



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



Stuart Dickson
Commodore



Roger Bennett
Vice Commodore



Peter Stephens
Rear Commodore



Phil Francis
Club Captain



Mike Kelly
Treasurer

RGYC Board



Peter Alexander



Tom Boland



Paul Buchholz



Derek Buckmaster



Simon Guthrie



Chris Manton

RGYC General Manager

Phil Clohesy

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From the Editor

Navigating Change

Our cover presents a map of the world based on the Peters projection and this version shows our world turned upside down. It doesn't look like the maps using the Mercator projection (developed in 1540) that we are used to and it challenges the concept of which way is up or "normal". This "upside down" world reflects how life is for many people in our community as we manage the impacts of COVID-19.

The navigation charts sailors use are constantly changing to reflect new knowledge, changes in the physical features of the coast, new structures (such as off shore wind farms), regulations and political events. These things, just like the damaging COVID-19 virus, challenge our perspective, the way we respond and how we navigate change. Sailors at RGYC use charts to enable safe passage around the vast Australian coastline and this edition of Corinthian features entertaining stories of some of those voyages.

Corinthian 2021 displays many of the successful projects and enjoyable events that have happened at RGYC during the past year, and it outlines some of the Club's exciting plans.

Thanks to all the report and feature writers, the photographers and the production team for their contributions. I am pleased to welcome those who have contributed their photos and stories for the first time.

Enjoy reading.

Chris Williams

Editor



It is a pleasure to present my first report as Commodore of Royal Geelong Yacht Club. It has been an extremely difficult year for the Club as it has been for many other organizations and businesses in our community. However, we have found our way through to end in very good shape. Our Club's financials are solid, our membership has shown some growth and our extensive on water development is complete.

The Club had a huge year of events in 2019/20 however 2020/21 turned out to be a very different season. We had a much reduced Festival of Sails, no major sailing regattas and a very much interrupted Club sailing season. Our next major event is likely to be the Festival of Sails in January 2022 which we plan to follow with the Wooden Boat Festival and the Etchells State Titles in March 2022.

I was extremely proud to accept the 2020 Australian Sailing Club of the Year Award, as well as the Sport Promotion Award on behalf of the Club. These two national awards follow the Club's success in winning them at the Victorian State level. These prestigious awards recognize the high quality of our Club's huge Summer of Sailing during the 2019/20 season. This program included the Cadet Nationals, Festival of Sails, 49er, 49erFX and the Nacra Oceania and World Championships as well as the Wooden Boat Festival of Geelong. We also continued developing our Club activities, Sailing and Learn to Sail programs, community support programs and the redevelopment of the waterfront facilities.

I would like to take this opportunity to thank our Immediate Past Commodore John Kint for his hard work over the past 3 years, the RGYC Board, Members, Volunteers and Staff who made those awards possible.

Three of our Members received individual Australian Sailing awards for season 2019/20: Laura Cora Macolino, Victorian SheSails Award and Alison Weatherly for the Victorian Para Sailor of the Year. Max Stein received an Honourable Mention in the Victorian Official of the Year Award category. Well done to all these Members doing a great job for our Club.

Commodore's Report



Following these recent successes in the Australian Sailing Awards, we are keener than ever to pursue the opportunities for our Club to host more world class events. To that end we are continuing negotiations with Sail GP to host their event in Geelong. We are also continuing our bid to host the Youth World Championships and we will be hosting the World Fireball Championships in 2023.

Not all things stopped during this COVID-19 year. The on-water components of the Geelong Waterfront Safe Harbour Precinct (GWSHP) Project have been completed and our new floating berths are all occupied. We now have a waiting list and with new boats arriving we have achieved over a 90% occupancy rate for the whole marina.

Earlier this year we officially opened the Wangim Walk, our new wave attenuator. This was a great moment in our Club's 176-year history and for our local community. The project has been completed after years of vision, planning and collaborative hard work. The Wangim Walk has rapidly become an icon for Geelong and will significantly benefit the local visitor economy for generations to come, while providing a safe, protected marina for the hundreds of vessels that will moor within the precinct. Initial indications are that it will attract around 500,000 visitors per year.

Our on-land component of the project has progressed to the 70% design stage after being on hold as we worked through our cost shortfall. We have now secured a loan from the State Government, through Sports and Recreation Victoria. This loan will be over fifteen years at an extremely favourable interest rate. We continue to work with the great support of our project partners - the State Government of Victoria, the Australian Government and the City of Greater Geelong to deliver this exciting Geelong waterfront development.

Wangim Walk is the first completed project under the Geelong City Deal - a unique funding partnership across all three tiers of government. This exciting and final stage of the Stage One Redevelopment is now expected to be completed in late 2022 or early 2023.

The St. Ayles Skiffs construction project has been another success and it is pleasing to have these beautiful wooden boats available for the community and our Members to use. The contributions of time and skills by our Members is most commendable. Peter Doyle has provided the leadership that has created this success. Congratulations to the team.

Recently our Club has been listed as a Finalist, "truly a standout", in the Community Clubs Victoria Awards that recognise the contributions clubs make to their communities. Nearly 80 clubs were nominated in the 2019-20 awards. Congratulations and thank you to all our Members who have helped us to have such a positive impact.

It is pleasing to see our Club cafe up and running once again, with its new name, The YOT. The place is looking fantastic after its recent make over, thanks to new Café and Catering Operators Andrea and Craig. I wish them great success. I look forward to when The YOT becomes a favourite destination for visitors to the waterfront.

The Board has recently adopted a new Strategic Plan which provides focus for the Club's efforts in planning for what we want to achieve and to be ready for the opportunities (and threats) that come our way.

I am very proud to be Commodore of this great Club and of what we have achieved over the past year and congratulate everyone involved. Thank you in particular to our Flag Officers and Board Members for your hard work during what has been a very difficult period. Thanks also to our passionate Members, Volunteers, our Race Officials and the Staff of Royal Geelong Yacht Club. We can look forward to next year with much confidence.

Stay safe, stay connected and let's go sailing!

Stuart Dixon

RGYC Commodore

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General Manager's Report

With the ever-present COVID-19 world pandemic still very prevalent in all communities, the 2020/21 year has presented many continuing challenges.

Throughout, the safety of our Members, volunteers, staff, visitors and community has been our overwhelming priority. The Board has continued its very strong support and direction to ensure that we always deliver a COVIDSafe environment for all. Our staff have consistently updated and implemented the COVIDSafe Plans and our Members have been extremely responsible in complying with the various restrictions as they were introduced and revised throughout the year.

For the record, we have faced the following lockdowns this year:

- 27 May – 3 June
- 16 July – 28 July
- 5 August – 9 August
- 21 August – 2 September (ongoing)

The frequent COVID-19 disruptions presented challenges, but our Members, staff, sponsors and stakeholders have remained loyal and focused on the Club, its activities, programs, events, operations and developments.

I commend Andrea and Craig and staff from The Yot and our Bar staff who are severely and immediately impacted with each lockdown.

Our Members have been extraordinary in their support for the Club. Following the Board's decision to extend the 2020/21 membership year by three months, we had 91% of existing Members renew their membership. We also attracted another 185 new Members throughout the year, meaning that our membership numbers grew by 6.04% to 1176 Members – the highest

membership growth rate in the past decade!

Our marina pen berths increased from 230 to 248, an increase of 7.8%, with 34 new boats being berthed at the Club. The new Floating Marina pens were extremely popular, with a waiting list now in place.

Our Club sponsors have stuck by us, with 95% of our existing sponsors renewing again for the 2021/22 year. We also welcomed five new sponsors to our Club. RGYC is deeply grateful to our partners who have demonstrated their loyal support and the value they hold for our Club.

The Club's Learn to Sail Programs also saw significant increases in participation, with 353 participants across nine different course categories and 62 courses. The Tackers programs had 134 participants throughout the year. Our challenge is delivering a high transition rate of Tackers graduates to Club sailing programs.

Our Club racing programs were well supported with 56 keelboats and 36 OTB boats competing throughout the year.

The Annual Financial Statements are very pleasing, with another very positive result recorded. The reported net cash surplus of \$525,236 is an excellent outcome, achieved in an environment of much uncertainty. The continued diligence of the Board, Finance Committee and staff has resulted in the delivery of this outstanding financial performance. Moreover, the significant support of our Members has ensured our Club remains financially sound and sustainable. Thank you all.

Although COVID-19 restrictions curtailed most of the Club's major events for the year, I commend the Board and Festival of Sails

Executive Committee in being able to keep the tradition of the Passage Race going. I also commend our Club sponsors who strongly supported this 177th year of the time-honoured Passage Race.

The COVID-19 world pandemic has presented us all with many challenges. It has also provided us with a range of opportunities.

The increase in people connecting with our Club and the sport of sailing is a real opportunity that we must continue to market and grow. People's lifestyle choices have changed dramatically, almost overnight.

We have been buoyed through winning the 2020 Australian Yacht Club of the Year Award – a worthy recognition of the continued efforts of the entire RGYC community. The social, physical and emotional benefits of being a Member of a yacht club have never been greater. It is vital we embrace the opportunities that the sailing industry is presented with and continue our path of growth, development, excitement and inclusion.

I thank Commodore Stuart Dickson and the Board and various committees for their commitment to our Members and community. Great work from a great many people.

Similarly, I thank our staff for your skill, values and dedication.

Phil Clohesy
RGYC General Manager

Geelong Waterfront Safe Harbour Precinct (GWSHP) Project Report

STAGE 1

On-Water Elements

It was extremely rewarding for all to see the completion of the 440m long wave attenuator in February 2021.

The official opening was held on Thursday, 17 December 2020 and the facility was jointly opened by Senator The Hon. Sarah Henderson; Christine Couzens MP, Member for Geelong; Mayor, Councillor Stephanie Asher, City of Greater Geelong and RGYC Commodore Stuart Dickson.

Following a public competition, the wave attenuator has been named Wangim Walk. Named after the Wadawurrung language for “boomerang”, Wangim Walk stretches out into Corio Bay to form one of Australia’s longest on-water walkways, allowing the public to walk on water.

Wangim Walk has become an icon already and is a must see and walk for visitors to our region. Equally, Wangim Walk is delivering the functionality of providing safe harbour

protection to the public berthing facilities within Fisherman’s Basin and the RGYC Marina complex.

The new 28 floating marina berths have also been constructed, with full vessel occupancy established at the time of completion.

The wave attenuator has been capitalised in RGYC accounts at \$10.1m and the floating marina pens at \$1.1m.

Immediate Past Commodore John Kint has led the conceptualisation, design, tendering and construction of these assets from the outset. Our Club is most fortunate to have a person of John’s experience, technical knowledge, tenacity and leadership to guide us through the planning and on to reach completion.

Recognition must also be given to the On-Water Project Manager, Sam Noelker, from AW Maritime. Sam’s marina engineering and project management skills have been instrumental in delivering these two outstanding assets for the benefit of the RGYC Members and the Geelong community.

On-Land Elements

The land-based components of Stage 1 of the project continue to progress through the design and development phases.

The design has been completed to the 70% stage and has been sent to the short-listed tenderers to establish market price. A value management process will be undertaken with the preferred contractor.

Combined current funding commitments from the Australian Government, Victorian Government, City of Greater Geelong and RGYC total \$19.35m for Stage 1. Additional funding, fundraising and cost saving initiatives are being undertaken to meet budget targets.

Phil Clohesy
RGYC General Manager






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
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Sailing & Boating Report



RGYC managed to get Sailing Season 2020/21 off to a flying start at the beginning of November. The sailing program was completed except for a few cancelled races lost due to obligatory lockdowns. Patience and flexibility were crucial to achieving this level of activity.

March 2021 saw the Club host the Waszp and 114 State Titles which both had good entry numbers and were successful regattas. These fast boats were a great spectacle and RGYC Members and the public saw some exciting sailing and foiling.

Alpha Course

Alpha Course racing started in November and we managed to get five months of racing in. The season proceeded as planned and we sailed 14 races. The decision to omit a number of course types contributed to simpler race setups and hence flexibility in programming and varying races.

The number of racing entries was close to last year's fleet total and we enjoyed sailing Club Courses. Hopefully with the gradual return to "normal" we will be able to reintroduce a more diversified program in 2021/22 with Windward Leeward and TWL courses.

Our race management team have again done a superb job delivering a successful program in a relatively complex environment. All competitors owe a great deal to this dedicated group.

Charlie Course

We introduced the new Charlie Course in 2020/21, giving the Club's nine Etchells and four VX Ones a dedicated windward leeward race course area.

Under the control of our newly qualified and well trained volunteers, the fleets have raced on a dedicated course providing clear space away from larger keelboats.

The competitors have been very pleased with the service that has been provided and the racing has been highly competitive.

Results have been very close and it is pleasing to see these fleets grow in numbers. We can see that good courses, good race management and great sailing conditions lead to more boats becoming involved in our events.

Bravo Course

The OTB (Off the Beach) Working Group continues to be an active and vibrant group within the Club. The current members, under the leadership of Jason Farnell, have achieved a lot over this year. The Club sees the OTB Working Group as a very important part of the Club organization.

Tackers, Opti and Learn to Sail training programs are going well with most of the courses fully booked.

Junior training is important to all sailing activity and, like most sports, is the start of a "career

path" within our sport. The Club recognizes this as being an important aspect of retaining the sailors, who as they grow and develop, look for more sailing opportunities at the Club and beyond.

OTB has a number of Australian Sailing Accredited Instructors and there has been an increase in the number of the younger sailors opting to do these courses. RGYC needs to facilitate this more and encourage Instructors to go on to coaching courses and higher accreditation.

The Club thanks the parents of junior sailors for their commitment and dedication to our sailing programs. They volunteer their time to help with race management and no doubt spend endless hours ferrying their children to courses and regattas.

OTB Coaching

With the resumption of Club racing, the Club worked closely with our skillful coaches, Tony Bull, Brian Case, Christian Cantwell and David Green to provide some semi regular coaching sessions for the Cadet, Opti and 29er fleets. The sessions were well appreciated, and no doubt lifted the sailing and racing skills of some of the Club's youth sailors.

The Club will continue to support these class specific coaching session as we head into Season 2021-2022.

SheSails

SheSails continues to be an enthusiastic group within the Club program. The Women's Helm series had three races this year and attracted a fleet of seven boats. Congratulations to all the women who sailed and enjoyed the series and congratulations to Helen Wallace who won the series sailing Kestrel. Thanks go to all the yacht owners who have supported this series and encouraged female crew members to skipper their boats and encourage women in sailing.

Other women's sailing included training in Pacers and dinghies and several regattas and races at other clubs.

RGYC will be hosting the Australian Women's Keelboat regatta in 2023 and we are proud and excited to have this opportunity.

Safety

Our onboard safety audits were suspended in 2020/21 due to the COVID-19 environment. Onboard safety inspections will be reintroduced in 2021/22 and RGYC has continued to provide safety education for skippers. The education of the skippers and understanding the reasons for good safety management is very important to the success of the sailing program.

We now have a good bank of trained safety auditors and our thanks go to Paul Buchholz and all the auditors who generously donate their time to improve sailing safety at RGYC.

Race Management

RGYC has committed to many ongoing race management training programs and several of our current race officers are participating in both State and National level courses. The Club has sponsored race officer training and many of our "new breed" have done a great job in their important roles.

Whilst we have recruited more volunteers this year, we still do not have the number of race management crew that will allow for volunteers to be rostered off for regular weekends. We are therefore still keen to recruit more interested volunteers and to provide them ongoing race management training.

We very much thank all our race management volunteers for their dedication to the job, both on and off the water. They donate a considerable amount of their time and skill to support all our sailing programs.

Equipment

During the 2018/19 and 2019/20 years we had a very ambitious program of National and International events. We found that our resources and equipment needed upgrading. Therefore, over the past two years RGYC has invested in new boats, electronic assets, and race management equipment.

We now have a strong fleet of vessels with greatly improved race management equipment appropriate for the tasks we face.

We thank sponsors Icom for provision of new VHF radios and B&G for supplying new chart plotters and wind instruments for our race management vessels.

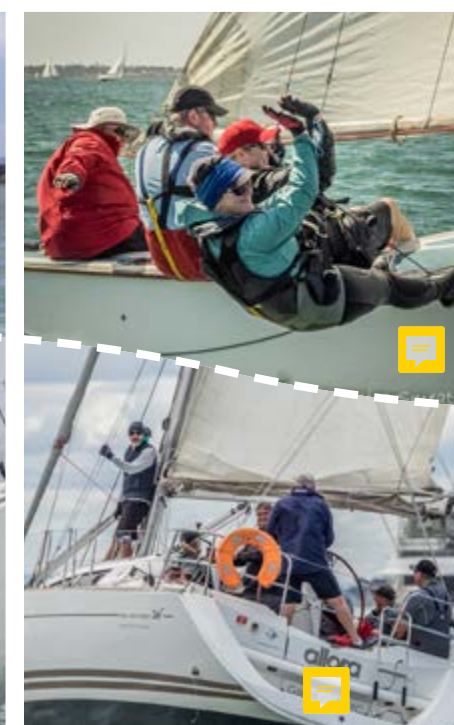
We are also investigating the use of remote controlled, motorized marks which are mobile and not anchored. If proven to be successful, these will make race management easier by allowing race setups and changes to happen much faster with fewer volunteers.

Phil Francis

Club Captain

Peter Kirman

Sailing & Boating Manager





Opening Day 2021



Alpha Sailing Results

Following the unusual year that was 2020 we went from the busiest few months in the Club's history to the sailing wasteland of the extended COVID-19 lockdowns. It was a great pleasure to get back on the water when restrictions were eased.

On Alpha Course, the Sailing & Boating Committee created a "fixed mark" only season. Most skippers understood the rationale for

the decision but did have a yearning for some windward-leeward action. We also managed to get the majority of the Tuff Marine, Two Handed, Women's Helm and Outer Harbor races completed.

With the growth in both the VX One and Etchells fleets, the decision was made to separate out these boats and race them on a newly formed Charlie Course. It also proved

to be a great training ground for some of our aspiring race management volunteers.

Finally, Bravo Course also had a successful season with good fleets most weekends. We had fourteen race days scheduled and successfully provided ten actual race days. Most of those were two races per day so across the season, a lot of racing was achieved.



Series	Perpetual Trophy	Event	Winner
Division 1	H P Douglass Shield	Portarlinton Race	Kestrel Jon Apted
	Howard Hitchcock Perpetual Shield	Division 1 Season Aggregate	Bad Influence Jeff Wolff & Michael Bakker
	Josh Glover Cup	Glover Cup	Bad Influence Jeff Wolff & Michael Bakker
	Kevin Bell Trophy	3 Long Races (4,6,12)	Bad Influence Jeff Wolff & Michael Bakker
	W.H.(Jockey) Jones Perpetual Trophy	Selected Club Courses	Bad Influence Jeff Wolff & Michael Bakker
Division 1 PHS (Performance Handicap System)		1st	Bad Influence Jeff Wolff & Michael Bakker
		2nd	Kestrel Jon Apted
		3rd	Vivacite Roger McLennan
Division 1 AMS		1st	Kestrel Jon Apted
		2nd	Extasea Paul Buchholz
Division 2	Betty Cole Perpetual Trophy	Runner-up -Division 2 Season Aggregate	Allora Paul Smedley
	Kevin Bell Trophy	3 Long Races (4,6,12)	Aussie Rim Shine Paul Gunner
	Sea Wren Cup	Winner - Division 2 Season Aggregate	Fleurieu Warrior Trevor Brown
	W H MacKinlay Cup - Killarra Trophy	Winner - Division 2 Portarlinton Race	Fleurieu Warrior Trevor Brown
	Winchester Trophy	Winner - Division 2 Club Course Series	Aussie Rim Shine Paul Gunner
Division 2 AMS (Australian Measurement System)		1st	Spirit of Rani Phil Francis
		2nd	Jacobina Peter Stephens
		3rd	The Usual Suspects Daryl Speakman
Division 2 PHS (Performance Handicap System)		1st	Fleurieu Warrior Trevor Brown
		2nd	Allora Paul Smedley
		3rd	Spirit of Rani Phil Francis
Etchells	Captain A D McPherson Tray	1st	Tiger Chris Manton
		2nd	Smoking Gun Nick Gunner
		3rd	Moe Szyslak Experience Tony McKenzie

Series	Perpetual Trophy	Event	Winner
Festival of Sails	Lionel Windsor Trophy	For the Best Performed RGYC Division One Yacht in the FOS Passage Race	Extasea Paul Buchholz
	Myer Emporium Tray	For the Best Performed RGYC Yacht in the Festival of Sails Passage Race	Mustique Brendan Garner
Special	Race Committee Trophy	Most raced boat of the season.	Fleurieu Warrior Trevor Brown
Tuff Marine	Tuff Marine Trophy	1st	Spirit of Rani Phil Francis
		2nd	Smooth Operator Charles Weatherly
		3rd	Fleurieu Warrior Trevor Brown
Twilight	RGYC Foundation Twilight Trophy Division 1	Sponsored Twilight Race	Extasea Paul Buchholz
	RGYC Foundation Twilight Trophy Division 2	Sponsored Twilight Race	Connected Peter Stow
	VRCA Trophy	1st - Division 1 Twilight Aggregate	Dynamic Jim Murray
		2nd	Real Life Dan Field
		3rd	Spirit of Rani Phil Francis
		1st - Division 2 Twilight Aggregate	Time Out Lovro Ljubanovic
		2nd	Inspiration Peter Cameron
		3rd	Fleurieu Warrior Trevor Brown
		Pre-Christmas Division 1 1st	Baltic Peter Bone
		Pre-Christmas Division 2 1st	Gems Jock Forbes
		Post-Christmas Division 1 1st	Dynamic Jim Murray
		Post-Christmas Division 2 1st	Inspiration Peter Cameron
Two Handed	Two Handed Perpetual Trophy	1st	Time Out Lovro Ljubanovic
		2nd	Razors Edge Paul Loughnan
		3rd	Fleurieu Warrior Trevor Brown
VX One		1st	Slick Brian Case
		2nd	Velocity One Kim Baranowski
		3rd	Silver Fox Peter Alexander
Women's Helm	Montgomery Family Trophy	1st	Kestrel Helen Wallace
		2nd	Razors Edge Joanne Cornelius
		3rd	Goggo Julie Newman
Club Race	Gannet Cup	1st	Larriken 2 Darren Pickering
		2nd	Smooth Operator Charles Weatherly
	Murray McAllister Cup	1st	Extasea Paul Buchholz
		2nd	Inspiration Peter Cameron
		3rd	Doesn't Matter Barry Walker



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Off The Beach Report

The 2020/21 Bravo Course summer season was a challenge from the outset. The previous season finished abruptly and prematurely with COVID-19 lockdown and the virus continuing to be unpredictable. As we are in Geelong, a regional city faring better than Greater Melbourne, we were able to get Club racing under way with little interruption, even if we were always unsure when we would be back in lockdown.

Uncertainty made the race schedule very difficult to plan so the program was more fluid compared to a regular season. Major regattas like the International Cadet World Championship scheduled to be held at Royal Victorian Yacht Club after Christmas were cancelled due to travel bans while Class, State and National Championships were delayed until travel restrictions were lifted.

Under the capable race management of Annina Varrella we managed to get in a solid season of Club races, both pre- and post-Christmas with reasonable fleets of International Cadets, Optimists, 29er's, Lasers (ILCA's as they are now known) and guest appearances of Fireballs and I14's.

The Bravo course was host to the second half of the 29er State Championships where we were well represented, notably with Mason Mahoney and Matthew Purnell taking the title. The I14's

and Waszp classes joined our race course for their State Championships with Conall Green placing fifth overall in the foiling Waszp class. Congratulations to these young RGYC sailors on their success.

The Cadet season was one of moving dates and venues. RGYC's Cooper Field and Adella Thomas were popular winners of the State Championships with Imogen Farnell and Annika Hilsenstein a close second overall in the regatta held at Metung. The Australian Championships were delayed until April and held at Sandringham in mixed conditions with many of our representatives having great results. The top RGYC team of Imogen Farnell and Annika Hilsenstein placed fifth overall, earning a spot in the Australian Team. Unfortunately, due to COVID-19 related travel restrictions, they will not realise their dream of competing at the World Championships.

The Optimist fleet, as usual, travelled to every regatta opportunity they could get to and competed well. Riley Cantwell had his size as a disadvantage in light winds during the Nationals but still managed a very respectable sixth overall and Georgia Mahoney was the first of the girls in the State Championships.

In addition to the stellar effort of our parent volunteer base, we acknowledge the extra special efforts of Annina Varrella (R.O.) Jason

McVilly, Mike Lander, Frank McMahon, Steve Neunhoffer and Arthur Herring who we appreciate so much for making the racing possible.

The approaching 2021 / 22 season is shaping up well with four days of sprint racing (up to 10 races per day) being added to the Aggregate calendar. There will be three-minute start sequences and more triangle courses in response to competitor feedback that they want more racing and less downtime.

The on-land stage of the RGYC redevelopment looks to get under way in the coming months. We will be saying goodbye to our much-loved OTB Clubhouse (formerly the main Clubhouse) ahead of the new building's construction, so we are in for another season of change. There will be some difficulties on the site to work around, but that will not stop the core function of sailing and racing.

We look forward to a strong Club season ahead.

If you can't travel, there is no better place to be than on the Bravo Course!

Jason Farnell

OTB Chair



Bravo Sailing Results



Class	Perpetual Trophy	Event	Winner
International Cadet	C.H. Fleet Perpetual	Most improved skipper	Zac Sayle
	Doug Hocking Perpetual	1st Nominated Race PHS	Assassin Imogen Farnell & Annika Hilsenstein
	E.J. Fairnie Perpetual Cup	1st Blue Division Skipper	Assassin Imogen Farnell
	G.M 'Gar' Vautier RAAF Memorial Trophy	Cadet Member declared the best for the season	Imogen Farnell
	Garner Crews Race Perpetual	1st Crew Race	Little Devil Emma Williamson
	Gordon Jackson Memorial Cup	Best found, prepared & maintained boat	Will Farnell
	Gordon Jackson Perpetual Cup	Maiden Skipper	Cate McCoy
	Gordon Jackson Perpetual	1st Blue Division Crew	Assassin Annika Hilsenstein
	Heath Championship Perpetual	1st Red Division Crew	Anteres Charlie Haigh
	Landfall Perpetual	1st Single Handed Race	Assassin Imogen Farnell
	Margaret & David Wane Perpetual	1st Red Division	Anteres Joshua Garner
		2nd Red Division	Need for Speed Tom Grimes & Grace Lochhead-Caddy
		3rd Red Division	Sparkle Freya Gaffney & Beth Tegart
	Naval Auxiliary Patrol Perpetual	Best in National Championship	Assassin Imogen Farnell & Annika Hilsenstein
	OTB Committee	Crews Award	Matilda Groves
	OTB Committee	Encouragement Award	Freya Gaffney
	OTB Committee	Sailor most worthy who has not received a championship placing	Georgia Delaney
	Robin Robbins Perpetual	1st Last Race PHS	Tempest Evie McDonald & Matilda Groves
	Tony Bull Award	Cadet deemed most worthy, who has at least 2 more seasons in Cadets	Lulu Di Sciascio
	Ruth Plummer Club Member Award	Cadet whose activities embody the spirit of the Cadet fellowship	Imogen Farnell
	Searle Bros Perpetual	1st Handicap Blue Division	Resistance Ben Garner & Will Garner
		2nd Handicap Blue Division	Aquilo Cooper Field & Adela Thomas
		3rd Handicap Blue Division	Galaxsea Sam Williamson & Josh Allen
	Tasman II	2nd Blue Division	Aquilo Cooper Field & Adela Thomas
		3rd Blue Division	Resistance Ben Garner & Will Garner
	W L Curtis Perpetual	1st FOS OTB Racing	Aquilo Cooper Field
		1st Handicap Red Division	Sparkle Freya Gaffney & Beth Tegart
		2nd	Anteres Joshua Garner & Charlie Haigh
		3rd	Need for Speed Tom Grimes & Grace Lochhead-Caddy
	Deakin University Scholarship	Promoting spirit, talent and sportspersonship	Imogen Farnell

Class	Perpetual Trophy	Event	Winner	
International Optimist	OTB Committee	Optimist Encouragement Award	Maya Cantwell	
			Hugo Henderson	
	AK Lloyd Perpetual Trophy	1st Championship	Frank Riley Cantwell	
		2nd	Blue Tongue Sam Henderson	
		3rd	Serendipity Jorja Mahoney	
		1st Handicap	Kuma Lily Cantwell	
		2nd	Frank Riley Cantwell	
		3rd	Blue Tongue Sam Henderson	
	Laser	Cameron Dawson Ford	1st Yardstick	Revelin David May
2nd			Slammer Chris Jones	
3rd			Vivid John Henderson	
Geoff Wood Perpetual		1st Handicap	Revelin David May	
		2nd	Fascination Clive Humphris	
		3rd	Alexandrite Alexander Gregory	
Mixed Class		John Sykes Perpetual Trophy Encouragement Award	Youth Mixed member deemed most worthy	Conall Green
		Waroo Perpetual Trophy	1st Yardstick	Shifty Sailsman Conall Green & Elliot Hughes
			2nd	Baywatch Mason Mahoney & Matthew Purnell
	3rd		Revelin David May	
	Ross Heyward Memorial Trophy	1st Handicap	Shifty Sailsman Conall Green & Elliot Hughes	
		2nd	Baywatch Mason Mahoney & Matthew Purnell	
		3rd	Revelin David May	
	Mixed Class Youth		1st Handicap	Shifty Sailsman Conall Green & Elliot Hughes



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Classic Yacht Association Australia (CYAA) Passage Race 2021

The CYAA's 14th Cup Regatta, sponsored by Vicsail Geelong, featured Classic Yacht passage racing from Melbourne to Geelong. The race was named the Topsy D Passage Race in recognition of the restricted 21-footer class and its prominent role in Port Phillip and Corio Bay yacht racing. The Topsy D was a restricted 21-footer skippered by Ken Digby and winner of the RGYC 1932 and 1933 Australia Day Regatta trophies.

When RGYC was notified by the CYAA Race Director of the intent to conduct a passage race to Geelong, Commodore Stuart Dickson and Vice Commodore Roger Bennett, had RGYC pull out all stops to make this collaborative event between RGYC and RYCV happen. The notable feature of this passage race for both RGYC and the Classic Yacht Association was the reactivation of four 1932 and 1933 Australia Day Regatta trophies into perpetual trophies for Classic Yacht racing on Corio Bay.

After a worldwide search of mantel pieces, the Digby family returned these four trophies to RGYC with the request they be used for

classic yacht racing to maintain recognition of the restricted 21-footer class. Thanks to Bill Chittenden of RGYC, these four trophies will be returned to the RGYC trophy cabinet to sit on recognition plinths in their original glory.

The first name on the Sea Wren Trophy plinth goes to Australia's illustrious classic yacht, Boambillee, skippered by George Fischer and Michael Rhodes. The other 23 yachts entered in the event might push even harder for a place on the trophy next time.

Thank you also to The Yot café for the Presentation Dinner, which was attended by over 70 competitors.

Sail World magazine reported about the golden era of classic yachts and a great discovery:

"First up is the 2020 Cup Regatta poster image. The image of Eu-Na-Mara and Acrospire IV with three Tumlarens is from the cigarette tin box archives recently discovered in Col Anderson's Doyle Sails loft. 400 images of 1940's era yachting."

Looking ahead

The CYAA now has a "Top Yacht" licence. We are able to send databases to other clubs to use for our race results management. It was recently used for a classic race at RYCV.

A passage race has been proposed for the weekend preceding the 2022 RGYC Wooden Boat Festival to attract as many timber yachts to the event as possible. The newly protected RGYC marina will be an asset to the event as it offers great safety for the fleet and excellent facilities for viewing the classic yachts.

We have the possibility of at least eight Tumlarens coming down for the 2022 Geelong Wooden Boat Festival. They have been invited to a potential one design regatta at RBYC next Easter. We intend to use the Wooden Boat Festival and our Cup Regatta as one design regatta warm up races. We aim to have an onshore display at some of these events.

Peter Costolloe



Melbourne to Geelong Passage Race



The Festival of Sails (FOS) is a fantastic event for Geelong and Victoria and the cancellation of this iconic event in 2021 was a difficult but unavoidable decision owing to the uncertainty created by the impact of COVID-19.

While we were disappointed that the 2021 event did not go ahead, the Club still held the 178th edition of the much loved Melbourne to Geelong Passage Race. The event featured 150 yachts and hundreds of sailors back on the water after many months of lockdowns and other COVID-19 restrictions.

Our ability to maintain the tradition of the Passage Race and see so many boats enter the event was a fantastic outcome and the support and positive feedback from our sailing community was appreciated by the Organising Committee. Despite the absence of the regular huge crowds enjoying free waterfront festivities, the competitors were still thrilled to participate in an enjoyable and challenging day on the water.

We are looking forward to hosting a full event in 2022 (COVID-19 permitting) with a focus on improving the already popular on-shore activities along the waterfront and increasing the profile of the event. There will be several new activities on the program. We are also looking forward to getting our volunteer team back together to help create the sailing action and fun of the festival.

Corio Bay - renowned for the natural amphitheatre created by the foreshore and its flat-water sailing - is now enhanced by Wangim Walk (the new floating wave attenuator). This already popular facility created for the Geelong community will offer unrivalled viewing of the sailing action.

The next Festival of Sails will start on Saturday, 22 January 2022 and will run through to Wednesday, 26 January 2022. There will be four days of racing culminating with some novel sailing events and all the shore side events held on the Wednesday (26 January 2022).

The Festival of Sails Committee are working closely with our event stakeholders, including the City of Greater Geelong and the Victorian State Government, to ensure our 179th edition of the event remains the largest keelboat regatta in the Southern Hemisphere.

We look forward to welcoming sailors back to Royal Geelong Yacht Club and the waters of Corio Bay for an action-packed five days of world class sailing and entertainment for the whole family.

Roger Bennett

Event Chairman
RGYC Vice Commodore



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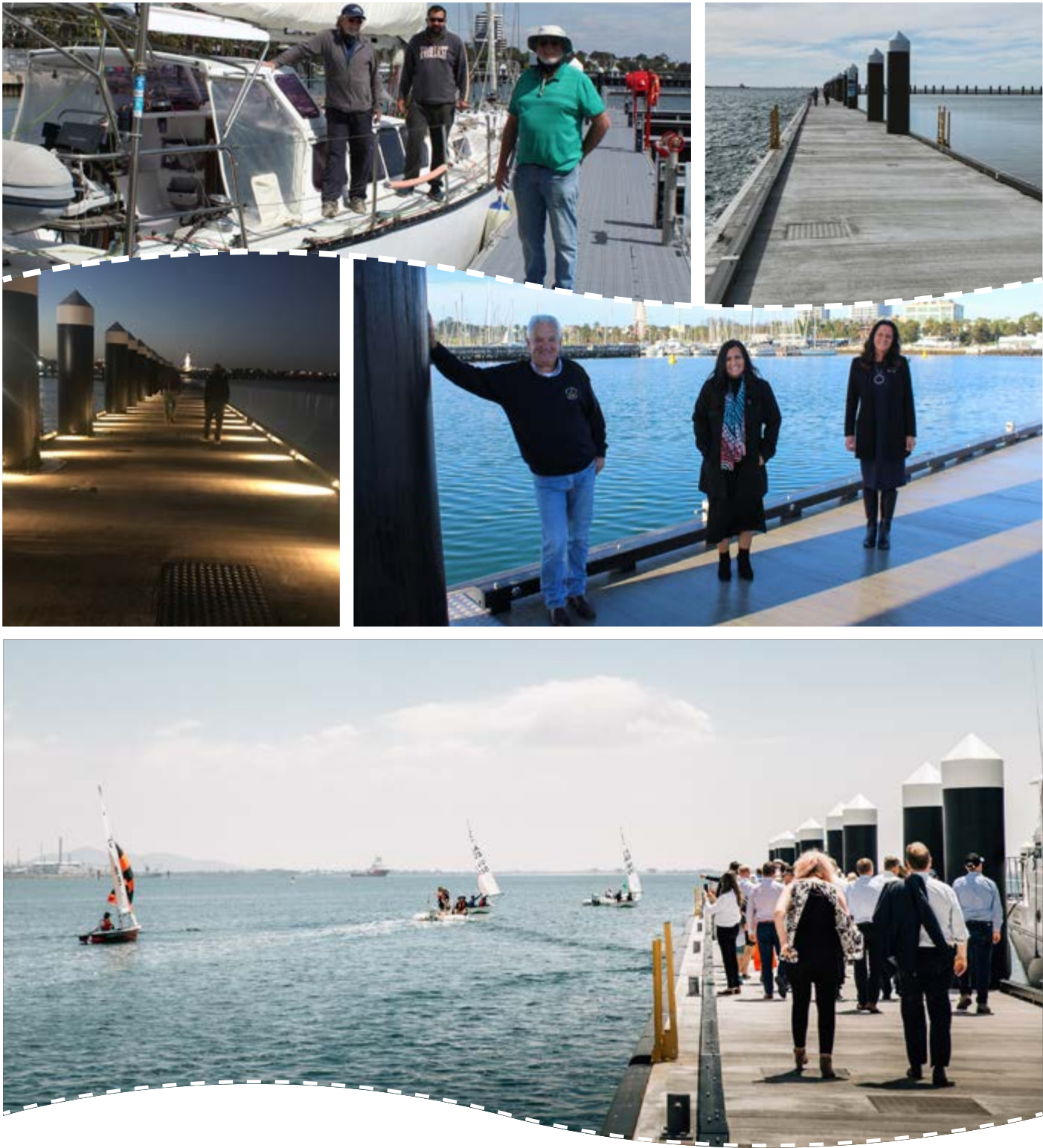
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Learn to Sail 2020/21

The team delivering the 2020/21 RGYC Learn to Sail (LTS) programs had to factor in various COVID-19 restrictions and a few snap lockdowns but we forged ahead and had another great season with good numbers of participants across various programs.

RGYC had over 100 children experience the joys of sailing in the various Tackers programs for the second season in a row. This shows the determination and dedication of the RGYC instructor team to deliver a consistent, high quality, safe and fun program for all. It is pleasing to see the continued growth of the junior learn to race program, 'Green Fleet'. This is the final step for so many before transitioning into junior Off the Beach (OTB) club racing.

Due to the growth and continued interest in sailing, RGYC has been able to bring on board a specialist sailing transition support person for next season.

This season also saw the introduction of casual adult dinghy sailing sessions which assisted Members to improve their skills and introduce

newcomers to sailing in a relaxed and friendly environment under the guidance of experienced Members. It's a great way to ease into start sailing courses or to just enjoy a social evening on the water.

These sessions were a huge success thanks, in large part, to Susannah Gillham and her wonderful group of volunteers. RGYC will be continuing these sessions and look to integrate them into the program over the coming seasons.

We had more people than ever participate in the Club's Wednesday VRCA Twilight guest crew placement scheme. This provided numerous people the opportunity to try sailing for the first time, connect with a skipper to find a regular crew position or enjoy a fun night on the water without any initial commitment. Unfortunately, due to the COVID-19 pandemic, we were not able to offer as many keelboat courses as in previous seasons. However, the Crew Match experience provided a platform to learn what keelboat courses can offer and how much fun sailing is.

The sailing team made the most of breaks in the Learn to Sail schedule 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 new sails this season along with some new fixtures. Some hull repairs have been scheduled to allow for more vessels in rotation next season. The Club's Pacers have had a full equipment audit with upgrades to rigging and lines undertaken as well as several new mainsails being ordered.

RGYC has a variety of programs to suit all skill levels provided by a dedicated group of instructors who offer a fun and safe environment for all ages to learn to sail on a variety of boats. Our wonderful Members are also very welcoming and happily assist with transitions from Learn to Sail into regular Club activities.

Emma Powell
Education & Training Administrator



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St Ayles Skiffs in Action

Royal Geelong Yacht Club's expedition with St Ayles Skiffs began in 2016 when the Club sponsored a State Government grant for a mixed-culture team of Geelong's refugee and immigrant communities to build two boats under the guidance of a group of our Members. A third boat was funded by the Coast Foundation and was built for Lifeboat Geelong Foundation.

A team of Christian Iraqis (Syriacs), Muslim Iranians (Persians) and atheist refugees from the RGYC Members' Bar built the Bride of Bahkdida and the Princess of Persia over the following three years, launching both at Wooden Boat Festivals.

The vision for this project was to help Geelong's culturally and language diverse (CALD) communities to build ten St Ayles Skiffs and to then use them for cross-cultural events and celebrations on Corio Bay. Under pinning this was always the moto of the now 400-boat strong international St Ayles Skiff Association: "Communities build boats. Boats build communities". In a twist, it was this last that really delivered for our CALD friends, providing the Syriac community with an exciting focus for their newly-arrived people from war-torn Iraq where they'd be living under ISIS rule for

three years. Many RGYC Members will identify with the satisfaction and teaming derived from building something as beautiful as a wooden boat.

The high-point of our skiff-building project was its use by the Refugee Council of Australia at the national launch of Refugee Week Australia on 16 June. The on-line event was cited by the Council as proof that small efforts by a few make a very big difference to many people. This was emphasised by the leader of the Syriacs when he explained to the national audience that the project drew his community together and was the key to their settling into Geelong, Australia - a very different culture, commerce and environment to their home in Bakhdida, Iraq. He thanked Royal Geelong Yacht Club for the warmth and generosity of its Members.

Launched in April by putting the RGYC Board-in-a-Boat, Skiff Rowing is now an RGYC flagged activity. The St Ayles Skiffs are the property of the Club and reside with us for use by Members, friends and visitors. The Club's strategy behind this is to leverage our wonderful Corio Bay facilities and our St Ayles skiffs to attract people who are keen to participate in on-water activities, perhaps interested in our

Club, but would never have considered coming in because they don't sail. Our Skiff Rowing is expected to generate new public participation, new Members, new ideas and new friends - many from demographics that have never been within our reach before.

A core element of our strategy is to engage women in rowing. This stems from the fact that over fifty percent of the more than three hundred St Ayles Skiffs world-wide have been built and are used by women. We look forward to the 'RGYC She Rows' program burgeoning during 2021/22 as it attracts our female Members and becomes a key point of attraction for Geelong women who are interested in exercise and fun on the water.

We've come a long way from thinking about building boats with CALD communities to launching skiff rowing as a flagged part of our Club. It is a return to the Club's origins when, according to The Geelong Advertiser in 1844, Commodore Charles Sladen declared that there would never be an RGYC regatta which did not include rowing events.

Peter Doyle



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RGYC Volunteers 2020/21

COVID-19 didn't stop RGYC from holding competitive sailing events but it certainly limited what we could do. At the core of each of these events is the volunteer team who dedicate their time and skills to the enjoyment of all the sailors and spectators.

This season we acknowledge all volunteers who have been able to work around the restrictions and assist at the Club. Many volunteers were unable to be at the Club during this period and we know that they missed their involvement and look forward to their return.

We often see the on-water race management teams but behind them is the group who develop and maintain the boats and equipment in the quieter times at the Club. Other volunteers make up the essential committees which organise annual programs and individual events. Coaches provide the training and guidance that is highly valued by their young sailors. Thanks to everyone involved.

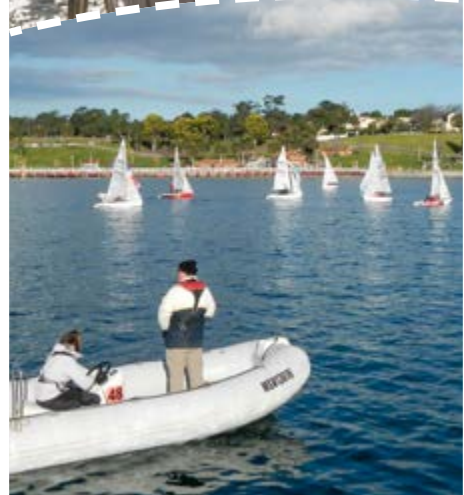
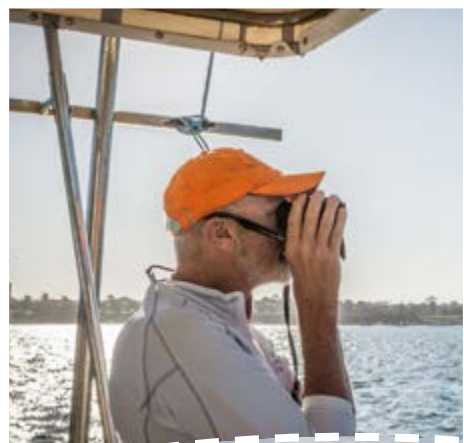
Perhaps you are new to Geelong or have changed the ways and times you work and this has created an opportunity to try something

new. All the RGYC volunteers will welcome new members of their teams so please make your interest known and join in. Volunteer team leaders will assist you with learning the skills of the activity you choose to be a part of.

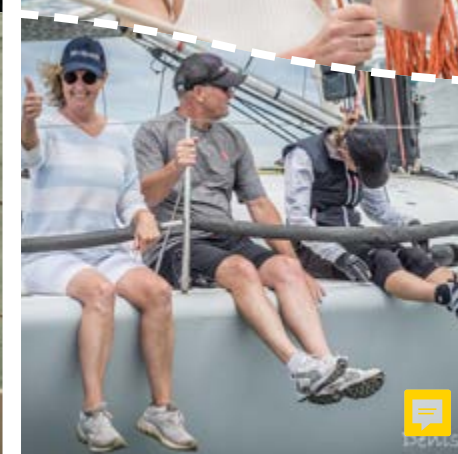
The RGYC event program for the new season will be something of a return to normality and we hope to take full advantage of the opportunities to enjoy working together again.

Stuart Dickson

Commodore



She Sails



A Life at RGYC

“Well, we’ll have to fix that.”

John Kint’s life on boats has been one of adventure, adaptation and determination. A common theme in this adventure is that if it’s not fun, why do it? We find that this “fun” can mean different things over time.

John has grown up in Geelong and had his first boat when he was 14 years old. It was a home-built, single seat ski boat with a Ford Prefect motor. The boat was primitive but quick and perfect for water skiing. John met the De Vries boys during this time and they have shared their friendship for many years at RGYC. The next boat was another ski and race boat with the power of a V8 motor.

The third boat in this series was a bigger powerboat set up for fishing but few fish were caught and the boat was modified into a deep vee hull and was sold on quickly.

Powerboats were missing something. “After you drive the boat away from the launching ramp, what do you do next?” Yachts were the answer to that question as they provide challenges all the time.

John’s father built a 25-foot steel yacht in their backyard from plans in a “Build Your Own Boat” book popular at the time. The yacht was kept in the Lagoon on the north side of Corio Bay and John’s first voyage on it as skipper didn’t go well. The yacht was then moved to RGYC. Disappointingly, the yacht was slow. A trip on the bay today on John’s yacht, “*Bundaberg*”, is such a contrast – fast, safe and fun.

Bundaberg (I) became another major project for John. The design was a Savage centre cockpit 42-foot yacht ideal for cruising in the Whitsundays. The hull, deck, motor and some of the internal fit-out arrived one sunny day in 1983 on a truck outside John’s home in Bourke Crescent, central Geelong. A large crane lifted

the boat into the backyard and the build began, reaching completion in 1985. The crane returned and *Bundaberg* (I) was launched at RGYC. The boat was.... not fast enough and it was sold in 1986. The solution was, “Get a bigger boat”, and the only limitation was that it had to fit on the RGYC slipway.

The current *Bundaberg* is an Adams/Radford design and in 1985 John ordered the hull and deck. The 57-foot-long boat went through the same construction process in John’s inner city backyard commencing in December 1987. There was a period when one room in the house looked like a yacht chandlery, full of gear for the boat. The original dimensions were: Draft 4’6”, Beam 13”, Mast 65’. Several friends put in many hours assisting with fibre glassing and other parts of the project.

Bundaberg was launched in June 1988.

The first ocean race John undertook on *Bundaberg* was the “West Coaster” in December 1988. The event began with the “Cock of the Bay” race and the boat sailed quite well. However, the engine would not start after the race. They sailed to St Leonards pier and John fixed the motor problem, retrieved the crew from the pub and they went to the race start.

The “West Coaster” is a race to Hobart down the west coast of Tasmania. Weather in this area is notoriously challenging for all sailors and this event had plenty of wind from the southwest and four metre seas. About 30 miles outside the Heads, crew reported that the boat was filling with water and that they needed to return home. The source of the water was found and the problem fixed. John and his crew headed to Hobart and a race placing outside the top 10. Lessons were learned and *Bundaberg*’s return to Geelong was faster than the race time.

John’s improving racing skills were evident in better race performance and he won the Ocean Racing Club Offshore Top Score in 1993. *Bundaberg* also beat the Melbourne – Hobart race record time three times but they couldn’t beat the fastest yachts on the day. In the 1994 Sydney – Hobart race with 371 competing yachts, *Bundaberg* finished in 74th place.

Bundaberg has competed in numerous local and Melbourne based events on Port Phillip Bay. *Bundaberg* has raced in Hamilton Island Race Week in 1994, and in addition, Airlie Beach Race Week and Magnetic Island Race Week in 2014, 2015, 2016 and is attempting to compete in the 2021 series. Unfortunately, *Bundaberg* made the trip as far north as Coolangatta only to be turned around under COVID-19 restrictions.

There are moments at sea when sailors wonder why they are there and losing the yacht’s mast over the side is one of those. It only happened to *Bundaberg* once in five years (1993) of constant campaigning in ocean races. Then, in 1999, it happened again in roughly the same place in Bass Strait!

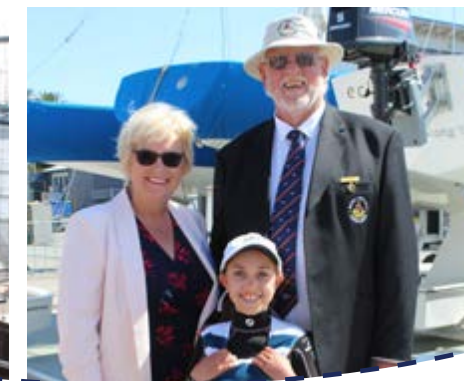
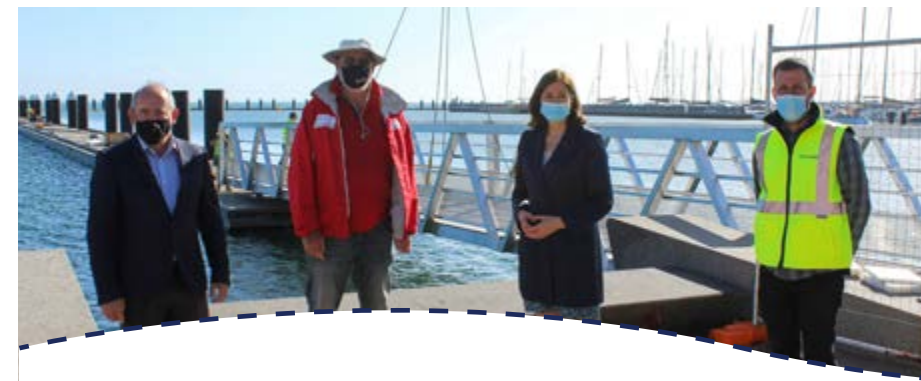
John decided to re-focus the activities for the yacht after 1999. He had seen yachts of the same design as *Bundaberg* but with lifting keels. As you may now expect, John took out the tools and set to work on modifying his boat. He cut the keel off, fabricated a lifting keel with lead from the old keel as a bulb and after six months, the boat was back in the water. Performance was improved.

How do you respond to a phone call like this when you are at work in Port Campbell?

“John? This is the yacht club. Is your boat away at the moment?”

“No.”

“Oh. I’ll check on it.”



“Um, all I can see in your pen is the boom and mast of the boat. It looks like it has sunk.”

You can guess what might have been said after that news....

A crane and barge operation brought the boat to the surface and after a pump out of the hull the boat was lifted onto a cradle and hauled into the yard. Shipwright, Brendan Garner, was given the task of completely rebuilding the interior of the boat. The interior layout was modified to create a more liveable space for extended voyages – the new focus for *Bundaberg*. The motor was retained and is still running well today.

While the renovation work was being done, John seized the opportunity to modify the keel again! The hydraulic lifting keel is now a maximum draft of 3.9 metres and it provides excellent stability and better performance. However, it has created numerous opportunities for finding the bottom of the ocean. At the conclusion of the rebuilding, 1.75 tonnes of excess weight had been removed from the yacht. Lighter, faster, more comfortable – a very successful outcome.

John’s partner, Rochelle, was the electronics purchasing officer on a trip to USA. Rochelle bought new radio, chart plotter, radar and other instruments and booked all the equipment onto her return flight. The luggage was lost in transit causing considerable distress! The issue was resolved and the new electronics were installed.

Bundaberg now has electric winches and mostly furling sails and this allows the crew to be safer and less fatigued at sea. Rochelle is the main sheet winch operator and she is very happy to be able to handle all the forces of the main sail at the press of a button. The winches have a

power supply from lithium-ion batteries, a more efficient technology than previous units.

Bundaberg, with John and Rochelle and many others aboard, has travelled thousands of sea miles in cruising mode and made many friends along the way. They have been on the Van Diemen’s Land Cruise around Tasmania in 2009, 11, 13, 15 and 17. *Bundaberg* won the Vessel of The Fleet award in 2011 and 2015 and the Most Interesting Logbook in 2017. The most recent trip was the Top of Tassie Tour in 2021 and *Bundaberg* went as far south as Strahan and the Gordon River. They have also been participants in RGYC cruise-in-company events where the sailing and destinations are memorable but the social life is just as important. *Bundaberg* is often the social centre of sailing for large groups of Twilight sailing visitors.

John has taken advantage of opportunities to serve RGYC in many ways. He was the Festival of Sails Chairman in 2008. John joined the Board and subsequently became Commodore for the first time during 2009 – 2011. John built a team approach to decision making and the performance of the club was constantly under improvement. At the end of his tenure as Commodore, John, Rochelle and *Bundaberg* sailed to Queensland for an extended period of exploring and relaxing.

John became Commodore of RGYC again for 2018 – 2020, a period of great change. The implementation of the Geelong Waterfront Safe Harbour Project was the major task to be managed for the Club. John’s team approach was highly successful. He worked with our professional staff members, led by General Manager Phil Clohesy, contractors and government agencies to bring the major

on water component of Stage 1 to completion. The new floating section of the marina and the floating wave attenuator (Wangim Walk) are testimony to John’s effectiveness as the Club’s representative in the Project. The OTB / VSS building design process was also underway at this time.

A reflection of the success of John’s time as leader of RGYC was the awarding of Victorian Yacht Club of the Year 2020, the 2020 Australian Yacht Club of the Year and the Sport Promotion Award.

The Summer of Sailing was a magnificent series of events at RGYC in the summer of 2020 and John, as Commodore, carried significant responsibility for the events on behalf of the Board, volunteers and staff teams.

Then COVID-19 arrived.....

John worked tirelessly on the issues arising from this crisis as the leader of the team managing the impacts on RGYC. We all know that it was a time full of unknown elements and considerable community anxiety. Calm, clear decision making was essential.

John has contributed a great deal to the Club, much of it in unusual circumstances where he has seen the strengths of the teams at the Club and worked with them to find success where others may not.

When something is “broken” we can drop our enthusiasm and look away or find ways to deal with the situation. As John’s story shows, there is an alternative, the *Bundaberg* way. He will say, “Well, we’ll have to fix that.”

And he would.

Chris Williams



Major Events

What a difference one year makes. After the 2020 Summer of Sailing delivered the biggest year of major regattas our Club has ever seen (and the accolades that came along with it), the 2020/2021 season saw most of our favourite regattas and major events fall victim to the COVID-19 pandemic.

Navigating the government restrictions around public events and mass gatherings has presented many challenges for our Club, but with the leadership of the Board, Organising Committees, Event Chair and the experienced staff team, we have managed the risks well to date. While COVID-19 still presents us with many uncertainties, we are well-positioned for an exciting future in major events.

Our plans for the 2021/2022 season still include the Festival of Sails and Wooden Boat Festival of Geelong. While these events will likely look different from the events we know and love, we are confident that we will be able to maintain the core sailing elements as a minimum and provide a great on-water experience for the sailing community.

Our confidence to do these events well is bolstered by the success of the 2021 Melbourne

to Geelong Passage Race which saw 147 vessels participate despite the other components of the Festival of Sails being cancelled. A highlight of the sailing season for many, it was important to be able to maintain the tradition of this race as one of Australia's oldest annual sporting events.

Beyond 2021/22, we have some exciting opportunities in the pipeline. The Fireball World Championships that were planned for February 2022 have now been postponed to February 2024 due to the challenges surrounding international logistics and travel to Australia. With a growing Fireball fleet at RGYC, the foundations are in place for an exciting regatta in 2024. A big thank you must go to Brendan Garner (Event Chair), the staff team, and the International Fireball Association of Victoria for the significant amount of work that was committed to this event over the past twelve months.

Our bid to host the Youth Sailing World Championships is continuing and we are hopeful that this event will be confirmed for Geelong in December 2023. Additionally, we have ongoing discussions to host several major Class Championships and other major sailing events

over the coming five years, with many significant events considering Geelong and RGYC as a potential host city destination.

Our success in delivering the Summer of Sailing has truly put us on the world stage, and when combined with the significant infrastructure upgrade that the Geelong Safe Harbour Project offers, and our enhanced on-water assets, we are seeing tangible benefits through increased opportunities to bid on major regattas with confidence.

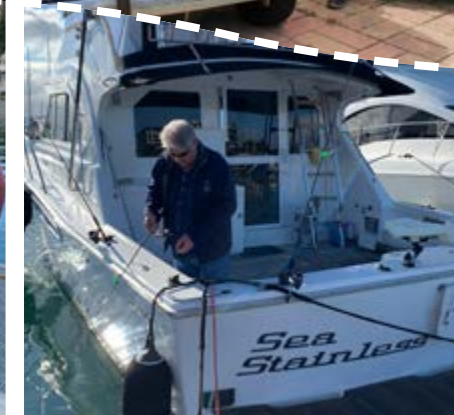
A big thank you goes to the RGYC membership, our committed volunteer community, and our event stakeholders in the City of Greater Geelong, Tourism Geelong and the Bellarine, and the Victorian State Government. There has been no playbook to follow this past eighteen months, and the ongoing support and collaborative approach of these groups has been most welcome.

Nathan Bassett

Major Event Manager



Activities and Social Events





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Once more, with feeling!

RGYC's 2015 edition of the Corinthian magazine featured the story of Will Baum's restoration and modification of a written off Farr 3 1/2 tonner yacht that he named Two Farr. His challenges were many, but he persisted and now sails his beautiful orange painted yacht in RGYC Twilight races, Tuff marine and Two-Handed series. The article was titled, "I never had any doubts..." Will's adventures with Two Farr have taken another turn! Will tells it this way:

"After work on Wednesday, July 1st, Michelle and I finished fitness class with our trainer, Wayne. As we left, I told Michelle that our sailmaker could repair the boat's main sail that was damaged. The only issue was that it had to

be taken off the boat that night to be repaired first thing in the morning.

Reluctantly, she said, "Fine, if we have to." On the way out to the boat, there was a 40-knot northerly with heavy showers of rain and quite a lot of complaining.

We got onto the boat and I asked if she could remove the sail cover. Part way through this I said, "Hey, what's that hanging off the plastic clip?"

To my horror, she thought it was a spider!

By this stage I was down on one knee in the middle of the cockpit. Suddenly she found the metal tag saying, "Will You Marry Me?"

The next bit is fun as her first response was, "Are you X***% serious?"

With a moment to take in what had just happened, she then yelled, "Yes of course I will!" Going out to celebrate at a fancy restaurant in gym clothes? No worries.

Being prepared (as always?), I had hidden a change of clothes for Michelle in my car.

I still don't know how she didn't catch on to any of this, considering her favorite clothes were missing from her wardrobe!

Yes, I never had any doubts"

Yes, boats are a great part of life.



Baradine Bows Out

It's always sad to see the end of a legendary yacht from a hotly contested Club fleet.

The Thunderbird, "Baradine", met its end in June, when a team of volunteers took their chainsaws to the plywood hull in the RGYC yard.

Jim Tennant was one of five syndicate members who owned Baradine from around 1985 through to 2000.

The other members were Ian Hunter and the de Vries brothers Gus, Gerry and Peter.

"We bought her from Jack Morris, a Past Commodore of Blairgowrie Yacht Squadron, who raced her at RGYC with Olympic sailor Bill Osbourne," Jim recalled.

"She was built for Jack by Ken Botica in 1967.

We had a great time on Baradine ... lots of fun and laughter as well as some great racing."

Jim said Baradine had won many trophies and championships since her launch and was successfully campaigned in many State and National Championships.

"We spent many hours maintaining Baradine to a high standard and implemented many improvements to her over the years," he said.

"Every winter we would haul her out and take her up to the farm at Sutherlands Creek where we got together on Friday nights for a BBQ and working bee.

It was very sad to see her cut up and scrapped. Old Jack would have turned over in his grave."

After selling Baradine, the syndicate bought "Scarecrow", but sold it two years later to buy their successful ocean-racer cruiser, "Reverie".

The chainsaw team took to Baradine after it fell into disrepair in its berth and could not be saved.

Ed Featherstone

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RGYC Best Found Boat 2020/21



Apprentice (G621) is a Davidson 34, previously known as JUNO. The yacht was a regular racer at Royal Geelong Yacht Club with its name inscribed on the sailing honour rolls at the Club. New owners, Joanne and Morgan Cornelius, had only started sailing a few years before and were originally looking for a nice cruising boat until this little gem popped up. The recent improvement of the boat has been quite a revelation.

“We are both former apprentices and we decided that the best way to learn the craft of sailing was to race competitively and build on the knowledge from those experienced sailors within the Club.

When JUNO came up for sale, it was a perfect fit for us and with a name change, new ‘MacGlide’ hull and full upper wrap she was re-finished to be a more modern and sleeker

- looking vessel. Additions of a new main sail and a number 2 featuring our business logo helped complete the transformation.
- Since then, we have sailed her in many of the VRCA Twilight Series races, achieving some good results along the way.
- Fun Facts:
- MacGlide – Under hull membrane. Speeds of 6 – 7 or more knots allows for the yacht to self-clean from marine organisms that attach to the underside of the boat. (Can be wiped clean by hand when diving under the boat).
 - Top wrap. Has a multi spec fleck embedded and it changes colour depending on the sun and reflection off the water.
 - As both Joanne & Morgan are ex RAEME (Royal Australian Mechanical Engineers) – ARMY, the colour splotches on the name design are a tribute to our Corp colours.
- We do love our “Apprentice” and welcome any ex appies who visit Geelong to come along for a sail if you are interested.
- Joanne & Morgan Cornelius**



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OTB Sailors find ways to succeed

Amongst the well documented challenges presented by COVID-19 and the unprecedented number of times governments managed to fit 'unprecedented' into a sentence, we managed to have another great summer of sailing.

The Bravo Course season completed 18 races, relatively consistent with normal seasons. Most major regattas were pushed back to later dates. The International Cadet and Optimist

Australian Titles were held in April rather than in their usual Christmas/New Year timeslot. With a smattering of lockdowns in between, these regattas and others made for a great season and the Nationals in particular, made for a fitting finale for those transitioning out of their respective classes. Of course, all the success of these races came down to the fantastic team of volunteers working on and off the water to

support our sailors.

If anything, this season just shows that sailing is what you make of it and that a disrupted season does not reduce the opportunity for sailors to give it their all and put on some really impressive competitive racing at all levels of the fleet.

Imogen Farnell

Cadet Captain

Throughout the season there have been many highlights for our young Cadet sailors with the pinnacle being the 2021 National Titles that were held at Sandringham Yacht Club.

Throughout this event we saw lifelong friendships formed and unforgettable memories made. Coming together at the Nationals was not only a great opportunity for fair, fun and competitive racing but it was also great to catch

up with friends from all around Australia. While for some it was their first regatta, and others their last, it was an amazing week and everyone involved had a great time.

The weekly Club racing here in Geelong was also a great opportunity for everyone to race against some of Australia's best sailors. The high level of competition and great turnout every week allowed for an amazing energy

and environment at our Club. I am sure many champions will arise from RGYC in the future and I look forward to seeing what the Cadet fleet and our new Captains, Evie and Lulu have in store for the 2021/22 season.

Georgia Delaney

Cadet Vice Captain



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Of Yachts, Ukuleles & Mobile Phones

Robin Graham, the teenager who sailed alone around the globe in the late 1960's, once remarked, "At sea, I learned how little a person needs, not how much." His vessel, *Dove*, was merely 24 feet long.

It was 27th April 2021 and we were participating in the Top Of Tassie Cruise in a more palatial 44 foot cutter called *Pipe Dream*, motoring through oily calmness off Portarlington towards the Heads with *Bundaberg* and *Goggo*. Our plan was to get to Three Hummocks before a week of unseasonably winter southerlies trapped us in Port Phillip Bay.

As we all know, boats can be like love affairs with the Wrong Person. Joyful, exhilarating experiences mixed with shattering disappointments. Ours came in the form of a prop shaft vibration that started as an intermittent tapping noise and, as we hit the West Channel, grew into double-time doof doof. So, as we pulled ignominiously into QCYC, *Bundy* and *Goggo* continue elegantly through The Rip.

There are worse fates than being trapped at QCYC, which was just as well because we were there for a week. Two days for us to sort the prop shaft, and five for the weather to sort itself. Triumphantly, at 0730 Saturday 6th March, we transited the Rip and bounced our way south negotiating an outgoing tide and the incoming swell cultivated by a week of strong southerlies. We were level with Cape Wickham before we stopped spilling our tea.

Early the next morning, we dropped anchor in Spiers Nook, had a snooze, cleaned up a bit, and headed to the beach for a barbecue. The RGYC folks from *Seconda*, *Wild Honey*, *Perseverance*, *Apsara* and *Malu Spirit* were with us for that delightful gathering. *Reverie* had just left to spend a day or two in Stanley, the doggedly determined *Just Cruizin'* pulled up anchor for Macquarie Harbour just as we were dropping ours, and *Goggo*, *Bundy*, *Iona*

and *Final Final* were already in Strahan. *Wild Honey*, *Seconda* and *Perseverance* cruised off to Stanley the following morning.

We three who remained (*Apsara*, *Malu Spirit* and *Pipe Dream*) basked contentedly in the cloudy wilderness of the Hummocks for a few nights, shifting north to Rape Bay when the southerlies piped back in again. It was a bit roly-poly when the tide changed, but we were undaunted, and we gathered for mad evening singalongs aboard *Apsara*.

Between us we had a guitar, four ukuleles, a bugle, and an Aldi salad container lid that sounded a bit like a Celtic hand-drum when struck with the round end of a soup spoon. We also had several fine voices and a reasonable repertoire of songs. So, we sang, ate King Island cheese, and supped fine wine in the cosy haven of *Apsara's* saloon oblivious to the inclement weather outside.

In the end, the three vessels would be the only participants in the Top Of Tassie cruise to actually do the top of Tassie. We ended up in Beauty Point via a few nights in Stanley. We hired a car in Launceston and saw the sights like tourists battle-scarred from pandemic lockdowns. There were wineries, walks in the wilderness and, of course, more ukulele singalongs. You do have to feel a little sorry for Robin Graham, who had no ukulele and only his cats for company.

We were dogged by very ordinary weather for the entire cruise, always too much and in completely the wrong direction. Passages were planned with fingers firmly crossed that the brief weather window was enough for the intended journey. The trip back from the Tamar to Port Phillip was exactly the same. It's a long crossing, and it was sandwiched between two mighty fronts.

Before leaving the Tamar we all filled with fuel. Just in case. As arranged, I rang the Port Dalrymple Yacht Club Bosun to give us a hand.

Lee and I filled, paid, and then waited for the others in the adjacent bay, stooging around in circles, eating sandwiches and drinking coffee. It was cool and cloudy, but the sun was poking through once in a while. The best bit was the 15-20 knots blowing from the east. Jeepers, we might even get a decent sail!

And we all did. It was choppy, quartering and lumpy, and more tea was spilt, but at least we were fully sailing, doing eight knots, without burning any fossil fuel. That night it piped up to 15-25 and we pulled in the genoa, hoisted the staysail and reefed the main. Right on cue the wind dropped out. Then it honked right back in again for a while. Then it'd drop out again. There were only two of us on board so constant sail changes were not an option. It was still very choppy and we got knocked about a bit. I bruised a rib tumbling back into the cockpit after untangling a harness.

We arrived at QCYC at around 2300 the following evening after a passage of about thirty hours and, after a quick tidy up, sat in the cockpit with a glass of cheer nursing our wounds. I was wondering where my phone was, but I didn't say anything because I knew that saying, "Hey have you seen my phone?" would inspire a marathon search and rescue mission. Lee disappeared up the jetty for a moment, so I snuck below for a quick look and couldn't find it anywhere. Remain calm, I told myself. It'll turn up.

I sat back down and I looked at *Malu Spirit* which was tied up behind us. As I did, I noticed that something small and black seemed to be clinging to the top of our life raft. Yes, it was my phone, exactly where I'd put it after ringing the Bosun at Port Dalrymple Yacht Club thirty hours ago.

Stephen Renfree

"Pipe Dream"



RGYC Etchells Fleet Racing

Along with other fleets in Victoria it was a slow start to the 2020/2021 sailing season for the Etchells class as we struggled with COVID-19 restrictions and social distancing. Our illustrious RGYC Etchells Fleet Captain, James Hannah, had been working hard behind the scenes to secure some “one design” racing for our fleet.

James and the Sailing Committee came up with the plan to initiate the Charlie Course for VX's and Etchells. With the help of two new volunteers, Frank McMahon and Mike Lander, the racing provided by the Club has been the best it has been in years. The two races a day format has been great and most appreciated by the Etchells fleet.

The new format allowed the fleet to complete sixteen highly competitive races. Each race had the fleet finishing within seconds of each other, which was the prefect preparation for Chris Manton's “Tiger” team when we went to Metung for the State Championship in March.

All the signs for the Etchells class are very promising here in Geelong with three new teams, including an all women team, joining the existing fleet. We are looking forward to another successful season next year with RGYC looking to host the Victorian State Championship in March 2022. The Melbourne fleet is also keen to work with the Geelong fleet to grow and support its base of sailors with events at RBYC and RGYC through Winter and Spring.

Keep an eye on RGYC's Sea Chest for more news on Come and Try days or contact James Hannah through the RGYC reception via info@rgyc.com.au.

Etchells Victorian Championship - Metung

After a couple of months of midweek training sessions and Saturday Club events at RGYC on Chris Manton's recently purchased Etchells called “Tiger”, the team of Chris (helm), Rod Hagebols (middle) and Ben O'Brien (bow), went into the States at Metung with measured confidence.

These were early days in terms of the “Tiger AUS1488” program and we were just looking forward to actually doing a regatta after a year of COVID-19 ups and downs.

We arrived early to prepare for the regatta and did some training. Thursday and Friday presented winds in the 18-20kt range which we took full advantage of. We were conscious that the conditions forecast for the weekend were much lighter, but here was an opportunity to test rig and sails against other boats, knowing this would matter later in the year.

The Race Course



Saturday/ Sunday - South East, 8-10 kts, 22 boats

Seven races were scheduled over three days and we managed to get off three races each day with Monday free for one last race. We wanted to start conservatively as our priority was to have clear air and have options further up the course. Looking at the race course you can see that there is a headland (Tambo Bluff) which encroached onto the course. This headland provided a large geographic effect on the course with a significant left wind bend on the corner as well as some current effect. Basically, the further left you got, the better placed you became. This scenario was evident on both days and it put a premium on starting well.

Saturday. We struggled a little with starting but that was to be expected with our limited experience of regatta starts. As the event progressed, we did better on the set up and execution of each start. On the starts that we struggled with, we managed to find some thin

lanes, enough to keep us in the game and come back for reasonable results.

On Sunday we started better and were able to execute our left side strategy. The danger for the fleet was how far to go towards the bluff. Boats were going in closer and closer each time but we were more conservative than most.

The Metung Yacht Club did a very good job over the weekend and all the teams enjoyed the on-water and off-water lifestyle. The racing was tight and we have come away with some confidence in our racing and rig setup.

Chris Hampton with Cam Miles & Marcus Burke from Royal Brighton Yacht Club won the regatta in “874” with a race to spare.

We are looking forward to the next race days at RGYC. There is no question that the quality of racing here in Geelong was the perfect preparation for our State Title bid.

Rod Hagebols



Lucienne G1918

History and some stories of RGYC classic yacht of Port Phillip Bay once known as *Beryl*.

Registered as “*Beryl*”, Sloop, St Kilda Yacht Club, S-6”. The yacht is recorded as being built in 1917 at Richmond by her owner J.C. Dowdle.

From the end of World War I, *Beryl* raced in Port Phillip Bay in B Class races. During the Great Depression of 1929-1932 an engine was fitted, and *Beryl* began racing in the ‘Auxiliary Cruiser’ class.

In 1935, or thereabouts, Sydney Clarence Bird took ownership of *Beryl* and continued to race, at times sailing to Geelong on holidays and joining in the Geelong Regatta. Whilst on holidays in 1935, 12-year-old Keith Bird was rescued after he lost an oar trying to return to *Beryl* in a dinghy. Fishermen in a motorboat towed Keith back from half a mile off Yarra Street Pier.

In 1940 *Beryl* moved to the Hobsons Bay Yacht Club.

Sydney Bird joined The Royal Australian Naval Volunteer Reserve during World War II. *Beryl* is pictured with people in Naval uniform on patrol but has no record of being registered as a Naval Auxiliary Patrol boat. Volunteers would patrol Port Phillip Bay looking out for enemy submarines and the likes.

A C Paton sailed *Beryl* out of Hobsons Bay from 1950 until 1954 when John Collins of Geelong became her owner. John went on to become

synonymous with the Royal Geelong Yacht Club and he was Commodore from 1968 to 1971.

John, known as John (Cocky) Collins, moved into racing a trimaran also named *Lucienne*. One year, on Opening Day, the traditional sail past was cancelled with winds blowing 35 to 40 knots. John took his *Lucienne* trimaran for a sail. The guest onboard noting that, ‘We left the jetty, near airborne and circumnavigated Corio Bay in under 10 minutes! I was petrified and exhilarated at the same time. John deposited me back on the jetty with a big grin stating, “Now that is sailing!”

Sometime in 1970's John sold *Beryl* and it returned to Sandringham. In the 1980's the boat returned to Geelong Lagoon Boat Club. In 1987 the boat was purchased by Taylor and Powell of Melbourne, who trucked the boat to their factory for what was to be some “Minor Modifications”. “Minor” soon turned into “major” as the 10.6-metre-long boat was basically rebuilt from the keel up. Work included a redesigned coach house, a completely new fit out in Honduras Mahogany and NZ Kauri, new Beech laid decks ending with a Jarrah and Huon Pine bowsprit. Mahogany was also used in the panelling of the cockpit/steering pedestal and the coach house. Jarrah was also used on the gunnels and rubbing rails/handrails. A new Oregon mast and boom were crafted and

a time capsule was placed inside the hollow boom by Scott and Denis. After four years of work, the boat was relaunched in Geelong in 1991. Renamed *Lucienne*, the boat was sailed out of Lagoon Boat Club. Then the boat was left unused, and the elements took their toll over 15 years of no use.

In about 1980, Brendan Garner and Scott Coyle took ownership and got the vessel back to a presentable state, participating as a “Tidy Boat” at the RGYC 2008 Wooden Boat Festival. After more changes in ownership, Michael Shanahan swapped an Etchell class boat for *Lucienne* in 2013.

Since 2013 the boat has been undergoing a holiday program of restorations. These have involved replacing the rotten deck with a new Fuegian teak deck and replacing internal structural floors and ribs. The 41-foot mast is being rebuilt after some rot was revealed during the 2018 Wooden Boat Festival.

Considerable effort has been spent on keeping *Lucienne* afloat since her creation in 1917. The heritage of timber boats and their place in sailing history is worth preserving and it relies on the passion and commitment of owners to keep it alive.

Long live *Lucienne*!

Michael Shanahan



Radio Control Laser Victorian Championships

In a first for RGYC, the Radio Control (RC) Laser Association conducted their 2021 Victorian Championships at the Club over the weekend of 26-27th June 2021. With the opening of Wangim Walk providing the perfect platform for this style of racing, the RC Laser Association were keen to test out the venue with a view toward bigger events in the future.

The excellent access and public exposure, along with flat water and options for sailing either inside the safe harbour or on the Western side depending on the breeze, the visiting skippers were impressed with the sailing conditions.

Most of the skippers have multiple boats of differing designs, and sail in various regattas, so the positive experience of RGYC and Wangim Walk will circulate amongst other classes and clubs.

Peter Kirman (RGYC Sailing Manager) and I competed to get a feel for the racing and experience the event as participants. Despite it being a bit daunting that we hadn't actually raced the boats before, we acquitted ourselves well on day one in freezing and gusty conditions.



It took a few races to get the hang of the best way around the track, with the bottom mark roundings particularly tricky. Predictably we brought up the rear in the morning races, but had some better results in the afternoon with smaller sails and a bit more experience. It was a lot of fun, with the skippers all willing to offer some tips and assistance.

The RC Lasers use quite a short course, with races of about eight minutes' duration comprising three Windward/Leeward legs. This was easily accommodated inside the north

western corner of Wangim Walk, which allowed excellent viewing of the course for the skippers. Despite the chilly weather, the racing drew a constant stream of visitors to view the action, and plenty of comments from people who had RC yachts gathering dust in the shed at home. This suggests that we could establish an active group for regular racing at RGYC now that we have such a great venue.

Steve Hassell

High seas hijinks aboard Jacobina

Those who are lucky enough to know our hard-working Rear Commodore Peter 'Stepho' Stephens will also know that sailing with him at the helm is an absolute hoot. The decks are awash with colourful jokes and BS, and there's a tendency to measure passage races in beer cans, Anzac biscuits and salad rolls rather than nautical miles.

But don't be fooled: Stepho is a very competitive and talented sailor, and he's again flown his true colours this past summer aboard his very fast *Jacobina*. Frustratingly, this beamy Jutson 31 is so quick that it regularly grabs line honours in Division 2, but the dreaded handicap usually quashes any hope of collecting more glassware at the end of the day.

Stepho's style on the water has attracted a very loyal crew, namely Graeme, Geoff, Nick, Kate, Matt, Billy, Marty, Paul and Manfred -- and of course his wonderful partner Claire, and twins Charlie and Lucy. At times we've also had Mike Kelly or Tony Bull aboard, just to add to the colour and mayhem. Speaking of colour, who will ever forget the late, great Robbie Hampshire, taken from us far too early in October 2020.

Two of my more memorable adventures with Stepho this past year firstly involved helping him sail *Jacobina* home from Sandringham one Sunday. The two of us were supposed to set sail just after noon to reach Geelong well before dusk, so I'd only brought my prescription

sunglasses. But, due to some 'unforeseen delays' we didn't reach Hopetoun Channel until well after sunset. By then Stepho was below deck on the phone, leaving me on the helm. Squinting through my sunglasses into the dark, I lined-up what I thought were the channel entry lights. Ten minutes later I realised we were instead on a collision course for the Point Henry watchtower. I swung the tiller just in time to save us from an even longer night 'parked' in the shallows to await the morning tide! (Suffice to say, this is the first time I've admitted to this little mishap!)

My second memorable outing on *Jacobina* came during the last long race for the season in late March. The BoM had forecast benign conditions, but unsurprisingly the afternoon breeze cranked-up the white caps as the fleet headed back down the channel for home. The previous week we had flown our spinnaker in similar gusty conditions, resulting in our first ever 'Chinese gybe' and haul over (great fun, sort of). So, for this final race, we thought Stepho might have been a little more cautious. But oh, how wrong we were!

Stepho instead 'encouraged' us to hoist our mid-sized navy-blue kite as soon as we could. Once set, and with the strong breeze on our stern, we shot off like a rocket to clock over eight knots and take the divisional lead. We held our advantage for about twenty tense minutes ploughing past Point Henry. Then, suddenly



the top of the kite started to rip down the port seam edge, sending the bulk of the sail into the brine on the opposite side.

We thought (and perhaps secretly hoped) that this would bring an end to Stepho's valiant efforts to maintain his hard-fought lead. Imagine our surprise when he casually 'encouraged' us to get rid of the torn kite, then bring up another one from below!

It was only much later back at the clubroom, with line honours again under our belt, that I overheard the skipper of the boat behind us quip: 'I was pretty happy when I looked ahead to see that Stepho had torn his spinnaker. I thought to myself: now we can finally catch the bugger! But blow me down: just a few minutes later he hoisted an even bigger green kite, then just took off as if nothing had happened!'

And so it goes: another colourful season aboard *Jacobina* comes to an end, and we live to tell the tales, tall and true!

Geoff Russell



How Sailing Changed my Life

When my wife, Jennie, was invited by Brian and Sue Marshman to join them on a Twilight race on their boat 'Tuxedo Junction', as her spouse I tagged along, and that's when life changed.

I didn't fall overboard, was quite comfortable moving around the boat and managed to do what I was asked. So, a couple of weeks later I joined Brian's Saturday race crew of Roger Elms, Peter Blinko and Bob Appleton. It was a baptism of fire as I was asked to do the foredeck with Roger. A fast-learning experience, and I only dropped the end of the spinnaker pole on Roger's head once! He did get me back later on *French Connection* (with a much heavier pole).

Bob Appleton spent a lot of time showing me how to do various knots and was always berating me for not tying something up correctly. We had some great racing, especially the 'Passage Race'. That was also a baptism as I remember drinking with the crew at Royals until about four in the morning then trying to get the sails up for the start of the race with a massive self-inflicted headache.

Brian bought *French Connection* in 1998. I remember seeing the boat for the first time, noticing the size of the sheets and thinking, "Can I do this?" I quickly learnt that size is beautiful. I was still doing the foredeck, but decided I needed to know more about sailing. I embarked on a navigation course with Vic Goy and also obtained my Marine Radio Licence. Jennie and I

were then invited to go sailing on a friend's boat in the Ionian Sea, Greece. This started another adventure.

We fell in love with Greece so much that I wanted to do a bareboat charter to sail through the islands. I completed my International Certificate of Competence (ICC) so I could charter a yacht as a skipper in Greece. We completed four absolutely wonderful sailing holidays there.

'*French Connection*' was always a happy boat to sail on with a fabulous crew. This was due to Brian's attitude as a skipper, being very hospitable, calm, cautious and considerate with a well maintained boat. By now I had become "Mr Fixit" on the boat. Brian and I spent many happy times servicing the engine and undertaking routine maintenance.

When Jan Neeson Marshman joined the boat, it became even more hospitable with drinks and snacks onboard after each race.

The sailing was always fun but extremely competitive. I remember doing the foredeck with Paul Smart. Paul unfortunately stepped where no deck existed and went straight overboard. We did a 360 degree turn and picked him up. No damage done. Bob Appleton went onto the radio and reported, "*French Connection* has just completed the Man Overboard drill. Now returning to race."

On one occasion another boat came alongside and called, "Do you have any spare sailing instructions?" Bob quickly said, "Wait a minute while I copy you a set!!!" They still think we had a photocopier onboard.

My favourite sail on the boat has always been the gennaker. Brian will tell you that I would take any excuse to put it up. I just love the power, speed and the dynamics that this sail brought to the boat. This was our second gennaker as the first one got caught around the forestay when Brian was not the skipper on that day. I had the "pleasure" of telling him we got it down and it was all in the bag, but in pieces, as we had to cut it off. An expensive exercise.

We made some great memories with Brian, Jan and crew. Sailing the Amalfi Coast together in Italy in 2015 was a great experience. Other enjoyable times have been spent having lazy holidays at QCYC or at the Docklands in Melbourne. We always had plenty of wine onboard with beers in the fridge and an oven for Rhonda Elms' sausage rolls. It doesn't get better than that.

Now that *French Connection* has been sold, Jennie and I want to say thank you to Brian and Jan for the fabulous time we had. We did wonderful things that we had never dreamed of.

David Turner





Junior Coaching

Each year I sit down to write this little piece on the current junior coaching program at RGYC and reminisce on the past year. As we have all heard a thousand times, it has been a tough year. While Club racing has taken a bit of a hit at times, we have been very fortunate with the off-and-on nature of the lockdowns to get some racing in. Careful rescheduling and good organisation by all the crews and volunteers has meant some regattas have gone ahead with good results from our juniors.

In the International Cadets Victorian Championships at Metung we (RGYC) had seven of the top ten boats with Cooper Field/Adela Thomas and Imogen Farnell/Annika Hilsenstein leading the way with 1st and 2nd. The Australian Titles held at Sandringham were squeezed in at the season end and three RGYC boats finished in the top ten with Imogen and Annika the best in 5th. Unfortunately, due to COVID-19 restrictions, they were not able to represent Australia in Italy despite being selected.

The big growth class at RGYC is the 29ers. The highlight was Mason Mahoney/ Matt Purnell winning the Victorian Championship. We have a very active and exciting group developing in this class. Good things await so watch this space!

RGYC International Optimist sailors also fared well with Riley Cantwell and Hugo Henderson finishing 6th and 5th in their respective fleets at the National Championships and three boats in top ten in the State Titles with Riley Cantwell on the podium in 3rd.

Well done to all.

One thing that did arise out of the year was the strength of character and resilience of our junior sailing group. To see such a close, supportive group in adversity is amazing. Little things like the senior kids staying ashore until everybody is rigged properly and then helping the novices launch count a lot.

The nature of our sport promotes self-reliance, problem solving and consideration. I think the kids of today get a bit of a bad rap (that's been

going on a few thousand years now!) but I often say just come down to one of our Friday night sessions and feel the vibe with different age groups and genders all mingling. It is inspiring.

In my capacity as Australian Cadet Coach it is a source of great satisfaction to see that the girl/boy representation in junior sailing is even. I also note that in the 2024 Paris Olympics there are going to be even more mixed gender competitions which is a good thing.

Even in these troubled times, our situation remains very positive. The past year has seen the sailing focus change to be a bit more inward looking (as with most facets of life), and the lure of overseas regattas and distant shores temporarily put aside. But our junior sailors continue to train when they can, try to maintain a strong community and better themselves on and off the water.

Bravo Zulu Kids!

Tony Bull



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Rocks and Crocs



After an enjoyable summer season at RGYC racing on 'Elixir' it was time to change gears and go cruising again. Kerryn and I had sailed our yacht 'Esoterica' back from Asia to Darwin late 2019, planning that we would spend the dry season in the Kimberley in 2020. However, border closures due to the pandemic forced us to put our travel plans on hold. This year circumstances changed for the better and we were good to go.

We had various government approvals in hand and our visitor's passes from the Wunambal Gaambera and the Dambimangari Aboriginal Corporations afforded on-shore access to private vessels only. This management strategy is an effort to protect the land and the people inhabiting it.

After provisioning the yacht for three months away, we departed Darwin late April and day-sailed in light breezes down the eastern shore of the Joseph Bonaparte Gulf. We then laid a course from Port Keats for an overnight sail to the Berkeley River, the start of the Kimberley. Currents in the Gulf were strong, pushing us first south and then north as we crossed it.

Much of the Kimberley area is not well charted. We relied heavily on the excellent cruising notes of the Kimberley Coastal Cruising Yacht Club, The Western Australian Cruising Guide

of the Fremantle Sailing Club (must have), cruising notes from the Darwin Sailing Club and 'Anchorages Darwin2Carnarvon' by Leslie Richards. Tide information was downloaded prior to leaving Darwin and is also available on Navionics charts that we use. Three-day weather forecasts are obtained daily on HF radio, VMW, Bureau of Meteorology, Wiluna.

Tidal ranges in the Kimberley are as much as ten metres during springs. The Berkeley River is entered across extensive sand bars and boats need the top of the rising tide to safely transit. Once inside the river mouth you are rewarded with spectacular scenery, from white sandy beaches to mangrove-lined creeks, to sheer red sandstone cliffs rising straight out of the river in breathtaking gorges. It has many small creeks to explore by dinghy and walks to crystal clear freshwater billabongs, waterfalls, lily ponds and swimming holes. The river is navigable for 12nm, with many anchorages, culminating in our favorite at the 'Amphitheatre' with a fifty metre high waterfall as a background.

A day sailing north from the Berkeley River brought us to Koolama Bay and the sand-bar entrance to the King George River, arguably the most popular natural attraction on the Kimberley Coast. Twin Falls, WA's highest waterfalls, are at the limit of navigable water. This is a wonderful place to anchor between

the towering, weathered limestone cliffs with the backdrop of the eighty metre falls. Here we had a planned rendezvous with friends onboard the cruise boat 'Kimberley Quest'. We were quick to take advantage of the opportunity for a helicopter ride over the falls and river. We swam just downstream of the falls in Steep Gorge, a narrow cutting in the cliff face where the creek cascades down several waterfalls to a mini rain forest with a beautiful deep pool in the shadow of the gorge.

It is hard to leave these serene rivers, but we headed northwards and rounded Cape Londonderry, the most northern part of mainland WA, and the convergence point for two different currents. The ebb tide is taken north to Cape Londonderry, aiming to round the cape at slack water, and then the flood tide is taken down into Napier Broome Bay. Kimberley coast sailing requires an awareness of tides and currents that can work well in your favour, often giving a 2-3kn advantage, but will seriously slow progress when you get them wrong (and you do occasionally)!

We transited Napier Broome Bay, Vansitaart Bay and Admiralty Gulf. Here there are many small bays and protected natural anchorages to be enjoyed, half a day sailing apart, often with creeks cascading over a rock bar into them, and providing freshwater pools above for relaxation,

bathing, washing and water collection. Working the spring tides, the Drysdale and Mitchell Rivers can also be explored well upstream to the rock bars. Some great sailing was enjoyed with the prevailing SE winds gusting 15-20 knots.

Aboriginal rock art abounds in this region, and we have had the privilege of seeing many examples. Whilst much of the artwork is that of the ancestors of the current indigenous inhabitants, some of the paintings, known as the 'Bradshaw' or 'Gwion Gwion', are extremely old; 40,000 years or probably much more, according to anthropologists. The view stands that these predate the artwork of ancestors of the current aborigine tribes of the Kimberley region. There are several examples of what may well be the world's oldest paintings of boats.

Crocodiles are also prevalent and one needs to be diligent and cautious to stay safe. Most crocs will keep a respectable distance whilst observing you, however, we were awakened one night by crashing and splashing at the rear of the boat, and on investigation discovered the local three metre crocodile had taken a fancy to one of the fenders hanging off the rear quarter. The fender was punctured and the cover was shredded!

The other mindset change for cruising the northern Australian coastline is choice of dinghy,

with the inflatable dinghy swapped for a 'tinnie', this boat being more resistant to crocodiles and rocks.

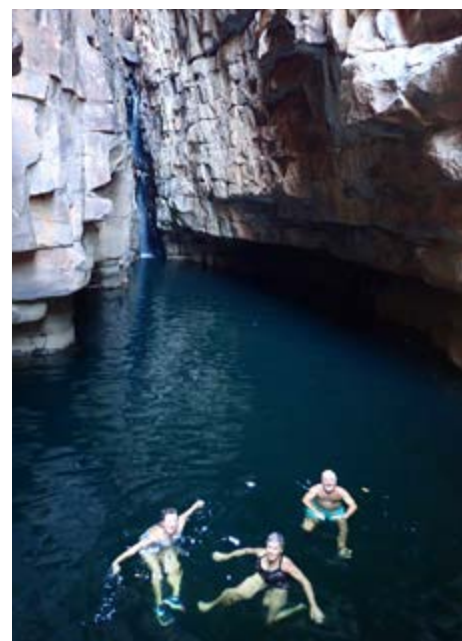
By late May we were at Montgomery Reef and heading westbound to Yampi Sound, just north-east of Cape Leveque. We enjoyed a visit to the Horizontal Falls, with a fast-boat tour through these turbulent waters. Not a place for our dinghy to be! We spent an enjoyable couple of weeks in this area, getting to know Phil Cole who lived for 23 years at the Squatters Arms Boat Club at Silver Gull Creek, a mecca for Kimberley cruisers. This area is also where 'pristine' meets 'progress'. There is mining of high-grade iron-ore on both Koolan Island and Cockatoo Island, a relatively small footprint bringing with it benefits of a fuel barge service and welcome phone and data communications, the first since Darwin.

At this point we had travelled about 1000nm, and we turned northwards again, planning our passages to use the strong ebb-currents running in our direction on our trip back to Darwin, and taking every opportunity to unfurl the sails against the prevailing south-easterlies. This part of the trip took another five weeks and we used many anchorages that we had passed by on our way south. Secluded bays such as Sampson Inlet, Camden Harbour, with evidence of European settlement in 1864, Palm

Island and Four Man Creek with great rock art, all encourage you to stay and explore for days. Sheltering from very strong south-east winds whilst waiting to cross the Joseph Bonaparte Gulf we found ourselves yet again in the King George River, a spectacular and safe place to wait for a favourable forecast. After six days, our patience was finally rewarded with light conditions that enabled us to head back to Darwin in comfort, albeit motor-sailing or motoring in lighter south-east to south-west breezes.

We have seen a marked change in Kimberley cruising since we last visited this area in 'Esoterica' in 2014. Whilst we have met only twelve yachts this dry season, there is a prevalence of larger privately-owned power cats and motor cruisers, as well as a big increase in commercial cruise boats loaded with "baby-boomers" that ply the coast from Broome to Wyndham or Darwin, and return. For cruising yachties it remains an isolated and lonely coast where total self-sufficiency is mandated. Nonetheless it is a very beautiful and rewarding cruising ground, with wonderful scenery, flat seas, moderate breezes and safe anchorages.

John Peirce



The Smoothy Story

A GREAT ESCAPE

Preparation

The boat is not sorted yet but close. Ando, Brendan's Team, Tony, Tony and Mark have removed most of the gremlins. We do have the best team, no doubt in my mind.

Smooth Operator is a yacht ideally suited to the long sea voyage from RGYC to the warm waters of Queensland. It is a big step from safety Category 5N in a Farr 7500 that we are used to, to Cat 2 in a Jeanneau 509. We have so much more space. We can fit the scooter, the stand-up paddle board, the inflatable sail board, an island, a palm tree (yes!) and much more.

The real reason for all this is to get family on board. After 20 years of solid racing, Sailability and training there is something else. People wonder why we race shorthanded. They want to see the boat flat out, but the focus is to get my family, some of whom can really sail, and their partners on board. The team will grow slowly a little bit at a time with grandchildren and, of course, our extended sailing family swelling the team.

We find the 50-footer easier to handle two up than the trailer sailor. We have now travelled around six thousand miles up and down the east coast of Australia and around the Bay.

Departure

Geelong is in COVID-19 quarantine! Fancy that. This is very different from previous trips! As we waited to leave Port Phillip Bay, the water was warm as it lapped up under the stern as the current pushed us stern to the wind in the little, crowded channel. The social distancing here is the length of an anchor chain. After waiting for grandchild number 4 to arrive, we finally burst out into Bass Strait. The weather was good and we were at Skull Rock at the Prom in the morning.

We had had a good run and dolphins rushed toward us in big numbers from well away. The Victorian dolphins are definitely the most friendly we have met. Night fell for the second time as we headed east for the oil platforms. The catering officer cooked dinner and the rest of us settled into three watches of three hours, six hours of sleep and really only one watch in the night. Very civilised. I almost missed the oil platforms and they seemed less fantastic, not flaring as they have been allowed to in the past. We sailed into Eden around midnight and tying up at the jetty was a challenge with a lot of surge not seen here before by us. Fuel for Smoothy was arriving at 7:30 am. The weather directed that we left after a better night on a mooring when the wind changed

very early in the morning. We had had a good day in Eden taking a taxi up to town for lunch. However, we were on a mission to get north into warmer waters as quickly as possible so plans were made to leave.

We were reaching in good winds in the high 30's but could not get the boat settled. The confused sea was from at least seven different directions. No rhythm. Green water over the wheel in the night!

We wanted to push on to Pittwater because the approaching storm was going to last for a few days and change direction as the eye passed over us. Being on a mooring or at anchor in Jervis Bay was not appealing to anyone on board. We sailed on as we needed to reach Sydney.

Gary, a crew member, rang to say not go into Pittwater. "Push on as far as you can because of COVID-19".

Avoiding Pittwater became a race to stay ahead of the weather. Our arrival at Newcastle was around dusk but so was the storm! We were not looking forward to making a new port in the dark in bad weather.

We had a chart plotter track into Port Stephens and had been there in unpleasant weather before, but we were also going to need some repairs and we would be caught by the storm between Newcastle and Port Stephens. Newcastle it was! The wind died out at times, so we had to burn some diesel to try and keep our arrival in day light.

We got in at 5'ish.

The wind did not arrive till morning, but we were snug in the marina. The wind was roaring outside and we were sheltered.

From Newcastle, the wind was going to be behind us and crew member B1 was flying home. It was Main in the bag and the Iron Main to Southport.

We had a weather window and spoke to Marine Safety about leaving. Yes, the entrance was safe but it would be lumpy out there.

They were not wrong! Again, the sea was confused but we moved on happily.

The warm current was clearly visible with a line of rain clouds that breathed in and out. We made good time. Near Ballina we got a bit wide off the coast and the BOM current chart showed a back eddy. We should have been fine. I came on watch at daylight and we were pushing a current of 1.9 knots. The water temperature was 24.9, the sea was smooth with no wind. Closer to the coast there was a fresh



westerly and the whales were swimming in the current going north. I thought that they are not stupid and turned in towards them. About 500 meters inshore we had wind and the current was .9 knots, the water temp was 23.9 and our progress improved. Two years ago, we pushed nearly 3 knots round these points right in close. Things change all the time at sea.

Southport came up and we radioed in. We were told to wait outside for Border Force to contact us. COVID-19 again. We had done our forms, and all was okay. They just wanted to check all our details first and photograph the boat when we were in.

After several days in Southport the chandler got some new cars for us. Di and I got our hair cut, had a well-earned massage, did the washing, rested and dined out. The pace had changed. We were in Queensland - warm water and a warm boat!

COVID-19 was not finished. Brisbane had a COVID-19 problem and crew member B2 realised our new pace was going to be too slow for him. He had done a great job getting us up to the Gold Coast, his original aim. He flew home just in time.

We moved up to Tipplers instead of heading for Fraser Island as the weather was not right. Those boats that bolted were waiting days to get in. I cannot imagine it has been very comfortable behind Double Island Point.

We quarantined at Tipplers.

Good weather window for Fraser Island on the 6th and 7th.

The adventure continues...

Charles Weatherly

The Times They are changing

Some changes we instigate, some happen naturally, some are imposed, some are minor, and some are major. It is often how we deal with change that determines the outcome. Sailing is a great teacher for dealing with change: wind strength, direction, tides, waves, other vessels... It's what you do next.

In 2011, my life changed dramatically when I had four strokes. After the first stroke I was admitted to Geelong Hospital where I received a very high standard of care with excellent facilities and highly qualified staff.

Over the next week I had another three strokes, Transient Ischemic Attacks.

This resulted in being paralyzed down my right side, no feeling in the left side of my face, and a variety of other symptoms.

I was transferred to the Royal Melbourne Hospital as I was in a very bad way and they had a specialist Stroke Unit.

They wired me up to a range of electrical monitoring equipment and assorted other plumbing apparatus. I was not really aware of the severity of my situation and that at any moment I could drop dead. Probably just as well I didn't know.

There was treatment for a clot that was lodged at the entrance to my Medulla, which is the part of the brain that regulates breathing and heartbeat among other executive body functions. I was being treated with enzymes and blood thinners to dissolve the clot and hopefully flush it through without it lodging in the Medulla and resulting in death.

After four days I could move the end of my right thumb slightly. The doctors said that indicated that I had good prospects for recovery. Each day I got a bit more movement back, part of a long journey. It seemed that my sailing life had ended.

I hold the RMH Stroke Unit in the highest regard. The care was second to none and I was treated by some of the top medical staff in their field.

After a week the treatment seemed to have worked as I was still alive! I returned to Geelong Hospital.

I had just arrived back at Geelong and was visited by the head of rehabilitation at The McKellar Centre in Bell Park. We discussed my options for rehabilitation and I was transferred there the next day.

The McKellar Center was well equipped and had great staff who understood just how far they should push you to recover. Every stroke is different and so is the rate, magnitude and time it takes for each person's recovery. Some make good progress while others make little. It certainly made me realize how lucky I was so far.

I was there for a month learning to walk, use my right arm and hand and then building up stamina and strength. The day I walked out was exhilarating.

I still had some problems with balance, vertigo and headaches, but I wanted to get back on the water.

I picked up a boat delivery from Adelaide to Perth in April. It was probably a bit soon but the rest of my sailing life was in doubt and I needed to know I could still do it. The trip went well but left me pretty tired.

After that I went to the Sunshine Coast and spent a month exercising and building up my fitness. I also began to learn how to play the flute again.

I did a few more coastal deliveries that year, then Lynne and I took a 65ft Princess cruiser from Sydney to Fiji in December.



After that, I sailed "*Island Trader*" down to Tasmania and did a Master 5 course at the Australian Maritime College at Beauty Point. My brain received plenty of intensive thinking workouts.

It has now been ten years since my strokes and I still have some residual physical problems with balance, headaches and tiredness.

Lynne and I have had some great sailing adventures both here and the Mediterranean as part of travelling around Europe.

I have done some interesting boat deliveries in Australia and internationally and I did a trip from Geelong to Adelaide on the replica of "*Endeavour*" where I had to confront my stroke-induced fear of heights.

Although my life changed dramatically, sailing has been one thing that has constantly made me keep pushing myself out of my comfort zone, and this has been a major factor in my recovery. I have tried new approaches, won some and lost some but I'm enjoying life on water and on shore.

Greg Wallis

Skipper of *Island Trader*

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A
ARMS

S
SPEECH

T
TIME

If you see any of these symptoms **Act FAST** call 000

Act FAST. If you have any symptoms like numbness, paralysis of the face, arm or leg, loss of vision, don't delay seeking treatment. Call 000. Early action may mean that you will continue to be able to sail again!

Are we ready for electric boats?

Electric boats available for hire? Yes. Electric passenger boats in National Parks? Yes. Auxiliary motors in yachts? Yes. Electric ferries? Yes. Electric foiling boats that can do 22 knots over 50 miles? Yes. An exciting time for boat enthusiasts is arriving.

Smaller boats

Many yachts use electric outboard motors for their tenders. No extra containers of petrol to manage, no spillages, no endless attempts to start the motor with the pull cord. Just click the portable battery into place, put on your life jacket and go! Take a spare battery if you need to. Recharge the battery from the supply on the boat when you return. A simple, clean, reliable, and powerful system.

Some smaller racing yachts are powered by electric outboards rather than the noisy petrol units we have had for decades. The electric units are ideal for short trips to and from the racecourse. Some RGYC members are running this system.

Recreational fishing boat owners are already using electric motors for their trolling which requires silent running to bring them closer to schools of fish.

What is happening in the keelboat and displacement boat worlds?

Stern drive, leg or shaft drive models are available to suit sailing boats of various types and sizes.

Battery technology is improving rapidly and is now more energy dense, capable of very rapid charging and is powerful. Battery storage keeps the weight low in the boat for stability.

Regeneration mode is available on some models. If you are sailing, the system allows the propeller to rotate and spin the motor which acts as a generator to refill the batteries. Most electric cars use this technology successfully while “braking”.

Hybrid power systems (diesel and battery combination) are available for yachts and displacement boats. There is a hybrid boat in the RGYC marina.

There are electric ferries and the best place to find them is Norway. The largest can carry 200 cars and 600 passengers at up to 13 knots (24kmh) over a 10.5km crossing, 20 to 24 times per day. It recharges at night. Might the Queenscliff to Portsea route suit a smaller version???

Solar panels and dockside charging systems.

Many marinas have a power supply to each pen. RGYC has installed more power supply



units on the new floating section of the marina. Charging can be set at a low power level per boat so systems are not overloaded. Automated charging times and amount of charge available can be tailored to boat and marina needs, solar input availability and time of next departure. For example, the boat is to be used on Saturday so it needs to be recharged by then. The marina can supply power to the boat every day, particularly between 10 am and 4 pm (high solar input time) and between 10 pm and 6 am when electricity cost is lower. The boat charging system can be programmed to take advantage of this supply profile of renewable and mains power and the target time of departure. There are already four marinas in Australia that have dedicated recharging units for boats.

Electric systems can replace diesel engines that are no longer working properly. Why not remove the old engine, gearbox, start battery and fuel tank(s) and replace them with a battery bank and the smaller but powerful, quiet, clean electric motor? After all, the best part of sailing is when you turn off the diesel engine!

RGYC boat owners are replacing old lead batteries with Lithium technology batteries. They enjoy fast charging, deep discharge capacity and can monitor their batteries with the supplied app to ensure that the batteries are performing correctly.

The gas bottles for cooking can be disposed of too, reducing risk, weight and the task of finding a place to have them filled. Safety issues around gas use are eliminated.



Candela C-7



Dockside vessel recharging unit.

Yes, they are expensive ...

Electric motor systems for boats are currently expensive but like new technology of all types, the costs reduce as the systems become more common and the competition in the market increases.

It is expensive to install a new diesel motor and the running costs are always there – fuel, filters, engine oil, coolant, corrosion prevention and servicing costs. The cost to the environment is always there.

An electric system avoids these costs, eliminates air, water and noise pollution. Maintenance is minimal as there are so few moving parts. Battery life is now being extended significantly.

What’s going on in 2021 and beyond?

Australia is beginning to see an increase in fully electric vehicles and major car manufacturers are planning to cease building internal combustion engine cars in just a few years. Diesel trucks and buses will be less common. Regulations in major recreational boating countries will drive the boating industry to match the changes demanded of road vehicles in the propulsion systems for all types of boats. The advantages of electric motors for many boats will win customers too.

RGYC is in a sound position for boat owners to adopt the new technology and use it at the Club. Our electrical infrastructure, including a 3-phase outlet, is sufficient for the demand over the next few years. We need to plan the next phase of marina development with electricity demand growth in mind. 150KW Supercharger systems are available now.

The RGYC marina will cater for the change away from the technology we have used for decades to the silent running electric yachts and powerboats which are increasingly available.

We will be able to run Australia’s first e-Regatta to match the world’s first e-Regatta held in Venice during May this year!

One day we will be able to do away with the fuel dock.

Chris Williams

Goggo – The Blast from the Past

Goggo, the 1993 built Sayer 50 cruiser/racer from RGYC, pulled off a surprise line honours win in the 2021 ORCV Apollo Bay Race, also taking out the PHS handicap win.

In recent years Bill & Julie Newman have been cruising on *Goggo* in events such as the Van Diemen’s Land Circumnavigation and competing in RGYC Twilight races and the occasional longer race. Winning the Wooden Boat Festival Passage Race from Portarlington in 2020 was the highlight.

With the boat looking a bit tired, Bill decided it was time for a facelift for *Goggo*. After an extended period on the hardstand for a repaint, which like all boat jobs takes more time and money than originally planned, *Goggo* was finally back in the water in early 2021. As it happened, this was just in time to head out into Bass Strait and cruise with the RGYC Top of Tassie cruise group.

The opportunity to compete in the 2021 ORCV Apollo Bay Race came up and it was decided that *Goggo* would have a go. There was no shortage of crew with serious offshore sailing pedigree as many of them had learnt to sail with Bill on his Thunderbird, *Tambo* 11.

The Race Unfolds

After an excellent start off Queenscliff under spinnaker in light winds, we were able to climb under a group of boats and establish some clear air. Jake Newman was calling the tactics and this was probably the move which put us in a position to win the race.

On past Torquay the breeze improved for a while with everyone under spinnakers enjoying the warming sunshine and moderate sea conditions. Things got a bit flukey in the afternoon as the breeze dropped and large wind shadows lay offshore from the Otway Ranges. Intermittently, the boats close to shore would charge along, only to stop, waiting for the next short burst of breeze.

Several boats close to us gybed and went further offshore in the hope of getting into stronger breezes. At times they also looked to be doing better, and our tactician, Jake, was debating with himself whether we should go offshore, but we stuck with our middling course. The fleet looked like it was joined by a bungy cord as the leaders and following boats stretched out and came back together as we each sailed through patches of better breeze.



As we got closer to the finish off Apollo Bay, we were catching the leaders, *Extasea* who were becalmed inshore of us and *Cadibarra 8* who had gone further offshore and were trying to cross the dead zone back into the breeze we were in.

While we briefly got ahead of *Extasea*, they picked up the breeze and took off again, while *Cadibarra 8* went through close below us and chased *Extasea*. At this stage we certainly weren’t thinking of a win. We were looking behind and hoping more boats didn’t find some new breeze and catch us, but we thought we were doing okay on handicap.

While the two boats in front were engaged in a tight tussle we continued to sail our boat hard with many spinnaker peels changing from the fractional kite back to the masthead kite. These old sails had probably not been flown in anger for many years and fingers were crossed that they didn’t blow out before the end of the race. Running repairs were made after each drop.

Stefan Treurniet and Locky Hassell on the foredeck were doing a great job, with Rhys Cantwell doing the bulk of the kite trimming with young Oskar Hart grinding the winch. Oskar, on his first ocean race, was doing the hard yards, which was only fair as he was the youngest. Bill had put in an epic day on the wheel, showing he hadn’t lost his racing touch.

With only a few miles to go, the light fading and the wind with it, we were ghosting towards the last (virtual) turning mark when the lead boats almost stopped. The crew were keen for a beer and there were despairing glances behind at the fleet and emerging navigation lights began to get closer. We resisted the urge to settle for a drift to the line with a well-deserved beer and continued to push to the finish.

As we closed on the virtual mark, the other two boats still parked, we were able to head towards the beach and pop the fractional kite again as we got a sniff of breeze which kicked in just as we crossed the other boats (on starboard). As we passed them, we were hit with a strong gust which blew out the kite! Given that *Goggo* is a cruising boat, we simply unfurled the headsail while we retrieved the remnants of the kite.

As we rounded the mark and headed to the finish, just a few hundred metres away, the wind died again, and shifted to the west so it was right

on the nose! We were now drifting toward the line with two much faster boats flying carbon sails quickly catching us. No-one on board dared to breathe until we crawled across the line. First by a couple of boat lengths!

The relief was accompanied by disbelief that we had achieved a line honours win against a fleet of modern fast race boats. It was undoubtedly a tricky race with tactics along the course having a big bearing on the result, so we were fortunate to have Jake reading the breeze like a fortune teller. The crew work was exceptional for a team who hadn’t sailed together on *Goggo* before, and Darren & Stefan had only ever been on the boat for beers. Everybody stuck to their roles and kept in good spirits during the day (and better spirits during the trip home).

After a couple of celebratory beers it was off to the pub for dinner and more celebrations.

Timing for departing the pub was based on the need to get to the Heads at slack water. We arrived at Point Lonsdale as the light turned green and we followed *Extasea* in through the Heads. The crew started waking up when we rounded St Leonards as the sun came up, so it was bacon and egg rolls courtesy of Stefan as we passed Portarlington.

Arriving back at RGYC we received a welcome and congratulations from the *Extasea* crew who had battled some technical problems during the race as well as the fickle breeze. It was a nice touch of sportsmanship from them.

What happened next from all reports was a rather noisy party which stretched over most of the day. One RGYC member commented that he thought we had won the Volvo Ocean Race judging by the noise.

It might not have been the Volvo or Sydney Hobart, but it was still memorable for a great crew of mates who enjoyed sailing together and having fun. Isn’t that what it’s about?

So officially: 1st and Fastest, 1st Wooden Boat, 1st Dacron Sails, 1st Aluminium Mast, 1st With BBQ

The Crew: Bill Newman, Jake Newman, Steve Hassell, Locky Hassell, Darren Pickering, Stefan Treurniet, Daniel Palmer, Rhys Cantwell, Oskar Hart.

Bill Newman & Steve Hassell



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:

Brian Sexton - Joined 1986
Robert Hampshire - Joined 1980
John 'Pugs' McKay - Joined 1991
Robert Hawkins - Joined 1980
Lindsay Heath - Joined 1942
Gerald Baker - Joined 1963
Dr John Stickland - Joined 2008
Warren Miles - Joined 2008
Robert 'Bob' Price - Joined 1959

RGYC Staff 2020 / 2021

General Manager: Phil Clohesy	Marina Manager: Paul Walters
Accounts Administrator: Ann Hardy	Marina Assistant: Graeme Chapman
Club Operations Coordinator: Libbee Roddis & Tanya Roberts	Marina Hand (Trainee): Hamish Hodgson
Sales & Relationships Manager: Steve Hassell	Sailing & Boating Manager: Peter Kirman
Finance Manager: Rob McLay	Education & Training Administrator: Emma Powell
Major Events Manager: Nathan Bassett	Green Fleet & Learn to Sail Transition Coordinator: Meg Goodfellow
Marketing & Communications Manager: Sarah Pettiford	

RGYC Sub-Committees

As well as the RGYC Board, Sub-Committees and Working Groups 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 and Working Groups in 2020/21.

Sub-Committee/Working Group:

Governance
 Strategic & Events Planning
 Finance
 Member Services
 Sailing and Boating
 Yard & Marina
 Major Events
 Melbourne to Geelong Passage Race
 Off The Beach
 Race Management Team
 General Boating
 Sailability

Chaired by:

Derek Buckmaster
 Grant St Quentin
 Mike Kelly
 Paul Buchholz
 Phil Francis
 Peter Stephens
 Chris Manton
 Roger Bennett
 Jason Farnell
 Annina Varrella
 Glenn Dwyer
 Graeme Ritchie

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