America's Cup has already established itself as a 'safety first' event. Our team sailed the AC45's in the February selection series when we qualified for the main event. The focus by event management on the preparation and proper training of the athletes in handling these boats has impressed us all. They wouldn't let us near the AC45s until we proved that we knew what we were doing and even then we had Russell Coutts and Darren Bundock personally ensuring that we learned how to handle the boats properly. When we go back in August we will have to go through some of the basics all over again."

As we move over the next two months all the team have busy schedules, with more Olympic Class events, match racing and big boat regatta's before August.

Keep an eye on <https://www.facebook.com/ObjectiveAustralia> for regular updates from the team and the Red Bull Youth Americas Cup.





Objective Australia Campaign Launch

By Damian Devine



Six of the Objective Youth AC team with CEO Yachting Australia Phil Jones, Hon. Bronwyn Bishop, and RPAYC Commodore Rob Curtis at the launch

The RPAYC hosted the official campaign launch for Objective Australia Youth America's Cup team on 23 March 2013 to a packed crowd of members and their guests in Halyards Annexe.

At the launch we heard about the selection series and Objective Australia's approach to America's Cup success, as well as the professionalism, skills and desire it takes to sail one of the most aggressive boats on the water - the AC45.

The RPAYC is the home of Objective Australia, our national team competing for the inaugural Red Bull Youth America's Cup and is Australia's first participant in the America's Cup arena for over a decade. The team will compete against seven other nations in San Francisco in September 2013.

Objective Australia is made up of nine sailors aged between 19 to 25 years old, with many campaigning towards the 2016 Olympics and other major sailing championships. The team members include RPAYC members Jason Waterhouse, Josh McKnight and coach Traks Gordon as well as other prominent sailors including Tom Burton, Jordan Reece, Oliver Tweddell, Luke Parkinson, Keiran Searle, James Wierzbowski and Ted Hackney.

With the team based out of the RPAYC, we wish them well as they continue their journey towards the inaugural Youth America's Cup in September 2013.





Cruising Report

By Jim Cormack, Rear Commodore Cruising

Opening Day 8 Sept heralded in a year of adventure, fun, exploring, new faces, new boats, a club facelift and great camaraderie. We travelled to new, and rediscovered many tried and true destinations. Many laughs were shared and new challenges tackled, all the while preparing for the ultimate adventure cruise once again to the tropical waters of Australia's north. First Friday Dinners provided the forum for entertainment, education and social contact, attracting record numbers in the newly refurbished Halyards.



Mix'd Nutz Opening Day 2012

Opening Day

The new format, more casual style opening day was well appreciated by members involved in both cruising and racing and gave us a great opportunity to say a fond farewell to our long term Rear Commodore Maurice Byrnes, who held the guiding reins on cruising activities for the better part of the last decade. The Cruise Committee, Maurice and Val accepted my invitation to form a Guard of Honour for the sail past aboard Mix'd Nutz. They lined the safety rail for the salute to the Commodore. This was to be the herald for the year to come where the team pitched in to get the job done.

Melbourne Cup

What a great opportunity for cruisers to get together and have a heap of fun. Hats and dress-up were the order of the day and with some very careful punting by Peter Helm, the table Ross and Jenny Scoble organised actually declared a dividend from the Calcutta.

Newcastle Lunch

Another Scoble initiative was to gather a gaggle of pensioners for the \$2.50 excursion to Newcastle for lunch at the harbour side restaurant Scratchleys.



Cruising at the Melbourne Cup function

Can you imagine the expressions on the faces of the passersby when this large group of oldies descended from the carriage for the march along the harbour front to the restaurant and the surprise of the schoolies when they walked up the stairs of the double decker carriage to be confronted with a sea of grey. Well done Ross for great organisation.

Estuary Cruises

Our regular weekends 'Up The River' were marred by Mother nature's blessings just a few too many times in this last season with a number of events being cancelled because of the horrible conditions. This of course doesn't mean that on the occasions that we actually did get away there wasn't any fun to be had including pot luck dinners, kayaking, bush walking, happy hours and picnics, not forgetting Leon Wilson's hosting of the Bowler's challenge at the picturesque green on Dangar Island. A navigation rally to Hallets Beach gave some a bit of a challenge but all good experience for the Christmas and the Coral Coast Cruises.

First Fridays

This season saw some records broken with outstanding attendances for Nancy Knudsen's Man Overboard seminar. Nancy suggested that the name should be changed to the stay onboard seminar, as the risk for shorthanded cruising is so great that if one of the two actually decides voluntarily or involuntarily to step off, that the chances of their partner actually getting them back on board is not so good and the alternatives are not those that would be contemplated. Her simple message was ensure strategies are in place to stay onboard.

In March Kay Cottee's presentation and talk about her record breaking circumnavigation adventure in First Lady saw a record attendance at a First Friday Dinner in Halyards with us having to close bookings almost two



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weeks before the event. The accolades for the evening were plentiful. It was held in the recently renovated Halyards with the new glass outside doors being used for the first time – what a difference they made as the night was positively feral with horizontal rain and gale force winds trying to dampen the event.

In fact the First Friday Dinners have been well attended throughout the season which is testament to the great job that Ann Asker, Mandy and her staff have done.

We started from Phuket in the south of Thailand taking in the coastline and islands from Phang Na Bay to the border island of Langkawi in Malaysia, through some of the most spectacular islands imaginable. Beaches and resorts to die for were the every-day occurrence along with simple islands where a meal could be purchased for less than a coffee here in OZ.

The weather was very kind to us with almost no rain over the two weeks and on most days, excellent sailing breezes. When we found a deserted beach we found paradise. We took rides in the local Long Tail Boats, explored the villages and towns, marvelled at the scenery, enjoyed dinners at a great range of different establishments, told stories over a glass till the wee hours and swam and snorkelled our legs off. It is a destination that invites a return visit.



Pretty beach in Thailand

Thailand Rally

“And the lucky winner is (pause for suspense) Debbie Henry” – applause and cheers could be heard throughout Halyards that night as well as the whoops and hollers from Debbie and partner John. The rally took place with two Alfreds boats and one with a team of five from Melbourne.



A long lunch in Thailand



And the lucky winner is: Debbie Henry and partner John





C R U I S I N G



Christmas Cruise

After much discussion and deliberation about the destination for the Christmas Cruise, we decided that as the promised depths into Lake Macquarie were looking as though they would meet the required draft of our deepest boats, this was to be the best possible choice, especially given the enjoyment that everyone expressed from our previous visit there in 2010/11.

Departure day was delayed to take advantage of the better weather window and tides on 30 December, although some boats had already departed for a quick sail to Newcastle just to get their sea legs settled. We all met at one of our favourite destinations, Styles Point to regroup for the transit to Pebbly Beach and the nearby Wangi Wangi Workers Club for New Years Eve. The evening was seen in quietly. Following a good meal at the club we waited on the lawn outside for the 9pm fireworks display and then, like all good pensioners we returned to our bunks on the boats to be asleep by the time the clock struck 12 – well some of us did anyway. Others were waylaid at Nirvana's Kitchen for a shot or two of schnapps or Baileys – so seeing the New Year in.



We moved further south down the lake until we found the delightful shores and BBQ area at Mannering Park where four teams were selected and a bag of ingredients handed over with instructions to “feed the mob.” Nothing was to be added to the contents of the bag except imagination and the only cooking that could be done was to be on the foreshore electric BBQ's.

I didn't know that we had such talent as all the tastings were spectacular.

We moved around the lake to a number of different destinations



always with fives somewhere ashore and eventually it came time to depart for home. Some left early to take advantage of a short weather window to head south whilst a few others waited out the few days until the next appropriate break in the weather. All in all another fantastic cruise to Lake Macquarie – no wonder it always appears as a favourite on the destination list.





Easter Cruise

After advertising that Sydney Harbour would be the destination for this year's Easter Cruise and looking at the weather conditions a few days out, it became evident that a venue change was needed. Obviously those that were thinking of participating had similar thoughts because it quickly became clear that the alternate destination of Bobbin Head was to become the favourite.

Bobbin Head has recently become one of the favoured destinations because of the variety of activities and the availability of facilities there. Kayaking and bushwalking are easily organised, with a number of really good paddles both up and downstream as well as some of the tributaries whilst there are many bushwalking challenges, some significant, others a casual stroll. The big decision for the day is which destination to do coffee at today.

Over the weekend we had 29 boats and five drive-ins. With over 60 people this made it one of the best roll ups to any destination that we have had in a long time and we were blessed with great weather.

Friday evening was a casual get together for drinks at around 1630hrs which persisted for long enough that most people ended up departing in the dark for their boats or to another's for a planned or impromptu dinner meeting.

Saturday was heralded in with the 'gaggle of girls' heading up the river on kayaks. It seems that they must have gone a long way because they didn't return until the appointed hour to go ashore for the afternoon BBQ. Once again it was standing room only inside the old shed known as 'The Station'. Apparently at some stage it was contemplated that a railway line should be built to promote Bobbin Head as a destination because it was such a popular picnic spot. I gather it got close enough to a reality that the structure was completed.

Lunch lasted well into the afternoon with more great stories of heroic feats being told as the level in the bottles declined.

On Sunday morning, a hardy group set out with Ian Pritchard in the lead to find 'The Sphinx Trail' up to the Chase Gates then to return by the river trail to the old Halvorsen boatshed for coffee and recuperation. It was estimated that the return trip would take around 3 ½ hours – a good walk said Ian. Well it turned out to be exactly that, all participants made it back safely although some were noticed to be massaging tender spots on the feet. Coffee in 'the other' coffee shop on Monday morning lasted until skippers, looking at their watches, judged it was time to return to civilisation. Everyone went away feeling relaxed and happy that they had made the trek.

Coral Coast 2013

Following the success of the rendezvous cruise to the Coral Coast in 2011, there was a popular call to set aside the second half of 2013 for another Coral Coast cruise. Who better to lead it other than Rob Starkey, whose



meticulous planning and detail made the 2011 event so successful. Once again a series of rendezvous' were planned, from the initial one to coincide with the First Friday Dinner in May where we farewelled those participating. The adventure would allow for day sail legs up the coast to the second rendezvous at Mooloolaba and then all the way up the Queensland coast to Port Douglas, where the cruise would turn around and head for home.

A series of seminars were then undertaken to get all the participants ready for their individual departures, safety being the key message to ensure that everyone would get the most out of their trip. Marius Coomans' Skipr.net site was to be the official vessel tracking site as the boats headed north with their positions being reported at regular intervals so that other cruise members and those at home could keep up to date with their progress. A total of 17 boats confirmed their intention to join the cruise at some stage in 2013.



In all, this has been an exceptional year for Alfreds cruisers with so many activities completed or planned and under way. Next year we hope to bring another creative programme of events and functions that capture interest and create opportunities to explore our wonderful coastline and estuaries as well as talks and presentations from our own cruisers and from those that have challenged the seas around the world. In the meantime safe and happy sailing!





Cruising Guide for Sale

By Chris MacLeod

For many overseas travellers, the first few days in a new country or region are often a bit of challenge. Among the many things most of us expect to encounter is a bit of a learning curve as we try to work out where everything is and perfect the art of saying “thanks but are you quite sure that’s a real Rolex?...” Then there is that inevitable search for the ATM or currency exchange, followed by the expedition to find that out-of-the-way restaurant you heard about from the guy you met that one time at that café – or was that at the club?.

For cruising sailors, the learning curve is even steeper. Ask anyone who’s had to replace an impeller, or the running light cover that your brother-in-law knocked off while attempting to tie off the bow line without spilling his beer, and you get the picture. It’s often the case that we spend valuable holiday time trying to figure out the little things. I’ve travelled in nearly 40 countries on and off boats and one thing seems common to every trip – I always end up losing entire days trying to learn my way around or searching for something I need. If only I could get back those days spent with my nose in a travel guide.

As luck would have it, courtesy of a Mariner Boating Holidays sponsorship, I had been drawn the winner of two places on the Lycian Coast Rally in Turkey. As excited as I was, by the time September had arrived and it was time to go, I was busy - too busy, in fact, to really do any meaningful preparation for the trip. No worries, I thought, I had already been to Turkey once before - albeit 18 years before and as a backpacker. Surely, I’d have some downtime somewhere along the route when I’d be forced to reference the guide.

So it was that, against my better judgement and without even a small amount of research, I boarded a plane for Istanbul, unopened guidebook tucked away in my carry-on. Without realising it, I was now fully in the hands of a travel company that I had no previous experience with - and fate. As it turned out, my optimism was not misplaced.

Upon arrival, we were greeted at the airport and driven straight to our hotel in Sultanahmet, just a block away from the famed Blue Mosque. Formalities seamlessly dispensed with, we were refreshed and out walking the streets within an hour.



Lycian Tombs abound

By the next morning we’d seen well more than we had planned for in the city and managed a sound night’s sleep as well.

Arriving in Marmaris later the next day, along with the rest of our fellow rally sailors, we were greeted at the hotel entrance by our hosts, Trevor and Maggie Joyce. Another check in completed without drama we soon found ourselves at a great

waterfront restaurant that had been expecting us. Sufficiently relaxed by a bit too much wine and resplendent with cholesterol, we retired to the hotel for another great night’s sleep.

The next morning after breakfast, we joined our crew for the first round of provisioning. As we had been advised, the market was only across the road and in any case we’d been provided with a detailed list of recommendations. Following the advice of our trip leaders, we didn’t buy anything too

extravagant as we probably weren’t going to be doing a great deal of cooking anyway. Some stocked up on their favourite gin, while others compiled an array of sunblock choices or last-minute toiletries. Before long the fully provisioned lot of us boarded the private bus and made our way to the marina.

Again without any drama we proceeded through the charter operator’s check out procedure and were quickly onto our boats - stashing everything aboard, just in time for cocktail hour. This was amazing to me – I’ve been through car rental check-outs that were more complicated. Within a couple of hours, we had assembled a rather formidable fleet of 8 yachts with 43 crew and sufficient provisions to colonise a small nation.



The group gets together for photography talk



C R U I S I N G



A relaxing swim at a secret spot

Swapping stories and carrying on into the evening, it hadn't yet occurred to me that I was about to sail 150 miles of Turkey's south coast and still hadn't even opened my guidebook. In fact, it wasn't until day 3 that I did. It dawned on me at that moment that I was, for the first time in more than 25 years of organising events and traveling around the world, more a passenger on this adventure than planner. Comparing notes with my wife, she was experiencing the same feeling.

The most amazing thing was that even without thinking about it, we had been successfully transported half way around the world to the deck of a sailing yacht in Turkey – all without having to think about anything. Every step of the way had been so easy, I had simply relaxed and placed myself in the hands of people I barely knew.

Of course, the rest of the trip was equally well done. We made some great friends and managed to allow ourselves the opportunity to fully decompress for the first time in years. In fact I liked it so much, I ended up joining the company a few months later.

Since that trip I'm frequently asked about what a rally is or why it's worth doing one.

The answer is easy enough. I just essentially chartered a yacht overseas and didn't lose a single moment to the usual trials. No fruitless searches for the best place to drop the hook or a berth on a town quay. No blundering around looking for a good restaurant or shop. On top of everything, we cruised with like-minded people in our group without ever feeling as if we were obligated to stay with the group 24/7. We made lifelong friends as well and certainly will never forget the experience.

The funny thing is I still never finished reading the guide book. It's for sale if you're interested and still in excellent condition.



Turkish sailing conditions

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Centreboard Report

By Peter Bennett, Rear Commodore Centre Board

The 2012 / 2013 season has seen a transition of new sailors coming in to centreboard and as a result we have seen many new sailors and families around the club. A big welcome to all those new members.



These new sailors are the result of a fantastic effort last summer and winter by the sailing office lead by Tommy Spithill and the Objective programme lead by Traks Gordon and at the same time a number of club and other outside influences helped notably, family membership, the introduction of the Carl Halverson fund, Australia's success at the Olympics, renovations of Halyards and a new approach to how kids out of Tackers and their families are introduced to the club through Sunday morning only Green fleet" introduction to how to

race." The net result was a significant increase in new boat owning Optimist sailors and as a result the future of CB sailing at the club looks very bright. Congratulations to all involved.

Unfortunately our numbers outside of the Optimist class were lower this year than normal for a variety of logical reasons but the sailors who stayed on

represented the club at many major events in Australia and internationally have had some spectacular success. Well done to all those sailors.

We held two major regattas at the club this season the Laser Metros and the Open & NSW International Optimist Dingy State Championships. The latter deserves a special mention, not just because it was a fantastic weekend enjoyed by all and a fantastic success but because of the Club team effort. When we worked out we had over 150 boats registered we put out a cry for help, and we received help from volunteer members from all corners of the club. I cannot think of a better example to explain how we'll the club is working together as "One club." Thanks to all the 60 plus volunteers that came and saved the day.

Our goal for the next season is to continue to grow in numbers through the junior ranks and to put together some more structured training programmes for the sailors and the volunteers staying on so we can re built numbers in all classes.

A training programme is up and running for some classes over winter with the help of Traks Gordon and the objective programme and we are looking forward to seeing this seasons Green fleet sailors on the race course next summer as Silver fleet racers.

Thanks again to all the members of the Centreboard committee, the staff in the Sailing office and all the volunTERS who help out so we can run the Sunday racing.

NSW Optimist State Championships 2013

By Damian Devine

The Pittwater waterway was a spectacular sight over the week-end of 23-24 March 2013 when a massive 153 boats, with kids aged between 8 and 14, assembled for the week-end for the NSW International Optimist State Championships, hosted by The Royal Prince Alfred Yacht Club.

The RPAYC and the Organising Committee, IODA were extremely happy with the number of entries they received including some international and interstate competitors. The 153 competitors were broken down into three fleets; Open, Silver and Green with the Open boasting a fleet size of 60, the Silver 54 and Green 39.

There were eight races conducted for the Open fleet and seven for the Silver fleet to determine the overall winner which were sailed in light 10 knot north east conditions in the big pond to the north of Scotland Island. The RPAYC was represented by nine junior sailors in the Opens and 11 in the silver fleet and picked up podiums in both divisions.

In the Open fleet, the Maxi Taxi, 12 year old Max Paul finished third picking up a bronze whilst in the silver fleet 9 year old Oliver Gordon in Insane Bolt, one of the youngest in the competition, finished with an excellent second and a silver medal whilst relative newcomer to the club, 12 year old Georgia Tuckey aboard

White Witch finished a mere point behind in third to collect the bronze. Alex Higgins from South Australia was crowned the 2013 NSW state open champion with his boat known as No One Knows. Another South Australian, Ben Hinks in Zig Zag won the silver fleet.



All eyes forward coming to the top mark - photo by Damian Devine





CENTREBOARD



The silver fleet at the start – photo by Warwick Crossman

A big shout out and congratulation to other RPAYC sailors and their results as follows:

Open fleet included Alec Brodie in V2.0 finishing 4th, Flynn Rohr and Satori 24th, Chelsea Connor in Squirt 25th, Nicholas Andersen 26th, Dorian Marshall Sea Dragon 39th, Zach Beaven tangled in his Spyder in 42nd, Antony Hawke Bullant 43rd, James Derry Munkee Bizness 46th, John-Mark Paul Rocasaurus 48th and Liam Beavan aboard Bubble n Squeak in 57th.

In the silver fleet RPAYC picked up four placing in the top ten with compatriots Alexander Bijkerk in Jonge a close 4th just two points off third placed Georgia and Nathan Bryant Speedy finishing in 6th. Other results were William Findlay Rangas Revenge in 15th, Charley Wells Optimised in 22nd, Christopher Pollis No Name 23rd, Elizabeth Bredhauer Opti-Mystic 25th, Tavish Walters Uka Uka in 30th, Django Mallon The Silver Bull 37th, Michaela Douglas Rock n Roll 42nd, the young Hotshot Will McMillan in 45th and Luke Derry in Iceberg finishing 54th.

In the Green fleet, designed for younger, less experienced kids early in their sailing career the RPAYC was represented by 10 Opti sailors. They sailed shorter courses in the small pond south of Scotland Island providing them the opportunity to advance their sailing skills in competition through participation sailing by the motto “smiling faces, finishing races.”

The ten sailors in the green fleet were:
No Gas Oscar Hogg, Nauti Bouy David Wilson, TBA Lachlan McGrath, Blackbeard Jonas Gleissner, Lazy Bones Nick Douglas, Knockabout Hamish Douglas, n/a

Jarrah Sheppard, Lightning Samuel Ezra, The Hornet Aidan Kumarasinghe and Excalibur Sam Dickinson.

The RPAYC was bursting at the seams with the car park filled with boats, sails and competitors for the registration and measurement on Friday afternoon.

Rear Commodore Centreboard Peter Bennett said, “It’s very exciting for the Alfred’s to have hosted the Opti NSW State Championships. An event like that requires a lot of planning and there was obviously a lot of work that went on behind the scenes in preparation for the event. Things like car parking, boat storage and rigging areas, food and beverage operations, volunteers to help run the races, accommodation, it’s enormous. Like the Nationals a couple of years back, this was one of the biggest ever regattas held on Pittwater and it was fantastic to see a flurry of youth sailors and their families around the Club and in the local area.”

The RPAYC and the Organising Committee wish to thank their sponsors Gill and all the volunteers who helped out over the week-end and the race officials under the watchful eyes of Principal Race Officer Ted Anderson and Stephen Merrington.

The International Optimist, a class that is popular the world over and is an ideal boat for kids between 8 to 14 to learn to sail and race in. The International Optimist Dinghy is currently raced by more than 150,000 sailors in over 110 countries worldwide. The class lays claim to that more than two thirds of the medal winning sailors at the last two Olympic Games, and over 85% of the medal winning skippers at the Beijing Olympics were former Optimist sailors. That’s why they say Optimists are the bathtubs that breed champions.



NSW State Optis downwind action by Warwick Crossman



2012-2013 Centreboard



Division	Award	Boat Name	Skipper	Crew
Laser 4.7				
	1st Club Championship 1st Pointscore	NYX	Sarah Beavan	
Laser Radial				
	1st Club Championship 1st Pointscore	Avatar	Lauren Crossman	
	2nd Club Championship	The Beast	James Farquharson	
	3rd Club Championship	Spruce Goose	Pru Bennett	
	2nd Pointscore	Freshwater Pirate	Paul Hawke	
Laser				
	1st Club Championship	Pure Blonde	Lindsay Whitton	
	1st Pointscore (scratch championship winner) Jack Pritchett Trophy		Graham Body	
	2nd Club Championship 2nd Pointscore	Pure Blonde	Lindsay Whitton	
Optimist Silver				
	1st Club Championship 1st Pointscore	White Witch	Georgia Tuckey	
	2nd Club Championship	Iceberg	Luke Derry	
	3rd Club Championship	Bullant	Antony Hawke	
Optimist Open				
	1st Club Championship 3rd Pointscore	Bubble N Squeak	Liam Beavan	
	2nd Club Championship 1st Pointscore	Spyder	Zach Beavan	
	3rd Club Championship 2nd Pointscore	Sea Dragon	Dorian Marshall	



Prize Giving Results

Division	Award	Boat Name	Skipper	Crew
29^{er}	1st Club Championship 1st Pointscore	Moist	Jim Colley	Shaun Connor
	2nd Club Championship 2nd Pointscore	Red Rocket	Harley Walters	Angus Stranack
Finn	1st Club Championship 3rd Pointscore	Anika	Matt Visser	
	2nd Club Championship 2nd Pointscore	Baby Blue	Adam Schoene	
	3rd Club Championship 1st Pointscore	Ken	Ian McKillop	
General	Laurie Norton Trophy - Encouragement Award	Bella Green		
	Hornblower Trophy - Most Improved Award	Georgia Tuckey		
	Cricket Newling Trophy - Best Sportsmanship	Chelsea Connor		





Laser Report

By Chris Farquharson

Laser numbers have been down this year with a number of junior sailors moving into other classes like 420s and 29ers but the club has been well represented at regattas around the country with some very good results. The Laser Nationals and Youth Nationals were hosted by the Royal Yacht Club of Tasmania this year, with competitors having to deal with 30 knot plus winds and bushfires across the New Year in Hobart. At the Youths, Sarah Beavan came a very creditable 38th in her first major regatta in a Laser 4.7, with James Farquharson 24th and Brodie Crossman 13th in a fleet of 54. In the Laser Radial, Shane Conly finished 13th in a fleet of 42, with fellow RPAYC sailors Nick Connor and Chris Andersen 4th & 3rd respectively behind Thomas Vincent (VIC) and Mark Spearman (WA).

In February a posse of Pittwater sailors headed for the Great Lakes Sailing Club to compete in the NSW Laser Masters Championships. Chris Dawson finished 4th in a strong Standard Rig Masters fleet and also managed to catch a fish in his cockpit on a reach in 25 knots on Saturday afternoon! Sunday saw champagne



sailing conditions with a more comfortable 10-12 knots from the North East and by the end of the day Stuart Holdsworth found himself in 5th place. Lindsay Whitton finished 16th in the Radial Rig Masters and Warwick Crossman broke the top ten in the Radial Rig Grand Masters, ending the regatta in 9th place.

In March, RPAYC hosted the NSW/ACT Metropolitan Championships. Sarah Beavan finished on the podium with a 3rd in the Laser 4.7, while other notable performances came from Shane Conly (2nd) & Brodie Crossman (4th) in the Radial fleet whilst Chris Dawson (3rd) and Stuart Holdsworth (7th) had good finishes in the Standard fleet. Chris Andersen had an outstanding regatta on home waters with five bullets from six races. Race five in the Radial fleet was a cracker with Shane, Brodie and Chris swapping the lead all around the course with Shane being the only sailor to take a race off Chris all weekend.

RPAYC sailors also had some excellent results in the NSW & ACT Laser Championships at Canberra Yacht Club in November, with Nick Connor, Chris Andersen, Shaun Connor and Brodie Crossman all finishing on the podium in their respective classes. At Sail Sydney the following month, Brodie also picked up a bronze medal in a highly competitive 4.7 fleet, and in April Nick Connor came away with the silver medal at the Victorian Youth Regatta at McCrae Yacht Club on the Mornington Peninsula.





29ers Report

By Sally Mayman

Over the last year we've had between two and six 29ers sailing out of RPAYC. With the lead up to the class Nationals last year we had good fleet sizes sailing on Pittwater. Sadly we then lost crews to other pursuits, like the HSC and university studies! All the best to Millie, Michael, Nathan, Emily & Claire, we'll miss you on the water.

Winter has seen the 29ers return with the association supported training days and the Ice Breaker series.

The first training day was on the 18th of May, the wind was a shifty south westerly which kept the crews on their toes all day. The focus was on starts, with the whole group making huge improvements as was evident in the video footage that Traks, the coach shot throughout the afternoon. Everyone was extremely happy with the session & thanks to Traks for a very productive afternoon.

Round 1 of the Ice Breaker was on the next day, the boat yard was humming as over 50 boats were rigged & readied, 10 of these 29ers.



Jim and Shaun competing on Pittwater

Peter Bennet RO made the most of the SW wind setting a great course. Three sprint style races were run in rapid succession, keeping the sailors moving and not hanging around. Well done Clare & Pia on your first 29er races, it was great to see the improvements you made during the morning. It was also good to see the Walters brothers, Harley & Tavish out there going through their paces. Jim & Shaun had a win in the first race followed by a 2nd & 4th.

Colley & Connor win NSW 29er State Title

By Sally Mayman

The rookies, Jim Colley and Shaun Connor are part of the Objective Future Champions Program. At the time of writing, Jim, the current New South Wales Optimist Champion, and Shaun, the current New South Wales Laser 4,7 State Champion have teamed up this season in a 29er and have surprised many. On the weekend of 9-10 February 2013, Jim and Shaun, went onto add another state championship to their resume.

It was the second and final round of the New South Wales 29er Championships held at Wangi Wangi. The boys from RPAYC went into the weekend with a healthy lead after round one at Sail Sydney. This was quickly whittled away on Saturday however after some disappointing results and saw Nina Long and Nathan Edwards



Jim Colley and Shaun Connor with the State Title Trophy



Competing on Pittwater

take the lead. But with two firsts and a second in lighter conditions on the Sunday, Jim and Shaun managed to get back on top, finishing 11 points clear of the Makin Brothers from Belmont in second and George Stent and Daniel Barnett in third.

The Objective boys also sailed in the 29er Nationals down in McCrae in Victoria this season. In difficult conditions the boys came away with the 29er National Junior Title.

Jim and Shaun both started their sailing at an early age competing against each other in the Manly Junior class. In 2011 Jim won the State and National titles with Shaun coming runner up in both. That early rivalry, great coaching from Traks Gordon and the support of Objective Racing have forged a great team.





Team Crawford Europe Trip 2013

By Matthew & Robert Crawford

It has been another successful campaign to Europe. We left for Frankfurt just after Easter to meet up with our new training partners and coach. Our first stop was Hamburg where we picked up our new boat for the season, it was the boat that was sailed by the German 470 girls in London, and with the crews father being the boat builder we knew it would be a very special boat. From there we drove down to Hyeres at the bottom of France to compete in our only European ISAF World Cup event for the year. We treated this as a warm up event with our main focus being on the Open Europeans and Worlds. Hyeres is normally a windy regatta however this year it turned out to be light a variable. We finished 43rd overall missing out on our main goal of making it into gold fleet.

After Hyeres we had a week off before our second regatta back in Lake Garda. We were fortunate enough to be able to spend a week at the Australian Institute of Sport European base in Varese Italy, which was a short detour from Hyeres to Lake Garda. We were accompanied there by a few other members of the Squad and the AST strength and conditioning coach Andrew Verden, here we focused on developing our recovery programs and preparing ourselves for the next regatta. It was a great place to spend a week as it felt like a home away from home, where you can very easily forget that you are in Europe.



The Crawford boys flying

Lake Garda was run under a new racing format called the Eurosaf cup. Their aim for this new system was to create a shorter event run over 5 days with the first 4 days being 3 races per day with last day being a medal race which only allows the top 6 boats to compete. Another twist to the format was that whoever won the medal race won the overall event, this resulted in a lot of controversy in the sailing community. We had a very good first two days sitting in 3rd but with bad weather on day 3 we were unable to race making the race committee push out 4 races on the final day of final series. Unfortunately we did not sail our best on the last day dropping us to 8th overall. On a positive note 8th place was higher than we had expected and under the old scoring system this would have put us in the medal race with a chance of winning the regatta.

We then travelled up north to Medemblik in Holland, an event we have done for



The Crawford boys in action in Europe

the past 3 years. This time it was for the second round of the Eurosaf Cup. We spent a few days training with Mat and Will along with Victor before the regatta started. We again had another solid regatta finishing in 8th place with a much tougher fleet than Garda. Conditions here were very unstable, meaning a lot of gear changing and having to apply more focus on having to change your style of sailing. However Medemblik did not disappoint bringing along some of its finest weather, with days getting to 4 degrees and the chance of snow and a wind chill of -2. Matt Belcher who had been on the 470 circuit for 12 years said it was the coldest event he has ever sailed.

From there we did a 1800 km drive down to Formia, on the west coast of Italy 200km, south of Rome. We had a few days off to recover and recharge, giving us the opportunity to visit Rome for the day, to our amazement that night we saw the new Pope walking only metres from us during a large street parade with millions of people following down the street. After our adventures we got into preparation for our first peak regatta of the year, the Open Europeans.

Again we had a week of preparation with the team to get us ready for racing in the 70 boat fleet. Formia is a great place to sail, sunny every day and 30 plus degrees and to top it off a perfect sea breeze that came in like clockwork everyday without fail. The first two days of the regatta was for qualifying to work out gold and silver fleets, the regatta started well having a strong first day with 3 solid races, another two solid races the next day resulted in us finishing qualifying in 25th which put us in the gold fleet. With the format used at this event we carried our qualifying position of 25 over as our new total points, which resulted in the racing being nice and close again allowing all the sailors to be in the running for the medal race. We were able to continue with our consistent results and make our way up the ladder to finish the regatta in 23rd place.

Once again we would like to thank RPAYC and the members for their continued support as we strive towards Rio 2016.

www.facebook.com/470Aus5





Jason Waterhouse Nacra 17 Campaign Objective Rio!

By Jason Waterhouse



Jason And Lisa training with the Viper - photo by Damian Devine

We were disappointed not to make the medal race, however, we exceeded our expectations and headed off to the Australian Institute of Sport European base for some physical training and recovery.

Lake Garda:

Our second regatta was in Lake Garda and after some well earned rest we felt fit and ready to take on another regatta and learning opportunity.

The fleet was a little smaller and not as good quality as Hyères however we knew we were in for a tough fleet. We created the goal of making the medal race which is the top six, which we thought was achievable.

Unlike Lake Garda the wind was very unstable at the beginning of the regatta with light and extremely shifty conditions which made for some interesting tactical racing. We felt we picked the shifts well

and we made big improvements on our start line techniques which we were thrilled with.

After the six races we found ourselves in 5th just inside the top six but still in a vulnerable position. However the next two days of racing brought wind and we found our form with two solid days of sailing and had three bullets on the last day of normal fleet racing.

We were super excited as we had qualified for the medal race and achieved our goal but also we were in 3rd heading into the medal race.

With ISAF implemented and trailing a new medal race format it allowed for more point changes.

The weather was fantastic and we had a perfect 12 knot lake breeze. The start was exciting with only six boats on the start line, where there was a lot of luffing duels.

We led up the first beat after a fantastic start off the pin end of the line. We were overtaken on the downwind however fought hard to regain the lead and eventually win the race.

We were thrilled to win the race, however, we couldn't get enough points between ourselves and the leaders of the regatta. We finished second which we were really happy with and also made us hungrier to get a regatta win.

Hyères:

We arrived in Europe to receive our new Nacra 17 and head down to south France to compete in our first ISAF World Cup in Hyères.

After a few sessions of sailing to become familiar with the boat most of our pre-regatta preparation was spent on boat work. The boat itself was fantastic to sail and the curved centreboard made for a challenge in learning how to both control and benefit from them.

Being as prepared as we could be the regatta began in cold temperatures and a choppy race course. We had a world class fleet present and we knew we had put ourselves in the deep end.

The regatta started well we were lucky to have light winds in the first half of the regatta and was good to get a taste of what Olympic racing is all about.

As the week progressed, the breeze filled in and we struggled to manage the boat and the fleet at the same time and slipped down the results. The biggest loss of the week was during what we call "foil outs" when the boat has too much lift and the boat jumps out of the water. Needless to say a 17 foot catamaran jumping in the air doesn't make for a pleasant landing and led to 2 capsizes.

After a week of racing we ended with a smile and were happy to finish in 14th which was the top half of the fleet.



Jim Colley & Shaun Connor in their 29er ways

By Damian Devine



Shaun Connor, left and Jim Colley talk candidly at the RPYC - photo by Damian Devine

RPYC's 15 year old junior members and rising sailors, Jim Colley and Shaun Connor have grown out of their solo dinghy years and, this season have shifted up a notch to team up to campaign the more agile, dynamic 29er class. Their results since taking up the new Formula 1 dinghy class have been astonishing with victories at the Vic youth Championships, NSW States overall, the Sail Brisbane regatta and a ninth place at the 2013 Nationals and first under 17.

Before they embarked on a European sojourn during winter that will see them compete at the World Championships in Denmark in late July, I caught up with the boys for a chat.

When did you get into sailing (how old and boat type)?

JC: Dad built me a little wooden boat when I was about five, and for the next five years I sailed it around Clareville beach while he taught me the basics of sailing. When I turned ten, I joined Avalon sailing club and started learning how to race in the Manly Junior.

SC: My first experience when I was a baby was on our family yacht "Time Out." We had happy, fun times up at Pittwater and the Hawkesbury rafted up with other families. I started sailing a sky rider at about 4yrs old which is a plastic, single sailed boat that one person uses. We first started sailing when I was 6 with my brother in a Manly Junior.

Why did you get into sailing?

JC: I loved the freedom of sailing and was hooked the moment I stepped into a boat.

SC: I started sailing as my family and friends brought me down to a sailing club and loved it.

What was your biggest achievement(s) in the Optimist or other classes you may have sailed in?

JC: Probably placing 3rd at the Optimist Nationals in 2012, which qualified me for the worlds, which was the most amazing experience I have ever had. I was also stoked to win the Manly Junior Nationals in 2011 with my little brother Tom.

SC: I have sailed so many different things but I'm really looking forward to the 29er campaign. My biggest achievement would be winning the laser 4.7 State Championships twice.

Tell me about your journey so far in the 29er? Why did you choose this class and what have your achievements been to date?

JC/SC: Last year we spent six months getting our heads around the boat, spending most of our time practicing the basics and adapting not only to a very different boat, but also learning the team work involved with sailing a two person boat. This year we have began focusing more on racing and have been doing as many regattas as we can, starting with the Nationals in January, where we placed 9th overall and first under 17.

Since then we managed to win the overall NSW State Titles, as well as the Sail Brisbane regatta and the Victorian Youth Champs.

So you're off to the Worlds, are you excited?

JC/SC: About the Trip: After success at 29er Nationals we discussed the idea of travelling to Europe and competing against fast and tough competition. Our trip starts on the 10th of July in England where we pick up the boat and compete in a local Lymington Regatta. From England we get on the ferry, Hook of Holland and travel up to Germany where we compete in the German Youth National Championship. Then we drive to Kolveg, in Denmark and train hard and prepare for the Worlds starting on 26th July. We return on the 5th of August. We don't really have a goal for these events, just to learn as much as we can and gain experience overseas. (Author's note: the boys won the Youth Nationals and had a remarkable 6th finish at their first worlds out of 216 competitors).

Are your sights set on the 2016 Olympics or is that too early, maybe 2020? If not, then what would like to achieve in this class, what will make you feel you've accomplished something?

JC/SC: Our main goal is to learn as much as we can in this class and gain experience. We aim to peak in January 2014 and hopefully win the Nationals and qualify for the Youth World Championship, which will open up new opportunities for us. It's too early to say what we will do after this class, as there are so many different paths to take in sailing, but to represent Australia at an Olympics would be an incredible experience.



Jim and Shaun preparing for their European assault

What is a typical week involved for you in terms of training – i.e. fitness, on water, psychological?

JC/SC: We do three on water sessions a week, combined with three gym/fitness sessions. A lot of the gym work we do is injury prevention as these boats are very physical and injuries are common. We also need to work on the boat regularly to make sure it is always in perfect condition. .

I noticed both of you have been volunteering on Sunday mornings with the club's Optimist program. What made you guys get involved and what do you get out of it?

JC/SC: We wanted to get involved and put back in what we get out sailing. Traks and the club have done a lot of things for us and we want to put in and help out the community. We really like the little optimist kids, they're funny and really keen and we want to help them achieve their dreams.

As well as club support via IYF, you are also backed by a generous RPAYC member and his company Objective. How has this assisted your campaign to date?

JC/SC: Tony and Objective have been extremely generous with their support. Tony provided the funds for our coach, Traks, to teach us, guide us in the finer points of sailing. Traks is one of the best coaches in Australia and has put a huge amount of time and effort into our development. We are extremely lucky to have him and without the huge support from Tony and Objective, we would never have come as far as we have in the past year.

If you got the opportunity, which club member would you like to line up against and race and why and in what boat?

JC: To race with the sailors in the America's Cup would be an incredible opportunity and not only are they the world's best sailors, but also have the fastest, high tech boats in the world.

SC: I would love to sail an AC72 against or with James Spithill as it would be an amazing experience and the AC72 are the coolest boats around.

What is your favorite thing about being a RPAYC club member?

JC: I love coaching the huge number of young sailors that the club has in its many programs and watching them improve and realise their potential.

SC: I love being part of RPAYC as they have great Centerboard facilities and the location on Pittwater you can't beat. Traks is an awesome coach and has changed the way I sail and he is based here.

What keeps you motivated to race?

JC: I stay motivated by the knowledge that the harder I train, the more opportunities will present themselves and the more I will be able to progress with my sailing.

SC: My motivation is pushed by my end result and what I get out of it. Always striving to get better and do my best. You can never stop learning.

What is your favourite food/meal?

JC: Anything that involves meat.

SC: Anything I love food and I'm always hungry.

What school do you go to, what is your favourite subject and why and what career path would you like to follow?

JC: I love designing and making things at Barrenjoey High and hope to continue doing so after school. My favorite subject is woodwork.

SC: I go to St Luke's Grammar and my favourite subject would be Industrial Technology or Sport Studies and as I enjoy doing more than just writing in a workbook.



Jim and Shawn competing on Pittwater



Josh McKnight crowned 2012 Moth World Champion

By Lulu Roseman



Josh celebrates as 2012 Moth World Champion in Garda, photographer: Thierry Martinez

Josh McKnight onboard Flying Hellfish powered by Easy Tiger won the 2012 Zhik Nautical Moth World Championship at Lake Garda, Italy held in August.

RPAYC sailor McKnight, 21, clocked up an impressive scorecard in the ten races with a total of 17 points showing results as 2,2,(4),1,2,4,1,1,3,1 to take out the title from nearest rival Scott Babbage by just three points in a nail-biting finish on the final day.

Coming into the 2012 Moth World Championship the form guide was wide open with anyone of ten boats from Australia, the US or the UK able to take the crown. Sailing on one of the world's most picturesque locations fellow Australian Scott Babbage went into the regatta as the favourite. Scott has placed well in the top ten for a number years and after winning the Italian Nationals and leading after the qualifying series everything was tracking well until the second last day of the final series where Scott scored a 4th, 5th and an uncharacteristic 16th.

Josh McKnight, who had been hot on Scott's heels pounced and went into the final day of racing in the lead. Josh held his nerve on the final day to score a 1,3,1 to cement his position as 2012 Moth World Champion. Josh is one of the youngest World Champions in many years and is set to have a very bright and successful future in the class.

"This win is very special to me being my first world championship. It's also very satisfying to beat Scott because we train so hard against each other and it has

shown in the results with us being first and second overall," an elated McKnight said back onshore.

Racing got underway on Lake Garda at 10:00am on the final day to allow the fleet to take advantage of the more favourable Pelèr northerly breeze after an overnight storm predicted lighter winds in the afternoon.

"It was pretty windy and bumpy on the water for the first two races. In the first race Scott was leading at the first top mark and I stayed close behind him in second. He put it in solid downwind push and luckily I was able to sail around him to take a handy win," McKnight said.

"In the second race I lead at the top mark but cartwheeled three times to round the bottom mark in fourth place. I managed to

claw my way back to third place behind Scott who got a second right on the finish line while Rob Gough got the gun," he added.

"By the last race the breeze had died off and I just had to stay within two places of Scott to win. Unfortunately for him he cartwheeled down the first run and I sailed through for another win."

Starting off the final day with such a slender margin McKnight admitted he was pretty nervous going into every race but just tried to stay focused.

"I just tried to sail every race individually and not think about the end result. The caliber of sailors is very high at every Moth Worlds and this one was no exception."

McKnight summed up his campaign, "I'm pretty relieved because a lot of effort and money has gone into this program. I sailed a little bit more consistently when there was less breeze and Scott was a bit more unfortunate in one race where he got a 16th but that's sailing. It's really unfortunate for him. He probably put more time into this regatta than anybody else. I feel kind of bad taking it away from him but at the same time I'm happy and relieved I did it.

It wasn't all easy today. Scott was ahead in the first mark but I had a two-point lead coming into the day so I knew I had to take a lot less risk than he did in order to win. I tried to sail safely and even if he did beat me in the second race on the finish line, I figured it was just one point. Scott and I train a lot in this type of conditions and he's the one that usually gets away and waits for me. So, for me to win in these conditions is really surprising."



Dave Hazard wins back to back Harken crowns

By Damian Devine



Steele in top mark action - photo by Damian Devine

Dave Hazard from the RNZYS joined James Spithill, Seve Jarvin and Michael Dunstan to become only the fourth dual winner of the Harken Youth match racing championships with a win in the 2012 event. After four solid days of racing, Hazard had a resounding 3-0 victory over club mate Chris Steele in the final.

Hosted by the RPAYC, the 20th anniversary HARKEN was held from 21-25 November with 10 teams competing for the Rockin' Robin Trophy on the fleet of Force 24's keelboats.

James Spithill, one of RPAYC's favourite sons flew back to Australia especially as ambassador for the event, to welcome the competitors and talk about the doorways that Harken opened for him. He also mentored a couple of training clinics for the competitors.

Race Officer Ted Anderson managed to get through every race scheduled for the regatta. With a single round robin and 15 flights sailed over three days, a hot and fickle day presented itself for the final day on Pittwater with a light 6-8 knot North Easter.

Hazard was undefeated over the four days of competition and certainly showed why he was the favourite coming into the regatta. He sailed smart in the three lap final, with some slick crew work and clever upwind sailing and was never behind over the best of five races, to be the deserved winner.

In a penalty free final, Hazard took a comfortable victory in the first match with an eight boat length win after picking the shifts on the left hand side of the course. Steele, proved to be stronger downwind, and pulled back the lead consistently on the runs.

The second match was much closer with Steele, more aggressive in the pre start, attempting to inflict a couple of penalties on Hazard. Hazard maintained his cool as they got away to an even start. Hazard led from start to finish with no more than two boat lengths separating the pair.

The third match saw another tight pre-start with Hazard getting the advantage off the line to lead from the pin end. Hazard again went left picking the shifts to extend his lead at the top mark by two boat lengths. He maintained this lead to

the finish to cross the line with a fist pump and a jubilant Hazard was crowned 2012 Harken champion.

For Hazard this was his third and last Harken but for Steele, he will be back again in 2013 and will no doubt be better for the experience.

Hazard, thrilled after taking victory commented, "This is awesome, absolutely stoked to win the HARKEN twice. Today we seemed to have the advantage on the upwind picking the shifts on the left hand side and Chris was better on the downwind, but we managed to hold on and win. I knew I just had to stay out of trouble. It's been a great week and a great regatta and the Alfreds have made us all feel welcome. Thanks to Harken for sponsoring the event and supporting youth.

"The crew really dug deep and worked well together and Guy (Pilkington, the coach) was awesome. As a team, we're all really pleased and to win here on Pittwater and take the trophy back to New Zealand is a great feeling," said an elated Hazard.

In the petit final, Claudia Pierce and her all female RNZYS crew in their first regatta had a 2-0 win over WA's Sam Gilmour. Her third place meant that three teams from the one club (RNZYS) filled the podium, a first in the 20 year history of the Harken.

The RPAYC fielded three teams with skippers and crew selected from the Youth Development program. Stephanie Doyle finished best with a sixth overall.

Teams were billeted with RPAYC Club members, a custom that has forged many longstanding friendships in past years. The organisation of an event of this calibre would not be possible without the aid of a dedicated team of volunteers and RPAYC members.

Thanks to sponsors Harken Australia, marking the 15th consecutive year with HARKEN Australia as naming rights sponsor of the event. Their ongoing commitment to the development of youth match racing is a credit to the company.



The winners - Dave hazard and crew after winning back to back Harkens - photo by Damian Devine



Youth Development Offshore Squad Mocean the Ocean

By Club Coach Tom Spithill



Bruce and Tima with their crew at the prize giving in Coffs Harbour - photo by Damian Devine

The pathways from centreboard dinghy's and small keelboats to large keelboats, has never really been a clear defined path. This was the inspiration to set up the Youth Development Offshore Racing Squad. The main goal of this squad was to give our youth sailors the opportunity to learn and experience big boat and ocean racing and produce the next generation of crew for the RPAYC and its members.

Having personally gone through the experience of hopping onto a keelboat and doing my first ocean race, I knew we had to do a few things to entice the youth sailors to have a go:

1. The boat had to be exciting and appealing to sail on,
2. Have their mates onboard with them,
3. Have good people onboard from them to learn off (No captain Grumpy),
- 4 Get the opportunity to do key roles onboard the boat,
5. We had to be one of the safest boats in the fleet.

I aired this idea with past commodore Richard Hudson. I knew Richard would be the right person to talk to about this, as he along with the co owners of Pretty Woman (Michael Lockley and immediate Past Commodore Russell Murphy) had a history of taking on YD graduates including yours truly so I knew they ticked box number 4.

Richard wanted to see what this new bunch of sailors was made of, so we took out Pretty Woman (a Farr 45) in Pittwater and loaded it up with the Youth Development Squad and had just Richard and myself onboard to make sure no one got hurt! Well it was a baptism of fire for the sailors as Pittwater put on a delightful gusty 25- 30 knot westerly to ease them into things. We had the inshore main on, so putting a

reef in was out of the question and the smallest headsail was a number 3 so we were certainly overpowered. But the YD sailors skilfully guided and manhandled this 45ft beast around Pittwater, this was on a day that the afternoon yacht racing was called off due to the strong winds!

That got Richard's attention and we both agreed we should try get a team together for the Pittwater to Coffs race.

There was a problem though, Richard had only 3 spots available as he already had a bunch of loyal regular sailors onboard, and I had 10 sailors to fit onboard. The other problem was that we were not able to commit to every weekend due to the sailors already cluttered schedule with both match racing events and centreboard regattas.

Thus, I needed to find another boat that could accommodate both ourselves and our schedule.

This is where Perpetual Mocean, a state of the art Marten 49 comes in. I had done my homework on the boat and realised it would be perfect, it is certainly big enough to accommodate us at 49ft and it has previously won line honours in the Pittwater to Coffs in 2009, so it certainly has the pedigree and easily ticks box 1.

The next part of the process was convincing Tina Clifton and Bruce Hogan to let a bunch of teenagers sail on their beautiful yacht and race it to Coffs. I liken it to handing over the keys to the Ferrari!

Tina and Bruce, like Richard wanted to first trial the crew out and see how they sailed, so they agreed to do a few of the SOPS races and a Bird Islet race, then evaluate their decision from there.

Tina and Bruce quickly realised that even though the youth sailors lacked experience in big boats, they adapted their small boat sailing skills into big boat sailing skills and started to gain confidence and really push the boat.

We were starting to get to the business end of things with our next race being an "overnighter," the BWPS cabbage Tree Island race. Safety was Bruce and Tina's number one concern and they wanted to make sure we well and truly ticked box



Perpetual Mocean at the start - Photo by Learne Dooley



YOUTH DEVELOPMENT

number 5. Obviously the risk goes up inherently when doing an overnight race, one only needs to be reminded about the tragic Flinders Island race where two experienced and well regarded sailors lost their lives doing a similar overnight race.

So we had to make sure we firstly had the right people on board. As well as the YD sailors, we needed to have the right ratio of experienced sailors/mentors onboard and meet the requirements of the cat 2 race.

Tina and Bruce already had a very thorough Safety Manual onboard for Perpetual Mocean, so all that was needed to be done was to modify it to suit the new crew. Everyone was given a certain role in an emergency and was sent off to study it thoroughly. YD sailors were introduced to the buddy system and learnt how to "number off" and learnt the process of what to do in certain emergencies such as a MOB. As well as talking about the process about retrieving a MOB, we went out under full sail and practised a MOB drill. It was an eye opener for the kids as they soon realised you put a lot of distance between the boat and the MOB, especially when eclipsing speeds of 20knots, which is more than within this boats capabilities.

In addition to all our safety drills and procedures, all YD sailors had to go and complete the Yachting Sea and Safety Survival Course. Even though boats racing to Coffs only needed 30% of the crew to have it, we saw it prudent to have 100% of the crew have this qualification.

The Cabbage Tree Island race was a good shake down for the YD sailors with an overnight sail up to Cabbage Tree Island in a moderate northerly breeze and a great run home in a nor Easter that built to 30 knots during the afternoon. It was during that late afternoon when we were surfing along at 15 - 18knots when we found the limit of the massive A2 spinnaker, when it blew up in all three corners (sorry Tina!), with the Head, tack & Clew detaching from the rest of the sail. It was a great test for the crew in the freshening conditions to deal with the problem and get the boat back under control and set another spinnaker. We subsequently went onto win Line Honours in the race.

By that stage Bruce and Tina were confident that no stone had been left unturned, and the A2 had been repaired! And they were happy to proceed with the next part of the program, the Pittwater to Coffs Race.

By race day on the 2nd of Jan, everyone was pumped to go and race to Coffs. Peter Gregg gave the YD kids some sound advice, "If you feel sea sick, hug a tree." With that cleared up we went to work doing our Line homework for the start. It was tricky



Action shot aboard Perpetual Mocean



The Youth Development crew aboard Perpetual Mocean preparing for the race - photo by D. Devine

work as we were in a moderate south easterly moving pretty quickly and having to navigate around a large spectator fleet. We kept a cool head and started down at the middle to pin end of the line and got away nicely in clean air chasing our closest competitor Swish, with Ragamuffin (Tp52) and Wedgetail (RP55) leading the way.

After that it was a full on drag race up the coast on starboard Gybe with the old work horse, the A2, dragging us towards Coffs. By mid race we had separated nicely from the rest of the 40t footers and were chasing Merlin and Swish for 3rd place who were within sight. By the next morning, the hard work overnight had paid off, with us having caught right up to Swish and being within shouting distance, and Merlin slowed up ahead. The majority of the crew reckon the key to success that first night was all the great food that Tina dished out, I usually lose weight after an offshore race but I reckon I put on a couple of kgs.

We made the call after Nambucca Heads to go inshore searching for some land breeze, however this didn't work out as planned and saw them slowly lead us to the finish.

We crossed the finish line at 1539hrs on the 3rd of Jan with an elapsed time of 26hrs and 39mins. We placed 5th across the line, 5th on IRC and 4th on PHS. This meant we were the first placed RPAYC boat in all those divisions.

After a great welcome in by the lovely people of Coffs and our cheer squad (led by Jan and Ken Moxham), we all ripped into a couple of welcome beers supplied by Club Marine and had a bacon and egg roll. A clearly overjoyed and emotional Peter Gregg made sure that all the Coffs race debutants went for the traditional swim, and after that we went home for an early night.

We participated in all the series races up at Coffs and had a great time. We had a good battle with Swish in all the races and managed to hold them off to secure line honours wins in all the races up there. We ended up 3rd overall in the series PHS division and Australian PHS Championships. I can't recommend enough to everyone who does the race to Coffs to hang around and enjoy some great racing as well as some friendly banter off the water.

A big thankyou firstly to Tina and Bruce, who provided their lovely yacht and themselves, to Pete Gregg, Muzza Gordon, Mitch Watkins & Cam Bailey for mentoring the younger sailors. Also a big thanks to Epirb Hire, Chris Way, Pretty Woman, BME and the members of the Royal Prince Alfred Yacht Club for assisting us along the way.



Youth Development 2012

By Tom Spithill, Club Coach



Some of the YD crew in the 2012 Harken on Day One - photo by Damian Devine

Youth Development ran again in 2012 for its 21st consecutive year, with 16 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 who 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 (YD) Program.

The program has gone from strength to strength since its inception, producing World class sailors going onto participate in the America's cup, Olympics & Volvo Ocean Race, to name a few!

This year's program ran for 20 weeks starting in late April through to September. Participants were flogged by Mick Miller and Chris Tassone on a Friday evening for strength and conditioning training. This saw them not only improve their fitness, but also better their knowledge in areas such as nutrition and time management. After the sessions on a Friday evening I could rest assured knowing that they would go to bed and have a tame Friday night!

We run a huge on water session for Saturdays in the club's Force 24 fleet, starting off at a brisk 7:30 in the morning to 3:30pm in the afternoon.

Participants this year were pushed to continue their sailing time outside of Youth Development as well as their fitness, to ensure they kept accumulating quality time on water, particularly keeping up with their centreboard sailing. The Ice Breaker Regatta days were compulsory for everyone to do, on the Sundays during the winter months, in their respective dinghy classes.

As well as the on water sessions on the Force 24's we also did some larger keel boat training on Tina Clifton's and Bruce Hogan's Marten 49 Perpetual Mocean and the Hudson/Murphy/Lockley Farr 45 Pretty Woman. The big boat

training helped kick start the youth offshore program (see page 54).

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

After the success of last year's dinghy training camp at South Lake Macquarie Amateur Sailing Club, the decision was made to head up to Lake Macquarie and set up camp again for two intense days of training. 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 17 Laser radials and one Spiral ensuring great one design racing and training over the weekend.

We finished off the Youth Development program with the prestigious in house youth development regatta, "The Gingernut Cup." It was a great days racing with a decent southerly keeping all the crews busy sailing three up on the Force 24's exhibiting a mix of skills, across both fleet and match racing style races.

There are a few people who I would like to thank for their efforts in assisting the 2012 Youth Development 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 Chris Tassone for their strength and conditioning training, Traks and Muzza Gordon for their on water and off water assistance, Katie Pellew (nee Spithill) for her match racing coaching and South Lake Macquarie Amateur Sailing club for making us welcome and letting us use their great facilities.

Thanks to Pat Langley and ZHIK for their support of the squad.

Look forward to seeing you out on the water.



More Harken action from 2012 with Liam Bennett at the helm - photo by Damian Devine





Marinassess Women's Match Racing Regatta

By Milly Bennett

Over 9 and 10 February 2013, the newly formed MAKS racing team from the Royal Prince Alfred Yacht Club competed in the Marinassess women's match racing regatta, hosted by the Cruising Yacht Club of Australia (CYCA).

The team consisting of Milly Bennett (Helm), Alice Tarnawski (Trim), Kajsa Doyle (Float/ Tactician) and Seldon Coventry (Bow) took on the challenge of sailing the CYCA's Elliot 6m boats against teams whom have been racing together for the entire season as well as experienced match racers including Stroinovsky's bow, Lucinda Whitty, a silver medalist at the 2012 London Olympics in women's match racing.

Day one of racing was tough with variable wind conditions ranging from 5 to 25 knots throughout the day. The girls had a tough day originally ending the round robin on 3 wins, 4 losses. However, a mistake made by the race committee that resulted MAKS racing being disadvantaged over the start line was protested and the girls were allowed a re-sail during the lunch break. The re-sail resulted in an easy win, bringing the girls to 4 wins, 3 losses and pushing the girls into 4th place.

Day two, a second round robin determining the final results made the day exciting as the results in the top half of the fleet were so close, with the exception of Stroinovsky who was yet to lose a race. The day started out in the remainder of

a north easterly in a dying 7 knots. The first race was tough in such shifty conditions, MAKS racing had an impressive start and led the whole way around the track until a small split in shifty conditions cost the team their lead late in the second beat, with barely enough wind to set the kite and the team never managed to recover. Not long after, an expected southerly of 15 – 25 knots filled in, suiting MAKS racing who went on to win the remainder of their races. As one of the lightest teams in the regatta, the stronger conditions showcased the teams off water strength and conditioning training.

As the only team to beat Stroinovsky in the entire regatta the MAKS racing team caused quite an upset in a very close race, however, for the team it was an achievement to be remembered especially as this was a warm up regatta for the Centerport Regatta in Wellington, New Zealand the following week.

The team ended on 8 wins, 4 losses, and tied with Martin from the CYCA also on 8 wins, 4 losses, however as Martin beat MAKS Racing in their final race together, on count back they placed second and the MAKS girls placed 3rd.

MAKS Racing would like to thank the Royal Prince Alfred Yacht Club for their support and funding to get to the regatta, Tom Spithill for coaching us in the regatta, Seldén for Sailing for supporting the team, Marinassess for sponsoring the event and the Cruising Yacht Club of Australia for hosting the event.

Milly Bennett scored the upset of the day beating Stroinovsky. Credit CYCA Staff





Junior Sail Training at the RPAYC

By Mitch Watkins, foreword by Damian Devine

The RPAYC teach over 600 children how to sail each year

The 2012-13 season was a massive year for growth in sail training at RPAYC. With the success of the sailing team at the 2012 London Olympics, these sailors became overnight role models and inspired many kids to start sailing. In October, the club celebrated with its Olympians and Paralympians and also opened up its doors to the public with its inaugural Open House with the motto of "Start Sailing" to provide this catalyst for growth. By the end of the day at Open House, every kids and adult learn to sail course was filled for months going forward. This article written by Mitch Watkins still holds relevance if you want to know more about getting your kids and grandkids into sailing.....

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 Jenna Walters, the training and centreboard administrator. She 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 3700 or email sailtraining@rpayc.com.au.





Membership Report

By Peter McArdie, Rear Commodore Membership



Another year has quietly slipped by but in that time some significant targets have been achieved by your Membership committee, principally the increase in membership figures, the stabilisation of our resignation numbers and the growth in our new Family category of membership.

To achieve these objectives your Membership committee has continued on from the previous year working on a

number of quite significant strategic and tactical initiatives, assisted by the representation and experience of each member from all of the sections within the club, namely Yacht Racing, Centreboard, Cruising and Activities.

The increase in membership achieved over the past twelve months is quite significant giving us the highest number for a decade (1891 total as at 30 April 2013) and it is now your Membership committee's aim to work on this new base number in order to achieve a further increase by the end of the 2013 / 2014 financial year.

Your Membership committee can only do so much and it is you as members that we request your support in promoting and attracting new members to our club, which as you will all no doubt be aware was announced in May of this year as the runner up to the Sandringham Yacht Club (Victoria) in the "Club Marina of the Year Award," a truly magnificent achievement.

All compliments to our General Manager and staff for their effort and persistence in satisfying the needs of members and guests to the club and to the Board, fellow Rear Commodores and the numerous working committees for their foresight in

recommending and providing those facilities that meet the needs of our members, not only current but also in the future.

Without doubt the renovation of Halyards has significantly improved the appearance of our club premises. The upgrading of facilities including the kitchen, the bar and the restaurant area, the latter complimented with new modern style furniture has now placed the club in a competitive position to other eateries in the immediate area, all of which will assist in gaining new members.

Your Membership committee and our new Membership Co-ordinator, Catherine Hale, are here to assist you in recruiting new members and are readily available should information or support be required.

The interview process, necessary for new members, has been modified in order to take away that feeling experienced by many that they have to undergo a situation similar to a job interview, rather it is our intention to turn the meeting into one of getting to know you and to answer any questions that the new member may have in respect to the club and to ensure once their application for membership is approved, they immediately feel part of the club and are made welcome by all members.

To further our relationship with all new members, your Membership committee conduct a "New Members night" three times a year where new members accompanied by their proposers and seconders have the opportunity not only to meet fellow new members but also be addressed briefly by the Commodore, Vice-Commodore and Rear Commodores on important aspects of the club.

During the year your Membership committee has continued to work on giving "value for money" to members by concentrating on those areas of strengths and weaknesses which were identified in the Membership survey carried out in the previous year and where focus should be maintained, and, this is now an ongoing exercise.

Finally I would like to pay special thanks to my Membership committee of Liz de Soyres, Anna Cross, Sandy Jacka, Jason Beavan and David Kennedy for their dedication and effort which they have demonstrated throughout the year.

Ann Asker announced as Volunteer of the Year

By Damian Devine



Ann Asker, (pictured) was named Club Volunteer of the Year at the 2013 Annual Prize Giving. A cruising stalwart and tireless worker, Ann consistently ensures that cruising events, especially the First Friday dinners, run smoothly from start to finish.

She achieves this through her work in developing the advertising materials and booking forms for the event, agreeing menus, managing individual seating arrangements and table layouts to suit the

occasion and co-ordinating a myriad of other event details with other volunteers and club staff members.

Her regular newsletters keep the cruising group and many members informed of upcoming club cruising events and news. She maintains several pages of the club website, has given her time to assist at Sail Expo and Open House and recent major long distance club cruising events and seminar series with admin as required.

Ann's long term commitment as a Cruise Committee member and more recently with Activities Committee, as well as her role in assisting the General Manager to look for additional weekday lunch opportunities are testament to her capacious volunteering. All of these activities involve considerable time and effort and are testament to her deep volunteering commitment. Congratulations Ann!





M E M B E R S H I P

Additions & Deletions to the Register of Vessels

ADDITIONS MAY 2012 TO APRIL 2013

Owner:	Vessel:
Geoffrey Kitchen.....	Alisios
Paul Jenkinson.....	Amaranth II
Antony Haszard.....	Bagheera II
Scott Kennedy.....	Barely Legal
James George.....	Cariad
Allen Stormon.....	Gezzabelle
Robert Smith.....	Horizon Hunter
Martin Cross.....	If
John Wells.....	Il Gatto
Norman Nolan.....	Illywhacker II
Peter Graycon.....	Iririki
Guy Smith.....	Jem
Dave Bull.....	Jester 4
Raymond Carless.....	Junior
Gregory Redfern.....	Kingfisher
Adrian Barnes.....	Liquid Leisure
Robert Allan.....	Mim
Mark Rutherford.....	Next Light
Chris Ryan.....	Next Light
Martin Rathbone.....	Our Island
Alexander Peacock.....	Sea Hunt
Frederick Bidwell.....	Silk Road2
Bob Stoddard.....	Skagerak
George Grant.....	Southern Belle
Merrick Hall.....	TBA
Geoffrey Molesworth.....	The Cure
John Millington.....	Waitak
Peter McConnell.....	Whimaway

DELETIONS MAY 2012 TO APRIL 2013

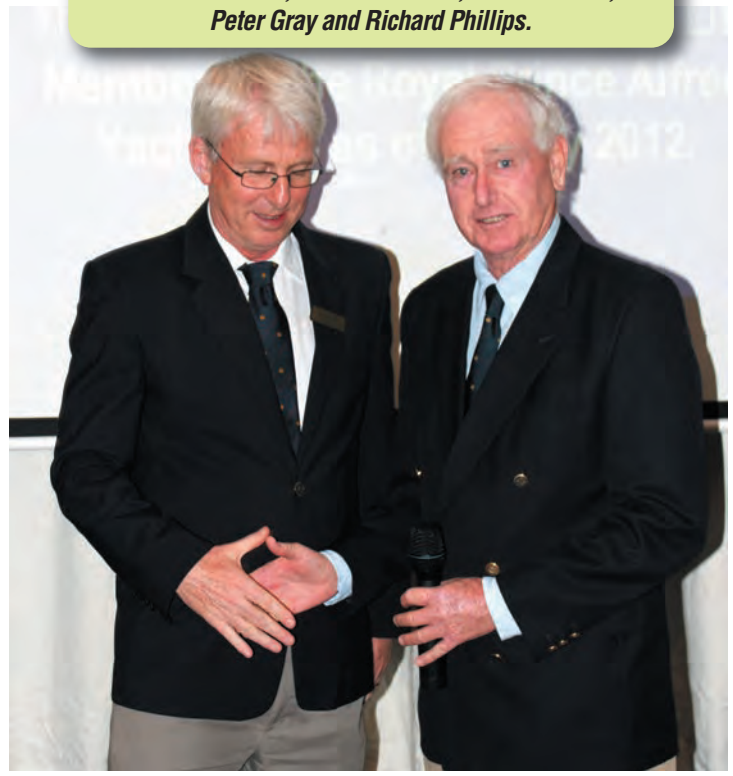
Owner:	Vessel:
Alexander Peacock.....	Aqua Luna
Christopher Ryan.....	First Light
Mark Rutherford.....	First Light
Keith Baker.....	Jacks Back
Peter Maitz.....	Leonardo
Robert Curtis.....	Matilda
Stanley Thompson.....	Nina
Nick Johnston.....	Santana III
Edwin Anderson.....	Seaspray
Frederick Bidwell.....	Silk Road
Edward Tutty.....	Skagerak
Brett Ellis.....	Strength & Honour
Russell Murphy.....	Strength & Honour
Marius Coomans.....	Te Moana
Brian Law.....	The Folly
Marc Ryan.....	Ticket of Leave
John Stein.....	Wild Thing

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

Peter Alexander, Michael Barnett, Robert Crowe, Peter Gray and Richard Phillips.



2012 Clubmanship of the year award presented to outgoing Director Eoin Asker at the 2012 AGM by Vice Commodore Ian Audsley



Bruce Staples, right, elected as a Life Member at the 2012 AGM



New Members May 2012 to April 2013

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

Full Ordinary

Adrian Barnes
 Alan Jones
 Anna Manach
 Anthony Dight
 Chris Links
 Colin Bareham
 David Bull
 Edward Brew
 Geoff Molesworth
 George Grant
 Greg Prescott
 Gregory Redfern
 Hinrich de Boer
 James George
 James Muirhead
 James Tyers
 John Carter
 John Millington
 Lawrence Noakes
 Mark Allan
 Mark Bayfield
 Mark Jones
 Matthew McCann
 Merrick Hall
 Patrick Allaway
 Paul Jenkins
 Paul Mara
 Peter Hayes
 Robert Alpe
 Roger Cuneo
 Ronald Owen
 Russell Waddy
 Samuel Peters
 Stewart Hunter
 Sydney Fischer

Family Full

Craig Bolles
 David Green
 Debra Whittle
 Derek Minihane
 Gary Todd
 Greg Dunstan
 Guy Smith
 Jason Leonard
 John Fuller
 Kevin Heard
 Lochiel Crafter
 Marcus Grimes
 Michael Still
 Peter Graycon
 Robert Dros
 Robert Heard
 Robert Smith
 Simon Sadubin
 Thomas Mercer

Family Full Spouse

Amanda Fuller
 Angela Green
 Catherine Graycon
 Christine Heard
 Clayton McLellan
 Heidi Todd
 Isabelle Soh
 James Whittle
 Jane Heard
 Jodi-Anne Bennett
 Julia Fluhrer
 Kim Grosser
 Lee Taylor
 Luana Rice
 Margaret Roberts
 Margaret Smith
 Maria McCrossin
 Marye Taylor
 Morag Leith
 Penelope Bolles
 Robin Smith
 Rosemary Dros
 Sheerie Mercer
 Susan Currey
 Susan Minihane
 Tracey Walters
 Virpi Tuite

Family Full Youth

Angus Bolles
 Angus Crafter
 Angus Malcolm
 Bella Green
 Caroline Minihane
 Christopher Fuller
 Darcy Malcolm
 Emma Todd
 Finlay Crafter
 Francesca Still
 Hallie Tanks
 Jack Bennett
 James Todd
 Jessica Graycon
 Jonathan Tuite
 Katherine Todd
 Lachlan Jefferies
 Lauren Jefferies
 Lauren Minihane
 Max Bolles
 Mitchell Fuller
 Nicholas Fuller
 Nicholas Whittle
 Oskar Merrington
 Robert Selbie
 Roland Jefferies
 Sophie Crookshanks

Tamsin Merrington
 Taylah Whittle
 Will Carver

Family General

Adam Fitzpatrick
 Ali Baghaei
 Andrew Gough
 Christopher Black
 Damien Synot
 Graeme Faulkner
 Harry Polis
 James Baillie
 James Gough
 Jeff Canham
 Jeremy Samways
 John Bradley
 Marie Mattinson
 Mark Paul
 Michael Crosby
 Nada Sekulich
 Richard Cummings
 Richard Hardwick
 Robert Martel
 Robert Wilmot
 Ross Halliwell
 Sabina Holldack
 Sean Gill
 Simon Clarke
 Sue Muller-Hawkins
 Ulrich Gleissner

Family General Youth

Aidan Kumarasinghe
 Aimee Faulkner
 Alexandra Polis
 Alina Muller
 Amelie Kumarasinghe
 Annie Wilmot
 Ben Baillie
 Connor Clarkson
 Daisy Samways
 Ethan Hardwick
 Finn Baillie
 Gavin Upton
 Isabel Gill
 Jack Berry
 Jonas Gleissner
 Jude Baillie
 Karl Hall
 Kieren Fitzpatrick
 Lauren Fitzpatrick
 Lauren McConaghy
 Luke Berry
 Matthew Wilmot
 Max Faulkner
 Natasha Bryant

Nathan Bryant
 Olivia Findlay
 Oskar Hall
 Sophie Gill
 Tye Jecks
 Zoe McConaghy

Family General Spouse

Anne Synot
 Birgitte Tabor Winther
 Caroline Faulkner
 Christele Newman-Dehut
 Darryl Mattinson
 Elizabeth Gazzard
 Franca Hardwick
 Geoffrey Hall
 Georgia Gough
 Hayley Baillie
 Helen Stephens
 Julie Canham
 Julie Dunn
 Lawford Fitzpatrick
 Leisa Stranack
 Lisa Samways
 Patricia Bradley
 Paula Polis
 Rischeh Kumarasinghe
 Robert Upton
 Ruth Gill-Macswayne
 Sarah Kenny
 Suzette Halliwell
 Teresa Black
 Vicki Crosby

General

Adam Robinson
 Alan Hession
 Andrew Gavenlock
 Andrew Parker
 Andrew Spencer
 Barry Hastie
 Barry O Meara
 Bert Norman
 Brendan Robinson
 Brian Reader
 Colin Doolan
 David Lewin
 Gabrielle Butler
 Gary Klopfer
 Graeme Smith
 Gregory Nichols
 Ian Totterdell
 Irene Allanson
 Jacob Betlem
 Jennifer Lamb
 John Cary

John Fricke
 John Harvey
 John Shears
 Julian Walter
 Kerry Gilmore
 Linda MacLaurin
 Mark Welch
 Martin Grover
 Matthew King
 Nathan Ellis
 Patricia Crummack
 Paul Sambuco
 Peter Runcie
 Peter Wolsey
 Philip Lamplough
 Richard Hession
 Ronald Seldon
 Ross Gavin
 Scott Berry
 Scott Dunstan
 Shelley McConaghy
 Stephen Broderick
 Stuart Williams
 Thomas Gately
 Tony Carson
 Vahe Sarmazian
 Verity Powers
 William Watson

Gen. Intermediate

Gillian Nathan
 Grace Nixon
 Jasmin Muller
 Jhai Mitchell
 Nicholas Anderson
 Sarah Marshall

Senior 70

James Macintosh

Spouse

Astrid King
 Carolyn Kinmont
 Caterina Ridulfo
 Christine Connal
 Debbie Molesworth
 Deborah Henry
 Elizabeth Eastland
 Giuseppina Lees
 Helen Kennett
 Jacqueline Baghaei
 Jan Croll
 Jane Anglicas
 Jill Kemp
 Jill Klopfer
 Jill Murray
 Kate Mitchell

Kathleen Winterford
 Kaye Audsley
 Kim Rosevear
 Kim Williams
 Leanne Mitchell
 Lucy Jefferys
 Lynette Fricke
 Marguerite GRAY
 Mary-Ann Guerin
 Nancy Ferguson
 Nancy Grant
 Patricia de Boer
 Roger Wickins
 Roslynn Rogers
 Ruth de Montfort
 Sally Simon
 Sherryll Seggie
 Suellen Fowler
 Tim Coventry
 Wendy Field
 Zorana Bull

Youth

Adam Diamond
 Aston Cale
 Azura Gacoin
 Charlotte Ryan
 Christopher Polis
 Clare Costanzo
 Ella Ryan
 Finn O'Neill
 Harry Tullett
 Hugo Vos
 Isaac Smith
 Isabella Green
 Jake Sweeney
 James Hazi
 Jarrah Sheppard
 Kate Fitzgerald
 Lachlan McGrath
 Madeleine Lay
 Mason Gordon
 Max Schoneveld
 Michael Koerner
 Miles Warner
 Monica Hyde
 Nick Douglas
 Seldon Coventry
 Shane Conly
 Torben Skjellerup
 Travis Thorn

Absentee

Bradley Johnston





Britannia Presentation

By Damian Devine



Michael Woolley, left presents the Britannia model to Commodore Rob Curtis at Annual Prize Giving
Photo by Damian Devine

The royal yacht Britannia was the most successful and famous racing yacht in the world at the beginning of the 20th Century.

The model was donated to the Royal Prince Alfred Yacht Club by marine artist Steven Dews through club member Michael Woolley.

She was originally built by Hendersons on Clydeside in 1893 and raced as a gaff rigged cutter for King Edward VII. His son, King George V took her over in 1910 and in a 43 years career won 231 times and took the flag a further 129 times out of a total 635 starts.

She raced against most of the famous J Class boats, including Cambria which was moored for a number of years at Careel Bay.

Britannia had seven changes of rig and was finally raced as a Bermudan sloop but never went well in this configuration against the Js. She sailed her last race at Cowes in 1936.

George V's dying wish was that his much loved Britannia should follow him to the grave. And so after he died she was stripped of all fittings and scuttled off the southern coast of the Isle of Wight at St Catherine's Deep. Although there have been attempts to locate her, she has never been recovered.

Today, there is a new Britannia K1 which could again be seen racing in the Solent in the next year. This yacht started construction in Russia in 1994, moved to Oslo and then finally to Cowes where she is now being fitted out. Britannia K1 will have the tallest wooden mast in the world at 54m.

Steven Dews commissioned this superb model of Britannia in England where he is now having a 70ft timber yawl being built for a planned circumnavigation next year. The Royal Yacht Squadron in Cowes was interested in acquiring the model but Steven was particularly keen it should go to the RPAYC. He was struck by the friendliness of the club when he visited from his yawl, Patience, moored at Lovett Bay until late 2012.

Steven is regarded by Southeby's of London as the finest living marine artist and his paintings can be seen in many collections around the world. A recent painting of the Battle of Trafalgar was auctioned at Southebys for several hundred thousand dollars.

Royal yacht Britannia statistics: length 121ft (37m); draught 15ft (4.6m); height 164ft (50m); displacement 221 tons; sail area 10,328sq ft (959.9sq m).

She is now proudly on display at the RPAYC.

Admiral's Cup Replica

By Damian Devine

The Admiral's Cup replica was completed in February 2013. This was a true labour of love for our 2012 Volunteer of the Year, Rob Cole for around 18 months. Rob travelled all over Sydney (and most fighting his way out west) in his quest to create the perfect replica liaising with everyone from mould makers to coin dealers! The base of the trophy incorporates coins from each winning country.

The timber base of rosewood was turned locally by Jack Butler, a well know wood turner from Pittwater. The inscription ring is copper and was engraved and gold plated prior to fitting to the timber base.

This replica is made of resin, so it is more fragile than the original (although it looks a lot better). Robert only found one company in Australia that was capable of gold plating the resin replica. During this process the resin replica had to be cut into sections and re-joined after gold plating as it was too difficult to gold plate in one piece. It can't be taken out of its case and handed around as the original was which

was made of sterling silver and then gold plated. The original is now back in the United Kingdom at the home of the Admiral's Cup, the Royal Ocean Racing Club (RORC).

It also has a place for a USB stick / CD ROM secured in the base which has a lot of the footage that was gathered for the farewell event and the making of the replica, meaning it is now a time capsule.

Rob delivered the Cup to the club in time for a dinner hosted by Bob Oatley in the aptly named Admiral's Cup Room.

The RPAYC are the current holders of the Admiral's Cup from 2003 won by Bob Oatley's Wild Oats and Colin O'Neill's Future Shock. It hasn't been raced for since.



Rob Cole with the replica of the Admiral's Cup



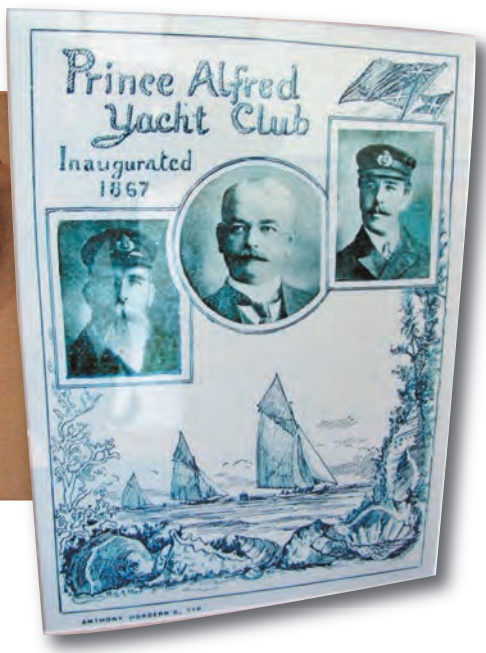
Archives and 150th Anniversary

By Damian Devine

To coincide with the club sesquicentenary celebrations, the club has appointed a researcher/writer, Jonathan Bogais, to assist with the writing of a book to be published in 2017. This will complement and carry on from where Graeme Norman left off with his 1986 book "Yachting and The Royal Prince Alfred Yacht Club." Jonathan and writer Randi Svensen have spent the past two years interviewing Past Commodores and Life Members to ensure their experiences and stories have been told and documented into a transcript.

These transcripts and other records from the club's Archives, State Library and members' memorabilia over the past 25 years will then be shaped into a book that members will be able to purchase as part of the sesquicentenary celebrations. The Archives Committee are kindly requesting from members any donations

(or loans) of letters, news clippings, articles, club publications, memorabilia and photographs that have some significance to the Club from the early 1980's until now. This will assist greatly with the research and writing phase of the book. Please contact Damian Devine, Marketing Manager on (02) 9998 3700 or email damiand@rpayc.com.au if you have any contributions.



Club Sesquicentenary

By Ross Scoble

In October 2017 the club will have been in existence for 150 years. This will be a most important milestone in our history. Few organisations endure for such a period and we will celebrate in a fitting manner. At this time, Sesquicentenary events in Australia are few in number. One hundred and fifty years ago we were in the time of the Burke and Wills expedition and NSW was a colony.

We propose a series of events beginning in October 2016 which will run for a full year culminating in a week of celebrations immediately prior to the actual anniversary of the club's formation—the 15th October, 1867.

The celebrations will be a community event which will reflect the club's contribution to the sport of sailing which varies from introductory training for school students through to Blue water sailing for the old and the bold.

There will be displays of memorabilia and historical information will be presented.

The club's Archive committee will highlight from the origins of the club's name through to the successes of our elite sailors in more recent times.

The culmination of our celebrations during the week ending 15th October 2017 will be a series of events at the Club. Our National, State and Local leaders are to be invited as will school students, residents and members of other yacht clubs. The celebrations will reflect the diverse age groups and interests of our Members.

On water events will be maximised. These will include the Etchells State and National Regattas which will bring over 100 visiting boats to the Club.

If you should have an idea or two as to ways of adding to the occasion please let us know.

A large number of small elements will build into a very significant event.

Let us have your input by mail to Sesquicentenary@rpayc.com.au



The Fife Six Metre One Design Class in Australia

By Simon Sadubin



Rendezvous (Georgina) sailing on Port Phillip Bay circa 1958, owned by G. Stooke

Eighty three years ago William Fife was commissioned by William Dagg of Melbourne to design for him the latest and what he hoped would be the fastest Six Metre racing yacht that had ever been seen in Australia. Dagg was planning to win one of the most keenly contested interstate yachting trophies in Australia - the Northcote Cup. In the fickle world of yacht racing things rarely go to plan. Toogoolowoo 11 lost the cup in the deciding heat - her opponent Lolaire, in fluky winds and fading light beat her to the line by 12 seconds.

This did not deter William Dagg - he challenged again and won the Northcote Cup for two contests in a row. The yachting establishment took notice of this beautiful creation of William Fife. Between the wars Australians were looking for a fast one design class, and after a meeting of the Sydney Yacht Racing Association in 1934, they voted to adopt the plan No 790 of William Fife as the basis for a one design class in Australia. Fife agreed to make a full set of plans and building specification available for 23 pounds per set. During the next four years a further



Simon Sadubin and Roger Faulkner admire the Northcote Cup at the RPYC

five yachts were built off the same plans. These plans were administered by the racing secretary of RPYC - Jack Kyd. We are seeking any surviving copies of the original building specification.

The outbreak of war in 1939 brought about a premature end to the one design class, and only four yachts had managed to race against each other at any one time. They kept racing after the war in mixed fleets and against more modern six metre designs namely Avenger and Yeoman.

The Australian Fife sixes differed from their European built counterparts in one main respect - they were all planked in Huon Pine - a Tasmanian Pine that is very slow growing and incredibly durable because it contains the essential oil methyl eugenol. It is very resistant to rot and is virtually indestructible in saltwater. It ensures that a yacht planked in Huon will last for a century or more. All of the surviving Australian Fife sixes have retained nearly all of their original planking. William Fife specified on the plans that the planking was to be Huon Pine.

There is something of a renaissance underway with the Six metre yachts in Australia. Geoff Docker of Pittwater is well on the way to completing a total rebuild of the 1937 Camper and Nicholson designed six Yeoman. Most of Yeoman's original mahogany hull was beyond repair. Years of freshwater ingress had destroyed the hull from the inside out. Geoff has built a new yacht off the plans utilising the original timber keel, transom and lead ballast keel. This restoration has been inspirational and has spurred on efforts with the Fife designed sixes.

The remaining Fife Six metres are now being rediscovered, and one by one rescued and restored. Five of the six hulls have been located. Two are currently overseas - Clipper was sailed to New Zealand in 1999 and Toogoolowoo 11 was sold to European owners in 2006 pending a full restoration.



Sjo-Ro gliding past Cockatoo Island prior to restoration 2013 - photo S. Sadubin



Belvedere is the "missing" Fife six metre and was owned by RPAYC member Len Esdaile from 1948 to around 1960. She was sold to Frank Ashby the proprietor of Mona Vale Garages in the early 1960's, but then she has since disappeared. Any information about her owners or whereabouts would be most appreciated.

Each yacht has had an amazing history of racing, and ultimately most were converted into small cruising yachts - complete with coach-house, self draining cockpit and auxiliary motor. The addition of a weathertight cabin probably saved most of these yachts from the ravages of fresh water through the years when they were no longer racing.

The most remarkable tale uncovered so far is the voyage of Clipper. After being converted into a cruising yacht from plans drawn up by Alan Payne, she was sailed by her then owner Ian Balmer from Sydney via Lord Howe Island across the Tasman Sea to Auckland in New Zealand. She weathered two tropical storms whilst sheltering at Lord Howe Island and made the passage in 16 ½ days of sailing. Clipper had been optimised for harbour racing and her keel profile was altered to put more lead into her forefoot. This worked around the buoys, but made her a wetter yacht in any seaway, not the ideal choice of vessel for a Tasman crossing!

RPAYC member Simon Sadubin from Sydney Wooden Boats has commenced a rebuild of Rendezvous built in 1937. Rendezvous raced out of the RPAYC in the late 1940's when she was owned by Ian and Neil Coombes. She has undergone a first stage stabilisation and been put back to her open cockpit layout. She is now sailing again under a slightly smaller cruising rig. She will be put back to her original sail plan during a second round of work. During work on Rendezvous a full set of Fife plans No 790 was assembled with assistance from Duncan Walker

of Fairlie Restorations, to ensure that the yachts will be accurately rebuilt to Fife's original concept.

Roger Faulkner, (pictured) visited the club in April 2013 with Simon Sadubin to view the Northcote Cup which he won twice onboard Georgina (ex Rendezvous), firstly as a mainsheet hand in 1958 and secondly as the owner and helmsman in 1965 .

At the time of writing Sydney Wooden Boats has started a major rebuild of the 1934 built Sjo-Ro for her current custodian Jeremy Arnott. Sjo-Ro is a very intact yacht with a racing history spanning almost eight decades. She was originally built in Hobart by Percy Coverdale for Sir Claude Plowman. The name Sjo-Ro is Swedish and translates as "calm lake." The yacht was named by Claude Plowman's Swedish wife. This yacht was still winning races one month before being transported to Mona Vale for a restoration that will be completed in time to celebrate her eightieth year afloat.

There are moves to establish an Australian Classic Six Metre Association to bring together the surviving classic six metres. The long term goal is to re-establish a race series for these yachts. The historic trophy for the six metre class is the Northcote Cup. It is still held by the RPAYC and was last raced for by six metres in 1968.

It is early days for the revival of the Six metres, but many people are now interested in these yachts as a part of our yachting heritage. It is hoped that as many as possible of the original yachts can be restored and brought back together as a small but significant fleet. Sydney Wooden Boats would be happy to be contacted by people who can assist with any information or photographs about these masterpieces from a bygone era.

Simon Sadubin Shipwright
Sydney Wooden Boats



Sjo-Ro in her heyday



Activities Report

By Norman Weaver Rear Commodore Activities



As Rear Commodore Activities, I have the responsibility for promoting and organising social activities by and amongst members both within the club's premises and elsewhere. The Activities Committee's objective is to create an environment of comradeship amongst all sectors of the club.

I am very pleased with the events that the club has produced this year and am excited by the program of events we have in the pipeline.

The 2012 / 2013 Activities Committee were:

- Volunteers & Brains Trust: Bronwyn Antill, Ann Asker, Rob Cole, John Ellis, Chris Farquharson, Pat Langley and Malcolm Webb
- Management Support and Food and Beverage Inspiration: Mandy Hansen
- Board Liaison & Musical Impresario— Simon Grosser

Thank you to everyone for your contribution to making 2012/2013 an exciting season. Highlights of the year include:

Olympians Welcome Home; in October we hosted an Olympic and Paralympic Celebration to celebrate with its Olympic and Paralympic sailing champions from the 2012 London Games. More than 200 members and guests packed into the Halyards annexe to welcome home our Gold medallists SKUD18 class Dan Fitzgibbon and Liesl Tesch and Women's match racing Silver medallist Nina Curtis.

Musical entertainment has been particularly good this year with the introduction of regular Friday night jazz from local musicians and special concerts such as the United Notions Band night and the Barry Leef Band. In April there was the inaugural Alfred's Supper Club hosted by James Morrison. James and his band (including vocalist Emma Pask fresh from "The Voice") performed an excellent set to a packed house.

Sporting competitions including the annual Golf day at Bayview Golf Club organised by Rob Cole and the snooker competition organised by Malcolm Webb.

An epicurean evening with a seven course gourmet degustation dinner with matched wines from Pokolbin Estate Vineyard.

The Melbourne Cup Garden Party was extremely successful. This year we moved the lunch event into the newly renovated Halyards bar and on the sundial lawn. Guests had sparkling wine and canapés on arrival, there were prizes for the best Fashions on the Field and MC Tim Shaw entertained.

2012 was seen off in style with the annual children's Christmas Party and New Year's Eve Beach Party.

The Club Marine Pittwater Sail Expo organised by Maurice Gilet was an outstanding

success, showcasing the club, with 46 new members as a result.

Another new initiative is a regular series of Friday Speaker's Corner lunches. The first event was held in May with the accomplished yachtsman Sean Langman who brought his magnificent 60' trimaran Team Australia to show and tell. Some lucky club members were able to help bring her up from Sydney Harbour doing a lazy 28 knots past Newport!

We aim to provide a broad range of social activities for all RPAYC members that complement the on-water sailing activities and I invite everyone to come forward with ideas, suggestions or assistance to make 2013 / 2014 even more memorable. You can email me at nweaver@dataweave.com.au



Jim Cormack presents the RPAYC burgee to Sean Langman at Speakers' Corner

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Club Marine Pittwater Sail Expo

By Damian Devine

The Royal Prince Alfred Yacht Club together with Club Marine hosted the second annual Pittwater Sail Expo, a free community event held over the week end of 16 & 17 March, 2013.

Another successful event with 1800 people visiting the expo, down slightly on the previous year, with good feedback from exhibitors over the two day event. The expo this year spread from the main car park to Marina Arms B & C which was bursting with activity with yachts of all shapes and sizes on display.

There were over 50 exhibitors from yacht brokers to suppliers of goods and services for the professional and leisure sailor from batteries, to bags, electrics, solar, security, generators, insurance, inflatables, kayaks, paint, yacht share, alarms and sail makers, to name but a few and generating some excellent leads over the two days.



RPAYC, home to the Club Marine Pittwater Sail Expo

raffles and assisting visitors at the entrance.

Sail Expo spokesman 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 to exhibit 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 support by our sponsors Club Marine was once again fantastic. For us to achieve our aims and make the second annual event a success was very

The club also showcased itself with volunteers on hand to discuss all activities on offer including membership, yacht racing, cruising, kids sailing and training. All in all, 46 new members joined the club as a result of the promotion ran at the expo to waive 50% of the joining fee. This was up 27% on the previous year in terms of new members.

Many leading industry brands exhibited at the Sail Expo including monohull and multihull yachts by Bavaria, Beneteau, Catalina, Dehler, Dufour, Elan, Hanse, Hunter, Island Packet, Jeanneau, J-Yachts, Lagoon, Lightwave, Leopard, Moody, Seawind, Weta and X-Yachts as well as Ozi Opti dinghies, Etechells and J Boats.

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,



Crowds flock to the boats on display on B arm

pleasing. Based on the feedback we had from exhibitors we will return to a more boutique feel next year with the marquees heading back to the lawn to retain the visitor flow from the clubhouse to the marina. The feedback from both the exhibitors and the public was very positive, it was all about the industry opening its doors to the public," continued Gilet.





ACTIVITIES

RPAYC Opening Day - 8 Sept 2012

Photos by Damian Devine





RPAYC Golf Challenge 2012

By Rob Cole, Activities Committee



Team Picasso were awarded best dressed team

The annual RPAYC Golf Challenge, was originally scheduled to be played on 12 October but due to inclement weather was re-scheduled to 2 November, where everyone enjoyed a perfect day for golf.

Seventy one players representing their yachts, in teams of 4's and 3's, competed in a 4 ball Ambrose on our reciprocal club course at Bayview Golf Club.

Breakfast was served from 7am and teams hit off from the 1st and 12th tees from 8am, which was a more relaxed start compared to our usual shotgun start.

A big thank you to Robyn Cole and Virginia McClelland who checked the cards and applied the handicaps to reveal our winners. John Bacon, a Director, presented the trophy and prizes to all the winners on the day.

The overall winner this year was Team Cloud Nine with Ron Hayden, Ian Irwin, Les Daniels and Garry Summers with a gross score of 62 and a nett 53.75. Well done boys, with 8 birdies proved a very hard team to beat. Second overall went to Team Eye Candy, last year's winners, Chris Dawson, Terry Wetton, Simon Grosser and Brett Baker with a gross 66 and a nett 56.25, still very competitive.

Third place was filled by a mixed team Les Girls, Annie Lancaster, Jo-Anne Stanning, Michele Summers and Dave Smith with a gross of 74 and nett 56.75.

The best all girls team finished seventh overall. Val Oatley, Anna Davis, Alvia Buckle, Jane Weaver of Team Wild Oats carded a gross 78 nett 59.25.

Girls longest drive went to Niki Menzies of Team Mirage and the boys to Chris Dawson of Team Eye Candy.

Nearest the pin on the 8th for the girls went to Susie McCarthy from Team Summersalt, and boys Simon Grosser.

On the 16th nearest the pin went to Anna Davis and Maurice Drent of Team Voodoo Lounge.

This year's best dressed team went to Team Picasso all with matching team shirts



Team Eye Candy finished second of the tournament

and caps and a palette of colourful shorts. The team to finish last and winners of the Bradman prize, a group lesson from the BVGC professional, was Team Sirocco Rats, better luck next year boys.

A big thank you to the Bayview staff for the great food and service at the luncheon, Mike Pengelly, Gary Gleeson and Rob Lang for their marshalling on the 1st and 12th.

Thanks to Gary who also took team photos.

Well done all and see you again next year for a fun day.

RPAYC Golf Challenge Results 2012		
Place	Team	Nett
1St	Cloud Nine	53.75
2Nd	Eye Candy	56.25
3Rd	Les Girls.....	56.75
4Th	Second Time Around/Dark Star	58.50
5Th	Pacesetter	58.75
6Th	Melges	59.125
7Th	Wild Oats	59.25
8Th	The Bolters	60.62
9Th	Summersalt	60.875
10Th	Pretty Woman	61
11Th	Wild Oats 10	61
12Th	Alibi.....	61.5
13Th	Picasso	61.75
14Th	Mirage	63
15Th	Royal And Ancient	63.5
16Th	Sirocco Sof's.....	64.25
17Th	Voodoo Lounge.....	69.25
18Th	Sirocco Rats	73.5





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