





# Statement Of Purpose

"To be one of Australia's cornerstone yachting and boating clubs, hosting world class events and home to the nation's best sailors."

## Royal Warrant

By Admiralty Warrant of 27th March 1924, the privilege of wearing the Blue Ensign of Her Majesty's Navy with the Club Pennant was extended to yachts of this club.

PATRON: The Honorable Linda Dessau A.C., Governor of Victoria

## Flag Officers



**John Kint**  
Commodore



**Stuart Dickson**  
Vice Commodore



**Phil Francis**  
Rear Commodore



**Roger Bennett**  
Club Captain



**Brian Marshman**  
Treasurer & Past Commodore

## RGYC Board



**Christie Alberts**



**Peter Alexander**



**Tom Boland**



**Derek Buckmaster**



**Simon Guthrie**



**Chris Manton**

### RGYC General Manager

Phil Clohesy

### Photographers

Salty Dingo: Craig Greenhill, Travis Harries, Sailing Energy, Jon West, Tom Smeaton, Denise Smeaton, Steb Fisher, Jan Neeson-Marshman, Sarah Pettiford & RGYC Members

### Cover

Design Concept: Chris Williams  
Creative: Adcell

### Editors

Editor & Contributor: Chris Williams

Editorial Coordination: Sarah Pettiford

### Advertising

Steve Hassell & Sarah Pettiford

### Publisher

Royal Geelong Yacht Club Inc.  
25 Eastern Beach Road, Geelong

### Disclaimer

The information contained in this publication has been prepared to the best knowledge of those who contributed. If an error has appeared, please contact the RGYC office so a correction can be made in subsequent editions. The opinions expressed in Corinthian are not necessarily those of the Royal Geelong Yacht Club. All rights are reserved. No part of this publication can be reproduced, in whole or in part, without the written permission of the publisher.

## From the Editor

Welcome to the 2020 edition of Corinthian, the annual journal of our club.

We have approached this edition in the knowledge that many of our members have had their lives disrupted in unexpected ways and that we have all lost the opportunity to use our boats and the club as we wish. It is also important to acknowledge the successes of our club and the members who help to make so much pleasure for others. The magazine cover touches on some of these things.

Our feature writers have explored some of the colourful aspects of RGYC's many activities. I am grateful that so many talented members have taken up the challenge to write for you and the global audience to show what Royal Geelong Yacht Club offers. Thanks also to those who provided photos of the Summer of Sailing and club life.

Enjoy this unique edition of Corinthian. Stay safe.

**Chris Williams**

# MORE THAN JUST INSURANCE. BE REWARDED WITH CLUB MARINE.

ALL CLUB MARINE MEMBERS HAVE ACCESS TO:



Club Marine  
Assist



Club Marine  
Member Rewards



Club Marine  
Magazine



Club Marine  
App



Club Marine  
TV

**P** 1300 00 CLUB (2582)

**W** CLUBMARINE.COM.AU



Insurance is underwritten by Allianz Australia Insurance Limited (Allianz) ABN 15 000 122 850 AFSL No. 234708 of 2 Market Street, Sydney. Club Marine Limited (Club Marine) ABN 12 007 588 347 AFSL No. 236916 is a related body corporate and issues boat insurance as agent of Allianz. Terms and conditions apply. Terms of service are available on clubmarine.com.au. \*Club Marine Assist is provided by Club Marine Limited. Vehicle Assist and Trailer Assist are provided by AWP Australia Pty Ltd ABN 52 097 227 177 trading as Allianz Global Assistance.

Free Measure and Quote service  
Full installation available



- Carpet
- Marine Carpet
- Rugs
- Carpet Tiles
- Vinyl Planks
- Laminate
- Short Ends / Offcuts
- Overlocking

171 West Fyans St,  
Newtown

**5229 2083**  
[www.hmcflooring.com.au](http://www.hmcflooring.com.au)



# Commodore's Report

It is with pleasure that I provide my Commodore's Report for 2019/20.

This is my final report as Commodore and I am extremely pleased to pass on the role to incoming Commodore Stuart Dickson with the club well positioned to continue on its path of the development and growth of our facilities, sailing and boating programs and community contribution.

Last year I reported that we had "...an incredibly busy year, we are well placed to bring our long-term plans to reality in the coming year".

This past year has been a dynamic year that has seen our facility development program beginning to take place, along with a Summer of Sailing beyond anything experienced in the history of our great club.

And then in March along came the world pandemic – COVID-19! This has proved a real challenge to us all and it is a credit to everyone connected with RGYC that we have managed ourselves brilliantly, with little or no notice, to respond to Government regulations to keep us all safe.

Our Board and the staff have been unbelievably focused as we continually dealt with the introduction of restrictions due to the pandemic coupled with the building project and the impact of these events on day to day operations of the club.

Equally, our Members have been incredibly patient, understanding and supportive. I will long remember and appreciate the loyal support of our members in the most difficult circumstances possible. Thank you all.

We have recently received the Australian Sailing 2020 Yacht Club of the Year and the Sport Promotion Award as well as the Victorian Awards. This is a strong recognition of all the contributions so many people have made to this great club. Well done everyone!

## Financial Performance

With the advent of COVID-19 we have faced unprecedented circumstances in managing our club's finances in the latter part of this financial year. With that perspective in mind, it is extremely rewarding to note in the Treasurer's Report and the Audited Annual Financial Statements, that the club remains in a very sound financial position. This year, as in the past eight years of Brian Marshman's role as Treasurer, the Board has again delivered a very strong profit and cash surplus, even after Government grants are deducted. This is most pleasing and positions us well as we continue the construction phase of our redevelopment. I congratulate Treasurer Brian Marshman on an outstanding contribution to our club. His legacy as Treasurer will be evident to future generations of RGYC members. Brian has decided to not seek election again this year. Thank you, Brian - you have served our club with distinction.

## Volunteers

Our Summer of Sailing was a huge success and the contributions of our many generous volunteers working with the staff team made it all happen. I commend Club Captain Roger Bennett for his leadership of the series of training modules across the many elements of race management and race support that

enhanced the skills of our volunteers. The experience in planning and delivering world level racing over the summer will be of lasting benefit for our many on-water programs.

Our army of skilled and passionate volunteers is the envy of yacht clubs around the nation. Thank you one and all.

The RGYC Foundation has continued its work in raising funds that will support the long-term growth and development of sailing at RGYC. I thank the Foundation for their support of the club and urge all members to support the Foundation.

## Geelong Waterfront Safe Harbour Precinct (GWSHP) Project

The past twelve months has seen the commencement of construction of the on-water components of the GWSHP Project.

The 440m wave attenuator, recently named Wangim Walk, is nearing completion. Unfortunately, three of the attenuator's floating pontoons were damaged whilst being shipped to Geelong from Ireland. This has delayed the completion of these works, with the opening of the structure expected to be in early December this year.

This landmark structure is already providing wave protection for the marina and surrounding harbour. It will serve the Geelong community as a significant tourist attraction for generations to come. Further it will enable our major events – the Festival of Sails and Wooden Boat Festival of Geelong to expand, along with the potential for new events to be established.

Importantly, the position and function of the attenuator will enable the development and expansion of floating pens in line with the new floating pens that have also been constructed as part of the current project.

The twenty eight new floating pens are expected to be commissioned for use by the end of September. These pens were utilised spectacularly for the 49er/49erFX/Nacra 17 World Championships in February and the Wooden Boat Festival of Geelong in March this year.

The Marina Office and Victorian Sailing School have been demolished as part of the on-land components of Stage 1 of the GWSHP project.

It is taking some time to finalise the design of the Maritime Education complex, which combines the Off The Beach Building and the Victorian Sailing School. The planning approval process is long and arduous and we are currently reviewing the building design to fit budget and achieve functionality requirements of all stakeholders – a challenging process.

It is anticipated that the building will be well underway by this time next year, hopefully nearing completion.

## Club Sailing Programs

Our club sailing programs continue to provide a wide variety of sailing opportunities for skippers and crew across keelboat and dinghy programs. I thank our Race Management volunteers who have worked tirelessly all year to provide an opportunity for us to go racing.

There was considerable disruption to our summer sailing programs, particularly for the Off The Beach groups who transferred many of

their races to St. Leonards Yacht Club. I thank the St. Leonards Yacht Club for their significant support to enable our OTB sailing programs to continue.

The 2020 Festival of Sails was a fantastic event built on the strong support of everyone involved. We are planning the 2021 event in the uncertainty of how it might run under COVID-19 conditions. The Wooden Boat Festival of Geelong was also a very successful event involving many parts of the Geelong community. Congratulations to Vice Commodore Stuart Dickson for his leadership of both of these significant events and my thanks again to the great teams of volunteers.

## World, National & State Championships

I was extremely proud to be Commodore of our great club as we hit the world and national stages in hosting and delivering biggest and most of significant series of regattas in the club's history:

- Spring Sail - State Dinghy Championships and Coaching Regatta: September 2019
- Cadet National Championships: December 2019 / January 2020
- 2020 Festival of Sails: January 2020
- Oceania and Australian (Incorporating Sail Melbourne) 49er, 49er FX and Nacra 17 Championships: February 2020
- 49er, 49er FX and Nacra 17 World Championships: February 2020
- Wooden Boat Festival of Geelong: March 2020
- Laser Masters Oceania and Australian Championships: March 2020. Unfortunately, due to the COVID-19 pandemic, the world body cancelled the Laser Masters World Championships at the last minute.

We now have an Australian Champion at our club. Congratulations to Susannah Gilham who won the Laser 4.7 Grand Master Division at the 2020 Laser Masters Oceania and Australian Championship.

I reported to members in last year's report "there will be disruption to our normal routines". Little did I know the level of disruption that was to hit us! The bushfires impacted both the Cadet National Championships and the Festival of Sails but we worked around the problems to make them successful.

Our Board and General Manager Phil Clohesy have been outstanding in addressing all of the issues that have confronted the club this year. I say to the leadership team that you have been strong, professional, united and diligent. Our members have been extremely well served by you. Your workload has been immense and I deeply appreciate your great support and combined wisdom.

I also thank retiring Board Member Christie Alberts for her contributions and wish her well for the future.

It has been my absolute privilege and pleasure to have been able to serve as Commodore of the Royal Geelong Yacht Club for the past three years.

**John Kint**  
*Commodore*



**BatteryWorld**  
Geelong & Waurin Ponds

**WE CAN  
COME TO YOU**

**24  
HOUR**  
MOBILE SERVICE

Battery Replacements Lockout Jump Starts Tyres Fuel

**13 17 60**

213-215 Colac Road Waurin Ponds 25 West Fyans St Newtown

**MY RIDE  
GEELONG**

My Ride is the largest national network of independently owned, specialist cycling stores that provide every rider with the best brands, best service and best advice anywhere.

We have 5 leading bike brands with over 290 models of road, mountain and BMX bikes to choose from, including a range of cycles specifically designed for female riders.

We'll make every ride more enjoyable with our extensive range of quality accessories at competitive prices all delivered right to your door!

33-35 Pakington St, Geelong West VIC 3218  
Tel: (03) 5229 2199

**Bella Marine**  
Diesel & Petrol Engine Specialists

How can we help you ?  
Call 03 5248 0670 or  
click on your product below

<b>HONDA MARINE</b> AUTHORIZED DEALER	
<b>VOLVO PENTA</b> AUTHORIZED DEALER	
<b>Aqualine</b> Marine Swings	<b>Silverline</b> Marine Swings

13 WATTLEPARK AVENUE,  
MOOLAP, VIC 3224

**Need After Hours Help ?**  
Call 03 5248 0670  
and leave a message  
We **WILL** call you back

**ADCELL  
GROUP**  
creative marketing digital web media print

**WHAT MAKES YOU  
STAND OUT?**



**WE CAN DESIGN IT, PRINT IT, FILM IT  
AND MAKE IT DIGITAL**

**www.adcellgroup.com.au**



# General Manager's Report

No matter how sophisticated and informed we may have been in terms of our planning and preparedness for the predicted year of club programs, multiple international and national sailing events and the commencement of construction of almost \$20m of Stage 1 of our major capital works program, who would have forecast the challenges that we faced as a club and community in the past year?

It is a tribute to the dedication of each and everyone connected with the Royal Geelong Yacht Club, that we were able to deliver on what we set out to achieve, in a very successful manner, and yet still be faced with almost insurmountable and unforeseen hurdles that will be recorded in the history of the club.

The Victorian bushfires had both a direct and indirect impact on our events – particularly through intense smoke haze that descended on the Cadet National Championship and the lead up training at our club of the International and National Olympic class crews preparing for the 49er/49erFX/Nacra 17 World Championships, as well as the Laser sailors training for the Laser World Championships.

The bushfires also affected the 2020 Festival of Sails, with abandonment of the fireworks and a significant bushfire fundraising appeal that netted approximately \$40,000 to support those impacted by the fires.

Our Cadet National Championships Organising Committee also had to contend with a whole club evacuation, including all sailors rigging at the time on the hardstand. It is a testimony to all involved in the planning and implementation of our risk management plans that these plans stood up brilliantly, under a real life circumstance.

The planning and logistics for the delivery of our 2020 Summer of Sailing was an enormous effort. This program of events included meeting many and varied challenges that arose on a daily basis. What we delivered was spectacular and indelibly imprinted in the memory of all who were involved.

The Wooden Boat Festival of Geelong was, as usual, a diverse, exciting and much supported event. We had a cruise ship visit mixed in with the timing of this event, just to add to challenge of delivering this wonderful and unique festival.

Our club has stood proud in front an extensive national and world audience. Our Organising Committees, volunteers and staff performed brilliantly, under very trying and tiring circumstances.

And then along came COVID-19!

A world pandemic that instantaneously shut us down. We were not able to complete the last day of the Laser Masters Oceania and Australian Championships and the World Championship was cancelled. This was a

significant disappointment to all, given the years of planning and training and volunteer, Board and staff effort that was dedicated to this event.

I pay tribute to the Laser Masters Organising Committee who were extremely professional, committed and considered as they dealt with the imminent and ultimate impact of the coronavirus during the conduct of the event. History should record that this Committee confronted huge decisions amid rapidly changing information on a daily basis, whilst at the same time delivering the event that was in place at the time. The Organising Committee met at least three times each day to manage the ever changing COVID-19 scenarios.

In parallel, the RGYC Board was meeting daily to constantly monitor and review the situation. The ultimate decision to close the entire club the day after the Laser Masters Oceania and Australian Championships was called off was well considered, wise, timely and incredibly responsible. History will acknowledge the Board's decision as being courageous and far-sighted, particularly given that at that time information about the virus was changing on an almost hourly basis. With the closure of the club on Wednesday 18 March 2020, we were the first yacht club in the land to close all operations.

Importantly, the safety of our members, staff and visitors was the only consideration of the Board. I thank the Board for their unified decision making and combined wisdom.

The recent announcement of the success of the Club and its members in the Australian Sailing 2020 Awards, the Victorian Awards and individual awards arrived late in the preparation of this edition of Corinthian. Congratulations to everyone on the success of the past year at RGYC. The awards recognise the quality of what we all do every day as a team working together for the benefit of the club.

## Geelong Waterfront Safe Harbour Precinct Project

Under the leadership of Commodore John Kint, our hard-working Board and RGYC Members, we have commenced construction of Stage 1 of the Geelong Waterfront Safe Harbour Precinct Project.

We have been successful in securing \$19.35m funding commitments from the Federal Government, State Government, the City of Greater Geelong and our Club.

- **Australian Federal Government:** **\$5.5 million**
  - Department of Infrastructure, Transport, Regional Development & Communications – Geelong City Deal: **\$3.5 million**
  - Department of Regional Jobs, Infrastructure & Projects: **\$2.0 million**

- **Victorian State Government:** **\$7.85 million**
  - Regional Development Victoria: **\$4.0 million**
  - Victorian School Building Authority: **\$3.75 million**
  - Changing Places Victoria: **\$100,000**
- **City of Greater Geelong:** **\$3.0 million**
- **Royal Geelong Yacht Club:** **\$3.0 million**
- TOTAL:** **\$19.35 million**

Our club continues its strong relationships with the Australian and Victorian Governments and the City of Greater Geelong. Together we are building facilities, generating employment opportunities and delivering events and visitor experiences that will benefit our club and the entire Geelong community for generations to come. Taking a long-term view has been, and will continue to be, fundamental to this unique project.

While construction of Stage 1 is underway, we continue to pursue further funding to complete the project.

I thank retiring Commodore John Kint for his determined leadership and wise counsel across all aspects of club life. John has been in the position of Commodore for a combined five years. RGYC current and future members are deeply indebted to you John.

Similarly, retiring Treasurer, Past Commodore Brian Marshman, has contributed an enormous amount to the club. On top of his exceptional contribution to the club that was recognised by the members with Honorary Life Membership in 2015, Brian has continued to generously donate his time, expertise and passion in the role of Treasurer over the past eight years. The current strong financial position of the club, coupled with the funding of the first stage of the project, speaks volumes about Brian's contribution to the members of RGYC.

Thank you both John and Brian – your contributions are immeasurable.

Finally, I thank our Board and staff for their dedicated and considered support of the club over this incredible year. Best wishes to retiring board member, Christie Alberts, who contributed significantly to many aspects of club sailing and operations.

**Phil Clohesy**  
*General Manager*



# Geelong Waterfront Safe Harbour Precinct (GWSHP) Project

Construction of the on-water components of Stage 1 of the Geelong Waterfront Safe Harbour Precinct Project – the Wave Attenuator and the 28 floating marina pens, is well underway.

## On-Water Project Elements:

- Wave Attenuator: Certificate of Practical Completion provided 6 April 2020, demonstrating 87% of works have been completed
- Floating Marina: Certificate of Practical Completion provided 6 April 2020, demonstrating 94% of works have been completed. Expected completion: End September 2020
- Due to damage of three precast concrete units during shipment (an event outside the project's

control) the remaining works of the project are expected to be completed by November 2020

- Wave Attenuator Official Opening expected: Early December 2020

Planning Application and the Building Design Review are currently underway for the land-based aspect of Stage 1.

## On-Land Project Elements:

- Building Demolition
  - Victorian Sailing School Building – Demolition COMPLETED December 2019
  - Initial Sketch Design and Design Documentation phases – COMPLETED January 2020
  - Planning application lodged

- Schematic design review underway: Expected completion – September/October 2020

- October/November 2020 - Contract Documentation design phase (design) 6-8 weeks

- February/March 2021 (estimated) - Construction Tender completed and awarded

- March/April 2021 (estimated)-Commence site construction - period approximately 10 months

## Phil Clohesy

*General Manager*











## Sailing & Boating Report: The year that was...

We have had another memorable year of sailing at Geelong; a full calendar of world class sailing from the Cadet Nationals, Festival of Sails, 49er, 49erFX and Nacra 17 Oceania and Worlds, Wooden Boat Festival of Geelong and the Laser Masters Oceania as well as Alpha course and Bravo course club racing in an action packed season.

It was a year of constantly changing circumstances with extremely high temperatures, bushfires, smoke haze, gale warnings, too little wind and COVID-19, yet somehow, we managed to have a regatta program and domestic season like no other. We hosted sailors from around the world and it gave us the opportunity to showcase our Club and Geelong to millions worldwide.

### Alpha Course

The season had many highs which we all should be very proud of. Very importantly, I wish to extend my sincere thanks to our growing band of dedicated volunteers who contribute to our Club both on and off water, our outstanding race management volunteers who enable us to race as often as we do, and in particular over the last event filled year, for making sure all the Club events took place with the minimum of fuss.

### Bravo Course

The Off the Beach continues to produce large numbers of sailors who proudly represent the Club at State, National and International level. The event which stood out amongst the many memorable events was the hosting of the Cadet Nationals and I was honoured to be a guest at their presentation dinner which was simply outstanding.

The pre-season workshop at St Leonards and the way in which our junior sailors helped mentor and support the junior members of the St Leonards Yacht Club with their participation in the workshops was another highlight of the season. I'm sure from what we saw there were many who will become our leaders in the future.

We also thank the Committee and members of St Leonards Yacht Club for hosting a race series for our OTB sailors under the leadership of Race Officer, Max Stein.

Finally, a big thankyou to all the parents of our junior sailors and the senior OTB sailors for rolling up their sleeves and helping make these events happen year in year out.

### Race Management – On Water Assets

This year we had one of the biggest single acquisition programs for RGYC's on-water assets. We saw the addition of three new mark laying vessels and two fast rescue boats, all equipped with the latest VHF radios from Icom and wind instruments from B&G. Significant overhauls of the electronics on Alpha 1 and Eclipse also included new Icom radios and the latest in Zeus3 electronic navigation and wind instruments from B&G. The club has also installed a brand new "drive on drive off" floating pontoon for the key support boats. All these improvements provide the best equipment for our race management volunteers and a legacy for the Club for many years to come.

### The Year Ahead

We live in extraordinary times with all the challenges of COVID-19. In the year ahead we will need to be flexible in our thinking and responses. With the resilience of members and supporters of the Club, I'm confident we will continue to thrive and prosper.

**Roger Bennett**  
Club Captain











## Opening Day 2019

---









# Alpha Sailing Results

The 2019 – 2020 yacht racing season was significantly shortened, limiting the number of regular events that could be run. Further, many of the Club's significant on –shore awards were not presented because activities and programs were not completed. Despite these constraints there was plenty of success for our sailors at all levels as demonstrated in the results below. Congratulations to the skippers and crews who found success this season.



Series	Perpetual Trophy	Event	Winner
<b>Corio Cruisers</b>	Geelong Media Trophy Kevin Bell Trophy	Portarlinton Race Long Races	<i>Bundaberg</i> <b>John Kint</b> <i>Onda</i> <b>Laura Cora</b>

<b>Corio Cruisers PHS</b> (Performance Handicap System)	<b>1st</b> <i>Bad Influence</i> <b>M Bakker / J Wolff</b>	<b>2nd</b> <i>Onda</i> <b>L Cora</b>	<b>3rd</b> <i>Bundaberg</i> <b>J Kint</b>
--	--	---	--

Series	Perpetual Trophy	Event	Winner
<b>Division 1</b>	Coca Cola Shield	W/L Series 3,7,8,13,14,77,18,20	<i>Vitesse</i> <b>Scott Farrimond</b>
	E.H. (Eustace) Wilson Memorial Trophy	Division 1 TWL Series TWL 2,5,9,12,16	<i>Vitesse</i> <b>Scott Farrimond</b>
	H P Douglass Shield	Portarlinton Race	<i>Larriken 2</i> <b>Darren Pickering</b>
	Howard Hitchcock Perpetual Shield	Season Aggregate	<i>Vitesse</i> <b>Scott Farrimond</b>
	Josh Glover Cup	Race 15	<i>Spirit</i> <b>Dale Robertson</b>
	Reg and Alan Taylor Perpetual Trophy	Runner Up Season Aggregate	<i>Larriken 2</i> <b>Darren Pickering</b>
	W.H (Jockey) Jones Perpetual Trophy	Winner – Races 2, 6, 9, 11, 16, 20	<i>Larriken 2</i> <b>Darren Pickering</b>

<b>Division 1 PHS</b> (Performance Handicap System)	<b>1st</b> <i>Vitesse</i> <b>Scott Farrimond</b>	<b>2nd</b> <i>Larriken 2</i> <b>Darren Pickering</b>	<b>3rd</b> <i>Spirit</i> <b>Dale Robertson</b>
--	---	---	---

Series	Perpetual Trophy	Event	Winner
<b>Division 2</b>	Beta Cup	W/L Series 3, 7, 8, 13, 14, 17, 18, 20	<i>Buck</i> <b>Stirling Parker</b>
	Betty Cole Perpetual Trophy	Runner-up Division 2 Season Aggregate	<i>Reverie</i> <b>Ian Hunter</b>
	John Collins Cup	TWL Series 2, 5, 9, 12, 16	<i>The Usual Suspects</i> <b>Daryl Speakman</b>
	Sea Wren Cup	Season Aggregate	<i>The Usual Suspects</i> <b>Daryl Speakman</b>
	W.H. MacKinlay Cup – Killarra Trophy	Portarlinton Race	<i>The Usual Suspects</i> <b>Daryl Speakman</b>
	Winchester Trophy	Club Course Series 1, 4, 6, 10, 11, 15, 19	<i>Reverie</i> <b>Ian Hunter</b>

<b>Division 2 AMS</b>	<b>1st</b> <i>The Usual Suspects</i> <b>Daryl Speakman</b>	<b>2nd</b> <i>Spirit of Rani</i> <b>Phil Francis</b>	<b>3rd</b> <i>Buck</i> <b>Stirling Parker</b>
-----------------------	---	---	--

<b>Division 2 PHS</b>	<b>1st</b> <i>The Usual Suspects</i> <b>Daryl Speakman</b>	<b>2nd</b> <i>Reverie</i> <b>Ian Hunter</b>	<b>3rd</b> <i>Buck</i> <b>Stirling Parker</b>
-----------------------	---	--	--





<b>Etchells</b> Season Aggregate Captain A D McPherson Tray	<b>1st</b> <i>The Moe Szyslak Experience</i> <b>Tony Mackenzie</b>	<b>2nd</b> <i>Smoking Gun</i> <b>Nick Gunner</b>	<b>3rd</b> <i>Matilda</i> <b>Blake Roberston</b>
--	---	---	---

<b>Festival of Sails</b>	Lionel Windsor Trophy	Best performed RGYC Division 1 yacht in the FOS Passage Race	<i>Larriken 2</i> <b>Darren Pickering</b>
	Mayflower Trophy	Best performed RGYC yacht over the Festival of Sails Regatta	<i>Eclipse</i> <b>Neil Cusworth</b>
	Myer Emporium Tray	For the best performed RGYC yacht in the FOS Passage Race in a class selected by the Sailing Committee	<i>Kavala</i> <b>David Ruffin</b>

<b>Special Trophies</b>	<b>Race Committee</b>	<b>Most raced yacht of the season</b>	<i>Fleurieu Warrior</i> <b>Trevor Brown</b>
-------------------------	-----------------------	---------------------------------------	--

<b>Twilight Racing</b>	Victorian Regional Channels Authority Trophy	<b>Division 1</b> Pre -Christmas	<i>Goggo</i> <b>W. Newman</b>
	Victorian Regional Channels Authority Trophy	<b>Division 1</b> Post-Christmas	<i>Bad Influence</i> <b>M Bakker / J Wolff</b>
	Victorian Regional Channels Authority Trophy	<b>Division 1</b> Aggregate	<i>Spirit</i> <b>Dale Robertson</b>
	Victorian Regional Channels Authority Trophy	<b>Division 2</b> Pre-Christmas	<i>Fleurieu Warrior</i> <b>Trevor Brown</b>
	Victorian Regional Channels Authority Trophy	<b>Division 2</b> Post-Christmas	<i>Inch By Inch</i> <b>Peter Zwagerman</b>
	Victorian Regional Channels Authority Trophy	<b>Division 2</b> Aggregate	<i>Pattern Maker</i> <b>Stuart Dickson</b>

<b>Division 1</b> Pre-Christmas	<b>1st</b> <i>Spirit</i> <b>Dale Robertson</b>	<b>2nd</b> <i>Freestyle 1</i> <b>Paul Anderson</b>	<b>3rd</b> <i>Goggo</i> <b>William Newman</b>
------------------------------------	---	---	--

<b>Division 2</b> Pre-Christmas	<b>1st</b> <i>Pattern Maker</i> <b>Stuart Dickson</b>	<b>2nd</b> <i>Inspiration</i> <b>Peter Cameron</b>	<b>3rd</b> <i>Magic</i> <b>Stephen Hassell</b>
------------------------------------	--	---	---

<b>Division 1</b> Post-Christmas	<b>1st</b> <i>Bad Influence</i> <b>M. Bakker/J. Wolff</b>	<b>2nd</b> <i>Kestrel</i> <b>Jonathan Apted</b>	<b>3rd</b> <i>Freestyle 1</i> <b>Paul Anderson</b>
-------------------------------------	--	--	---

<b>Division 2</b> Post-Christmas	<b>1st</b> <i>Inch By Inch</i> <b>Peter Zwagerman</b>	<b>2nd</b> <i>Lupa Wylo</i> <b>Geoff Sadler</b>	<b>3rd</b> <i>Maraid</i> <b>Peter Gillett</b>
-------------------------------------	--	--	--

<b>Two Handed Series PHS</b>	<b>1st</b> <i>Onda</i> <b>Laura Cora</b>	<b>2nd</b> <i>Fleurieu Warrior</i> <b>Trevor Brown</b>	<b>3rd</b> <i>The Usual Suspects</i> <b>Daryl Speakman</b>
------------------------------	---	---	---

<b>VX One</b>	<b>1st</b> <i>Silver Fox</i> <b>Peter Alexander</b>	<b>2nd</b> <i>Slick</i> <b>Brian Case</b>	<b>3rd</b> <i>Public Enemy</i> <b>Jarrold Wallis</b>
---------------	--	--	---



# Extasea 5 - Another Beginning

My hunt for a new boat started about five years ago. I was specifically looking for a Cookson 50, what I call a complete yacht: competitive, easy to handle, with cruising comforts and an 'afterlife'.

The current Extasea, a DK46, was the most successful yacht I have owned with six Melbourne to Hobart wins, in both line and handicap honours. I imported this yacht into Australia from the USA in September 2007 with the idea of competing with the other DK's sailing in Australia. We had immediate success and won every ORCV race, including four Offshore Championships. Originally designed by Mark Mills as a "windward / leeward" boat, she is great upwind and running proud, but was underpowered on the reaching side of sailing, so after twelve years I decided to look for one last boat. I didn't want to go down the TP52 road like many before me but looked for an alternative. I wanted a boat that would last the distance.

The Cookson 50 has its own little niche in the race yacht market. A concept put together by legendary kiwi boat builder, Mick Cookson and the Farr office, the outcome achieved was a sleek, stylish race yacht that combines performance racing with an unusual level of comfort. The boats were designed and built at the same time as the DK46, with the last Cookson 50 built in 2005.

A quote from Sail World: "Utilizing construction techniques that earned Cookson Boats a world class reputation, the Cookson 50 is exceptionally well designed, with none of the on-board creature comforts compromising its ability to go fast. These boats are strong yet still light enough to give those adrenaline junkies a nice hit as they pop an A sail up and head down the coast. And yet a boat that may

just entice the family out to join you." Exactly!

It is a full carbon fibre boat with a canting keel to reduce the crew numbers. It has cruising facilities with a very comfortable cabin, stove, fridge, freezer, enclosed head, hot and cold water, and lots of extra creature comforts, all in a race boat. These boats, some sixteen years old now, are still very competitive around the world. The Australia contingent boasts three of these yachts, all successful in their own right.

We made several enquiries around the world looking for these boats and just missed out on buying a suitable boat on a number of occasions.

## Things dried up, but we didn't give up

I was in Europe on a four-month trip and we weren't expecting to find a boat but we found that Ubox was sitting on a mooring in Hong Kong and we again started negotiating. I had Jamie Bennett (Nudge) fly to Hong Kong for a perusal and had the boat surveyed. We finally closed the deal and the sale went through!

The next adventure was how to get the boat to RGYC. Ship it or sail it home?

We had numerous discussions with Nudge who decided to sail the boat home and so, with the help of locals, Simon Hunter and Marcus Korobacz, the adventure was about to begin...4000+ miles... a fair distance through the world's busiest shipping lanes with the added problem of only having a narrow weather window opportunity.

Jamie and Simon flew to Hong Kong and arrived right in the midst of the city's riots. With only three crew on board for the trip we put limited sails on the boat to allow more space below. We also packed up the extra gear,

cradle, sails and all and shipped the container home.

I flew to Perth with Anthony Huther, a crew member from Gippsland who has sailed many miles on the Extaseas and met the boat there. My first viewing of the purchase was in Perth and I was very impressed! We rectified a few minor mechanical issues, provisioned the boat, and the crew attended to personal issues like showers and laundry and some shopping.

We left Perth and headed south, and then west to round Bunbury and round Cape Naturaliste then south again. We had a slight south westerly down the coast and motor sailed for a fair way. After rounding Cape Leeuwin we then headed south east and ventured around 200 miles south and turned due east. We had a High above us and a Low to the south and we were caught in between. Our gribbs told us to go another 200 miles south, but we thought we were okay with the 12-14 knots of breeze and decided to keep our course east...which in turn probably added about 3 days to the journey as we didn't get the wind shifts and speeds we had hoped for. A lesson learnt that sometimes technology is helpful. We scooted past the Bight and South Australia and headed to Portland where our reserve crew wanted to join us and experience the new boat for the trip home. We met Glen Purnell and Benn Doak with some welcome beers and pizzas. Jamie and I left the boat with Simon in charge and headed back to Geelong. The boys arrived on December 1 and Extasea (5) was in her new home!

With the prospect of the new boat being home, I entered the Cookson in the Sydney to Hobart Yacht Race. The challenge we had ahead of us was a two-week turnaround to get the boat prepared and race ready for the trip up to







Sydney, leaving around mid-December.

We had to go through mechanically servicing the boat and equipment, sorting the sails we needed and then making sure everything worked. We had issues with the canting keel mechanism, the mast setup and sail selection. During the trip home there was a problem with the aft keel dropping around 4 millimetres. This put the whole race schedule on hold till we got it sorted. We contacted Mick Cookson for advice about what the problem might be and in the end we decided to take the boat to Sandringham Yacht Club, lift it out of the water and inspect the keel housing.

The problem was that the keel bolts weren't tensioned enough, so we lowered the keel onto the ground and then re-tensioned the bolts and, with a sigh of relief, the problem was solved. The crew worked every night after work and weekends and we finally got her ready for the trip north. We were still having the signage done as we were loading the boat for the journey to Sydney!

I strongly commend the Extasea crew for their dedication and diligence in getting the boat ready. None of this would have been possible without them working all hours. Thanks also to their partners for allowing them the time to enjoy their sport.

We had one short sail to put the main up to sort out the main car stack and check the luff curve and adjust the mast rake accordingly. The only time we actually got to really start sailing the boat was in the yacht race itself. Everything was totally new to everyone.

The delivery crew took over and Extasea left for Sydney around the 16th December. The boat arrived in Sydney on December 21st and

the crew immediately started to prepare the boat for the race. The team then settled down for the Christmas festivities.

### Race Day

The main crew arrived on Christmas night and the usual banter around the race started with a few beers and a quiet meal before we all retired for a good night's rest.

Race day morning saw a flurry of activity as the food, gear and sundries were packed away and the boat made ready. A few kites were repacked on the lawn outside the yacht club to make sure they were okay. The delivery sails were packed and dispatched, bound for Hobart.

The mandatory briefing included weather information with the conditions forecast to be mild and predictions were for a rather slow race. We then had our last coffees with more friendly banter with the crews from the two other Cookson 50's in the race, Oskana and About Time.

### The Motley Crew

We left the dock at 11am and headed for the start area and the mandatory hoisting of the trysail and storm Jib. We then settled into a pre-race format.

The start was uneventful, except for us stalling on the line, but we soon recovered and headed out to sea rounding the marks as we went. We settled in to our run down the coast and, in around 15-18 knots of NE breeze, we hoisted our first kite on the new boat. The kite was up for about ten minutes and then it majestically blew out! We struggled with the damaged sail

and managed to get the remnants of the A4 on board.

The other boats around us powered away and with our strongest kite gone, we thought our race was over. It was time to rethink our race.

We put up our Fractional Code Zero (FRO) but couldn't run as deep as the other yachts and had to sacrifice heading. We also put up a staysail which helped. We carried this set up all through the night, consistently reaching at around 16 knots with a top speed of 27 knots. Extasea covered 298 miles in 24 hours. The morning skeds revealed that we were east of most of the fleet but about 30 miles ahead! We were back in the race again. There were some fickle wind areas around Gabo Island and we fell in a hole, like most of the fleet.

We sailed across "the paddock" and down the east coast of Tasmania and were still around 30 miles ahead of our sister ships, which was a great surprise for us in our first outing. The next morning, we rounded Tasman Island, still ahead of our sister ships. The wind was again fickle and whilst we sailed a mid-course looking for a breath of air, the others sailed in opposite directions and found little whispers of breeze and sailed away from us. The wind finally settled in and we made the Iron Pot and had a great kite run up the Derwent doing 18 knots plus to the finish line.

We were excited about how we performed in our first sail against our sister ships and their experienced crews and we all look forward to new adventures on Extasea.

**Paul Buchholz**



# Bravo Sailing Results

The sailing events planned for RGYC in season 2019 – 2020 were much reduced in number. However, many of our sailors had high level success in the events we did run at club level and in other regattas. Congratulations to those who achieved their goals.



Series	Perpetual Trophy	Event	Winner
<b>Division 1</b>	B. E. Purnell Trophy E. J. Fairnie Perpetual Cup  G. M. "Gar" Vautier RAAF Memorial Trophy Geoff "Soos" Spedding Perpetual  Gordon Jackson Perpetual Cup Mackinlay Cup  Naval Auxiliary Patrol Perpetual Searle Bros Perpetual  W. L. Curtis Perpetual	State Championship Club Championship Skipper  Cadet Member declared the best for the season Fleet Handicap Special Race  Championship Crew W/L Fleet Handicap  Best in National Championship Handicap  Best in Festival of Sails	<b>Elliot Hughes</b> <i>Sparkle</i> <b>Emma Kelly</b> <b>Elliot Hughes</b> <i>Galaxsea</i> <b>Sam Williamson</b> <b>Josh Garner</b> <b>Will Farnell</b> <i>Assassin</i> <b>Imogen Farnell</b> <b>Emma Williamson</b> <b>Elliot Hughes</b> <i>Sparkle</i> <b>Emma Kelly</b> <b>Will Farnell</b> <i>Anaconda</i> <b>Cate McCoy</b> <b>Elliot Hughes</b>
<b>Club Championship</b>	<b>1st Sparkle</b> <b>Emma Kelly</b> <b>Will Farnell</b>	<b>2nd Assassin</b> <b>Imogen Farnell</b> <b>Emma Williamson</b>	<b>3rd Galaxsea</b> <b>Sam Williamson</b> <b>Josh Garner</b>
<b>Club Handicap</b>	<b>1st Sparkle</b> <b>Emma Kelly Will Farnell</b>	<b>2nd Ocean Warrior</b> <b>Milli McDonald</b> <b>Cate McCoy</b>	<b>3rd Assassin</b> <b>Imogen Farnell</b> <b>Emma Williamson</b>
Series	Perpetual Trophy	Event	Winner
<b>Laser</b>	Cameron Dawson Ford  Geoff Wood Perpetual	Yardstick  Handicap	<i>Harvey</i> <b>James Stewart</b> <i>Harvey</i> <b>James Stewart</b>
<b>Laser Club Yardstick</b>	<b>1st Harvey</b> <b>James Stewart</b>	<b>2nd Slammer</b> <b>Christopher Jones</b>	<b>3rd Alexandrite</b> <b>Alexander Gregory</b>
<b>Laser Club Handicap</b>	<b>1st Harvey</b> <b>James Stewart</b>	<b>2nd Alexandrite</b> <b>Alexander Gregory</b>	<b>3rd Slammer</b> <b>Christopher Jones</b>
Series	Perpetual Trophy	Event	Winner
<b>Mixed Class</b>	Ross Heyward Perpetual  Waroo Perpetual	Yardstick  Handicap	<i>Harvey</i> <b>James Stewart</b> <i>Harvey</i> <b>James Stewart</b>
<b>Club Yardstick</b>	<b>1st Harvey</b> <b>James Stewart</b>	<b>2nd Slammer</b> <b>Christopher Jones</b>	<b>3rd Makini</b> <b>Sophie Alexander</b> <b>Dom Randall</b>
<b>Club Handicap</b>	<b>1st Harvey</b> <b>James Stewart</b>	<b>2nd Alexandrite</b> <b>Alexander Gregory</b>	<b>3rd Makini</b> <b>Sophie Alexander</b> <b>Dom Randall</b>





## SENSATIONAL WINES IN A FUNKY, RUSTIC CHIC SETTING

- Award Winning Wines
- Stunning Pizzas & Platters
  - Guided Tastings
- Live Music Every Sunday
- Fingerfood Functions & Weddings

*Leura Park*  
ESTATE

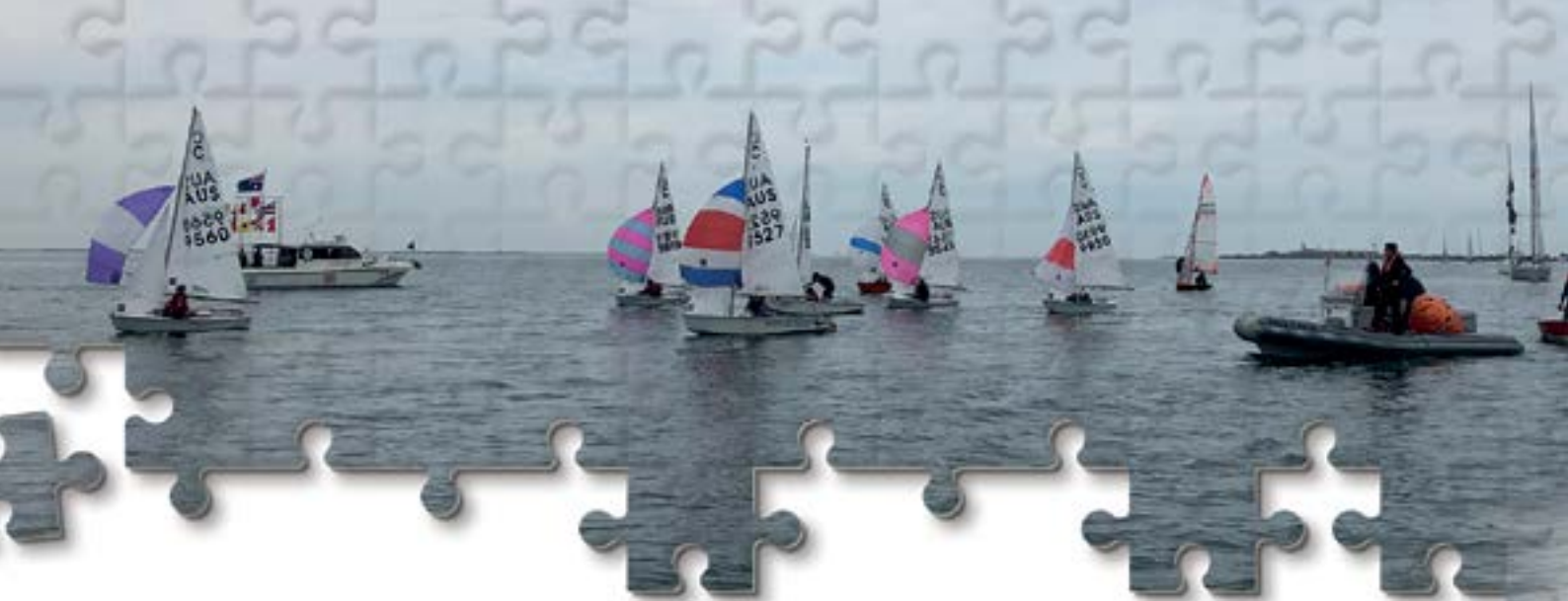
premium cool maritime climate wines

LEURA PARK ESTATE 1400 Portarlington Rd Curlewis

P: 03 5253 3180 E: [functions@leuraparkestate.com.au](mailto:functions@leuraparkestate.com.au) [www.leuraparkestate.com.au](http://www.leuraparkestate.com.au) FOLLOW US   

OPEN 7 DAYS JANUARY | THURSDAY-SUNDAY 10AM-5PM | OTHER TIMES BY APPOINTMENT





## OTB: The Most Complex Season in History

Spring Sail Regatta and Coaching Clinic, which often mark the beginning of the spring and summer sailing season were held in September. Again, RGYC attracted over 100 craft to the regatta and it was terrific to see the boat yard busy with a variety of classes, some familiar and some not so common. This was the beginning of an ambitious season with club sailing, high profile regattas and structural developments at the club.

Winter had given an opportunity for some essential remedial work to be carried out on the support vessels and plans and budgets were being finalised for the arrival of new on water resources.

The winter also provided an opportunity for a new initiative. The club set up a matrix of training opportunities for members to improve their skills both on and off water. First Aid, Powerboat Handling, Safety Boat Instructors and Safety Boat Operators' courses were provided. In addition, a number of sessions devoted to on-water race management course-laying etc. were held. This had the objective of increasing the skills and personnel within the club to confidently run the events planned. It certainly was an opportunity of demonstrating real life support to the members to maintain the pool of skilled people able to undertake race management. These courses are of high quality, conform to the Australian Sailing requirements and are nationally recognised.

The junior sailors and their supporters decamped to the St Leonard's Yacht Club early in the season for an, 'away day' of team building on and off the water. The event had the added bonuses of providing extra sailors to crew Cadets and increased interaction with a sister club. Some races on this occasion were delayed as Cadet and Laser skippers were distracted by dolphins! We were very grateful to St Leonards YC who certainly rolled out the red carpet for us. Plans for club racing after Christmas were made to facilitate the international regattas. This was generally welcomed, however weather prevented two race days from happening.

RGYC hosted the International Cadet Class National Championship over Christmas/New year. This was the first in a series of regattas planned for early 2020. The Organising Committee was headed by Mike Kelly and they certainly put on an excellent event. It will never be forgotten, not just for the excellent racing and courses on water but for the off-water catering, organisation and warmth. We had to postpone one day because of 40 knot wind and 40-degree temperatures and another because we couldn't see the course due to the bushfire smoke! Clearing the club after a fuel incident added to the excitement. Rounded out by dinner, presentations and closing ceremony in the Cattery it was universally declared a huge success. We also had the comfort of using the new aluminium course laying boats and RIBs equipped with new GPS which we had all trained to use.

Festival of Sails saw several of the junior fleet sailing on keel boats. This demonstrates the ambition of the club to integrate Alpha and Bravo fleets. The mixed fleet has also increased in number, especially the Laser fleet. Increased numbers of 29ers and the appearance of a Sabre and the Tasers make this fleet very healthy. We saw some of the best sailors in the world arriving with their 49ers, 49FX and Nacras, many to race for 2020 Olympic selection. The hard stand was made somewhat bigger by the removal of the Sailing School. This occurred just prior to Christmas and led to a frenzy of activity by yard staff and a huge effort by members to get the area ready.

The wave attenuator has been almost completed and the OTB building construction is due to get underway. These projects have had a lot of members' input as they need to serve the purposes of club, accommodation and sail training now and over the next decades.

We were looking forward to the Laser Masters World Championships to be held at RGYC. Then disaster struck the world. COVID-19 had emerged, spreading fast and devastatingly.

This put an end to the sailing season, Awards Night, Trivia Night and regrettably, the Cadet Worlds due to be held in Italy. We did get some reprieve with the recommencement of under-18 sailing in June but as I write, we are under community safety restrictions with strict conditions. Meanwhile, planning for the next season is a dynamic affair. This includes accommodating the increased sports boat fleet of VX1 and Etchells on a new "Charlie" course.

I have handed over the chair of the OTB Working Group to the capable hands of Jason Farnell. I acknowledge the members of the Working Group who help debate all the issues during the meetings and during race days. The volunteers and club staff give us great support. Catering in the canteen and the barbeque is an important aspect and I extend our gratitude to all involved. We now have two volunteers who look after the marks and tackle and this certainly make the race management task easier. All these seemingly small improvements result in a more pleasant sailing and club experience.

Importantly, I wanted to publicly acknowledge the efforts of one person specifically at Bravo Awards Night. This of course was thwarted by COVID-19. Last year my "recognition of effort" announcement was for Mandy Kelly, which was universally welcomed.

This year I honour Sue Harman. Sue was chair of the OTB Working Group immediately prior to my tenure and navigated me through the role. Sue has an unquenchable thirst for working to improve, facilitate and organise the OTB fleets. Coupled with scrupulous honesty and technical knowledge she has had an incalculable and beneficial effect on the group. A veteran of Opti, Cadet, Taser and 29er classes in various roles, Sue will, no doubt, continue to contribute in a very meaningful way. Thank you, Sue.

**Diarmuid McCoy**






**Bull  
Sails**

**3/23 Raptor Place  
South Geelong 3220**  
**M 0438 212 930**  
**E bullsails@live.com.au**

**BOAT SALES SPECIALISTS**

- **SELL YOUR BOAT** – internet marketing, for sale signs, brochures etc.
- **DETAILING** – complete internal and external clean, decks/cabin/hull/stainless/clears etc.
- **MAINTENANCE** – anti fouling, polishing, wax etc.

Contact Tom 0401 943 483

**myboatsforsale**  
 BOAT SALES AND DETAILING

[www.myboatsforsale.com.au](http://www.myboatsforsale.com.au)





**NEW SERVICES**

# VICSAIL

## YACHT & POWER BOAT BROKERS

Underwater Hull Cleaning • Maintenance & Inspections • Yacht & Motorboat Cleaning & Presentation

**CONTACT FOR A QUOTE**

**Bill Chittenden** - 0417 114 372  
**Roger Bennett** - 0417 124 186

An extensive range  
of quality tiles and  
impeccable service...  
*...where else but Walkers*





**Geelong: 5222 1255**  
93 West Fyans St, Newtown, 3220  
Showroom Mon-Fri 8am-5pm Sat 9am-1pm  
Trade Mon-Fri 7am-5pm Sat 7am-1pm  
**Ballarat: 5336 0011**  
7 Heinz Rd, Delacombe, 3356  
Trade Mon-Fri 7am-4pm

Tell us!




[www.walkers.com.au](http://www.walkers.com.au)

**Plaster**



**Tiles**



**Insulation**





**evologic**

## TECHNOLOGY SERVICES THAT DRIVE BUSINESS GROWTH

PUSH THE ENVELOPE OF WHAT  
YOUR BUSINESS CAN ACHIEVE

-  Strategic IT Management
-  Fully Managed IT Support
-  IT Security
-  Cloud Transformation
-  18 years helping Geelong businesses

WWW.EVOLOGIC.COM.AU 1300 887 778

It's all smooth sailing  
with Terracalls.



At Terracalls Insurance, our team is fully committed to helping you, and our industry experience makes insurance a breeze when it comes to choosing you the right product.

MARINE & GENERAL INSURANCE

**Terracalls**



Call (03) 5222 8224

[www.terracalls.com.au](http://www.terracalls.com.au)

John G Terracall Pty Ltd T/A Terracalls Insurance & Financial Services is an Authorised Representative of Resilium Pty Ltd, ABN 40 098 083 810 AFSL No 232709 and Resilium Insurance Broking Pty Ltd ABN 52 165 975 973 AFSL No 460362.

**VIC  
Stainless**  
*'For Everything Stainless'* SALES

Balustrade & Handrail Fittings • Sheet • Plate • Pipe • Tube & Fittings  
Marine & Transport Accessories • Bar • Hardware-Abrasives • Cut To Length • Water Jet Cutting



Cnr Portarlington Rd & Albert St, Moolap Vic • P (03) 5248 1911

[www.vicstainless.com.au](http://www.vicstainless.com.au)





## RGYC wins Australian Sailing Club of the Year

RGYC was recently announced as the **Australian Sailing 2020 Club of the Year** at the Australian Sailing National Awards. RGYC were also the recipients of the **2020 Sport Promotion Award** at the Australian Sailing National Awards. This is a remarkable record of success, recognising and celebrating the Club's ongoing delivery and growth of club activity, Sailing, Learn To Sail and inclusive programs, major community infrastructure development projects, and the Club's huge Summer of Sailing in 2019/20.

These awards came after the club's receipt of the Australian Sailing – Victorian 2020 Club of the Year and the Australian Sailing – Victoria 2020 Sport Promotion Award.

We also congratulate the individual award winners at the Australian Sailing – Victoria State Awards including:

**Australian Sailing – Victoria SheSails Award:** *Laura Cora Macolino*

**Australian Sailing – Victoria Para Sailor of the Year:** *Alison Weatherly*

Well done also to Max Stein who received an Honourable Mention in the 'Australian Sailing – Victoria Official of the Year' category.

Congratulations to each of the individual RGYC Members who have been recognised in their categories. Your success inspires others to follow your lead.

The leadership shown by the RGYC Board, the work of the many organising committees and the contributions of our volunteers create the progress we have made. We also thank our staff who have supported all activity, working closely with our Members as well as external agencies to ensure our success.

Thank you to everyone who contributed to the Club over the last year. You are all part of these prestigious awards.







**NATIONAL MARINE WRAPS**  
ABOVE & BELOW

AUSTRALIAN BUSINESS  
**SUPPORTING  
IMARINE INDUSTRY  
DOWN UNDER**

BELOW THE WATERLINE

**MacGlide™**  
Eco-friendly fouling protection film

ABOVE THE WATERLINE

**BOAT WRAPS  
FULLY CUSTOMISED**

ABOVE THE WATERLINE

**BOAT NAMES  
AND REGISTRATION**

ON THE DECK

**URATHANE  
DURABLE DECKING**



**5 YEAR  
WARRANTY**  
FROM HOLES



**MACGLIDE ECO-FRIENDLY FOULING PROTECTION FILM**

- SELF-CLEANING
- 5-YEAR DURABILITY
- FUEL SAVINGS

- ECONOMICAL
- EASY MAINTENANCE

FIND OUT MORE ON OUR WEBSITE

**NATIONALMARINEWRAPS.COM.AU**



**Shipwright services**

- Painting
- Antifoul
- Detailing
- Brightwork
- Insurance
- Repairs

**Marine surveying**

- Pre purchase
- Insurance

**Rigging**

- Replacement
- Tuning
- Inspections
- Insurance
- Rope work

**Mechanical**

- Servicing
- Repairs

**Construction**

- New builds
- Modifications





Phone: 0408 820 652  
Email: [brendan@garnermarine.com.au](mailto:brendan@garnermarine.com.au)


@garnermarineservices




# Bushfire Impact: RGYC Boosts the Geelong Response

Our entire community was affected by the huge bushfires across the eastern part of Australia in 2019 and 2020.

RGYC announced it would start a 'Festival of Sails' bushfire appeal in the wake of cancelling its traditional Australia Day Fireworks show on Sunday January 26.

Festival of Sails Chairman, Stuart Dickson, said that given the recent bushfires which had devastated much of Australia, the club decided to cancel the 2020 fireworks out of respect for the tens of thousands of victims of the fires and Australia's volunteer firefighters.

"We think the bush fire victims should be the focus of our attention on Australia Day and so

we're delighted to launch this new fundraising campaign as an initiative of the MacGlide Festival of Sails," he said.

Royal Geelong Yacht Club donated \$10,000 to kick off the campaign before the Geelong community joined in the fundraising efforts for this very important cause to support Australian families who were, and still are, desperately in need of help. It was really heartening that Geelong Connected Communities' partners - Harwood Andrews and AWA Alliance Bank - stepped up to add \$17,500 to the pot. All funds raised went to the Salvation Army National Bushfire Appeal, with 100 per cent of all donations going directly to those families and communities impacted by the fires.

We can now look back at the impact of the fires on our events when heavy smoke prevented racing for safety reasons and see that there was much more damage and suffering in other places.

The Bureau of Meteorology reported that 2019 was Australia's warmest and driest year on record and the national annual accumulated Forest Fire Danger Index was the highest since 1950, when national records began.

There is still much to be done to repair the damage in many communities and to reduce the causes and impact of disasters of this magnitude.



**SC  
TECHNOLOGY  
GROUP**



Experience technology for your business

Toshiba Award-winning range of photocopiers & printers  
Document & Workflow Management Solutions

Tel: (03) 5221 2511 [www.sctechnologygroup.com.au](http://www.sctechnologygroup.com.au)

**ROB STRIBLEY TRANSPORT**  
Heavy Haulage Specialists



**03 5722 2417**

[www.stribleytransport.com.au](http://www.stribleytransport.com.au)



# COVID-19 Impact: The story so far

Corinthian, the annual magazine of Royal Geelong Yacht Club, is consistently a celebration of the Club and the successes of its members. However, we must deal with the difficulties the Members and the Club itself face this year. The challenges that we are given can bring out the talents in people and develop the teamwork the club relies on for its success. However, there are costs.

Yacht racing and cruising in company have been put to the side as we implement the strategies required to beat the COVID-19 virus.

Our Clubhouse has been shut down and we must keep physically distant from other people. This is a strange way of life for the many members who use the Club every week.

Fortunately, we can still use the marina and yard under some clear regulations so quite a bit of boat maintenance is being done by individuals.

All this change is in view of the data we receive every day. As of 25 August 2020, more than 23.6 million cases have been reported across 188 countries and territories, resulting in more than 814,000 deaths. More than 15.3 million people have recovered. In Victoria, there have been 18,464 total cases – with 14,288 Recovered Cases and 438 Deaths.

Other Impacts:

- Large gatherings not permitted, restaurants and venues closed, travel reduced or banned, sporting events not permitted.

- Schools closed, businesses closed.
- Everyone wears a mask when out of their homes.
- “Zoom” is a word with new meaning!
- Virtual sailing events are becoming popular.
- Planning future events is very difficult.

RGYC Members and the Board are strongly committed to reducing the chances of damage to the health of our community as well as our fellow Members and we look forward to sailing again soon.









Geelong and Williamstown

---

**Welcome to Boating Central**

Visit us for all your boating needs  
Chandlery, Boat Management, Life Jacket Servicing  
Rigging - new and Replacement.

**Shop in store or on line .**

Join our mailing list online to obtain the latest  
News, Specials and Sales  
[www.boatingcentral.com.au](http://www.boatingcentral.com.au)

**We proudly stock:**

[boatingcentral.com.au](http://boatingcentral.com.au)    [/BoatingCentral](https://www.facebook.com/BoatingCentral)

24 Bellarine St Geelong      158 Nelson Place Williamstown







## Club Activities





# WYNDHAM | HARBOUR

## Marina & Boat Ramp



BERTHS AVAILABLE NOW - 03 9233 8530

[www.wyndhamharbour.com.au](http://www.wyndhamharbour.com.au)



Think differently  
about aged care.  
We do.

[tlcagedcare.com.au](http://tlcagedcare.com.au)

### Homestead Estate

2-18 Homestead Avenue  
Warrington VIC 3222  
P: 03 5297 3400

### The Belmont

235 High Street  
Belmont VIC 3216  
P: 03 5297 3300

### Warralily Gardens

2-28 Freda Road  
Armstrong Creek VIC 3217  
P: 03 9102 3000



# SUMMER OF SAILING



Vision + Commitment + Planning  
+ Skill + Teamwork = Success



RGYC hosted an unparalleled event season during the summer of 2019-20 – the delivery of the largest number of events in our Club's proud 161 year history.

Our Club has a long standing reputation for delivering high quality events through its annual Festival of Sails and biennial Wooden Boat Festival of Geelong. Through the success and growth of these festivals, we have proven our capacity to deliver complex events and so we now attract more world class events to the Club.

This summer saw the culmination of many years of hard work and planning come together in the delivery of a variety of National and World Championship events in addition to our regular activities. The events included the Cadet National Championship, the 49er, 49erFX, Nacra 17 Oceania Championships and World Championships and the Laser Masters Oceania and Australian Championship and World Championship. The program was so significant that we created its own brand – the RGYC '2020 Summer of Sailing'.

Securing these events would not have been possible without the ongoing support of the Victorian State Government and the City of Greater Geelong. We have worked collaboratively to deliver events that positively impacted Geelong and its surrounding communities through sailing, delivering a total

reported economic benefit of \$29,827,885. This impressive outcome has strengthened our bonds with both of these important supporters of the club and demonstrates a direct return on investment for their continued support and funding for future event bids and infrastructure projects such as the Geelong Waterfront Safe Harbour Precinct Project.

The benefits for RGYC of hosting these major events are numerous. Firstly, they are exciting to be a part of and they bring together sailors from around the world. Financially, the added turnover and resulting profit strengthens our financial position, in turn allowing us to invest in infrastructure and projects that will benefit the Club and its members for years to come. A lasting legacy of the '2020 Summer of Sailing' is our investment in six new vessels that upgrade the Club's fleet and greatly enhances our on-water safety and race management capability.

We have enhanced our reputation within the sailing community as an ideal option for hosting regattas of significance. The 49er, 49erFX, Nacra 17 World Championships were live streamed across the globe and were viewed by record breaking audiences, truly placing RGYC, Geelong and Corio Bay on the world stage. The '2020 Summer of Sailing' provided us an invaluable opportunity to work alongside and learn from some "best in class" race officials, administrators and broadcasters

improving our capability and knowledge in many areas.

A huge thank you goes to all those who have supported and contributed to these events across the entire summer. This acknowledgement includes our dedicated teams of volunteers, members of Organizing Committees, our Event Chairmen and the RGYC Board and staff, who all worked tirelessly to ensure we delivered world class events.

These teams were able to deliver a program that activated the Geelong Waterfront and placed sailing in the spotlight for nearly three full months of summer, including 32 days of on-water racing. This success was achieved whilst navigating catastrophic bushfires, smoke haze, a fuel explosion and the onset of a global pandemic – a truly massive team effort was required to deal with these challenges so successfully.

In addition, thank you to the entire RGYC membership for their support. None of these events would be possible without the Club's ongoing vision and commitment to deliver outstanding sailing programs on a local, national and world level.

**Nathan Bassett**  
*Major Events Manager*





# SUMMER OF

## Linked Building 58th International Cadet Australian Championship

---

The Royal Geelong Yacht Club (RGYC) hosted the Linked Building 58th International Cadet Championship from 27 December 2019 to 4 January 2020, kicking off RGYC's massive 'Summer of Sailing'.

The event showcased the wonderful Cadet Class with 56 entries and representatives (112 Sailors) from Tasmania (Sandy Bay Sailing Club), South Australia (Adelaide Sailing Club, Goolwa Sailing Club, Largs Bay Sailing Club and Port Lincoln Yacht Club) and Victorian clubs (SYC, RYCV, RGYC).

The Off The Beach section had been looking forward to hosting this championship, given they were last held in Geelong back in 2007. Right from the outset there was commitment from many members to help with the event. A dedicated organising committee started meeting in February 2019 including Amanda Field, Sue Di'Sciascio, Jason Farnell and Past Commodore Peter Stephens. They were joined by John and Brendan Garner, Steve Neunhoffer, Roger Bennett and Max Stein plus staff members Sarah Pettiford, Nathan Bassett and Peter Kirman.

Our objective was to put on a high standard event to assist the development of our young sailors and to provide the parents and support group with a memorable holiday in Geelong. In addition to the sailing on Corio Bay, our program included recognition of the opportunities which the Cadet class provides our young sailors to compete at the elite level. Our program provided the opportunity for sailors and parents to meet RGYC Cadet World Champions Frant Bucek (1974), Thomas and Sophie Alexander (2014) and to experience a motivational presentation from RGYC's international professional yachtsman Tim Davis.

At the opening ceremony on the lawn in front of the club, sailors were advised that we expected the weather to provide challenges during the event with heat and forecast strong

winds followed by no wind. However, we did not expect the impact of the bush fires with smoke that covered Corio Bay and Geelong causing sailing to be abandoned for one day. We also did not expect that an emergency evacuation of the club would occur with an incident at the refuelling station on the main marina arm.

It is a credit to the many members and volunteers present during the Championship that despite these challenges the event ran smoothly and 11 out of 12 races were completed to declare a new National Champion (Hugo Allison and Sam Hooper from SBSC sailing Shmoken). The presentation of trophies was held in the Presidents Room at GMHBA Stadium with 340 people attending. This was a great night hosted by Past Commodore Peter Stephens. A highlight was the auction conducted by David Goodfellow to raise funds for the National Bushfire Disaster Appeal. With items donated by club members including Tony Bull Sails, we were successful in raising \$3,561 which was forwarded on behalf of all the event participants.

RGYC were well represented in the Championship with 16 Cadets. A total of 7 RGYC Cadets finished in the top 20. They were as follows:

- 5th: Anaconda 5760 - Elliott Hughes and Charlie Haigh
- 7th: Ocean Warrior 9913 - Milli McDonald and Cate McCoy
- 8th: Smooth Criminal 9545 - Jarrah Harris-Moore and Bobby McDonald
- 9th: Sparkle 9919 - Emma Kelly and William Farnell
- 12th: Assassin 9560 - Imogen Farnell and Emma Williamson
- 16th: Aquilo 9930 - Cooper Field and Tom Grimes

- 18th: Wildcard 9698 - Lulu Di Sciascio and Charley Stephens

Well done to all our Cadet sailors.

Importantly, the event was able to run at a surplus thanks to the generous support from so many Members with sponsorship.

### **Naming Rights Sponsor:**

Linked Building - Jason and Carolyn Farnell

### **Day Sponsors:**

John Garner, Garner Marine Services, Boating Central, Trim Tech, Main Matrix, Precision Plumbing, Daryl's Fresh Roasted Peanut Butter, Architecture HQ

### **Supporting Sponsors:**

Twenty 4 Seven Clothing, Musto, Ronstan, Sailing Gear for Women, Santa & D'Sas Wines, Bull Sails, Steampocket Catering, Strapper Surf & Sun Bum Sunscreen.

It was a pleasure to work with such a positive and enthusiastic Organising Committee Members who gave up their time to ensure the success of this event. I would also like to recognise and thank the Race Committee Members Stephen Aulich and Max Stein and Assistant Race Officers Steve Neunhoffer and Amanda Rawstron for assisting with the race results.

Thank you to all the on-water volunteers including Harry, Arthur, Noel, Janine, Kym, Steve, Justin and Howard.

Thank you to our Jury members Murray Jones, Darren Elgar and Mal Eaton.

Finally, thank you to the RGYC Commodore John Kint, RGYC Board Members, RGYC Staff and Club Members who helped the event in so many ways.

### **Mike Kelly**

*Chairman*



# SAILING



THE FUTURE  
BELONGS  
TO THE  
► READY

DEAKIN  
UNIVERSITY

PROGRESSIVE, REAL-WORLD LEARNING

Deakin University CRICOS Provider Code: 00513W







# SUMMER OF



## MacGlide Festival of Sails 2020

---

The 2020 Festival of Sails was a huge success with many positive comments again proving the three-day format over the Australia Day long weekend is the best option. The racing was by all competitive sailing measures an overwhelming success with positive feedback from our participants.

The historic 177th Passage Race on the Saturday, January 25th from Melbourne to Geelong saw 230 yachts start at Williamstown in light airs.

Across Saturday, Sunday and Monday, participants competed in 100 races over 6 courses in yachts ranging from million-dollar Grand Prix racers, sports boats, multi hulls, trailer boats to family cruisers. Our PRO, Denis Thompson, once again showed his skill as an outstanding Race Officer along with his Race

Management Team. They put on a perfect regatta getting the fleets away on time and without incident.

After racing, large crowds enjoyed the quality entertainment program. With 3 stage zones located at the RGYC clubhouse, the regatta village and Steam Packet, the crowds had plenty to cheer about. The main bands featuring the Royal Australian Navy Band, Richard Clapton and INXESSIVE, Aydan, Jack Vidgen and the Real Dinosaurs, all drew large crowds and were very well received.

Australia Day Weekend saw huge crowds estimated at 103,000 enjoy the waterfront festival between the RGYC, Eastern Beach Boardwalk and Steam Packet. This event and the crowds on our waterfront represent a significant financial gain to the Geelong

community with a \$15.5 economic benefit. Both locals and visitors to the region enjoyed free entertainment, roving performers, food vans and markets. There were free 'come and try' yachts on Eastern Beach with Discover Sailing activities.

With the Cadel Evans Great Ocean Road Race being rescheduled to the following weekend, we had the opportunity to re-activate the Steam Packet gardens site. This enabled us to bring back our water-skiing program and reinvigorate our site holders as well as setting up our third performance stage.

The traditional fireworks were cancelled this year after we received feedback from the COGG, the Geelong community and the RGYC members. The decision was made out of respect for the many thousands of fellow





# SAILING



Australians who were being affected by the catastrophic bushfires. An additional water-skiing event was added to the program and the club worked with Geelong Connected Communities to raise \$41,555 for the National Bushfire Disaster Appeal. What a great result!

Events of this type are not possible without the considerable involvement of our volunteers. RGYC is extremely fortunate to have a huge supporter base within and outside our club. 2020 saw a total of 446 volunteers and event staff ensure that the event was a huge success. Under the leadership of our Volunteer Coordinator, the team again worked extremely well and the feedback from our volunteers was extremely positive.

Our key supporters for the 2020 event were again the State Government of Victoria and

the City of Greater Geelong and I thank them for their continued support of this world class event.

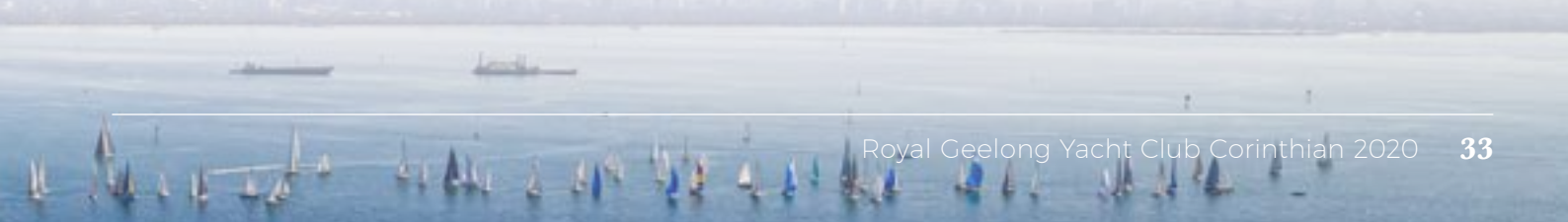
Thanks to Geelong Connected Communities for supporting the waterfront festival. Special thanks also to our major sponsors and the many other event sponsors who got behind the Festival of Sails and contributed to its success. The Executive Committee and the Operations Committee worked tirelessly throughout the year and special thanks go to our staff who did a great job with the planning and implementation of this major event.

We are extremely fortunate to have such a magnificent sailing venue in Corio Bay. Our future looks extremely bright and once our new Safe Harbour Project and the Wave Attenuator

are complete, we will have one of the best sailing venues in the country.

After the success of 2020 we can now look with some confidence towards a bigger and better event in January 2021, post COVID-19. This will be my last term as chairman of FOS, a position I have enjoyed immensely. It has been a privilege to be involved in such an historic event - not only for our club but the wider sailing community. I wish the new team all the best for 2021.

**Vice Commodore Stuart Dickson**  
*Festival of Sails Chairman*









# Geelong Connected Communities

Geelong Connected Communities have given in excess of 680 grants totalling more than \$1.9m in the last 7 years. To enquire how your organisation or business can become a supporter of the community strengthening activities of Geelong Connected Communities contact us on 0419 104246 or visit our website for details.

[www.geelongconnectedcommunities.com.au](http://www.geelongconnectedcommunities.com.au)

YouTube f

## Major Sponsors



## Program Partners



## Supporting Sponsors



## Government & Industry Bodies



# ICOM

## More Power, More Functionality

VHF MARINE RADIO

## IC-M37E

- 5 W RF Output Power
- IP57
- 700 mW Audio Output
- Up to 12 hours of Battery Life\*
- Channel History Function

Float'n Flash Function



\* With BP-296, TX RX Standby = 5 : 5 : 90

NEW

## Icom's Latest VHF Marine Radios



Compact Size,  
USB Charging

VHF MARINE RADIO  
IC-M25EURO

Top Performing  
Compact VHF

VHF MARINE RADIO  
IC-M330GE



[sales@icom.net.au](mailto:sales@icom.net.au)



[www.icom.net.au](http://www.icom.net.au)



(03) 9549 7500



# SUMMER OF

## 49er, 49erFX and Nacra 17 World Championships 2020

The 49er, 49erFX and Nacra 17 World Championships regatta is the ultimate championship for each of these three Olympic classes of sailing. The 2020 events were hosted at Royal Geelong Yacht Club from 6th to 15th February and they were a selection event for many countries and teams for the Tokyo Olympics (pre the COVID 19 delay then cancellation).

The event attracted a mostly professional field of over 300 sailors and 120 coaches from 45 countries, with many being supported by their national sporting federations. This was perhaps the largest World Championships the club has hosted. The teams operate on a global scale as they follow the international circuit, shipping their boats and equipment with them, making the event a significant logistical challenge.

The organisation provided by the club was on a grand scale with over seventy 40 foot containers of competitor boats, coaching boats and equipment being delivered to Avalon airport and transported to the club (and then packed up again at Limeburners Point). The hardstand was completely cleared and more than 160 boats filled the entire club area and extended onto Eastern Beach. The new floating marina was filled with coach boats.

The championship events, whilst conducted at RGYC mid-February, commenced with many sailors arriving in early January to start training on the waters of Corio Bay. This resulted in a 43-day event period during which athletes and teams were training and competing at RGYC.

The "Race Village" setup in front of the Club hosted many visitors and spectators with a large screen setup to watch the yacht

tracking and live coverage. International media firm, "Sailtraks", was flown in from Germany to provide media coverage of the event including interviews, live commentary and video. Social media was heavily utilised to promote the event, regularly sharing updates, interviews, highlights and results. RGYC worked collaboratively with the class association to develop content to share across each other's channels in the lead up to the event, leveraging their respective large following. More than fifteen people were flown in from across the world joining local media and journalists to make up the media team. The result was a record consumption of 3.5 million minutes of live viewing and a record on-demand viewership (900,000 million minutes). The event also had a highly successful, custom designed App that all





# SAILING



media, volunteers, competitors and Race Officials used as a means of communication and event organisation.

The Championships put together an Olympic Class Race Management Team for four separate courses comprising 7 International Race Officers, 7 International Jurors, National Race Officers on all course boats and a significant team of volunteers.

The 49er/FX and Nacra Classes are spectacular boats to watch racing as competition is fast and close. The fleet represents some of the best sailors on the planet including current Olympic Champions, Americas Cup, Volvo Ocean Race, Sail GP, TP52 and professional sailors.

From an Australian point of view, it was pleasing to see local Victorian sailors, Will

and Sam Phillips as the best 49er team (5th) and Tess Lloyd and Jaime Ryan (10th) with both teams being selected as the Australian representatives for the Tokyo Olympics. In the Nacra class, it was a close fight between Australia's Jason Westerhouse and Lisa Darmanin (2nd) and Nathan and Haylee Outteridge (3rd), with the top three positions being decided in the medal race. Well done also the local RGYC 49er sailors, Oliver Manton and his crew Jack Lloyd, competing well in Silver Fleet making their way up the 49er rankings in the highly competitive fleet.

I thank all those involved, especially Ben Remocker (International Class Manager), David Campbell James (IRO), Mark Taylor (IRO), Kevin Wilson (IRO), Ross Wilson (IRO), other Race Management Team/ Officials, our dedicated Volunteer team and the RGYC Staff.

I also thank our sponsors, Visit Victoria, City of Greater Geelong and Avery Dennison.

Securing the rights to host the World Championships was a remarkable coup and a significant opportunity for RGYC. It allowed us to showcase our impressive sailing conditions, our hospitality as a proud club, city and nation and the skills to run such a regatta. The regatta was a great opportunity for all our members and particularly our junior and youth sailors, to experience one of the pinnacle events of our sport.

**Chris Manton**  
*Event Chairman*





# SUMMER OF SAILING



## 49er, 49erFX and Nacra 17 World Championships 2020

---





# NEW Zeus<sup>3</sup>S™

Designed just for sailing, the new Zeus<sup>3</sup>S Chartplotters offer super-fast response times for all the information you need, when you need it. These easy to use chartplotters come with B&G's unique sailing features and makes it simple to navigate, plot routes, add waypoints and see all the key sailing or racing information you will ever need, at the touch of a button or the screen.

**B&G**  
Passionate About Sailing

[www.bandg.com](http://www.bandg.com)



TECHNICAL SUPPORT BY  
**SAIL GP**



**EVERYTHING  
IS MADE IN-HOUSE**

## FLAGS, BANNERS & LARGE FORMAT

Tear-Drop Banners & Bow Flags  
Pull-Up & PVC Banners  
Corflute & Aluminium Signs  
Metal & Timber A-Frames  
Stickers & Labels



## VEHICLE BRANDING & WRAPPING

Colour Change & Wraps  
Spot Graphics & One-way vision  
Paint Protection Film  
Chrome Delete & Pin Stripes



## SPECIALIST ENGRAVING

Available on Stainless Steel,  
Aluminium, Brass, Anodised  
Aluminium, Powder Coat,  
Traffolyte, Timber and more...



**1300 652 230**

**THESTICKERCOMPANY.COM.AU**



# SUMMER OF



## Wooden Boat Festival of Geelong

The Wooden Boat Festival of Geelong held over the March Labour Day long weekend at Royal Geelong Yacht Club has been a great success once again. This celebration of the history and tradition of these magnificent vessels, combined with unique and free community activities saw over 45,340 people visit the Geelong Waterfront. The biennial event has run since 2005.

While the event officially began on Saturday 7th March, the free activities and entertainment really kicked off on Thursday night, with our Cruising Dinner featuring international world cruiser and author Lin Pardey from NZ. This was followed on Friday evening with an open-air cinema at the Club welcoming families from all over Geelong to watch a movie on the lawn. Portarlington was also buzzing on Friday night, with more than 50 boats berthing at the safe harbour in preparation for the Passage Race from Portarlington to Geelong on Saturday morning.

Another significant event that we are very proud of is our Friday Tall Ships Sailing opportunity sponsored by service organizations for local and Melbourne School

Children. Over 100 children sailed on a Tall Ship followed by a BBQ lunch including a visit from Captain Jack Sparrow. We had 3 Tall Ships in Geelong for the weekend: the Young Endeavour and the Coral Trekker from Sydney as well as the Enterprize from Melbourne. It was disappointing that the planned visit of the HMB Endeavour was cancelled but we are hopeful she will visit Geelong in 2021.

There were more than 120 boat entries for the 2020 event and this was down on 2018 and we believe that the extreme bush fire situation had an impact on these numbers. All other activities at the festival saw good growth and the Wooden Boat Festival of Geelong has a bright future.

This unique event allows visitors the opportunity to get up close to the beauty and workmanship of some of the most historic boats in Australia and learn more about the skill and craft of wooden boat building. It was disappointing that the sail past and racing on Corio Bay was cancelled for the Sunday. However it did give the public a greater opportunity of seeing the fleet of wooden boats in our marina.

The Wooden Boat Festival of Geelong always has a strong focus on family entertainment and cultural inclusion. It was fantastic to have the TS Barwon Navy Cadets as part of our Opening Ceremony and perform the flag raising ceremony on Saturday afternoon, along with Captain John Dikkenburg skipper of the HMB Endeavour. The Member for Geelong, Christine Couzens, has been and continues to be a fantastic advocate for our event as Festival Ambassador. We sincerely thank Christine for her support and involvement with the event.

A Welcome to Country ceremony was performed by Corrina and Neville of the Wathaurong community.

Christine Couzens MP had the honour of christening the third community-built St Ayles Skiff. This skiff was built in Geelong by a group of Iranian refugees assisted by Engineering students from Deakin University and with the help of local boat builders, members of RGYC and members of the community.

As well as involvement from Wathaurong and the Iranian Community of Geelong, the Wooden Boat Festival also included





# SAILING



performances and food from the Indonesian Association of Geelong.

We were also delighted to host many of Geelong's leading women at our International Woman's Day Breakfast, held on board naval training vessel, Young Endeavour (the first vessel to moor on the new wave attenuator). Our thanks go to Commander Gavin Dawe RAN, skipper of the Young Endeavour and his crew, who went out of their way to make the ship part of our festival. We have formed a great relationship and they will be back.

A highlight of the event in 2020 was the Rough and Ready boat building competition. Seven community groups formed teams to take up the challenge of building a sea-worthy vessel in just a few hours and sail it/row it/ power it in a race the next day. This event is increasingly popular with the many visitors to the waterfront.

Our Festival Village was a huge success this year with large crowds enjoying the wide range of activities. These included boat building displays, rope making, model boats, and many commercial stall holders along with food stalls and entertainment.

Aside from all of the wonderful wooden boats on display and racing on the water, the Festival provided a range of free activities suitable for the entire family. Face painting, pirate treasure hunts as well as the opportunity for kids to build and paint their own model wooden boat. Our local buskers' festival gives budding musicians the opportunity to perform to a large audience.

The Primary School Art Competition featured over 120 pieces. In 2020, the art display also featured works from Swedish students from the Embassy's project honouring their historical figure, Daniel Solander, a botanist who sailed with Joseph Banks. The speakers' program offered festival visitors the opportunity to hear from experts on topics as diverse as Cook in Antarctica to the history of the Mission to Seafarers in Melbourne.

Our key supporters for the 2020 event were the State Government of Victoria and the City of Greater Geelong and I thank them for their support in 2020 and hope that it will continue for the 2022 event.

Thanks also to our naming rights partners, Yanmar and the Wooden Boatshop, for their

ongoing support. Both have already committed for the 2022 and hopefully well into the future.

We were also very pleased to receive support for the 2020 event from Geelong Connected Communities. Special thanks also to the many other event sponsors who support the Wooden Boat Festival of Geelong.

The volunteer run Wooden Boat Festival of Geelong Committee worked tirelessly over the past two years to bring this event to life, and I thank those who are involved with the planning and implementation of this event. All of our unique ideas and visions come from this wonderful group and without them this event could not happen. Thanks also to our fantastic team of 75 volunteers - without their passion and commitment this event would not be possible.

2022 will be our 10th festival and we are very much looking forward to making the event a very special celebration and planning is already under way!

**Vice Commodore Stuart Dickson**

*Wooden Boat Festival of Geelong Chairman*



# SUMMER OF

## Lasers Masters Oceania Championship

After successfully conducting the big line up of events in RGYC's Summer of Sailing in the weeks before the scheduled Laser regattas, the RGYC volunteers, staff and management team fronted up well-rehearsed and excited for the final push. That was until the approaching COVID-19 storm clouds began threatening the National and Worlds Laser events.

Extensive meetings, planning and communication were held daily and even hourly prior to the regattas. This was a particularly challenging time for the club and I was split between crisis meetings at our family business and crisis meetings with the organising committee. Poor planning on my behalf also threw the birth of our second child into the mix!

We understood that we were hearing from virus deniers, virus doomsayers and everyone else in between, so government and scientific advice was our best source of real information for decision making. Excellent leadership was shown throughout the club and, with hindsight being the ultimate viewpoint, we did make the

right calls for the safety of the volunteers, staff and sailors involved in the event.

Whilst the impact of the Covid-19 pandemic resulted in the indefinite postponement of the Masters Worlds Regatta, 32 international Masters had already arrived in Geelong and were able to compete at the preceding Oceania & Australian Masters Championship.

There were 113 entries for the Oceania/ National Masters Championship and the World Masters had 296 entered.

The very positive feedback from the Laser community was that the club offered ideal facilities for the conduct of the Masters regatta with extensive boat park, beach launching, relaxed club atmosphere and close proximity to the accommodation, shopping, cafes and restaurants of the city centre. Offsite trailer storage was arranged nearby.

Significant RGYC investment in new rescue boats and race management equipment was further augmented by boats, equipment and volunteers from other sailing clubs on the

Bellarine Peninsula and around the bay to prepare the two trapezoid courses required for the regatta.

Excellent RGYC volunteer training was led by Club Captain Roger Bennett in the preceding twelve months on various race management, course laying and rescue disciplines. Skilled volunteer support was essential to our success. Ultimately, through the efforts of RGYC, VLA and many other sailing clubs, the required volunteers were recruited and played their roles with distinction.

RGYC support at all levels was again critical and much appreciated by the Laser community.

Thank you to the volunteers, the Board, staff and all the members involved in making the regatta such a success. The Summer of Sailing was a fantastic showcase for our club that we can all be proud of.

**Ryan Walker**

*Laser Masters Chairman*





# SAILING

Summer of Sailing Brought to you by...







- New Boat Construction and restorations
- Boat repairs & maintenance
- Painting and varnishing
- Antifouling
- Engine installation and servicing  
by  **YANMAR** certified mechanics



Servicing the Bellarine Peninsula

Shed 4, 10 Wharf Street, Queenscliff, VIC, 3225 | 129 Hotham Road, Sorrento, VIC, 3943 |  
(03) 59 844 333 | [sales@woodenboatshop.com.au](mailto:sales@woodenboatshop.com.au) | [www.woodenboatshop.com.au](http://www.woodenboatshop.com.au) |



## Dream. Plan. Enjoy. We have the tools.

By working to build long term relationships with both business and private clients, providing upfront pricing and by delivering specialist advice and knowledge to our clients for over 100 years we have established ourselves as a firm of choice within Geelong. Talk to us today to see how we can help you. Plus 10% of your initial engagement fee will be donated directly to RGYC Foundation.

- Audit and Assurance Services
- Taxation Services
- Business Advisory
- Retirement Planning Services
- Bookkeeping & Cloud Accounting
- Company Secretarial Services



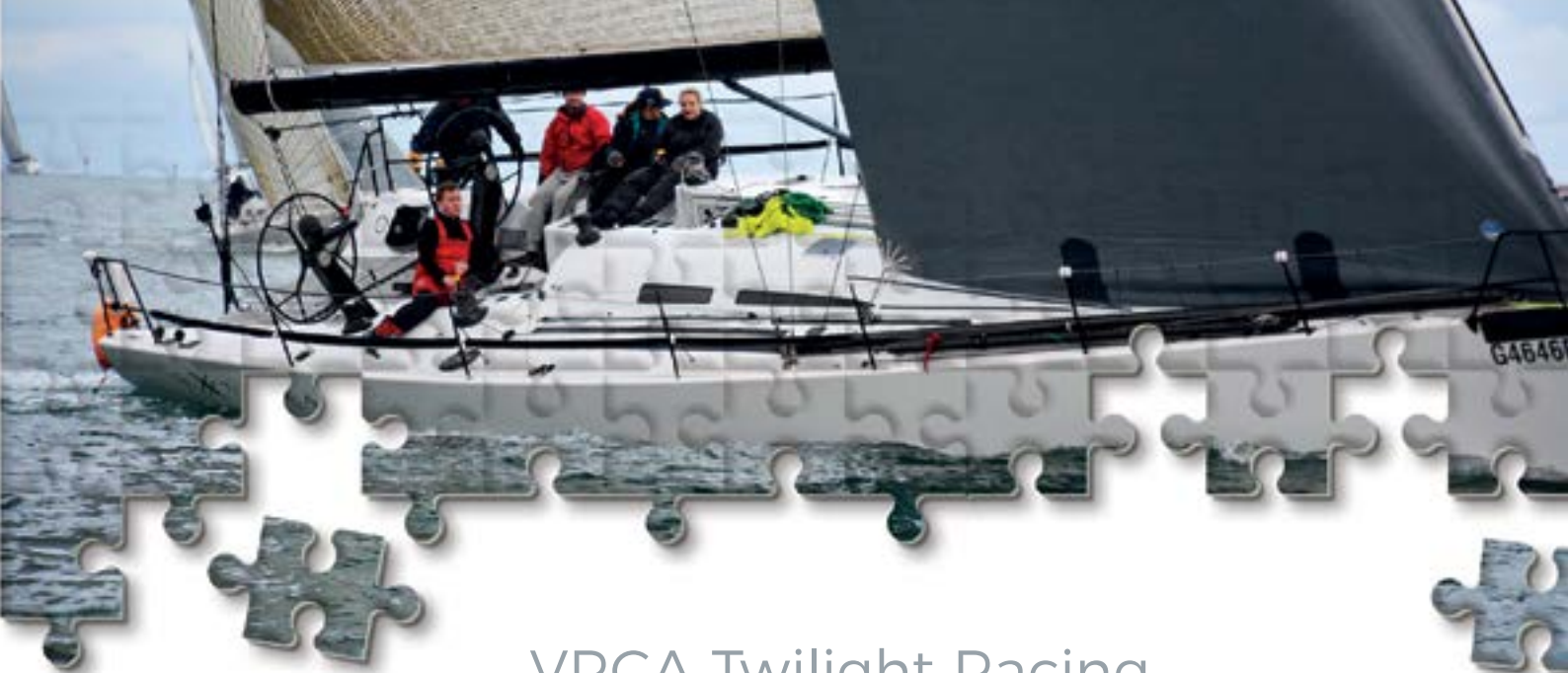
Create.  
Protect.  
Transition.



PHONE 03 5221 6399 EMAIL [info@davidsons.com.au](mailto:info@davidsons.com.au)

/ GEELONG / TORQUAY [davidsons.com.au](http://davidsons.com.au)





## VRCA Twilight Racing



KEEP CLEAR OF  
**BIG SHIPS**

"On the bay ships have right of way"  
WILL, WORSTELING, FISH HOLE

**VRCA** [vrca.vic.gov.au](http://vrca.vic.gov.au)



# Learn to Sail: Creating New Sailors

The 2019/20 RGYC Learn to Sail (LTS) programs had a lot to factor into its planning with one of the busiest sailing schedules in the Club's history. Even with major events limiting the number of courses offered, the Club had a good number of participants in the available time.

The season saw more than 100 children participate in the various Tackers courses. This reflects the good work put in by the RGYC instructor team delivering high quality, safe and fun sessions. RGYC successfully reinstated the 'Green Fleet' Junior Learn to Race Program which assisted the club to establish a clear sailing pathway aligned with the national one set by Australian Sailing. RGYC now offers all three levels of Tackers as well as Green Fleet designed to be a coaching program to assist with the introduction and transition into junior Off The Beach (OTB) Club sailing.

The Discover Sailing opportunities were quite successful in engaging with the community. The first event was the Festival of Sport at Kardinia Park Discover Sailing which saw RGYC offer an interactive display with three boats (Laser, Hansa 303 & Opti) along with an information tent and virtual reality (VR) sailing experience using the Club's Oculus Go headsets. The second, held over two days during Geelong Revival on the waterfront, saw VR offered shoreside as well as sailing experiences on the water in Pacer dinghies. The final Discover Sailing opportunity was offered over three days during the Festival of Sails, with sailing experiences in Pacers on Eastern Beach and VR provided in the market area on Steam Packet Gardens. In total, there were six days offered across three different events with over 380 participants and many more enquiring about Wednesday night free "Come and Try" sailing for adults.

During the reduced Learn to Sail schedule the opportunity was taken to complete some upgrades and maintenance on the Club's sailing assets. The Club's Opti's, which are used in the junior Tackers program, had hull repairs along with provision of new bailers and paddles. The two J24 keelboats had new Honda engines installed, sail repairs and deck improvements.

"Start Crewing" and the two hour Discover Sailing Experience were among the most popular programs for the keelboats. Our dinghy program saw mostly school and community groups head out onto the water in the club's Pacers with around 120 participants enjoying the experience. RGYC have a wonderful group of Instructors who offer a fun and safe environment for all ages to learn to sail on a variety of boats.

**Emma Powell**

*RGYC Education & Training Administrator*



**AQUATEK MARINE**  
— FIBREGLASS & ELECTRICAL —



**Specialists in:**  
Structural Repairs • Fibreglass and Gelcoat Repairs  
Anchor Winches • Electrical Upgrades and Repairs  
✓ Preferred Insurance Repairer

info@aquatekmarine.com.au  
**1300 880 334**  
242 Portarlington Rd, Moorab, Vic 3224











## RGYC St Ayles Skiffs

Now in its fourth year, the RGYC St Ayles Skiff initiative is moving from building boats to using them. The three skiffs are now on the hard and ready to "Go Active" under our Board's 2020 future initiatives.

The RGYC has supported the build of three St Ayles Skiffs by Geelong's many cultural communities over the last three years. Built by Iraqis, Iranians, Persians, Pakistanis, Nigerians, Nepalese and Indians under the guidance of RGYC Members and launched under champagne at our Wooden Boat Festivals, these three Skiffs are in perfect condition and available to play a key role in the future of the RGYC for current and future Members.

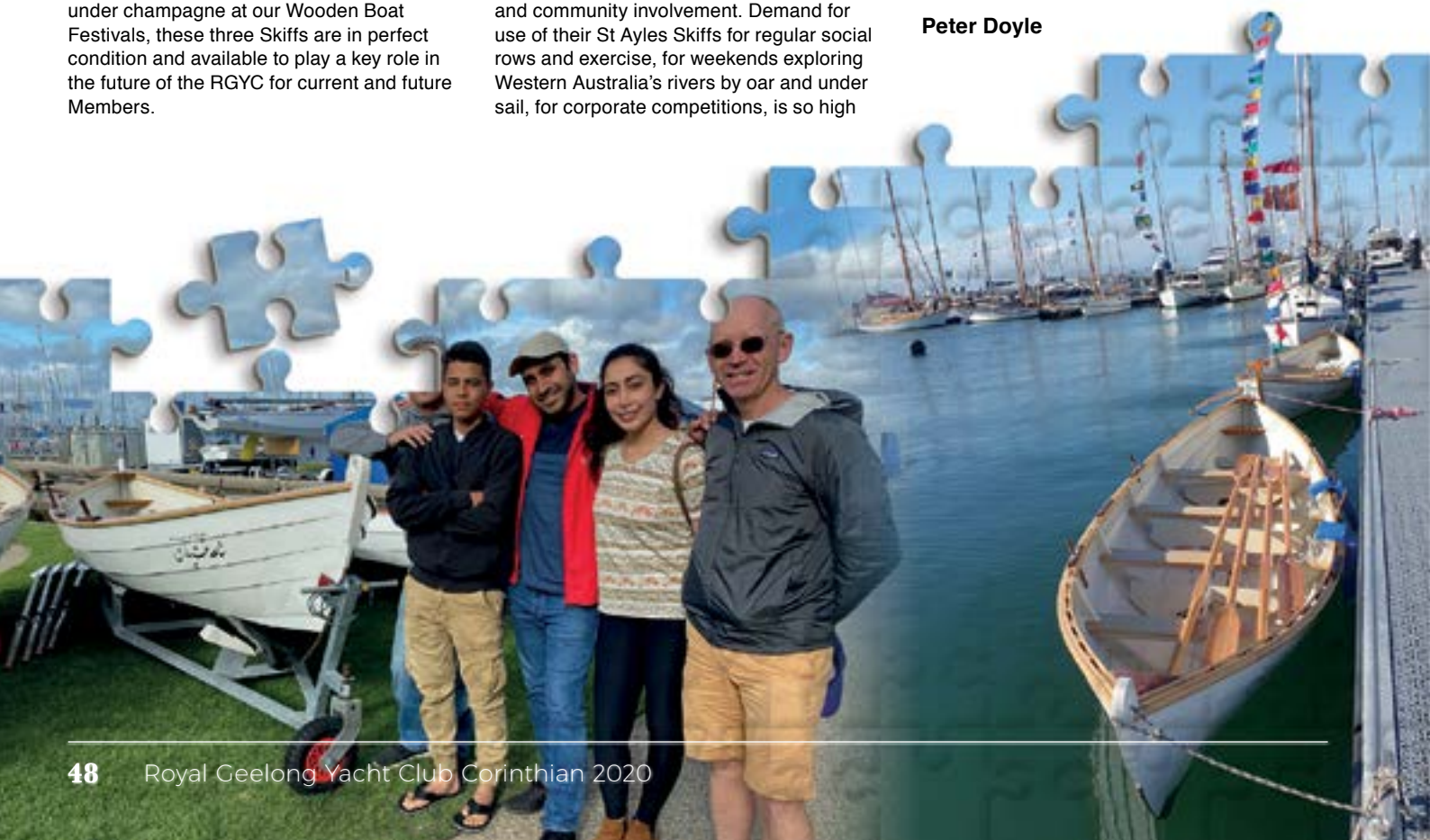
Rowing and sailing St Ayles Skiffs has delivered results for yacht clubs around the world as they look to leverage their facilities and locations to broaden on-water activities to re-engage their members and to draw new participation from the communities that surround them. St Ayles Skiff initiatives have attained lives of their own and are now significant elements of these yacht clubs.

The Royal Freshwater Bay Yacht Club in Perth is an outstanding example of club and community involvement. Demand for use of their St Ayles Skiffs for regular social rows and exercise, for weekends exploring Western Australia's rivers by oar and under sail, for corporate competitions, is so high

that members, corporates and guests have to book to use the boats. A key element of their program is the St Ayles rowing regattas between crews from each of their sailing classes (Etchells, Fireballs, Lasers, etc.).

St Ayles Skiffs hold great potential for RGYC's future as a premier social and on-water sports club. Details of the program will be published soon and we look forward to our Members participating in a whole new dimension of RGYC.

**Peter Doyle**





YOUR LOCAL  
*Travel Experts*  
WITH WORLDWIDE EXPERIENCE



Introducing Travel Associates Geelong - Cruise Boutique, your local experts in all things cruises. Here you'll find some of the most passionate cruise experts in the country. Our advisors have spent hundreds of nights at sea between them, travelling far and wide, through high seas and winding rivers, to discover the best cruise experiences out there. And they're ready to share everything they know with you, including exclusive offers and unique cruise options you won't find anywhere else.

— Meet the Team —



AMBER BEHREZ    NICOLE KID    DAVID BLAIR    CANDICE FREE

No matter the destination, the cruise line, the ship or your personal style, Travel Associates advisors create exclusively designed cruise holidays that you'll remember forever. And even if you're not a fan of the high seas, our advisors can still do it all. If there's a holiday experience you can dream of, they can make it a reality.

Call or visit our Cruise Experts at Travel Associates Geelong - Cruise Boutique to discuss your next unforgettable holiday.  
 T: 1300 765 099    E: [info@travelassociates.com.au](mailto:info@travelassociates.com.au)    [travelassociates.com/geelong.html](http://travelassociates.com/geelong.html)  
 111 The Esplanade, Geelong West, VIC 3218

TRAVEL ASSOCIATES  
Cruise Boutique

Are you getting  
the best for your  
business?



For all your telecommunication needs

**Business Phones**  
**Mobile Phones**  
**Network Access**

*Yes*

Suite 3, 13-15 Fenwick St  
Geelong VIC 3220  
P: 03 5215 5300  
E: [sales@optusgeelong.com.au](mailto:sales@optusgeelong.com.au)

**OPTUS** yes

promote your brand  
**TWENTY4:SEVEN**  
1300 277 975

- design and brand development
- campaign management
- screenprinting and embroidery
- apparel design, manufacture and supply
- promotional items
- workwear and uniform management
- [sales@twentyfourseven.net.au](mailto:sales@twentyfourseven.net.au)

**passionfolk** MARKETING

Proud partner of the  
Royal Geelong Yacht Club

**Specialists in**

Marketing Strategy  
Social Media  
Digital Advertising  
Web Development  
Graphic Design  
Public Relations

Contact RGYC Member  
Janet Boland - 0409 523 258  
[passionfolk.com](http://passionfolk.com) @ f





## Volunteers Make It Happen

The RGYC teams of volunteers have largely been stranded since the end of the successful 2020 Geelong Wooden Boat Festival. However, there is much for RGYC volunteers to be very pleased about across the previous months with so many exciting activities at RGYC.

We, the volunteers and the RGYC staff and contractors, created great teams to run the regattas, festivals and the regular club events over the first six months of our sailing season. All the groups that did the planning for the events worked intensively, over several years in most cases, to ensure that we were successful. Congratulations to everyone involved in the Summer of Sailing.

Some of our volunteers participated in numerous major events and the workload was demanding, especially for those out on the water day after day. Some of the weather conditions were very challenging. Hopefully there will never be heavy smoke from devastating bushfires blanketing Corio Bay (or anywhere else) again.

Our season was ended by the reality of COVID-19 and the threat posed to everyone in the sailing community and beyond.

We miss the people we regularly work with and we miss seeing the pleasure the competitors obviously get at our events. Now that we cannot do any of the sailing activities that

brought us such success and satisfaction, we might look back with some regret that we didn't enjoy the big events even more! It will be a long time until sailing's World Championships will be anything like RGYC's successful events of 2019 -20.

We look forward to having the opportunities to bring our teams back together soon to help bring the Club back to life and create excitement on the water! Keep safe and well.

**Past Commodore Chris Williams**

*Volunteers Committee Chairman*



If you would like to join the RGYC Foundation and participate in the mission to better secure, support and assist the Royal Geelong Yacht Club in fostering and encouraging the sport of sailing for members and the general community, visit

[www.rgycfoundation.com.au](http://www.rgycfoundation.com.au)











## She Sails is Growing

The Women in Sailing Group was established in 2019 by members of RGYC who recognised that women have been under represented in sailing worldwide. They believe that RGYC, with its strong reputation in the yachting arena, can become a leader in promoting women and women's events in this region. The Women in Sailing Group, under the banner of Australian Sailing 'SheSails', strives to increase the skills, participation and membership of females at RGYC.

The group welcomes everyone - male or female - in sailing or race management. The only requirement is an interest in supporting female members who wish to take a more active role in the sailing program.

Some of the initiatives considered over the last year have included opportunities for women to take on a variety of crew positions on yachts or in race management. With the growing number of women's sailing events in Port Phillip Bay and around Australia, the group continues to facilitate female crews to compete in these events.

By recognising that not everyone likes to compete, recreational cruising afternoons or 'picnic sails' will be scheduled to encourage women to take key roles on the boat without the pressure of racing. Much can be learned by sailing different boats. Many OTB sailors crew on larger boats but the reverse is not so common. The group would also like to provide an opportunity for women on keel boats to experience sailing OTB boats.

There is no question that our RGYC male sailing members are willing to encourage women afloat but the group recognises that it is also important to have a female perspective in the process. SheSails effectively fills the gap by providing a friendly platform of women for women, creating opportunities, and encouraging participation and training.

It is hoped that SheSails will continue to grow to provide the support and encouragement women need to strengthen their skills, confidence and enjoyment of this beautiful sport.

**Laura Cora Macolino**











## The Dark Side

Like many in this club, boating is my preferred pastime – and my passion. My father and I always had boats for fishing, skiing, sailing or cruising. I bought my first boat over forty years ago and have had eight vessels since then. I'm excited to now be entering a new boating phase offering new adventures. After forty years of sailing, and enjoying the great experiences that sailing can bring, in my seventieth year I have gone back to a powerboat. Of course I have received commentary on this seismic shift. Some of the more insightful/creative comments are gems such as, 'moving to the dark side?'; 'where's the mast?'; 'do you have shares in Esso (or Shell, or BP...)?'

Over the years the boats that have brought me great pleasure include a twelve foot runabout with a 40 HP Mercury outboard, a thirteen foot ski boat with an 80 HP Evinrude, and a twenty two foot Reinell cruiser with a V8 Mercruiser. These were followed by a South Coast 25 trailer-sailer, and then a series of cruiser-racer sailing vessels from thirty one to forty seven feet, culminating in the recent Jeanneau 43 Sun Odyssey, Sundancing.

Sundancing was well set up for its cruiser-racer role, allowing a range of enjoyable

activities from offshore cruising to bay racing. What I love about the sailing activity are the effortless quiet motion, the number of variables involved in chasing performance, the competitive element of racing, and the teamwork required. Two highlights for me with Sundancing were the delivery passage from the Whitsundays to Geelong in company with John Kint's magnificent Bundaberg, and competitive seasons in the RGYC Cruising and Twilight Divisions.

My new boat is a Masters 51 motor cruiser which I have named Langsa Lady. Langsa is the Indonesian home town of my wife, Nazariah. This boat is 57 feet LOA and, like Sundancing, is well set up for cruising and indeed for living aboard. It is spacious, comfortable and has a number of management systems that I find very interesting.

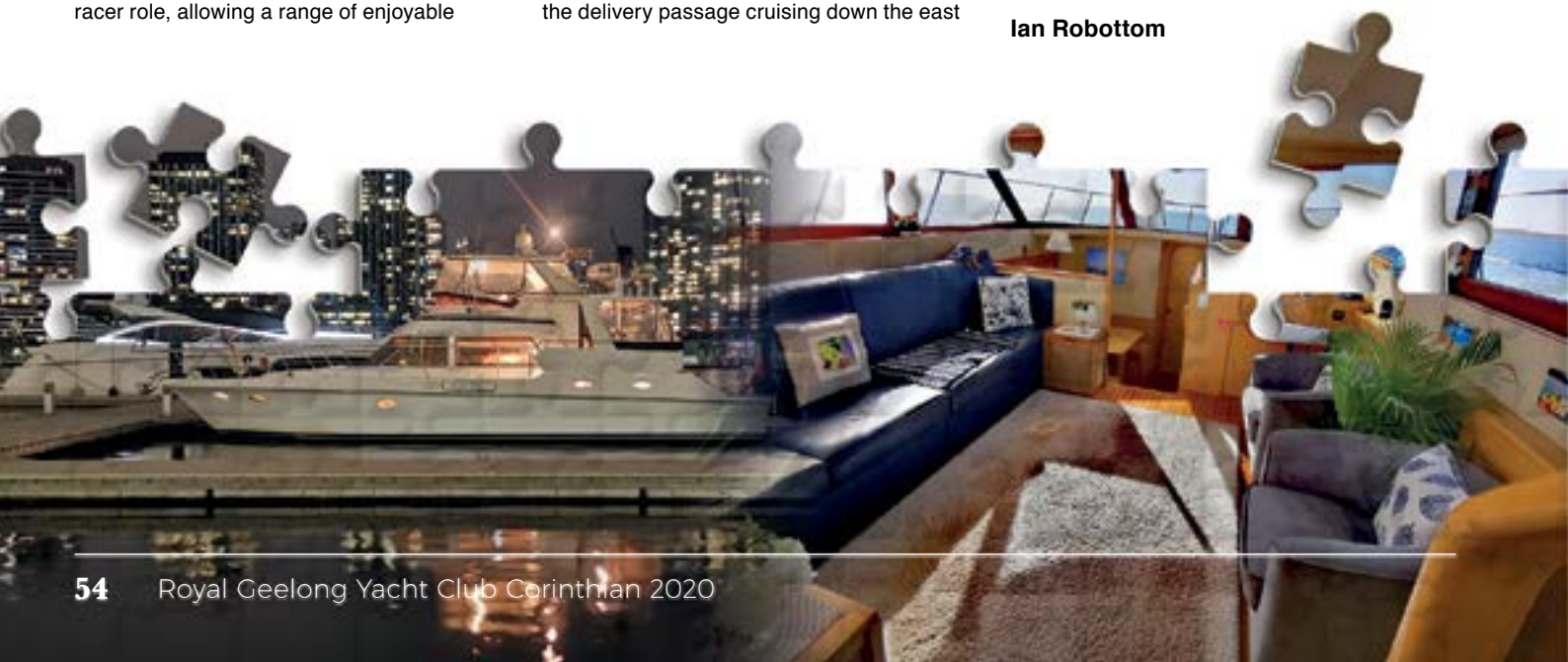
What I've come to enjoy about power boating is the flat and straight motion, the size and 'comforts of home' type of accommodation, and the ease of handling (the two of us can manage the boat perfectly well – no crew required). It's early days but highlights so far include a four-week cruise around the Pittwater and Sydney Harbor followed by the delivery passage cruising down the east

coast with Doug and Helen Gaylard. I've also re-discovered an interest in using the boat for fishing with friends, at the same time realising my total lack of expertise in this area.

Why cross over to a power boat? While in sailing, the prime interest probably lies in how well the boat goes, for me the main interest in powerboating is in how comfortably livable it is. Of course the cross-over isn't absolute: I'd like to continue sailing/competing with friends in twilight events for example. In the present, I'm loving the ongoing project aspect of getting on top of all the systems and just getting used to enjoying the comfort. Looking to the future, being able to engage fully in the pastime of boating together with Nazariah sounds good to me.

Boating means investing in a pastime where the costs are real and the rewards are non-monetary but hugely important to our well-being. Sailing or powerboating - it's all about being on the water and being able to enjoy a boat for the fulfilling experiences it supports. For me at this stage of life, it's important that I can do this to the full without needing a crew of six or eight. I'm finding it's not so dark on this side after all...

**Ian Robottom**







## Sailability 2019/2020

What a funny old season...

Prior to the start of our Sailability program, I called a meeting of the daily coordinators, Anne Allen, Alan Goss and Tony Minchin to discuss what our 2019 / 2020 season would look like.

I was concerned that the number of back to back events being conducted by RGYC during the "Summer of Sailing" would impede our program. The program providers we work with require a high degree of certainty in scheduling activities for their clients, so an early call on post-Christmas activities was required. Furthermore, the Sailability equipment was to be removed from site prior to the Festival of Sails so the decision became obvious.

As is typical of the weather pre-Christmas, we were blown out on a number of our

scheduled Monday, Wednesday and Friday sailing days. Sailability is not an "extreme" activity so the coordinators are conservative in their decisions about weather suitable for our clients. We managed to run a reduced program knowing that the safety of clients and volunteers is paramount.

Through one of our volunteers, Greg Saunders, a new independent client, a resident of Apollo Bay, arrived to try sailing for the first time. His experience was so successful that RGYC loaned a Hansa 303 to the Apollo Bay Sailing Club and the team there worked with the Apollo Bay Harbour Master to have the boat operating safely in the harbour.

I am pleased to say Apollo Bay Sailing Club have purchased a Hansa 303 and now have three clients from the local area.

Even with our reduced program, the joy and sometimes, peace the clients display while on the water makes our volunteers' efforts well worthwhile.

Given the relatively short season, it was decided not to award the "Lofty Thomas" award for the most enthusiastic volunteer this season.

Our traditional BBQ breakup was held in December with the great bulk of volunteers attending the celebration. Little did we know that the sailing season would end in the way that it has.

If you would like to participate as a volunteer with the Sailability team at RGYC, please contact the RGYC Office.

**Graeme Ritchie**

*Sailability Program Coordinator*






**Manufacturer of marine service pedestals and marine electrical solutions to the world.**  
**All proudly made locally here in Geelong.**  
*Discover the difference.*

**1800 728 116**  
**www.patronpower.com**

Proudly Supporting the Royal Geelong Yacht Club Inc.



**YACHT SAFE**

Yacht Auditing Solutions

Simple | Secure | Compliant |

Contact Members  
 Malcolm Eaton: 0408 363 537  
 Lindsey Warner: 0408 613 173  
 info@yachtsafe.com.au

**www.yachtsafe.com.au**





## JOCO x RGYC: Sustainability Partnership

Royal Geelong Yacht Club embarked on a series of sustainability initiatives, including plastic free vendor requirements in 2018 as a result of signing up to the 'Clean Regatta Program' for the Festival of Sails. This initiative gained further momentum in 2019 during the planning of our Summer of Sailing 2020 – the club's biggest summer of major events in its 161-year history.

At the same time, we were pursuing the installation of a Seabin in our marina to remove plastic and other waste from the water.

RGYC began working collaboratively with Joco Cups – a Torquay company with global recognition and quality products. Joco's business was born as a personal protest over the mounting threat of plastic and single use product waste. More than just designers and creators of the original lifelong, glass coffee cup, Joco invest in their "giving back" initiatives to 'turn the tide on plastic'. Every Joco cup purchased since 2017 has contributed to the removal of over 120,000 pieces of plastic from the environment.

Joco investigated an international sustainability and water quality program and the Seabin Project became an opportunity to further their environment protection efforts.

In our search for more sustainable items for our Festival of Sails 2020 skipper packs, we

looked at reusable coffee cups as an initiative to not only support our reduction in plastic use, but also to have a positive long term impact and influence daily decision making by our target market. It was during this process that a Sustainability Partnership was formed between Joco and RGYC.

What was evident from the initial meeting with the Joco team was their business model being based entirely around making a difference - rather than making money - and having a positive impact on the environment. Their positive and collaborative approach has created a successful partnership with the Club, our Members and our major events.

Joco generously provided their glass reusable coffee cups for skippers at both Festival of Sails and the Wooden Boat Festival of Geelong in 2020 and provided their latest creation - the silicon roll straw - for the 49er, 49erFX and Nacra 17 World Championships. All these items were event branded and, in addition, RGYC purchased branded cups for sale in the merchandise shop and café. Having several hundred competitors receive the Joco product not only provides them with a quality product but also exposes them to the Joco environmental message and influences daily decisions that have a positive environmental impact.

As a major partner of the 49er, 49erFX and Nacra 17 World Championships, Joco sponsored the beach clean-up event providing the Green Team shirts for everyone involved. There was a large contingent of international sailors and team members along with RGYC volunteers. It was a very positive event involving a major clean up at the Limeburners Point Boat Ramp. Over 95kg of rubbish was collected, including a sunken motorcycle!

The Seabin has been installed in the marina and has operated since early 2020. RGYC marina staff empty the bin daily, collect the rubbish and record the findings for analysis as part of the Seabin monitoring program.

RGYC and Joco ran a naming competition for the Seabin in the RGYC Marina as part of Joco's 'Plastic Free July' campaign. This was deployed via social media with the chance to win a \$500 Joco credit. The winning name was 'New Wave', which is now printed on the rim of the Seabin and can be viewed in action in the marina.

Joco and RGYC are continuing to work together towards empowering individuals to make conscious decisions to protect the natural environment.

**Steve Hassell & Sarah Pettiford**

**JOCO**

## Enhance your daily ritual

ECO-INNOVATIVE DRINKING VESSELS

- 100% Plastic free
- Designed for a lifetime of use

See the impact of Every Joco purchase

@Jococups





## Boat Storage Pontoon Installation

In one of the most exciting lead up periods to a sailing season in recent times, Royal Geelong Yacht Club sought to provide a number of assets to mitigate the difficulties we have had with boat storage and handling.

Prior to the commencement of our Summer of Sailing we installed a large drive-on docking pontoon for most of the Club's on-water support boats. The pontoons proved to be hugely successful, allowing for the efficient storage, launching and retrieval of these boats. They are one of the key elements in the overall

asset enhancement program to support the Club's active on-water program into the future.

The installation of the pontoons has addressed the issues arising from storing the boats in the water for long periods of time or constantly lifting them in and out of the water. It has reduced the risks of repetitive handling and subsequent damage and the build-up of marine growth on the boats. The pontoon system has allowed more space on the land to be available for other uses and has also reduced the demand for crane operations.

Boat owners have benefited from increased dock space and reduced waiting times for lifting their boats in and out of the water for racing.

We now have an asset that makes it a lot safer and simpler for all our trained volunteers to use boats to support our events.

**Roger Bennett**  
*RGYC Club Captain*





# This Sailing and Boating Life

Before I ramble on about my life at RGYC, I sincerely thank all the RGYC Members for electing me to Honorary Life Membership of the Club earlier this year. I feel humbled that the Members saw fit to bestow this privilege on me and also I'm very honoured to be amongst the many Life Members who went before me.

My joy for sailing began with my great grandfather, a Master Mariner, and Lighthouse Keeper at Point Lonsdale in 1897. With salt water in my veins and all generations living close to the sea, I was the first to experience sailing. This was on an old timber Quickcat at Indented Head in 1962 as a reward from the boat rental owner for diving on all his sunken rentals and tying a buoy to them.

As for RGYC, in the late 60's I enquired through a member and got told my nomination would not go through because I came from the wrong side of the tracks! I'm so happy that mentality is no longer at the Club. In 1978, I was invited by the Perretts to sail on their new yacht Calore and the rest is history. I finally became a full member on the 22nd November 1979.

I decided to take up courses in navigation and topped it off in 1983 sailing on Wyndham

to New Caledonia. Kevin Bell taught me the fundamentals of celestial navigation, sextant and all and we became friends for life.

Late in 1983, Gary Graham and I took a small interest in a 60' yacht, Quasimodo, and sailed it to many ocean records and great times. Quasi still holds the Queenscliff to Port Fairy record set in 1985.

I downsized to an Etchell, Diana II, in the summer of '86. By this time, I was heavily involved in social functions, joined the Social Committee in 1982-83 and was later co-opted to the House Committee by Bob Lucas, who earlier, as Club Captain, got me interested in race management.

At this time, the club was conducting a mid-week series and Bob asked me to take over running it.

I received an introduction to Whitsunday Rent-A-Yacht via Brendan Hunt in 1984 and this gave us three years of great sponsorship of mid-week racing and it was to be open to all those sailing. The Mazda/Honda group came on board with sponsoring the yachts plus ten smaller sponsors for weekly after sailing gifts. My wife Helen and I came up with a

points system for all sailors with an extra 1-10 points using a barrel of balls at 20:30 every evening of the event. All this boosted the bar and catering trade and I would leave at 22:00 with the last of the competitors. This built the entries from 6-15 regular yachts to a constant 40-56 yachts and it was all free for everyone.

In 1985, I was awarded the Henry Thacker Award and later that year I was elected to the General Committee.

I was made Rear Commodore in 1987 and Chairman of the House. I continued to run the Twilights (as they became known) on and off water until the Sailing Committee decided they should be running the on-water activities. I got to take over sailing my Etchell from my young son, Brendan, and remember only too well sitting on the quarter wave of Ian Robottom's Orient Express, a good tactic that paid dividends.

In 1989, I was elected to Vice Commodore and Chair of the Sailing Committee and also the Regatta Committee. During the 1990-91 season, I took on the role of Off The Beach Chairman as well as the Social and Regatta Committees. These three kept me very busy







for that season gaining a lot of sponsorship and the Regatta won heaps of praise from the 428 yachts that took part in 1991.

In August 1991, I was elected Commodore and had two pleasant, busy years with the highlight of having the Governor of Victoria, Richard McGarvie, open our season of 1992-93. The Alma Doepel was our flagship.

In December 1991, we hosted the Cadet Nationals which saw Brendan off to Hungary to represent Australia. As Commodore, I stayed home but got results daily by phone. Both he and his crew, Michelle Perrett, daughter of the couple I started with at RGYC, made us all proud.

As Past Commodore I took on the role as chair of the OTB for the 1993-94 season until Fred Roberts took over in February 1994 and I took myself away from all things committee.

Through all these years I got to sail my Etchell, a J24, a Thunderbird with a total rebuild, then on Doug and Jenny Smith's yacht, Legend until I bought The Bookmaker (formerly Extasea, an NSX 36). In the first season we competed in 79 races over 10 months with a lot of trophies between my home and Brendan's. We would finish racing in Geelong and sail through to Melbourne for Sunday racing and special events. I started to promote women in sailing a bit more and had women as regular crew members.

A huge highlight was taking on Sea Eagle from Rob Hanna in 2006 and following him up the Tamar to win the PHD Melbourne – Launceston race and third in IRC. In 2007, I took the Eagle to Hamilton Island Race Week with more women crew on the boat than any other yacht there. By the time I got to Hammo, Mal Eaton had become the new owner and returned the boat to the original name of Savoir Faire.

While Graeme Ritchie was Commodore I restarted the long defunct Social Committee to get some functions underway as we no longer had the brilliant Associates Committee to boost all the social events we held in the 80's

and early 90's. A few of my crew jumped in to get things rolling.

I later bought The Bookie, a 41S5 Beneteau, which was more of a cruising boat. I got fed up with windward / leeward races all the time and when a Cruising Division started, I was into it. I also used this boat to take out underprivileged children along with Victoria Police and participated in other charitable sailing sessions.

I got off my boats and let others sail them in the two handed and Tuff Marine races while I became the RO for these events and the Saturday Cruising Division. I just love the Cruising Division - less stress on all involved.

My trip of a lifetime was in 2011 when I took The Bookie on the Van Diemens Land Circumnavigation with two crew, Steve Neunhoffer and Peter Fuller. Peter had barely sailed before, other than a couple of Twilights before we left. Jamie and Nikki joined us for the windless crossing of Bass Strait to Beauty Point.

We left Beauty Point with the Tasmanian group of boats and sailed along the north coast of Tassie. The wind started to pick up off Devonport so we anchored under Rocky Cape and sheltered from the westerlies. We went into Stanley for a few days until the wind settled and then headed to the Three Hummocks for the night. Next morning it was on to Hell's Gate, the entrance to Macquarie Harbour, and to drop anchor in Pilot Bay at 03:00.

In my panic the next morning with no other yachts around, I followed a couple of smaller boats along the pilot wall (a rock wall which runs beside the narrow channel of the entrance) until I ran out of water. A kind fisherman came alongside and took my main halyard and pulled us onto a heel then took us off into deeper water. Embarrassing! The Bookie is a good, strong yacht and we did no damage.

We went up the Gordon River for a couple of days and back to Strahan for fresh food. We

continued to Port Davey, eventually left for Hobart, passed inside Maatsuyker Island and had a few more stops before Hobart and the cruise presentation dinner.

We picked up a young Hobart local, Ambie Ford, who had a smile on her face all the way to Port Arthur even in the huge southerly swell around Cape Raoul. There were lots of stops up the east coast and we picked up Steve's son, Sam, at Wineglass Bay and dropped Peter off in Bicheno.

Another highlight was a big bonfire on the beach on the east side of Prime Seal Island. The next morning the water was so clear that we could see the anchor lying on its side with heaps of chain beside it and yet we never moved during the night. The next big bonfire was at Erith Island before we made for home. Sam put a line out and hooked seven tuna before we got to Skull Rock (Cleft Island). We set up a processing line, cutting the fish into fillets and packing them into vacuum sealed bags. We were eating tuna for weeks.

The dolphins put on a show for us during our final sunset and we had a perfect passage through the Heads and home. We were gone for exactly six weeks and hopefully one day I will get to go again.

I guess my greatest pleasure these days is seeing my son having a successful life in sailing and now all things boats is his career. Brendan and Karen's three sons, Benjamin, Joshua and William are all RGYC Members and they are sailing Cadets. It's been great following them to National and State titles and knowing that being members of RGYC, they too will have a great boating life.

I have had a wonderful life in sailing and at RGYC and in the past few years I have got more of a kick in running the events than actually taking part. As a member of RGYC since 1979, I still do what I can for the members of RGYC and, on occasion, associated clubs, all for the love of sailing and the joy it brings to all of us and our children and grandchildren.

**John Garner**



# Q&A with National Race Officer, Max Stein

## Hi Max. When did you start your life in boating?

I started sailing in 1966 aboard Geoff Woods' Ileola, doing numerous ocean races such as Devonport, Port Fairy and Apollo Bay. Many other RGYC Members got their start on Ileola.

## Did you go further?

My first Melbourne to Hobart was with crew such as Fred Flanagan.

Around 1995 I joined the crew on Sandy Kelso's Taurus and did my first Sydney Hobart in 1975. I did eight Sydney-Hobarts aboard Taurus, Farr Fetched, Nimrod II and Helsal II.

## That's quite a record. Did smaller boats and sailing closer to home get your interest?

Yes. I sailed with Ron Spence aboard his Tophat and did time with Peter Blakiston aboard Maria. I sailed on and off with Sandy Kelso on his Swanson 27 and on Frank Moore's Caraid.

## Tell us about your boat ownership. You currently own a power boat don't you?

Yes. My current boat's a Riviera 35 Bluewater Flybridge cruiser with twin 250 Cummins diesels. I started with a Caribbean Riviera 18ft

with a 145hp Evinrude outboard. I had this boat for a number of years before moving to a 23ft Haines Signature with a 175 hp outboard. Next was a 25ft Bertram with stern drives for a few years before buying a Riviera 32 that needed some TLC - a project boat. I kept that boat until I retired from work and bought the Riv 35.

## Has the powerboating got a connection with yacht racing?

In the sense that it's still about how you control a boat in the conditions you face, yes. Driving a fast catamaran like the Club's Alpha One and managing it when you are creating a racecourse does require some skill.

## How did you get connected to yacht race management in its many forms?

I've been involved in racing since 1966 including Club racing, ORCV Ocean races and the Sydney-Noumea race. I first got involved in race management when I injured my elbow and had to have surgery and was unable to crew on race boats. Bob Lucas, who was the RO at the time, suggested I could help on the Committee boat which I did for a season and then went back to racing. But I still took an interest in race management as a member of the then Sailing Committee.

## Have you been a Race Officer in many places?

I started as a Club Race Officer in 1991 after deciding I was too old to sail as crew and I enjoyed working on the Committee boat. I worked my way through the system and finally achieved National Race Officer registration. In moving up, I worked with many different RO's both local and international and learned from them.

## What would you see as your most enjoyable race management experiences?

I enjoyed the challenges of my first regatta as Principal RO at the Sydney 38 Short Course Regatta. One of the eye-opening events was the 2015 I14 Worlds working with the Wilson brothers who regularly help out at major RGYC events.

One of the most enjoyable events would have to be the 2017 Hansa Asia Pacific Championships. That was a great team of people to work with and a really friendly group from several countries. Another was the 2019 Cadet Nationals working with another great group of people under very difficult weather conditions to ensure we achieved a successful series. My favourite event would have to be Festival of Sails as both a competitor and later







as a Race Official.

### **How do you manage your team on the Race Committee boat and the whole course?**

To manage the race team, it takes the ability to listen to what everyone has to say and making sure that everyone knows what their job is. Once a decision is made it needs to be clearly and calmly explained to the team what is required and when.

### **What are the leadership skills that you admire?**

Skills required include the ability to think on the go and implement plans and strategies without complicating the race set-up. You need to communicate clearly what is required of your team. Listen to others and make your decisions based on all information available and being specific with your final decisions.

### **Are things the same now as when you started?**

Lots of changes have been made in my time as an RO. We've gone from paper records to the full use of computers to calculate results and we can publish results within minutes of boats finishing. Competitors like that! We use GPS and electronic charts to lay courses.

There has been a big increase in safety on the course with new safety boats and radio communication.

### **What is the most dramatic moment on the racecourse?**

The most dramatic (or funniest) moment occurred at the finish line of the Passage Race in Festival of Sails. We were at anchor on one end of the finish line and boats were tight reaching across the finish line when one boat, instead of going through the finish line decided to come aboard the finish boat. Fortunately, that was a rare event!

### **Most extreme weather on the racetrack?**

When it comes to extreme weather two events stand out. The first is the 2018 Superfoilers (fast, light weight multihulls). The race was postponed waiting for steady wind. The breeze filled in at approximately 10 knots and we went into start sequence before it dropped again and swung 180 degrees. I could see white water coming in from the south west and had to abandon racing and send boats ashore. Within 10 minutes the wind had increase to above 30 knots with a heavy hailstorm. We managed to get all boats ashore without any damage to competitors.

The latest was at the 2019 Cadet Nationals on the second last day of racing and the extreme bushfire season was raging along Australia's eastern side. The day was interrupted when we had a full emergency evacuation of the RGYC yard with all competitors having to leave the site. After an hour we could return and get the racing under way. There was an easterly breeze of about 5 knots as competitors left for the course, the air heavy with smoke.

Visibility was extremely bad and we were unable to see the weather mark from the start boat.

Eventually the smoke from the bush fires in Gippsland forced the abandonment of all racing for the day.

### **Why would other people enjoy doing race management?**

The joy you get from working with the Race Management team is the satisfaction in conducting an event where mishaps occur without the competitors realizing that things have not gone to plan!

### **You've given us a quite picture of some of the highlights in your long career at RGYC and beyond.**

**Thanks, Max.**

## Ken McAllister Honoured with OAM



On Australia Day in 2020, Ken McAllister, RGYC Member of over forty years, was awarded the Medal of the Order of Australia for his 65-year (and ongoing) commitment to the people on the Bellarine Peninsula and community service to the CFA.

Ken initially volunteered with the CFA in 1954 so he could defend his family's Wallington farm against the threat of fire. Ken has been with the Wallington brigade from its inception, with his father donating part of the family's farm in the 1960s for its headquarters.


His firefighting experience spans the deadly fires at Lara in 1969, Ash Wednesday in 1983 and hundreds

of house calls. Starting in the era of hand-operated water pumps, Ken has watched the Wallington brigade grow from a small group of farmers to the well-trained outfit of thirty members it is today.

Ken has trained more than three hundred firefighters during his time and many have gone on to other brigades. After leaving the front line twelve years ago, he is still involved with the Wallington CFA by organising the staging areas for major fires.

Congratulations to Ken for this recognition of his significant achievements in the community.





## NZ or Bust: A journey within a journey

After serving 10 years in the Australian Army as a frontline infantry soldier and being lucky enough to deploy to East Timor, Iraq and Afghanistan I tried to advance my career, however I broke my leg and injured my back in a parachuting accident. Through this, I developed Post Traumatic Stress Disorder (PTSD), with major depression and anxiety. Eventually, the combination of these mental health and physical injuries unfortunately led to being medically discharged from the military.

Once I left the Army I made my way back to my home town in Lorne and bought a 4.45 metre tinny boat. I found when I went out fishing I felt mentally and physically well. One day when I went out fishing with a mate I said to him, "I wonder if I could get this tinny to Tassie?" He replied, "No." So I decided there and then I would attempt to take my tinny to Tasmania from Lorne. As soon as I arrived home that day I started researching everything I could about Bass Strait. I also decided if I wanted to do this trip, why not do it for a reason? So I contacted the Black Dog Institute so began to raise money and awareness for mental illness.

After eight months of preparation, on a nice November day, I left Lorne and arrived in Smithton around 10 hours later. Five days later, I made the return trip in around 11 hours. Straight away I believed if I could do this with an engine what could I do with the power of the wind? So I decided to study to be a qualified Yacht Master and bought my first yacht (the first of three yachts!).

My original plan was to attempt a solo non-stop around the world challenge however the pressure of the PTSD and anxiety as well as raising the upwards of \$80-\$100k required to complete the journey became too much for me and I decided to aim for a smaller goal. I searched the internet and came across the World Speed Sailing Commission (WSSC). They listed designated routes around the world which could be attempted to set the fastest time. I found a route from Sydney to Auckland, New Zealand that interested me. I had always dreamt of completing an ocean crossing. A world record had been set as a team challenge, however there were different divisions including a solo sailing option. The record for solo was yet to be established. After

many months of communication to the WSSC I decided to attempt the solo sailing record.

I started doing long trips in my 36' Adams Traditional which I bought in from Airlie Beach and sailed to Geelong, Victoria. I started doing 3-4 day solo sailing trips to, and sometimes beyond King Island every few weeks and then eventually just short of Tasmania and back.

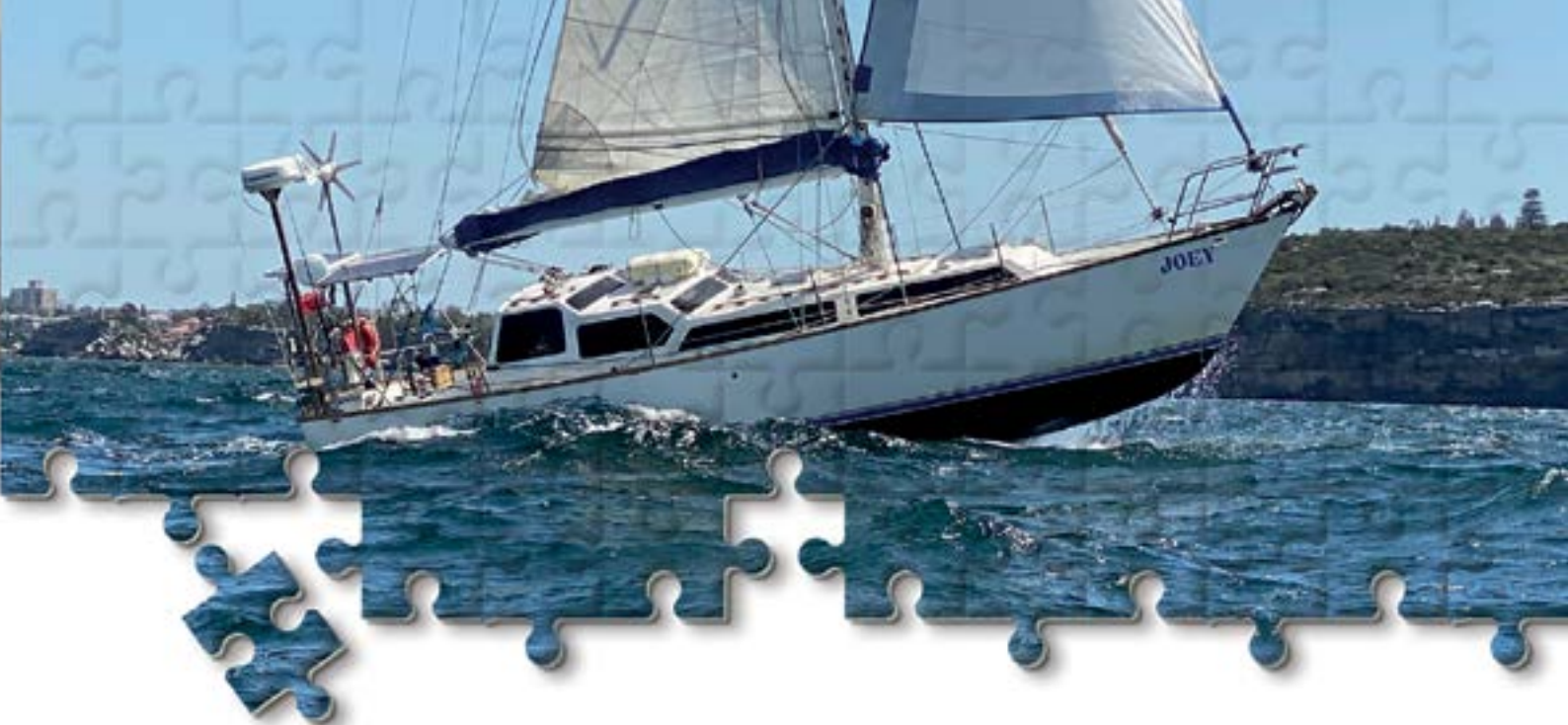
I re-rigged the boat, put up running backstays and an inner forestay, life raft, new head sail, a new heavy duty auto pilot along with a long list of things to prepare the boat for my challenge.

After several discussions with Bob McDavitt, my specialist weather adviser, I decided I would make the attempt in January/ February 2020. I may not have achieved the fastest time I could during this period, however the weather patterns at that time of year would allow me to get the boat back across the Tasman and be home by mid-March.

In early January 2020 I left Geelong on a two-handed journey for Sydney, the stepping off point. Initially I thought I could be stuck waiting in Sydney for a while but 4 days after arriving I had a weather window and could set off within two days.







The forecast for the first 48 hours was 30 knots with gusts of 35 knots and after that, 10-15 knots on the beam from the North for the remainder of the predicted 8.5 day journey with an average speed of 6 knots. So, on the 22nd of January I left Sydney Heads with 20 knots of wind gusting at 28 knots.

For the first 36 hours it was very hard to settle into a routine because the weather was as predicted, 30 knots with gusts of 35 knots. I didn't sleep at all for the first 48 hours. Eventually, the wind settled with a 15 knot Northerly and I averaged 6-7 knots. I was very bored which I really did not expect. I passed the time listening to a lot of music, reading books and watching movies on my laptop. Eventually, I managed to get into somewhat of a reasonable sleep pattern and had a few hours' sleep most nights in around 20 to 30-minute blocks. One hundred miles short of the northern tip of New Zealand on day six the forecasted weather changed and I had almost no wind. I called Bob McDavitt on my satellite phone and he advised that the wind had gone and I should probably turn on the engine and motor to a closer port of call. To

establish a record, the rules were simple - the only propulsion allowed is through wind and current so I decided it was Auckland or bust! After 4 days, I had only moved approximately 40 miles and in one 24 hour period I moved only 400 metres which mentally exhausted me. Eventually, a southerly wind came in and I became closer to reaching my goal and tacking my way into Auckland.

On Tuesday the 4th of February at 3am New Zealand time, I crossed the finish line in a time of 12 days 14 hours 41 minutes and 15 seconds at an average speed of 4.18 knots. It wasn't the speed I had hoped for but I had completed it without using the motor for propulsion and I had established a Solo World Speed Sailing Record and a World Record in itself. Initially I would have been happy to hold the record for a day but as I write, I still hold this record.

After four days of relaxing and surprisingly doing almost no work to the boat to get it ready for the return trip, my wife Wendy flew over and we spent three days exploring Auckland and surrounds which was really amazing. Three days after Wendy left, I had a weather window to return to Sydney. After another ten days at

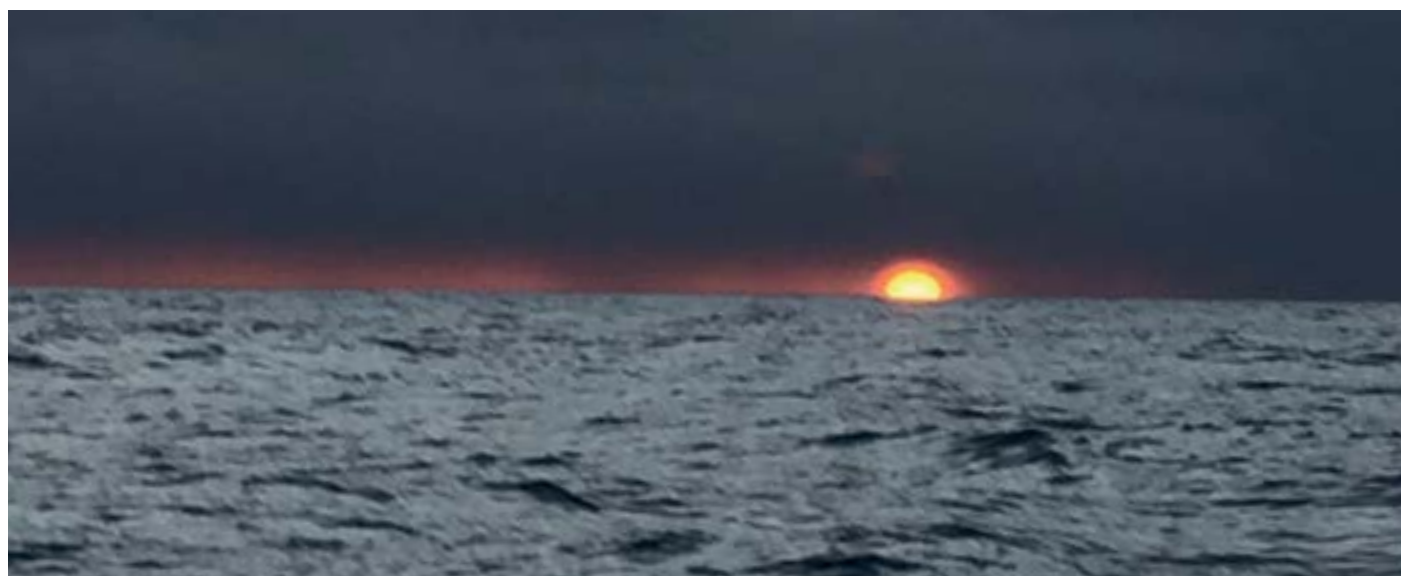
sea solo sailing I arrived safely in Sydney. The return trip was definitely less stressful as this time I was able to use the engine. During the return trip I motored for around two and a half days in total. The main traveler bent and the electronics for the engine gave up two days prior to my arrival in Sydney but other than that it was an awesome trip.

I spent five days in Sydney relaxing and working on the boat and was once again lucky enough not to have to wait for long periods for weather and I did another solo trip to Geelong via Eden.

I have now decided to change my sailing goals and I have joined a race boat crew which will compete in the Ocean Racing Club of Victoria ocean races and have a break from solo sailing and being a skipper.

Videos from my Bass Strait and New Zealand World Record trip are on YouTube under my page name, 'Sailing Joey'.

**James Prasevic**







## My voyage to RGYC

***If you knew her life story so far, it would be immediately clear that being on the water has been an important ingredient for new RGYC Member Emmy Oudman. She is now planning many more life stories with her partner Colin Bailey, after buying their 47.7 Beneteau First - Song of the Wind and joining RGYC in August 2019.***

I grew up on the Big Island of Hawaii and watched the Pacific Ocean from a very young age. Hawaiians have a very strong cultural tie to the ocean, and I was spoon-fed this connection for ten years until my family and I left Hawaii in my early teens. We returned to my parents' native country, The Netherlands, another country deeply connected to the oceans and the sea.

It was in The Netherlands that I first learned to sail. My father loved sailing, and took the four of us kids out on our first ever sail in a rental boat soon after we moved to Sneek, a major watersports region in the far north of the country. It was here that I would gain my love for sailing, regattas and watersports.

That very first adventure with my father scared the living daylights out of all of us. On our first day out on the lake, the weather gods served up typical Dutch weather: 10-15 knot northwesterly winds off the North Sea with

sunny spells, but generous lashings of 20+ knot squalls.

As the only adult on board and despite our questioning - in silence - of the sanity of being out on the water under such harsh conditions, my father simply battled on with it. When things got tricky he commanded us to bunker down and huddle in our way-too-bulky life vests under the smallest of cover at the foot of the mast. We sailed on for the rest of the afternoon, ate our wet sandwiches and drank our Thermos of cordial and arrived back at the rental jetty thoroughly wet, cold but addicted to sailing for life.

It didn't take long after that first sailing trip for my older brother and me to find an old and leaking Fireball we quickly renamed Wiki Wiki, (pronounced "weekly weekly") Hawaiian for "Fast". We should have named her Leaky Leaky - as her only vice was, that due to her leaky condition, she would only stay afloat in

winds above Force 5 Beaufort - or 19+ knots. I assume now, that my father's induction course in sailing must have paid off. With my brother at the helm and me in the trapeze, we pushed our self-bailers to maximum capacity. Despite all the leaks, we loved her, and took any opportunity Dutch wind conditions provided us to sail our vessel out on the lakes and canals.

My sailing career went up a notch or two when I was 19. I started sailing competitively with my teenage sweetheart, Sipko. We competed successfully for four years in our 5.4m "Vrijheid" class sailing dinghy, reaching Bronze and Silver in consecutive National Championships. Unfortunately, our 1992 Barcelona Olympic plans were cut short when our boat, Fortissimo, was written off after a sailing accident while she was on loan to friends for a class event we could not attend ourselves. With my "Vrijheid" dinghy sailing days over, I moved on to occasionally racing







as crew on larger boats until I moved to Australia in 1995.

### Twilight Series as Introduction to RGYC

The move came with a five-year sailing drought, until I relocated from Melbourne to Geelong in 2000. I was fortunate enough to be introduced to local RGYC members – Tom Bennett and Judy Klerks, owners of Avocado, a 33-foot yacht competing in the Twilight Series. I was invited to join their Avocado crew and immediately felt at home at RGYC. The club brought back memories of the summers I spent on the lakes around Sneek and across the Netherlands and the many social connections I made. I also loved the RGYC approach to getting people into sailing. A great example was Stefan - a local builder who joined us for one Twilight race. The club had promoted the Twilight Series among the local Master Builders Association, and Stefan was one of the builders who turned up for an evening of RGYC socializing and sailing on Corio Bay. Stefan had such a great experience with us on Avocado and in the club that he

instantly loved the sport. From never sailing before in his life, he ended up that same year chartering a yacht in the Whitsundays, buying a boat in Geelong and surely becoming a lifelong sailing enthusiast. All thanks to the Twilight Series!

Over the following years I went on to raise three children, combining my business career with being a mum. Sailing became a low priority as the safety and wellbeing of my children was my focus.

### 2019 Starting Over

I reconnected with sailing last year thanks to my partner, Colin. Even though Colin and I had known each other for 27 years, neither of us knew that we both loved being on the water and sailing. Knowing my business background and skills, Colin convinced me in 1994 to move to Australia. He had already moved across for the business we both worked for. After a 4-week holiday in Melbourne, I was convinced of the opportunities Australia had to offer.

Fast forward to 2019. Colin and I kept in touch professionally for many years and in April 2019 we reconnected personally. It surprised us

both that we shared the same dream: cruising and sailing. From that moment on it only took us four months to find Song of the Wind, test and purchase her and sail her down the coast from Pittwater to Geelong and for us both to join RGYC.

RGYC has remained true to the club I remember as crew of Avocado back in 2001. RGYC has also allowed me to meet other female sailing enthusiasts. I was invited to join female RGYC members for the Cock of the Bay race and Lisa Blair on Climate Action Now. That prompted an invitation to train with an all RGYC women's team on Razors Edge for the Women's Keel Boat Regatta. I also immensely enjoyed sailing Onda in the Women's Helm series.

RGYC has been such a great place to reconnect with my love of the water and sailing, making friends with other sailing enthusiasts and people who are all connected through their love of boats, wind and water. Joining RGYC has definitely been the best start to the next chapter of my life story.

**Emmy Oudman**







## The Lost Flotilla

Somewhere out there, well offshore, is a lost flotilla of three tiny yachts.

Two could be in the Tasman Sea, possibly even the Pacific, and the third was last seen in Bass Strait.

In the early '90s, RGYC members Jack Finlay, Ed Featherston and Tony Haines were planning a cruise aboard Jack's Brolga 33 Poitrel II to Flinders Island, where the first tiny yacht was to be released at sea.

The 0.6m long, twin-mast Jettison (Jack, Ed, Tony ... get it?) was given "sea trials" in the Queenscliff Cruising Yacht Club basin and it outpaced a furiously rowed chase dinghy.

Persistent strong south-easterlies aborted the cruise at Phillip Island and Jettison was jettisoned 10 miles due south of Seal Rocks, last seen scooting away across the waves. It is believed to have gone to Davey Jones' Locker.

In May 2015 a J-class model yacht was saved at the Anglesea landfill tip by Paul Perry and Greg Armistead, and it was renamed Pegleg (Paul, Ed, Greg ... get it?). The yacht was taken by Ed to Hobart, where he had signed on for a passage to Sydney aboard local Ron Brooker's Adams 46 steel cutter, Roseanne.

Pegleg was set free twenty-five miles east of the coastal town of St Helens, with the two sails trimmed to get her to sail north on the SE trades into the Pacific if it cleared the New Zealand coastline.

Despite carrying a message with contact details, nothing has been heard of her since.

Two years later, Ed was again in Hobart to join the crew of the venerable Ventura, a seven tonne, traditional timber 35ft cutter-rigged ketch built in the 1940s.

This time, Ed's mini yacht was named SeaKur, a nautical pun (cur, a sea dog; seeker, one who tries to find). Contact details were again sealed in a watertight capsule inside the sloop's 70cm glass fibre hull. It would be sent to find Pegleg!

After leaving Hobart SeaKur had her first sea trial at Lufra, on Pirate's Bay, with the ship's rubber duckie hard in pursuit. Minor modifications were made after Ventura spent a night near Dunalley.

Ventura headed about eight miles offshore from St Helens to launch SeaKur into a 12-15 knot south easterly breeze, with dolphins having a look at the proceedings.

SeaKur was tracked at 0.7 knot heading 125 degrees true and it was calculated it would be straight-line at 17.7 miles a day and about 25nm offshore. It should pick up the East Australian Current which turns and flows eastward towards New Zealand.

Release off St Helens meant SeaKur had a good chance of riding the current to the South Island, where the drift splits, with one arm headed north along the west coast and the other arm arcing south to curl to the east around the southern tip of the island.

With New Zealand 1200 miles to the east, SeaKur's earliest ETA would have been about June 2017, but the sails were fixed to only sail well on starboard tack and SeaKur was expected to follow the wind patterns around in big loops until it got into the south-east trade winds zone and began to sail north.

The hope was that it would make it out of the Tasman Sea and into the Pacific north of NZ!

Nothing has been heard of SeaKur yet, but we are still hopeful that both Pegleg and SeaKur will turn up someday.

It's all a bit of fun really, but that's what sailing is supposed to be about, isn't it?

**Ed Featherston**

## Sailing by the Rules

**Get to know Michael Naughton & Mal Eaton as they explain how they became Race Jurors.**

Michael explains: "Initially we both attended a number of racing rules workshops to better understand how to react on the racecourse when in the company of other yachts and who had right of way. Basically, it was a way of improving our sailing.

Neither of us set out to become accredited judges but after attending a number of rules presentations by National Judge, Geoffrey

Searle at RGYC, we were both asked at different times to sit in on club race protests. It then followed that we became Club Judges. As time went on we were asked to be on the protest juries at an increasing number of regattas, some of which were National Championships that had National Judges on the jury. After some encouragement from those people, we individually decided to try for National Judge accreditation which I completed this year.

As part of being a judge, I have worked with many skilled race officials, several from

overseas. At some events we have been on-water umpires keeping an eye on the fleet from high speed jury boats. Those days are exciting and we have the best, close-up view of the highest standard of racing.

It is important that all of us who sail know and follow the rules that are set down by the governing bodies. Playing a small part in making sailing safer as a race juror gives something back to the sport we all enjoy!"

**Michael Naughton & Mal Eaton**  
*Race Jurors*



# Tony's Top 10 Tips

**1. Have fun!** That's the reason we go sailing. Crew harmony is most important. Work towards having a balanced and race ready crew. Do some practising and if you're time poor, do it on the water before the race commences. Set up a little email group and discuss how the day's sailing went. If you do have an issue on the water, have a chat and sort out a possible solution and leave it there. The blame game at the bar post-race is a sure sign of a fractious crew!

**2. Be ready to race.** All your gear should operate correctly. Generally speaking, if it's meant to move, then it should and easily, if it's not meant to move then it shouldn't! Your sails should be reliable and your hull should be clean and smooth. The best sails, crew-work and tactics won't mean a thing if you are sailing around with a hull that features its own eco system! Working bees and regular maintenance are essential. Know your rules!

The rule book is a bit daunting by its size, but it holds a lot of stuff which is not relevant to our afternoon or evening racing. We really only need to know rules 10-20. Six pages to familiarise yourself with to avoid collisions and know your rights, everything else we can deal with ashore after the race.

**3. Boat speed.** You need to have your boat going as well as you can. It is impossible to perform on a slow boat, so class and OD sailors you need to be on the pace! For mixed fleet racing work on the things that make your boat go well and don't just concentrate on your strengths. Going a little bit better in your weakest conditions over time have a huge impact on your regatta or season results. Remember a little extra boat-speed can make you a tactical genius.

**4. Good start.** Getting away to a good start means you have greatly enhanced your chances of success for that race. If you get a really bad start, your race isn't over but you have made it harder to get a good result. Remember a good start is not having the best start (although they are fun pursuing) but it is being relatively close to the line and being able to go where you want to go. It means being proactive in placing our boat against being reactive to other boats when we will be losing ground in the fleet.

**5. Clear air.** If you are sailing in another boat's bad air, then every boat that is in clear air is gaining on you. Sometimes we are at a disadvantage as boats position themselves and then you have to make a decision. Do I hang in here? Would I be better tacking away? Really the only time you should be consciously sailing in bad air is on a huge advantageous wind shift. Then sometimes the amount being gained on the rest of the fleet is more beneficial than losing a bit of ground to the boats covering you.

**6. Developing different modes.** We all know (or should know) our best angle to sail in most conditions. But sometimes we have to slightly change this for tactical or geographic considerations. We might want to sail a bit lower and faster to get to the favoured side of the course or escape the tide. Other times we might need to sail a bit higher and slower, laying a mark or someone under our bow pushing us up and we aren't ready to tack or gybe away (or can't due the proximity of another boat or obstruction). So, we need to practise these modes - we can only race as well as we train (there are few junior sailors sick of that phrase) so that is our default setting. If we try things for the first time in a race, it won't go well.

**7. Plan your race, have a pre-race plan.** What side of the course do I want? Are there indicators on the racecourse? How is the wind behaving? Better to have the wrong plan than no plan as it is easier to work out where we went wrong. Uncertain? I will sail up the middle until I see a trend - that is still a plan and often a good one!

**8. As you learn to sail your boat better, catalogue what you have learnt and write it down.** We have some great sailors in this club who will tell you their settings which are numbered and catalogued for different conditions. Put marks and reference points on your moveable parts even for referral from tack to tack.

**9. Concentrate on your task on the boat and don't try to do everyone else's.** If you steer, then steer. Don't get distracted by the others and start telling them their job unless it is of paramount importance because it will distract you from doing yours. If you are on the bow, don't tell the helm he / she is too low, remember crew harmony. The helm should be the quietest person on the boat with lots of little soft conversations going on between relevant crew roles to keep speed up and being prepared for upcoming manoeuvres.

**10. Plan ahead for mark roundings.** Have a chat about the manoeuvre and make sure you all know your roles. What side is the spinnaker coming down? Who's dropping the jib and so on. Sometimes things change quickly and that bear-away set is now a gybe set or that headsail you dragged on deck now has to go back down. Don't get exasperated, just rectify things as soon as you can. The decision has been made that something is to change and the new alteration will be more beneficial to the boat's position despite the obvious time lost.

**One final point - I encourage everybody to participate in the racing at RGYC.**

If you want to improve your seamanship skills for general boating and cruising, go racing!

Racing places you in situations where you will develop skills you may need when you go cruising. In a race you have to sail the course and can't take the easy option as you are likely to do on a recreational jaunt. When you race, you have to learn how to beat to weather, tuck in reefs, tack and gybe when needed. All these skills are vital, as well as just getting to know your craft much better.

Imagine yourself trying to get off a lee shore with no motor. Heavy or light air skills could come in very handy and possibly save your boat! Sailing down narrow waterways or riding out storms will be much easier and less anxiety ridden if you have faced similar conditions before.

You don't have to be all gung-ho and win the start and do crack spinnaker sets and douses, but just give yourself the motivation to sail the course and enjoy the post-race camaraderie. With the arbitrary club handicap system in play, you may even find yourself receiving some silverware!

So, to become a better sailor, become a better racer. And don't forget to HAVE FUN!

**Tony Bull**







## Navigating Cook in 2020

*Navigator: One charged with or skilled in navigation; sea explorer*

*Navigation: The science of getting ships, aircraft, or spacecraft from place to place especially the method of determining position, course, and distance travelled.*

Traversing a body of water is one thing, setting out on a voyage into uncharted waters is an undertaking that has challenged humankind for millennia. Through a combination of trial and error and the incremental development of instruments and means to measure and record time and space, humans began to codify the vast oceans of the world.

Voyaging from one landmass to another is an achievement.

Returning to your place of origin is an even a greater achievement.

The art of the navigator is core to successful voyaging.

During the years 1768 to 1771 the Whitby Cat, HMS Endeavour, under the command of Lieutenant James Cook, undertook a voyage of exploration and discovery that redefined the methodology of long-distance sea voyages undertaken by the English.

Through connections established between the Australian National Maritime Museum and RGYC during a week-long visit of HMB Endeavour replica in February 2016, discussions for a future visit in 2020 commenced. The aim would be to time the visit to coincide with the RGYC Wooden Boat Festival and the Cook 250 commemorative voyage planned for 2020-21.

As planning for the WBF lecture program developed it was decided to link some of the lecture topics to the Cook 250 and Endeavour story given the ship was to be in port as one of the visiting tall ships for the WBF. On Sunday 8 March, as part of the lecture program, two Cook 250 related lectures were presented. RGYC member Richard Ferguson, and past Cook 250 Project Manager at the Australian National Maritime Museum, presented a lecture titled "High latitudes and high aspirations: Captain James Cook in Antarctic Waters". This was followed by Captain John Dikkenberg, Master of HMB Endeavour, presenting on "Operating Endeavour in the 21st Century".

Due to a combination of factors, particularly the COVID-19 Pandemic, plans to have

HMB Endeavour in Geelong during the WBF, or undertake the commemorative voyage planned for 2020-21 were not realised. Nonetheless we can mark our links to the work of Cook and early mariners through our continued interest in and development of navigation, a skill in which Cook excelled.

Cook is often referred to as the "Mariner's Mariner". For some, his leadership and common touch are points of difference that gave rise to low mortality amongst his crews. For others, it his ability as both a cartographer and navigator that sets him apart from his contemporaries.

Drawing on the best knowledge of the day is essential in preparing for any sea voyage. As plans were being developed for the voyage to the South Seas to observe the transit of Venus in June 1769, there were many published charts of the waters in the Southern Hemisphere, such as the 1660 Klenke Atlas. This clearly shows land masses that would be relocated and charted in detail by Cook in the 1700's.

By the time Cook gained his commission to command Endeavour he had extensive experience in both the merchant and Royal







navies. Effective seamanship and leadership are essential to the success of any voyage but perhaps more important, is the art of navigation and the ability to undertake surveys and translate them into accurate and reliable maritime charts.

In his lecture presented to the Australian and New Zealand Map Society at the National Library of Australia in February 2012, noted academic, author and authority on Cook, New Zealand based John Robson highlights Cook's early experiences in coastal navigation. His experiences conducting surveys of the St Lawrence River and friendship with the Dutch engineer, Samuel Holland, who was in the employ of the British Army, were fundamental in establishing his navigational skills and methodology. During this time Cook was master of HMS Pembroke and commanded over 400 men who were part of the British deployment in Newfoundland, Labrador and the Gulf St Lawrence in the 1750's and 1760's.

Cook's first chart was published in 1759 and in the subsequent nine summer seasons he continued to survey and chart the coastline and waters around Newfoundland until returning to London in November 1767. Links

to key Naval personnel established during this period of service paved the way for Cook to be recommended as the commander of the voyage to the South Seas on HMS Endeavour.

The importance of these years of near coastal surveying and exposure to military methods set him apart from many of his contemporaries, as outlined in an article published in the Notes and Records of the Royal Society of London.

"Cook found his earliest training and experience in survey in association with military engineers, during the combined operations of the Louisbourg, Quebec and Newfoundland campaigns. ...he adapted and extended "the techniques of shore observations and measured bases on shore" to the hydrographic work of his Pacific voyages.

Its success "was due to his skill in inshore navigation learnt from his early training in coastal waters." (G. Deacon and M Deacon (1969) Notes and Records of the Royal Society of London, Vol 24, #1, Cook as Navigator).

Cook's success was built on the best knowledge and technology of the day. The presence of highly skilled astronomers on all

three voyages gave rise to the development of new methods and techniques that drew on both naval and scientific skills of the officers and scientists.

Most significantly for his second voyage was the introduction to the inventory of HMS Resolution of the newest maritime time piece – Kendal's K1. This was the secret weapon of the day and was a game changer when it came to accurate data for navigation. Under the charge of astronomer William Wales, K1 was rigorously tested during the four-year voyage. This timepiece, still in existence and housed at the Royal Observatory, Greenwich, was used on Cook's third and final voyage. It was also on the First Fleet aboard HMS Sirius (1787-88) and finally retired in 1802.

On any vessel there must be a team effort to make a successful voyage. Cook, as navigator, effectively led and worked with his teams over many voyages of exploration. Consequently, the reliability and quality of these charts lasted well into the second half of the 20th Century when they were gradually eclipsed by the pinpoint accuracy of satellite technology.

**Richard Ferguson**







## 50 Year Member Lunch





# In Memory Of...

---

It is with great sadness and regret that we record the passing during the year of the following esteemed members:

**Helen Langston** - Joined 2019  
**Gordon Gavin** - Joined 1953  
**Ronald Cooper** - Joined 2018  
**Roger Bolden** - Joined 2006  
**Roger Randall** - Joined 1978  
**Bob Appleton OAM** - Joined 1974  
**John Clark** - Joined 1986

## RGYC Staff 2019 / 2020

---

General Manager: <b>Phil Clohesy</b>	Major Events Operations Coordinator: <b>Carolyn Flett</b>
Accounts Administrator: <b>Ann Hardy</b>	Marina Manager: <b>Paul Walters</b>
Club Operations Coordinator: <b>Libbee Roddis, Sarah Todd &amp; Tanya Roberts</b>	Marina Assistant: <b>Graeme Chapman</b>
Education & Training Administrator: <b>Emma Powell</b>	Marina Assistant: <b>Daniel McDonald</b> ( <i>Departed in July 2020</i> )
Finance Manager: <b>Rob McLay</b>	Marketing & Communications Manager: <b>Sarah Pettiford</b>
Major Events Manager: <b>Nathan Bassett</b>	Sailing & Boating Manager: <b>Peter Kirman</b>
	Sales & Relationships Manager: <b>Steve Hassell</b>

## RGYC Sub-Committees

---

As well as the RGYC Board, a number of Sub-Committees work tirelessly throughout the year to ensure that the Club continues to run smoothly and is continuing to give our Members the best possible experience. We thank all of those who have volunteered their time and efforts on each of the Sub-Committees in 2019/20.

### **Strategic & Events Planning**

Chair: Rear Commodore, **Phil Francis**

### **Governance**

Chair: Past Commodore, **Chris Williams**

### **Finance**

Chair: Past Commodore, Treasurer **Brian Marshman**

### **Workplace Health & Safety**

Chair: **Phil Heath**

### **Sailing and Boating**

Chair: Club Captain, **Roger Bennett**

### **Yard & Marina**

Chair: Board Member, **Chris Manton**

### **Volunteers**

Chair: Past Commodore, **Chris Williams**

### **Off The Beach**

Chair: **Diarmuid McCoy**

### **Sailability**

Chair: Past Commodore, **Graham Ritchie**

### **Cadet National Championship**

Chair: Past Commodore, **Michael Kelly**

### **Festival of Sails**

Chair: Vice Commodore, **Stuart Dickson**

### **49er, 49erFX, Nacra 17 World Championships**

Chair: Board Member, **Chris Manton**

### **Wooden Boat Festival of Geelong**

Chair: Vice Commodore, **Stuart Dickson**

### **Laser Masters World Championships**

Chair: **Ryan Walker**





## Around the Yard



*We are all in this together*